

The Dominion Illustrated.

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THE SABISTON LITHOGRAPHIC AND PUBLISHING CO

RICHARD WHITE, PRESIDENT.

ALEX. SABISTON, MANAGING-DIRECTOR.
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WESTERN OFFICE:

4 King-street, East, Toronto, Ont.

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JOHN HADDON & CO.,

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25th JULY, 1891.



Permanent Versus Temporary Clerks.

It is questionable if the clause in the Civil Service Act, prohibiting any payment to permanent clerks for overtime, is a wise one. It is quite possible that departmental working hours are too short; nine to five are limits within reason, and are exceeded by most business men without appalling consequences. But if the law fixes a lesser degree of labour for government employees, and at the same time allows a large number of supernumeraries and temporary clerks to perform the extra work occasionally demanded by public exigencies, and allows them extra remuneration for the same, it is a debateable point whether the nation would not be better served by the extra duties and consequent pay being given to those permanent clerks who showed greatest proficiency and zeal in their ordinary work, and who were desirous of such additional employment. It is improbable that all necessary special work could be performed in this way; but undoubtedly a large portion of it could; it would be a reward for merit, and, as something tangible to strive for, would form a permanent incentive to good work. Every supernumerary or temporary clerk is more or less of a hindrance to good departmental government; in ordinary business the employment of such is of very rare occurrence, and only resorted to when it is physically impossible for the regular staff to do the necessary work within the limits of early morning and late night. A man who, Micawber-like, waits around for something to turn up, is in many cases a nuisance to the party from whom he wants work, while the inevitable uncertainty of his position, cannot but have an unhealthy effect on his character and habits. Extra employment and extra pay offered to the most deserving of the permanent clerks, would, we think, afford a certain measure of reward to honest endeavour, and prove a stimulus to the whole service.

Street Tramways.

The result of the first year's experience of the electric tramway so recently commenced in Ottawa will be anxiously awaited by the citizens of Montreal, and its success devoutly hoped for by that long suffering and patient community. The climatic conditions of the two cities are so similar in every season that the triumph of the road in the Capital over difficulties occasioned by extremes of

heat and cold, and heavy snowfall, means that similar obstacles will not prevent its adoption in this city, while the much greater population of the latter would denote a proportionately increased revenue and a smaller percentage of working expenses. Montreal, with its elongated suburbs stretching out like tongues in every direction, with the necessity of surmounting the by no means inconsiderable slope on which it is built, and with the great army of toilers pouring out, exhausted, from its many factories at the close of each day, has special need of cheap and speedy means of local transit for its citizens; and in view of the wretched street car service they suffer from, any measure of improvement will be eagerly welcomed. An electric line or series of lines running from one central point to each suburb would be a great boon, if only from the rivalry between it and the old road, resulting in a vast improvement in the latter—room for which exists in almost every particular. It is only playing with the question when the street service of a city like Montreal ends at half-past ten at night—when during the evening there is a delay of about fifteen minutes between each car—and when at the hours business houses and factories close for the day that the extra cars put on be totally insufficient to accommodate promptly, and comfortably, the crowds who want to use them. Overcrowding and close packing are not only permitted, but encouraged—all to get the people's money without incurring the expense of sufficient cars; while the officials—due probably to the poor wages they receive—are of less courteous class to those employed by Toronto and other large cities. An electric tramway with a fast service, and with plenty of cars running until midnight, would probably capture the vast majority of the trade that is now at the mercy of the Street Railway; it would aid greatly in the development and building up of our suburbs, and would enable many of the poor to leave the close alley and unhealthy city street and make their homes within sight or reasonable distance of green fields, and where fresh air is a boon known by experience as well as by repute; all with the knowledge that they can reach work punctually every morning, and return home promptly every night by means of an efficient and reliable rail service.

Hon. Mr. Mercier's Return.

It is difficult to understand on what grounds should such a superabundance of enthusiasm and congratulations attend the home-coming of the HON. MR. MERCIER, unless, indeed, it be the natural delight of the taxpayers of the Province at a prospect of the termination of a very costly junketing, the outlay for which will certainly have to come from their already depleted pockets. In the attainment of the object for which it was undertaken, the mission can scarcely be called a success. True, the Provincial Premier made many official visits to cities and men of note, and delivered a number of speeches on public occasions which will not fail to make Canada and Canadian matters better known to Europeans, although the sentiments expressed have a strange and unnatural ring to British-Canadian ears; but apart from this, the delegation has been anything but successful, not even one-half of the sum wanted having been secured, although probably through no fault of the talented visitors. In view of this, it seems rather absurd that such laudatory and extravagant encomiums should be pronounced by the party press, public meetings held, and so great a degree of personal glorification indulged in.

Note Extension of Time in PRIZE COMPETITION.

Literary Competition.

The Publishers of THE DOMINION ILLUSTRATED offer the sum of \$130 in four prizes for short stories from Canadian writers—

1st prize.....	\$60
2nd ".....	40
3rd ".....	20
4th ".....	10

On the following conditions:

- 1st—All stories must be delivered at the office of THE DOMINION ILLUSTRATED not later than 1st August next.
- 2nd—Each story to contain not less than 5,000 words, and not to exceed 8,000 words.
- 3rd—All MS. sent in for this competition to become the property of THE DOMINION ILLUSTRATED.
- 4th—Each story must contain a motto on top of first page, and be accompanied by a sealed envelope, inside of which is stated the name and address of the writer. The outside of envelope to bear motto used on story.
- 5th—MS. to be written in ink, and on one side of paper only.
- 6th—Stories on Canadian subjects are preferred.

THE SABISTON LITHO. & PUB. CO.,
Publishers "THE DOMINION ILLUSTRATED,"
Montreal.

The Dominion Illustrated Prize Competition, 1891.

QUESTIONS.

SIXTH SERIES.

- 31.—What artist is mentioned who studied portrait painting in Spain?
- 32.—Quote a criticism on American State Secretaries.
- 33.—Where is mention made of insects with strong jaws and healthy appetites?
- 34.—On what page is mentioned a lecture by Rev. Dean Carmichael, of Montreal?
- 35.—Who commanded a regiment raised in Canada in 1796?
- 36.—Quote a reference to the Lord Bishop of Niagara.

NOTE.—All the material necessary for correctly answering the above questions can be found in Nos. 131 to 156 of the "Dominion Illustrated," being the weekly issues for January, February, March, April, May and June.