

1½ hours to the hours of attendance and to cut off the Saturday half holiday.

This will increase the hours of labour nearly one-third. How is this increase justified? Is it proposed to discharge one-third of the employes or is the work, by some hocus-pocus, to be suddenly increased in proportion to the attendance? I think not; yet only on those grounds can the change be justified.

It will be admitted that in the majority of the departments a sufficient number of clerks are employed to properly perform all the duties; that where a temporary pressure of work has occurred no difficulty has been experienced in obtaining the cheerful consent of the clerks to work extra hours until the pressure had been removed and that in this matter the discipline of the service has been kept up to the proper standard. In the event of the change being brought into effect will not the same amount of work which is now properly performed between the hours of 9.30 a.m. and 4 p.m. be spread over the hours from 9 a.m. to 5 p.m.? Will this in any sense of the word increase the efficiency of the staff? Will it not on the other hand have a tendency to destroy the quickness and brightness of the, at present, good clerk and to establish more firmly the laziness of the present drone? This letter is already too long or I might with advantage point to other arguments against the proposed change; with your consent I may perhaps return to the subject.

"ANOTHER CRITIC."

The Elder's Sermon

Our elder told us yesterday we had not learned to live
Until we learned how blessed 'tis to pardon and forgive;
The dear, sweet, precious words he spake like heavenly
manna fell;

The perfect peace they brought our hearts no human
words can tell.

"Love brings millennial peace," he said; and though
my lips were dumb,

I still kept shouting in my soul, "Amen, and let it
come!"

"When men forgive all other men, the year of jubilee
Will dawn upon the world," he said; and "So let it be."
"So, love your neighbour as yourself," he then began
again.

And Silas Fitz, across the aisle, he shouted out "Amen!"
What right had he to yell Amen, the low-toned measly
hound!

Who took my cow, my new milch cow, and locked her
in the pound?

The low-down, raw-boned, homely crank, a lunk-head
and a lout.

Whose love and grace and heart and soul have all been
rusted out,

To sit there in the sanctuary and holler out Amen!
If I could choke that rascal once he'd never shout again!
One day his dog came by my house, I called the brute
inside.

Gave him a chunk of meat to eat, and he crawled off and
died.

He just crawled off and died right then: Says I, "I'll
let him see,

No long-legged simpleton like him can get the best of
me."

But, oh, that sermon! I would love to hear it preached
again.

About forgiveness, charity and the love of fellow-men.
I should have felt as if I tumbled in heaven's especial
smile.

If that blamed villain, Silas Fitz, hadn't sat across the
aisle.

—S. W. Foss, in *Yankee Blade*.

M. T. Trudeau.

The early days of December saw the superannuation of M. T. Trudeau, who, since March 15th, 1864, had been Deputy Minister of the Department of Railways and Canals.

M. Trudeau was born in Montreal, 28th September, 1826, and received his early education at the Montreal College and English schools. He first chose the profession of an architect, and in 1844 began to study for it, but afterwards adopted that of engineering. He was on the engineer's staff during the construction of the railway between Montreal and Lachine, which was completed in the autumn of 1847.

Determined to learn his profession thoroughly, he early in 1848 entered the locomotive shops of Messrs. Rogers, Ketchum and Grosvenor, in Paterson, New Jersey, where for two years he learnt how to wield the tools of all kinds.

Leaving New Jersey he secured employment in the mechanical department of the New York and Erie Railway, and in 1851 and 1852 he occupied a position as Civil Engineer on the railways of Virginia. This was Mr. Trudeau's last work in the United States, and a long list of brilliant services to his own beloved country follow. Here is the list: In 1853-54 he located and commenced the well known line between Richmond and Riviere du Loup. When Mr. A. M. Ross, the first Chief Engineer of the Grand Trunk Railway, came to Canada, as the engineer of the G. T. R., M. Trudeau was sent to accompany him over the several lines surveyed. In 1856-7 Mr. Trudeau acted as Government Commissioner in the matter of the Turnpike roads, and subsequently was appointed arbitrator between the road trust and the contractors. The manner in which M. Trudeau conducted this difficult case, was worthy of his high character for strict probity, and greatly redounded to his credit, fully satisfying all parties.

In 1858 he was appointed Chief Engineer of the North Shore Railway, now C. P. R., between Montreal and Quebec.

The next year perhaps saw M. Trudeau receive his highest honor. He was then sent by Mr. Langevin (now Sir Hector Langevin), Mayor of Quebec, to represent the city in the discussions concerning the railways conducted in England. Returning home that same year, he in December was appointed Secretary of the Department of Public Works.

On March 8th, 1864, he was appointed Chief Engineer of the Department of Public Works, in succession to the late John Page, who became deputy minister. A week later, March 15th, saw another change. Mr. Page, at his own request, was allowed to return to his former position of chief engineer of Public Works, and M. Trudeau succeeded him again, being appointed deputy minister in his place. When in 1879 a bill was passed dividing the office of Minister of Public Works, and forming a new department, having exclusive control of the Railways and Canals, M. Trudeau became deputy head of the new department, and M. Page chief engineer.

July 2nd, 1890, witnessed the sad and sudden death of Mr. Page in his room in the department, which left the chief engineership vacant, and since that time M. Trudeau has filled both positions.

His superannuation took place in December.

M. Trudeau married in 1855 Mlle. Corinne Perreault, of Montreal.

His successor is Mr. Collingwood Schreiber.

A Cartoon in room No. 16, House of Commons, says Mackenzie Bowell is like an old carpet, because he is full of tax (tacks). A civil servant says the present government is like a ship becalmed, because in their civil service bill they have to tact.

Canada's Prototype.

It may not be generally realized that in the Civil Service at Ottawa we have about as fair a representation of the inhabitants of the Dominion as could be obtained anywhere.

Men representing all the provinces, races, religions and phases of political life, meet here as employees of the Government. Irish, French, Scotch, and English Canadians, fill the different departments, and even Indians are found in the Indian Department. If the Dominion as a whole, is ever to be united in sympathy and single action, it must be by assimilation of all these elements, each working according to its best light, and, at least respecting, what it cannot agree with in the others.

It is only by the united harmony of the whole, composed of such elements, that any modern nation such as ours can attain any true success in nation-building. We must not deny that narrowness and antagonism, whether it be of provincial, race, religious, or other origin, is ruinous to our best future prospects. Men who have lived in one community all their lives, grow to think in a narrow way. They think theirs is the only good, and that all other standards of life are wrong. They become rooted in their prejudices, and can see no good outside of that which they claim for their own. But when they meet under such circumstances as are possible at Ottawa, where Indian and white man, French, Scotch, Irish and English, Catholic and Protestant, work side by side as fellow clerks, they begin to at least respect where they cannot agree. It makes men more tolerant, and hence more human, and in this way, by widening their vision, renders them more capable of working together for the common good. For this reason alone, if for no other, the employees of the Civil Service ought to be of interest to Canadians outside. Instead of looking at them as a degenerate class, the people of the Dominion should regard them as worthy of more study, being the result of bringing the different elements into close contact.

Of course there are cliques and class distinctions everywhere, as well as persons who are unworthy and unresponsive to widening influences. But we think that if any Canadian were to make an impartial study of the different departments of the Civil Service, he would find, that in the main, the employees therein, are much superior, in many ways, to the same grade and stamp of men outside from which they were drawn. Therefore, in conclusion, we would warn Canadians generally, to be careful how they condemn, without true knowledge, a class of men taken out of all parts of the Dominion, and representing all classes, lest in so doing, they bring on contempt on the large mass of the people from which they have been drawn.

The Future Service.

Hon. John Costigan, on February 13th, introduced an act to amend the Civil Service Act. The provisions are given below, and will be found instructive reading. The construction of the Board of Examiners is found to be nearly the same as before. Section 16, regarding the conduct book, is an innovation which will scarcely fail to cause much complaint, and which seems more fitted to a public school than to the service of a growing country. The following is the Bill:—

1. Section three of *The Civil Service Act*, chapter seventeen of the Revised Statutes, is hereby repealed, and the following substituted therefor:

"3. The Civil Service, for the purposes of this Act, includes and consists of all classes of employes, in or under the several departments of the executive government of Canada, and in the office of the Auditor General, included in the schedules A and B to this Act, appointed by the Governor in Council or other competent authority before the first day of July, one thousand eight hundred