

CIVIL SERVANTS OF U.S. DEMAND MERIT SYSTEM

Organized Government Employees of U. S. Discuss Problems With President Harding.

WASHINGTON—President Harding recently received the members of the Executive Council of the National Federation of Federal Employees and discussed with them the employment problems of the Civil Service.

The representatives of the organized employees of the Government, through their president and spokesman, Luther C. Steward, told him that to them the three essential means to the achievement of improved employment conditions and greater efficiency in the Government service are reclassification and reorganization of the Civil Service and the establishment of national budget system, "the same programme which we understand you have in mind, Mr. President, as one of the big aims of your Administration."

The statement to the President on behalf of employees was in part as follows:

"To the directly human factor in Government efficiency—the personnel problems—our organization has devoted itself from the beginning of its existence. Your phrase, as we believe it is, 'to put heart into the Civil Service,' therefore has deep significance to us. We are earnestly asking for a thorough reclassification of the service, in order to guarantee to the people of the United States the most efficient system in public employment, to the employee a just wage and proper conditions for efficient work, and to both public and employee the elimination of the inefficient. Through representative committees from our organization we have been and are now co-operating with administrative officials and legislators who are at work upon reclassification.

"For the reorganization of the administrative departments of the Government, as well as for reclassification, we, as employees in all occupations and in all branches of the service—through our organization, offer you our fullest co-operation in the undertaking to readjust the various services, bureaus and offices, in order to set up an efficient Government machine. Because we are the men and women who operate the existing machinery, we understand its defects and recognize the need for readjustment. We hold the high calling of public servants to give to their Government the best that is in them, and it is not alone our calling, but our earnest hope and desire, as the assistants you and those whom you are responsible for the operation of the various departments of the Government with the utmost efficiency and usefulness to the people of our country."

The President, through the executive council, sent a message to all Government employees welcoming their co-operation in solving the problems of the Civil Service and Government efficiency.

AIM OF HEARST IS TO DESTROY LABOR UNIONS

Samuel Gompers Charges Anglophobe Editor With Enmity to A. F. of L.

WASHINGTON.—That William Randolph Hearst, falling to dominate, has undertaken to destroy organized Labor is asserted by Samuel Gompers, president of the American Federation of Labor, in an editorial in the April issue of the American Federationist. The editorial follows:

"From boyhood the writer has endeavored to obtain the fullest information on any subject, particularly those affecting the rights and interests of the working people and the people generally. He has read the newspapers and the magazines representing all points of view, whether favorable or antagonistic. His observations, both in articles and editorials or in oral expressions, have shown to all the diversity of the course of reading. In recent years, however, he has declined to purchase any of the Hearst publications and has read only such portions of them as have been brought to his attention.

"Opinion point of view, is the right of all men and must be respected and safeguarded; but when a publication or a series of publications such as Hearst's are bent upon controlling institutions, movements and men, or if unable to control them, to destroy them—that is a matter not of opinion and point of view, but utter perversity.

"For years Hearst personally, politically and through his newspapers has undertaken to control the Labor movement and those who speak for it. When Hearst applied to the Presidency of the United States he had his representative meet and confer with the president of the American Federation of Labor with a view of changing him to his presidential chair. This he declined. When Hearst was candidate for Governor of New York the same process was tried, with the same result.

"When it has dawned upon him that the people declined to follow his lead, he has endeavored to destroy Hearst's political aspirations he has by every conceivable means endeavored to undermine their influence and destroy them.

"So he has begun a repetition, through his newspapers, of the slanders and contemptible attacks upon the character and work of the president of the American Federation of Labor and his associates. His real enmity is not necessarily against these officers of the Labor movement, but is in the hope of maintaining or eliminating the American Federation of Labor itself.

"In view of all the utterances and the attitude of William Randolph Hearst and his newspapers we deem it a duty to Labor as well as to the public generally to make this brief reference to Mr. Hearst's effort to dominate or destroy the international trade union movement, and those who have been its respected and trusted defenders and exponents."

The World's New Leaders

World Waits For Coming of Youth—New Men and New Ideas.

By Sir Philip Gibbs, in the English Review of Bookers, aged 70.

All that is a black picture of a year of history, he says. Yet there is, surely, hope. In spite of all blackness I see light ahead, or think I do. In this past year there have been the faint stirrings, at least, of a world conscience which presently may lead to action, changing the whole aspect of the scene. Beneath all the hard crust of materialism and cynicism which have Europe in their grip at the moment there has been, as far as I can trust my own observation, a welling-up of generous, ardent idealism, which presently, and very soon I think, will break through the crust and prevail. I wish what I have said and heard in Europe, and I feel that in spite of the black record I have given there is the glimmer of dawn of a new order, if I am wrong then there is no hope at all for Europe. But in railway trains, restaurants, way side places in many countries, I have met men and women of all classes who are inspired by a desperate will to break the old spell of evil which now prevails and to establish a new order of things which shall fulfil in some degree the hopes and ideals which came to them in the agony of war—the destruction of militarism, the security of common folk, a closer fellowship among civilized peoples, a resistance to the old man who made the war, and a cleaner system of society, which shall sweep across the frontiers of nations. I have found amongst these people a consciousness that the old gospel of force must give way to new ideas and that Europe can only be saved by a reconciliation of nations, exchanging their resources of wealth and labor, helping each other out of the ditches of despair, wiping out the old barricades of commercial rivalry. This I am convinced is the faith of great numbers of people in every country of Europe, thwarted for the time being by the dead-ends—the men with the old ideas who still have their hold upon the machinery of Government—but not always to be thwarted.

As a distinguished Frenchman has said to me: "The dead-heads cannot live for ever. Soon they must die and then youth will prevail. The world waits for the coming of youth—the new men with the new ideas born out of the convulsions of war. It waits for its new leaders. At the present time they have not come clearly. There is no sign from them. But surely below the surface of the old order of things, the new spirit is quickening and will produce its men. If not then, again we are doomed. Perhaps they will not appear in the year that is coming, but before more tragic happenings have befallen us, by nothing in my belief, can check the triumphant assertion of a new leadership which will presently take up the control of all European nations, and work for the ideas of peace and fellowship beyond national boundaries. For that is the only hope of Europe, and there are many who know it."

At present it is difficult to climb

the life of me I cannot remember the numbers of the two used tickets. You will have to pardon this negligence on my part).

"On the morning of July 19 my wife, after having spent a sleepless night, revolving in her mind a twelve-month accumulation of news she had to tell her sister, ultimately succeeded in keeping our youngest child's face clean long enough to slip into a travelling suit—bought for the trip, price \$115; very chic. You know how it is—'Couldn't travel without new—nothing to wear'—all that sort of things. But she did not keep a close watch on our eldest child, who, while Mrs. T. was dressing the suit, had clambered onto a porch swing and skidded off same on his face.

"A decision was rendered that the trip to Canton would be made without him, owing to the number of splinters that had parked in his face and the disagreeable looking condition of his wearing apparel. Inasmuch that ticket of your issue, No. 7,027, etc., was bought to insure his passage to Canton, and was not used by him for reasons stated above, same was returned to you for refund.

"Trusting that the information herein contained will assist you in making an adjustment, I am,

"Very truly yours,"

W. E. T.

He got his refund.

"No man nor purblind, but sees that Communist Europe is changing no less than Capitalist Europe."—Ransome.

DOUBLE PLATOONS FOR ONTARIO FIREMEN

Applies Only to Cities With Over 10,000 Population.

TORONTO—The bill in the Ontario Legislature providing for the adoption of the two platoon system in permanent fire brigades, sponsored by W. A. Crockett, South West, was considered by the Ontario Legislature in committee, and approved with an amendment restricting its application to towns and cities

of 10,000 population or over. The amendment was suggested by the attorney-general.

Second readings were given to some minor bills, among them being George G. Halcerow's bill to amend the Municipal Act, respecting petitions where there are no municipal elections, and Joseph E. Thompson's bill to amend the Municipal Act to permit the payment of \$5,000 salaries to controllers of Toronto if the electors of this city approve of the measure.

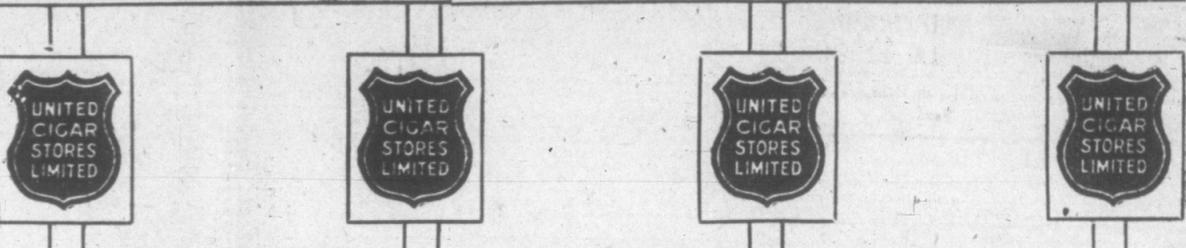
Pat — Go aisy, Mike, it's three miles we have before us.

Mike — Sure, that's why O'Fm burryin'; O' want to get there before O'f'm tired out.—Boston Transcript.

BABY ARMS.

Put not the clinging arms away; The soft wee dimpled arms so white— The guileless life is but a day Ere infancy is far from sight; Oh, fleeting is the dusk and dawn; Spurn not the bill of baby laughter; The tiny footsteps soon are gone— Into the lanes of years hereafter, Carest your babe and hold her near; So very close: The winds are blowing That drift her dreamy hours, my dear; The stream of Time is silent flowing.

—ALEEN WARD.



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It having been drawn to our attention that some people, having evidently been misinformed, are representing this Company as being in some manner connected with another Company of a similar name owned in the United States—we herewith make the following statements, which we are in hope will fall under the eye of every Canadian smoker:

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This Company is controlled and managed by Canadians in Canada.
- SECOND---**
This Company has no connection either directly or indirectly with any foreign Company of similar name in the world.
- THIRD---**
This Company was originated in Canada by a British Subject.
- FOURTH---**
Every Director and Officer of this Company was born and raised under the British flag.
- FIFTH---**
This is the only chain of Cigar stores operating in Canada from "Coast to Coast" that is ALL CANADIAN.

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THIS MAN BEAT THE RAILROAD

The following story, taken from the New York Evening Journal, will appeal to every one of our readers who has been asked by a railroad company to furnish information concerning certain happenings, complaints, or the reason why certain articles have been overlooked in the handling of packages, freight, and sometimes in handling freight that is considerably larger than that designated as "package." It will also appeal to anyone who has tried to secure a refund for any cause and who has been subjected to the numerous questions, forms and every-thing else that appears to be interminably involved in securing a return for any cause. Following is a copy of a letter that was actually sent to the Pennsylvania Railroad:

Toledo, Ohio, Sept. 14, 1920.

"Dear Sir:—Received your esteemed favor of the 10th inst. in re unused ticket No. 7,027, faced 1-2 purchased, Toledo, Ohio, destination Canton, Ohio, and returned to you for refund on the 12th ult. in which you desire information as to why ticket was not used for transportation.

"On July 14, 1920, my wife, Mrs. Charles E. Thompson (nee Maria T. Priddy), expressed a desire to visit Mrs. H. B. DeBord at Canton, Ohio. Mrs. DeBord is one of my wife's sisters who married a man named DeBord, engaged in general contracting and building business in Canton, Ohio, and doing extraordinarily well for a man so young.

"For your information, my wife has one other sister, married, and two brothers, one married and one unmarried. This may be irrelevant to the issue at hand, but judged I had better mention the fact to assist you in making an adjustment.

"On the morning of July 14 the bell on one of the telephones in my office (I have two phones) rang. I quickly drew my face into a stern expression and assumed a business-like attitude—you know, pencil in hand, scratch pad on desk—and called in the receiver the word 'hello.' (Were I of English extraction I probably would have said, 'Are you there?') Lo and behold, 'my master's voice' came over the wire. She requested, no, she demanded, that I drop everything and take her to the Pennsylvania Station on lower Summit street, Toledo, Ohio, to purchase two one-half fare tickets and one full fare ticket to Canton, Ohio. Knowing the folly of attempting to tell the wife that I was too busy, I rushed to the Pennsylvania Station and bought two one-half fare tickets and one full fare ticket to Canton, Ohio. (For

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