

is at his best, and doing the best work. It has been the experience of this division to lose most of its best clerks for that same reason. They will not study to make 90% in an examination to be given \$50 annual increase, and be docked on their provisional allowance, and who can blame them. As a matter of fact a clerk is considered amongst ourselves pretty poor if he cannot make 95%, as we claim that though the youngest division in the Railway Mail Service, we stand second to none in point of efficiency. The reason why we receive a smaller provisional allowance and why it is even made smaller is said to be because the Railway Mail clerks receive mileage, and the other departments do not. But Mr. Editor, any member of any other branch being sent out on the road on duty, puts in an expense account, to cover the trip. As the Railway Mail clerks are continually on the road, an expense account every trip would cause quite a lot of unnecessary labor, so it is computed that 1c per mile, between 8 p.m. and 8 a.m. and 1/2c per mile between 8 a.m. and 8 p.m. would cover these expenses. It has been my experience, however, that this sum, averaging \$25 per month is entirely inadequate out in this part of the world. If the cost of living has advanced as your correspondent "Outside Service" states 14% in the last two years, how much more necessary it is to increase the provisional allowance, instead of decreasing it?

To cover the deficiency, we have asked that the "Provisional allowance," to railway mail clerks in the West, be \$180 per year, and that the annual increase be \$100 per year, all the time until the maximum is reached. In the event of this being granted, it will benefit those clerks who were receiving \$500 per year when the Act of 1911 came into force, and these clerks, who have had to teach, and watch over the newcomers, and have been held responsible for any

mistakes, which, in common with every section of humanity, often occur in the Mail Service.

We put forward our claim, on the ground that the clerks have upheld the efficiency of the service in the past, and have produced the goods, and we hold that a system, which will continue to lose men after about four years' service, when they are at their best, is from the point of economy, a very poor one.

Also we claim that associating together for the advancement of the clerks, will tend to raise the efficiency of the service, as we are brought into touch with the clerks on distant runs, and as a means of education this is something which will benefit the clerks and the Civil Service as a whole.

Sincerely yours,

R. HERROD,
(Railway Mail Clerk).

THE POLYGLOT BIRD.

O'Toole was passing a bird store when this sign caught his eye:

"Step In. A Bargain Today. An Elephant Poll Parrot Which Speaks Seven languages, for Sale."

O'Toole went in. "What are ye askin' for the bird?" he asked.

"One dollar, and it's a sacrifice," said the dealer.

"You're on," said O'Toole, "Put the beast in a cage and send it out to Mrs. Ellen O'Toole, to the Shamrock Apartments on the Drive." "Then he continued on his way to work. He could hardly wait to get home, so anxious was he to try the parrot out on the language thing, and when the whistle blew he was the first man out. Running home, he rushed in upon his wife and exclaimed, with face aglow: "Did the bird come, Illin?"

"It did, Dinny, and it's stuffed, baked and ready for ye, but I'm tellin' ye, Dinny, there's no more than a pick on the thing."

"Ye cooked it?" screamed O'Toole.

"Sure," said Mrs. O'Toole.

"'Twasn't to be killed, Illin," cried O'Toole. "Sure, the poor green thing was a present to ye—'twas a talking parrot! The bird could spake sivin languages!"

"Well, why the blazes didn't it say something?" said Mrs. O'Toole—Montreal Herald.