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Dept of Secy. of State
Hawaii

THE CIVIL SERVICE REVIEW.

A Journal Devoted to the Interests of the Services in Canada.

Prof. Wm. H. H. H.

VOL. I.—NO. II.

OTTAWA, MARCH 15, 1893.

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The CIVIL SERVICE REVIEW is printed and published for the Civil Service Review Company, by Paynter & Company, at their office, 48 Rideau Street, Ottawa, in the County of Carleton, Ont. TELEPHONE 938. The REVIEW is on sale at the following addresses: C. H. Theburn, Sparks Street, J. Durie & Son, Sparks Street, A. H. Jarvis, Bank Street.

TO ADVERTISERS.

Ordinary show advertisements are charged at the rate of ~~one cent~~ a line for the first insertion, and four cents a line for each subsequent insertion. Special rates and prices will be made for space advertisements extending over lengthened periods. Special terms will also be given for professional cards published in classified order. A special exchange column will be opened, for bona fide offers, at 10 cents a line for each insertion.

Births, Marriages and Death notices will be charged 50 cents each. No funeral notices will be published under this head on the paper is of fortnightly issue.

Preliminary Prospectus of the "Canadian Civil Service Review," submitted for information and in the hope of obtaining sympathy with the object indicated, and approval of the general lines of the scheme.

Following the lead of the Civil Service in England, it is in contemplation to establish at Ottawa a special organ, through which matters affecting the Civil Service of Canada, both Dominion and Provincial, can be discussed and represented. It is thought that the present time is peculiarly opportune for such establishment. The general lines of the scheme are the following:—

1. Its attitude will be absolutely non-political, impartial, and free from any national or religious bias.
2. All subjects affecting either the inside or outside service will be treated with truth, fairness and discretion, and with reference purely to the principles they may involve.
3. It will at all times be borne in mind that the Civil Service is, to a great extent, the executive of the Government of the day, and it is hoped that this spirit will be met by corresponding consideration; thus tending to sympathetic and harmonious working, and to mutual respect. In this regard co-operation, not antagonism, is the object in view.
4. It will not furnish general news, nor deal with general questions.
5. Its characteristics will be courtesy in appeal, moderation in argument, reasonableness in request.
6. The issue will be fortnightly, and the subscription one dollar a year.

TO CORRESPONDENTS.

The aim of this REVIEW is to be of real value to all members and every department of the Canadian Civil Service. Correspondence, accompanied by the name of the writer, on any subject of general or special interest is therefore invited. It is not our aim to be the vehicle for airing personal wrongs or grudges, nor will letters of that character be at any time admitted. The REVIEW is ambitious, and in order to achieve success, the most severe abstinence from personalities and partizanship will be enforced. All letters should be addressed

Editor,

CIVIL SERVICE REVIEW,
48 Rideau st., Ottawa, Ont

TO CONTRIBUTORS.

Members of either the inside or outside service are invited to submit papers on matters of interest either to their own branch particularly or to the service generally. The same censorship will be applied to such papers as to the correspondence. Postage on all communications must be prepaid, and contributors wishing rejected manuscripts to be returned must enclose stamps for that purpose. Contributions should be in the office by the 10th or 25th of each month. Contributions on strictly service or on scientific matters will be welcomed.

RETIRE OR RESIGN.

The first of March saw the promulgation in the Post Office Department of a circular dated the Sunday previous, and which leaves no doubt in the reader's mind as to what it means. It reads as follows:—

Post Office Department, Canada,

Ottawa, 26th February, 1893.

Sir,

I am directed to inform you that an Order in Council has been passed bearing date the 6th instant, prohibiting all employees in the inside and outside service of the Post Office Department, and the Post-masters of incorporated towns, from seeking or accepting the municipal offices of Mayor, Alderman or School Trustee (Public or Separate).

Employees to whom this Order applies, who may now be filling any of the offices mentioned, may complete the term for which they were elected; but it

must be distinctly understood that they cannot enter on another term of office and remain in the service of this Department.

I am, Sir,

Your obedient servant,

(Signed) W. D. LESUEUR, Sec'y.

This department was the only one in which such a circular has been distributed, though it seems rather hard to understand why this should be so. If there is any valid reason why a civil servant should not be allowed to become either a candidate for, or the occupant of any municipal office, surely such objection would apply to the whole service, and not to the Post Office Department alone. Why is this Order confined to this large and important department? Have the members of this branch been especially guilty of neglecting their work in order to canvas votes, or attend to their duties as aldermen or school trustees? If these offices unfit their holders for remaining in the department, why not extend the list of disqualifications so as to include offices in Masonic Lodges, the orders of Oddfellows, Foresters, and other societies, the work in connection with some of which vastly exceeds that of either an alderman or a school trustee? Such a proceeding would be perfectly logical, arguing from the only conceivable reason for the circular, but it would be such an interference with the liberty of the employees as to be impracticable. If Civil Servants are to be partially, or wholly disfranchised they ought to be made fully aware of the fact before they enter the service at all. Most men of mind regard as one of their precious privileges the opportunity of serving their day and generation. It is true that in some services no employee is allowed even to vote at an election. There are exceptions, but even there the candidate for employment in such services, is made aware of and accepts the deprivation before he accepts his appointment. As it is the issuing of such an order to one branch of the services only is viewed as harsh and unjust by men who have honestly discharged their duties.

WONDERFUL ENTHUSIASM.

Many members of the Civil Service are wondering at the sudden and quite unprecedented solicitude on their behalf exhibited by at least one newspaper in

the city. Two years ago when nothing was too hard to publish concerning old and honoured public servants, these very papers were all agog to receive and spread as widely as possible the newest scandal. It is rumored that the knowledge that the CIVIL SERVICE REVIEW was at length a fact is the sole cause of the somewhat tardy and all unexpected expressions of sympathy and encouragement now meted out.

ON PROMOTIONS.

"Promotion should go by seniority, all other things being equal, but merit should be considered before mere length of service; the object being to secure the best men obtainable. When vacancies occur, or the necessary provision has been made by Parliament, those who are otherwise qualified should be eligible for promotion to a higher class, irrespective of the length of time they may have served in the lower."

The efficiency of the service would be very much increased if the higher offices were filled from its own ranks, and if when new appointments to the third class are to be made, preferences were given to those packers, messengers, &c., who have passed the prescribed qualifying examination. No arguments are needed to prove that ambition, the desire to better themselves and to attain to something higher are the strongest motives that move mankind. This being granted, it follows that the knowledge that there is slight hope of rising, that the higher offices are reserved for, and, as a rule, filled by persons brought in from outside the service, tends to the discouragement of the officers and demoralization of the service. In many cases the men thus favoured are inferior in natural abilities to those over whose heads they are placed, besides lacking the knowledge gained by years of practical experience.—*Report of Civil Service Royal Commissioners p. 401. 402.*

The hearts of many Civil Servants must have leapt with joy when this recommendation came under their notice, but like nearly the whole of not only this but several other reports of "Royal Commissioners" on this subject, the suggestions have not been acted on. Since the report was published vacancies for several much coveted positions have been filled, some indeed having been in existence at the time the Commission was sitting. In two at least the fortunate recipient has not gained the position by promotion. In each case the berth has been filled by an outsider, whilst equally in each case there have been more than one man in the department where the vacancy has existed not only entitled to promotion by length of service, but in every way fully qualified to fill the post with dignity and success. The appointment of "outsiders" may be legal, it certainly has been only too customary, but is it "fit"? Would any general in command of an army recommend the course? Have not evils attendant upon this very course led to the abolition of purchase in the English Army, and the adoption of promotion from the ranks only, in the French and German armies? It is poor encouragement to intelligent and honourable men to give 20 to 25 of the best years of their life to their country's service and in their old age, when a prize worth having waited, and watched and worked for, seems within their grasp, when it is theirs by right as a reward of long service, to see it given to another. It is a poor compliment to gentlemen selected to act as

royal commissioners, to see their work rendered futile, by the neglect of their recommendations, and to see the government,

Still go on from day to day
Just as they always went.

EDITORIAL NOTES.

It is understood that there is a project on foot for starting in the city a club, to be confined to members of the Civil Service, open to every member of the Service both inside and outside without ballot or any condition beyond the payment of a small annual fee.

The idea is an excellent one, intended to produce that kindly intercourse which should prevail.

Before it takes shape we shall be glad to hear the views of those who feel interested in the subject.

In our first number appeared a sketch of the life of Mr. William Smith, deputy minister of marine and fisheries, contributed by one of Ottawa's leading literary men. In this number we give a biography of C. E. Panet, deputy minister of Militia and Defence, whilst sketches of the other deputy heads will appear from time to time in the order of their seniority of appointment. An impression seems to have been entertained in some quarters that the REVIEW was pandering to certain of the authorities that be. This is not the case, we have no desire to be either unduly laudatory, or unnecessarily severe. Whilst we will always be happy to say a good word where we can, we will remember the old adage "de mortuis, et de viribus, nil nisi verum."

"We will see how the REVIEW goes on" has been the answer of several members of the service when asked to subscribe. They are prudent, but meantime buy a copy.

Answers to Correspondents.

"Unknown Friend, your anonymous communication is declined. Vituperation is no argument, and we neither desire nor will accept letters of a violent or personal character.

Service Opinion.

Ottawa, 27th Feb., 1893.

Gentlemen,

I have read the first number of the CIVIL SERVICE REVIEW with a great deal of pleasure and herewith enclose my subscription of \$1.00.

I would suggest that you do not depend upon the circulars to secure subscribers but send an active canvasser through every department; take a year, six months or even a quarter's subscription, and trust to your own merits for renewals. The Service, as a whole, is lethargic, and even the instinct of self-preservation will not induce a very large proportion to walk up to the Captain's office and settle, but, if sought out in their rooms, they will cheerfully give something. I trust your paper will meet with such patronage that it will become a permanent institution.

Common talk round the House, indicates that the Government bills affecting the Civil Service will be dropped for this session.

Verbum Sap.

Has it ever struck the Mater familias and the Pater familias of fashionable Ottawa that they might do better for their own future comfort and pleasure, in their declining years, not to speak of that of their progeny, but not following quite so closely in the track of Mistress Vanity Fair, of London, and New York, in the matter of expensive balls, dinners, euchre parties, *et hoc genus*, and the keeping up of the necessary style in order to indulge in this description of pastime? We speak with all due deference and respect for the accomplished and beautiful ladies of the Capital, whom we are prepared to Champion if they will allow us, in our little way, against all the world, including his wife, who is perhaps the greater power of the two. To step down to particulars, we venture to hazard the statement that the main desire in giving these balls, euchre parties, etc, etc, is not so much to afford themselves pleasure, as they have in most cases long since seen the inanity, and hollowness of all such dissipation, but to settle their darlings in life. Now the postulate we submit, in all humility, is this, to wit, that the more balls, euchre parties, etc, are given the further you are from attaining your very laudable object, judging by Ottawa's experience in the last decade. How many of our amiable daughters, of the class of the community to which our remarks are directed, have wedded during that period young men of this City? Our recollection points to very few indeed, and these few not to the most substantial of our citizens. Let any candid critic go over the past ten years in his mind's eye, and think how many of our young Fashionables have gone to other cities for their wives, and how many of our own charming daughters languish in beautiful and enchanting, but solitary, maidenhood. Have any of our comparatively small salaried Dons and Donneses of the Capital ever, in the whirl of their feverish excitement spent a few contemplative moments in considering what is the meaning of all this unhealthy excitement of young minds? Have they not remembered as for years past the fact that marriages, as time progresses, are fewer and farther between, and that their goal is still a goal? And can any other result be looked for? We will recount a few of the reasons which in our humble view, make any other outcome entirely out of the question.

1. The young men instead of saving money to provide for a wife and children, house and furniture, and servants, and coal, and taxes, and decent clothing, and church and charity, (last but not least) spend their substance in dress and drives and possibly presents to their temporary innamorata, and in the intervals between the balls and parties, in keeping up the excitement in still more questionable resorts than euchre parties, and balls, and picnics.

2. Those who furnish this successive entertainment and pay the piper, are unable to come to the rescue with dots for their daughters, or any future expectations, their substance being swallowed up in providing it.

3. The young men and the young women see so much of each other, and their mutual weak points, that they do not contract a desire for closer relationship.

4. After a term of years of this feverish excitement, they are, although abhorring it and recognizing the sad consequences for their future welfare, unable to quit it, being much in the same position as slaves to opium and drink.

We think the motto of our forefathers and foremothers in this respect *Festina lente* is the one that should be more generally followed than it is, not only here, but in all our great and little cities of civilization.

As a substitute for all this frivolous, expensive,

and vicious amusement, why should not our fashionable circles endeavour to inculcate and encourage in their young folks the practice of the more rational indoor enjoyments which art and music offer, such as would not be a tax on the health and physical development of the young, or pockets of the old, while furnishing ample opportunities of pleasant intercourse within seasonable hours? A fraction of the money spent annually on balls and card parties, and high-pressure living, would enable us to support a splendid institution for the cultivation of Art, Literature, and the Sciences, which is so great a desideratum in this City; and home entertainments of the same character would soon follow, with the result that our general prosperity, both mentally and materially, would be greatly enhanced.

The New Deputy.

Mr. E. L. Newcombe of Halifax N. S. who has been appointed Deputy Minister of Justice and Solicitor of Indian Affairs in succession to the Hon. Mr. Justice Sedgwick, arrived in Ottawa on Sunday March 5th, and is at the Russell house. On Friday March 3rd a complimentary dinner was tendered to himself, and the Hon. Mr. Justice Henry, recently appointed to the Supreme Court of Nova Scotia, by the members of the Halifax Club, at which the Premier of the Province, the Hon. Mr. Fielding, presided. Mr. Newcombe has entered upon his official duties.

Mr. E. L. Newcombe was born on the 17th February, 1859, at Cornwallis, N. S. His father John C. Newcombe was a descendant of Jonathan Newcombe who came from Connecticut in 1760 to take possession with others of the fertile land, the Cornwallis Valley, from which the French had been expelled en masse five years previously. Mr. Newcombe received his preliminary education at the Truro high school. He entered Dalhousie College as an undergraduate in 1874 and graduated with much distinction at the same university in 1878. Immediately after having graduated he commenced the study of law with the present Judge Chipman at Kentville, N. S. and three years later took his degree of Master of Arts. He was called to the bar of Nova Scotia on the 9th of January 1883 and practised his profession at Kentville, in partnership with Mr. Chipman, Q. C., the present County Judge, until the first of January, 1886, when he came to Halifax, entering as a member of the firm of Messrs. Meagher, Drysdale and Newcombe, of which firm he has since continued to be a member. Mr. Newcombe is one of the governors of Dalhousie College, and is also a lecturer on marine insurance in the Dalhousie Law School. He was for some time President of the Alumni Association of his University and has for some time been a member of the Council of the Nova Scotia Barristers' Society. He is also a member of the Council of the Nova Scotia Game Society, and is an enthusiastic sportsman. He is also a director of several gold mining companies. From his entrance to the bar Mr. Newcombe took a high rank in his profession, and when he accepted his present position his emoluments were perhaps as lucrative as any member of the bar of Nova Scotia. All his friends in Nova Scotia where he was universally popular were delighted when the Minister of Justice selected him for the important position which he now holds, and his appointment has been received with approval everywhere. Although a conservative, Mr. Newcombe has never taken any active part in politics. In religion he is a Presbyterian. Mr. Newcombe was married in June 1887 to Miss Annie Freeman, of Liverpool, N. S. and has one child.

Dignified Remonstrance.

The new Civil Service Act has called forth many letters to the press, but perhaps the most sensible and dignified of the whole, is the following addressed to the Editor of the Journal. Mr. Lampman is not only an able writer but is always temperate in his argument, and his statement of the case is well worthy of mature consideration. It is as follows:

This matter of the Civil Service Bill is one which interests every civil servant, as well as the government, and I, for one, desire to make a few observations which can be put in brief space.

I cannot, and no civil servant can, see any earthly necessity for a statutory lengthening of the hours. If there is a press of work in any department too great for the staff to deal with in the ordinary course, the deputy has authority under the present regulations to extend the hours until the difficulty is overcome. What more can be needed? Moreover, the clerks now in the service, who are faithful workers, do quite as much work daily, take it the year round, as men, gathered in close offices and engaged upon monotonous and confining tasks, should be required to do. Any permanent extension of the hours can only result in a general deterioration of health and energy of character and consequently of zeal. The men will work with less spirit, the product will be scarcely larger in quantity and not as good in quality. The loafers and incompetents in the service will not be affected by the measure at all. If the period of labor were extended over the whole twenty-four hours nothing better could be got out of them. They can only be dealt with by removal.

As to the "supervisor" and the "conduct book," these are projects which can only be viewed by the civil service at large with extreme irritation. To subject the clerks to a system of petty and annoying restraints and irksome interferences, will simply be to destroy the free spirit of hearty and honest service. The work will be done more and more in a constrained and perfunctory manner. The men, feeling that they are no longer dealt with as people of intelligence or treated with any confidence, will become in a few years a gang of slaves, who will do just so much work as they are driven to do and no more. To remove or injure the fine sense of honest individual responsibility and pride in work for the sake of acquiring a somewhat extended power of coercion is very poor policy indeed, and if the proposals are carried into effect the government will very soon have cause to regret it. They will find that the damage to the "morale" of the service has been considerable. Moreover men of ability and character, who are as necessary to the government as they are to any private enterprise, will not enter the service, and many of those who are in it will doubtless take an early opportunity of seeking other employment.

If the government wishes to increase the effectiveness of the service, and secure from it a larger and stronger result, every civil servant knows that there is a very simple and obvious way to do it. Let the present regulations, which are amply sufficient, be carefully administered; let the man be required to attend punctually during the hours at present observed; above all let promotions and other kinds of advancement be awarded solely on the ground of merit, so that every clerk may know that ability and honest service will be freely and promptly recognized; and lastly, let the men who will not work be everywhere eliminated and their places filled by those who will. If all this were really done the government would soon have no reason to complain of the inactivity or impunctuality of the clerks in the civil service or of

the quality of the work done. There would be no further need to devise new and extraordinary measures or to tinker with the bill.

Yours truly,
ARCHIBALD LAMPMAN.

My Old Shooting Coat.

BY CHAPMAN CHILLCOTT.

Brother sportsmen will bear me out in my love for a shooting coat that has seen service. The one hanging near me while I am writing now is a dear old friend. It is in fair repair; that is, by the aid of leather. Sheep-skin adorns both shoulders, and the left elbow is graced with a circular patch. But then, how could I do else but love it? Why, what fun we have had together! Could this old coat speak, it might reproach me about certain burns from matches and fuseses and rents from careless topping of fences. About unfair mending of pockets with twine instead of proper sewing. Still, it would have a very long story to tell—longer than space admits of now. Of the salmon we killed, and those we hooked and lost. Of the snipe and woodcock that went into our pockets, and of those that didn't. Of the ducks knocked over and the ruffed grouse slain. But one of the funniest sights the old coat ever saw was with a mascalonge. It occurred on the Rideau River. A couple were fishing out of a "bun" (by the way, I ought, perhaps, to explain that a "bun" in Canada is a common flat boat with square ends bow and stern), and one of them hooked a big mascalonge. His gear was not very strong, but his line was a long one. Any one who has never caught a mascalonge would corroborate my statement that they are uncommonly difficult to handle. They have such strength! Well, this fish after almost towing the boat and its occupants along, and rushing now into deep water, now almost with back out on a shallow, and behaving as unlike a reasonable fish who wanted to be captured and eaten as could be, suddenly sulked and refused to come to the surface near the boat to be gaffed—a most unnatural proceeding, when his carcass was so wanted by hungry souls. I was only a spectator on this occasion; but, standing on the bank, I saw the whole fun. At length, by the aid of several stones judiciously shied in, and a few prods with a fence-pole from an attendant on-looker, the fish was off again. And I could see the curb was put on him, and he began to show evident signs of weakness. At length the fatal moment—for him—had come, and one of the fishermen stood by with the gaff to end the struggle. But he made only one absurd lunge at the fish, and simply touched him, sufficiently hard enough, however, to carry away the gaff, which was badly screwed in (or else the ferule and all came off, I forget which), and after nearly upsetting the boat, and putting his companion, rod and all, into the river, he succeeded in leaving the gaff in about two feet of water, retaining the handle only in his hand. Here was a fine mess! A variety of expressions respecting his awkwardness were floated on the air by his friend, and were distinctly audible on the river bank where I stood. Now came the question, what were they going to do with the mascalonge? It was solved very shortly by one of the fishermen running to neighboring house for assistance and producing the occupant with a gun, who dashed gallantly to the rescue. The mascalonge had rushed in one of his last violent struggles on a shoal at the foot of the rapid; evidently pretty well exhausted. Over across the river to the scene of action was paddled the owner and bearer of the gun.

It was a strange scene to me. I have killed salmon all over the Lower Provinces of Canada, and have had, as most men fishing must have, some queer ex-

periences. But to me it was an odd sight, the winding up of a mascalongo's existence by the aid of a dose of number six shot. He received that, however, and his mortal remains were taken to a little store and weighed. He turned the scale at twenty-nine pounds. This was one of the last incidents my old shooting coat saw.

Superannuation.

On Wednesday April 25th 1883, Sir Leonard Tilley introduced into the house a series of resolutions on Civil Service Superannuation (Commons debates p. 791). Sir Leonard, in moving the resolution pointed out that "in the original Act providing for superannuation, all employees of the government, either inside or outside, were included. This the Act of 1882, undid by coupling the outside superannuation to the Customs, Excise, and Inland Revenue departments. The resolutions introduced were for the purpose of retiring the prominent officials of Railways "some of the other departments" and the Receiver General's department within the action of the superannuation clauses of the bill of 1882.

Mr. Blake reminded Sir Leonard that this opened the whole question of superannuation. He said the government forgot that the principle of life insurance was applicable to these cases, and the reduction to be made by the government in these allowances was a mistaken reduction. He thought the government ought to have had sufficient experience to know who ought and ought not to be superannuated. He proceeds. For my own part I am dissatisfied with the working of the superannuation Act. I believe that the results of its working have not been advantageous, and while I am prepared to sustain some means whereby the services of an official who is no longer competent to discharge his duties, may be dispensed with, I believe the present system is one which it is not in the interest of the country to retain on any ground. The honourable gentleman will see that the charge is very large. If I remember rightly, something like \$120,000 a year is now the difference between the receipts, and expenditures. I know that the report of the Civil Service Commission produces certain figures to show that there is a great saving: but that operation is performed by a sort of legerdemain which I do not think will commend it to the taxpayer". Again he points out that "a very large proportion of the public servants who have been placed under the operation of the Superannuation Act have died in the service, and all those persons of course paid without benefit." He concluded by hoping for more information later on.

On May 16th in the same year, Sir Leonard Tilley moved the second reading of the bill embodying these resolutions, when Mr. Blake said in the course of a lengthy speech "I am not objecting to the second reading of the bill because it is a consolidation bill; and I presume that nobody, however much opposed to this system in the beginning, and, however much convinced as I am that it requires modification in the future, would propose that Civil Servants who had entered office or retained office for ten or eleven years under its operation, and who had changed their condition in life with this inducement existing, should be deprived of what may be called fairly by that much abused name sometimes, a vested right. I do not think that it would be fair or reasonable to persons in that position, even if the policy of the country should change upon the subject, to say to them: "Gentlemen, you have been ten or twelve years in the service, you have paid your subscriptions to the fund, and you entered and continued in the service under the idea of having the benefits of this provision, but we have changed that policy now and

will cut you off and return you your money. I think that any change that takes place in the policy of the country with reference to the persons who have been for any reasonable, any appreciable time in the service, must be a change, optional as far as they are concerned, and not be compulsory to them to their disadvantage. At the close of the same speech Mr. Blake suggested that the true way to deal with the matter in future would be to impose a compulsory saving, graduated according to their emolument, which shall go to the credit of these gentlemen, (that is those entering the service) with interest accumulating, and which shall take the shape of a fund, so that when the time arrives when a particular individual leaves the service, whether by voluntary retirement, or from infirmity, or because he has left the world, this fund shall be available for himself, or his family.

The attractions at the Grand Opera House for the next fortnight will be:—

- Mar. 16. Grossmith.
- " 18. Wiman.
- " 20. Dan McCarthy, in the Rambler from Claire.
- " 27 28. Napoleon's Concert, Operatic Company.
- " 31. Jane Comedy Company.

Lieut.-Col. C. E. Panet.

Lieutenant-Colonel Charles Eugene Panet, Deputy Minister of Militia and Defence, was born in Quebec, 17th November, 1830. He came from an old and honourable French Canadian stock, his great grandfather having settled in Canada over a century before. Jean Antoine Panet, the colonel's grandfather, was the first speaker of the Legislature of Lower Canada, which position he held for twenty-three years. Col. Panet's father, Philip Panet, was a judge of the court of Queen's Bench for Lower Canada, whilst his mother was a daughter of M. Casgrain Seigneur of La Bouteillerie, and also a representative of a very old family. Charles Eugene was educated in the Quebec Seminary, and at the Jesuit College, Georgetown D.C. On leaving college he studied law in the office of Hon. J. P. Taschereau in Quebec, and was called to the bar in 1854. He practiced for three years and then abandoned the profession. For fourteen years he was sole coroner for the city and district of Quebec, one of the largest areas in lower Canada. He assisted in organizing and was for many years in command of the 9th Battalion, retiring on 23rd April, 1880. During the Fenian raid of 1868 he was in command of the Military district. In recognition of his services he was called to the senate as representative of the district of La Salle, 2nd March 1874, but retired in February 1875 on his appointment as deputy minister of Militia and Defence, which position he has since ably and continuously filled. He married in 1858 a daughter of Felix Lussier of Varennes, who died in 1859, leaving two children. In 1862 he married a daughter of R. W. Harwood of Vaudreuil, who died leaving eight children in 1878. He married again in 1880 a daughter of Mr. Joseph Lefevre de Bellefeuille, Seigneur de St. Eustache, by whom he has two children. Col. Panet is the second senior deputy minister.

It is rumored that the prorogation of Parliament will take place about March 29th. Others who also claim to be well posted say it will be nearer the middle of April.

A Civil Servant's Views.

On the 3rd February last a very virulent attack was made on the Civil Service by certain members of the House of Commons, in connection with the furnishing of Country Newspapers to the various Departments. For details of the remarks then made we beg to refer our readers to the Hansard of that date, p. 279. Amongst these charges was one that the principal use made of the newspapers in question was by the clerks of the departments, who, it was suggested, spent most of their time during their hours of duty in reading them. Interspersed with these accusations were insinuations that the clerks were a worthless, idle, set, etc. etc.

Of course every one acquainted with the facts is aware that the charge that the clerks of the Department spend the whole, or any appreciable part of their time at the office in reading newspapers of any kind, much more the sheets in question, is utterly devoid of truth, and a gross calumny. We venture to say there is hardly a Department where these papers are not received direct by the private secretary of the Minister, or where they are even seen or handled by the clerks except when they are required to extract information from them in the ordinary discharge of their duties, which, if ever needed, is only in one or two of the Departments. They are not the kind of literature the Civil Service particularly delights in. Some gentlemen of the House of Commons may imagine they are, but we think they are mistaken.

In some Departments the papers may be put in the waiting rooms for the delectation of parties waiting to see the minister, who are possibly better able to digest the mental pabulum they contain; but in our visits to the Departments, which have not been few, and have extended over a long term of years, we have never noticed a clerk in one of these waiting rooms (the doors of which are always open) when we have been passing them. What ever newspapers the clerks of the Civil Service require they no doubt purchase with their own honorably-earned pay.

If an inquiry were made we are convinced hon. members would discover our statements to be correct.

As to the charges which were interposed with their baseless accusations, respecting the alleged loafing habits of the clerks we may safely deny their truth in toto. The Civil Service clerks do a vast amount of arduous and important work, as is proved by the Blue-books as much as, if not more than, any other class of the community in proportion to their number and pay, and that any honourable person should join in this charge against them, in a place where they cannot be heard in self-defence, is something only to be explained by Parliamentary exigencies.

If members really believe what they say—that the Civil Service clerks are a pack of loafers and incompetents—they should at once move for another searching inquiry by commissioners. For ourselves we think a perusal of the Civil Service Commissioners' report now before the House, which is evidently honest, gives the lie to all these accusations, proving conclusively as it does that such a wholesale complaint is entirely without justification on any but so-called political grounds, which it will be admitted are not synonymous with truthful and fair-dealing grounds.

There may be, and no doubt are, a few black sheep here and there, due entirely to politics; but woolly animals of that colour may be found, without much searching, amongst other bodies which might be named, who think, or rather try to think, themselves far higher, and more immaculate creatures than poor Civil Servants. Their consciences if they ever get them back, and the verdict of posterity, will perhaps tell a different tale. We would not be far wrong in claiming that the Civil Service, as a body, will compare favorably with any class of men in Canada both

as regards their conscientious performance of their duties, and their morals and character generally.

It is humbly submitted that these Members would only be performing a just and fair action, and complying with the exhortation "to do to others as they would wish to be done by," by reading to their fellow members this defence as publicly as they made these charges against perhaps as hard working and deserving a body of public servants as may be found anywhere in the world.

One word as to the hours of duty of the service. We think when the close attention the clerks are required to give to their work is considered the hours as at present, are not too short, and if the House lengthens them it will be retrograding in the path of progress, and offering an extremely bad example to the country, which the labouring and wage-earning classes will not thank it for. The tendency now as must have been observed by the House, wherever Anglo-Saxon civilization is found, is to reduce, and rightly, the hours of labour, and if the Canadian Parliament, which professes to be a democratic institution *par excellence*, were to pass such a reactionary measure it would not assist the cause of humanity.

Another point it is desirable gentlemen of the House of Commons should realise, is this that the Canadian Civil Service is not a hi-faluting, haw-haw Civil Service, as so many like to picture it outside. It is drawn from all ranks and is composed of a very sober, sedate lot of men as a rule, there being very few who have either the time or inclination to be dandies, or who are able to spend much on their personal adornment, or to neglect domestic duties of the most prosaic description when the country does not demand their time.

And while on the subject of the action of the House *par rapport* of the service, we may perhaps be allowed to say a word about the proposed further reduction of the supplementary staff, rumours of which are flitting about so ominously "in the air". The auxiliary service has no doubt done its duty, in the past faithfully, and will continue to do whatever work it may be called upon to do in the future, in the same conscientious way. If there is not sufficient to occupy many of them, now that so many large state works have been concluded, it is not their fault, and the service should not be badgered for it. We fear a large number of these extra men may have to submit to the inevitable, the necessity which called them into being as part of the machinery of the Government no longer existing; but we cannot see that the Government is to blame, or that the Country will be disposed to be too severe, if the process of reduction is carried on in a humane manner, and not too summarily. Any prosperous business house would not be too harsh with its employees in such an untoward emergency, and surely the Dominion, which so generously lavishes its millions on useful public works, can afford to be generous also with its defenceless employees when comparatively, so few dollars are involved, and Christian feeling is so very much involved.

COMMUNICATED.

Several members of Parliament have been pleased to express themselves as being of the opinion that the REVIEW has a wide field of usefulness before it.

Sixteen compositors were discharged from Government Printing Bureau on the 16th inst.

A gentleman from Quebec writes, "I am heartily in accord with all your sentiments, and trust you will meet with the support and encouragement such a worthy object deserves not only from the Civil Servants but from the public generally.

Per Tenebræ ad Lucem.

A vision of darkness came over my soul,
A horror of darkness, that might be felt,
Death seemed to have sway from pole to pole,
Till the day when the heaven and earth shall melt.

Never again could I dream of light,
The song of birds, nor the scent of flowers,
My child, my butterfly, my delight,
My own, had numbered her mortal hours.

Oh, how I had loved her sweet, fresh smile,
How her cooing voice had delighted to hear.
How many a grief could her laugh beguile,
The darkness was greater than I could bear.

And I sat alone and nourished my grief,
I hugged it close in a selfish delight,
It seemed I never could feel relief,
This gnawing sorrow was mine by right.

Through the darkness around me I heard a sound,
A rustling sound as of angel's wings,
When they come to earth from the heights profound,
And each some blessing, or mercy brings.

I felt a presence beside me then,
As when a departed soul draws near,
A loved one left on earth with men,
Whom it comes to comfort, and bid not fear.

"What do'st thou here?" 'Twas a thrilling voice,
Which through the darkness fell on my ear,
Such a tone could ne'er mourn, but must rejoice
As though tuned by an essence of harmony clear.

I replied: "black anguish has seized my soul,
The waters of bitterness surge o'er my head,
No balm from Gilead can make me whole,
My idol, my butterfly sweet is dead."

Then spake the angel, "Come away . . .
I will show thee of death a most beautiful thing,
Thy butterfly only is ta'en to-day,
To the happier land of eternal spring."

At once it seemed as though I had passed,
To a realm of the spirits sank to rest,
Where the chrysalis armor off had been cast,
And in beauty eternal the souls been dressed.

As I looked I saw myriads of flashing wings,
As butterflies joyous before me danced,
And the peace which the pleasure of others brings,
Came over my soul as on each I glanced.

Then a marvellous thrill came over my heart,
I felt that my lost one was drawing near,
Was coming, from me never more to part,
Bringing light that should all my darkness clear.

And a beautiful form drew within my sight,
So lovely and sweet eye had never seen.
On earth, my lost darling, my delight,
So radiant and lovely had never been.

'Twas my butterfly darling, my mourned, my own,
In the radiance pure of her heavenly home,
Whose presence had come to hush my moan,
Whilst she longed for the day when to her I'd come.

With a loving smile of infinite bliss,
She looked on the grief her loss had made,
The smile was sweeter than earthly kiss,
And I felt my sorrow was half allayed.

"Mourn not for me, in my brighter home,
I shall keep a spot, where I shall rest
When through life's mazes you cease to roam
As I used of old, on my parents' breast."

"I shall grow," she sang, "in love and grace
In the earthly years till you enter here,
For we know not sorrow, nor time, nor space,
But can carry to God a heartfelt prayer."

The vision melted, and I awoke,
A weight from my heart had passed away,
And as the faint light of the morning broke,
I felt I had seen the true light of day.

LUIGI VAMPA.

From Dreamland, 1892.

"As Other's See Us."

The following are some of the kindly notices bestowed on the *Civil Service Review* by the Press.

The first number of "The Civil Service Review," a journal devoted to the interest of the class mentioned in the title, has made its appearance. The paper is to be a fortnightly issue, it will be non-political, and we are happy to see will take its stand upon the eternal principles of truth and justice. The first number contains several well written articles upon matters pertaining to the service, among others the proposed civil service act, and recent changes." The editor holds decided views upon both these subjects. From the amount of ability and culture which exists in the departments at Ottawa, the Review should develop into a first-class publication. Its typographical appearance is excellent. We wish it success.—*Ottawa Citizen*.

A NEW journalistic venture appeared to-day, "The Civil Service Review." "The most severe abstinence from personalities and partizanship will be enforced," says the editor. The contents are exclusively topics of interest to the members of the civil service, and if the policy of fairness foreshadowed in the first number is adhered to a future of usefulness is in store for the new venture.—*Evening Journal*.

THE CIVIL SERVICE REVIEW.

This is the title of a new eight-page paper just started in Ottawa, as the organ of the civil service of Canada. The publishers are Messrs. Paynter & Co., and the editor is Mr. H. Reed Holmden. The Review promises to be strictly non-political and non-sectarian and to devote special attention to the interests of civil service and to protect its members from unjust aspersions. The first number of the Review complains of the discharge of extra clerks from several public departments, calls attention to withdrawal of certain priveleges from the members of the service, and argues for esprit de corps among civil servants. There are also complimentary references to the promotion of Mr. Justice Sedgwick and the public services of Mr. William Smith.—*Ottawa Free Press*.

MR. REED HOLMDEN, of Ottawa, has commenced the publication of a *Civil Service Review*. Its first number under his editorship appeared on last Saturday. It is a fortnightly, devoted to the interests of the service. It was high time that such an organ should appear. While there is very much to criticise in the service and in some of its members, yet the whole body has labored under a great disadvantage. They had no mouthpiece to voice their interests, and the honest, hardworking, worthy citizens who are members of the service have always had to bear the burden of the faults committed by the few. We have known Mr. Holmden for years; his journalistic experiences are very extensive, and his abilities are adequate to any post in the realm of newspaperdom. He is at once a clever and conscientious writer, and one who is fearless and exact in all that he pens. We wish him every possible success in his new enterprise.

Railway Mail Clerks.

Mr. C. M. Sinclair, in the *Dominion Illustrated Monthly* for January, has a very able article on the subject of the Railway Mail Clerks of Canada. As he points out in the commencement, the general public have only a faint and vague idea of the duties of the travelling post office, and the work of the railway mail clerk. The following are some extracts from Mr. Sinclair's interesting article:—

Ask the average citizen where the sorting of the ever-increasing mail matter is done and the almost invariable answer will be—why, in the post offices of course—meaning, thereby, the stationary, not the travelling post offices. Indeed the number of people who have never heard of such a convenience as a travelling post office is truly remarkable when we consider that the present day tendency is to turn the fierce searchlight of the modern press on all relations of life. In no other department so intimately connected with the public welfare are the masses less informed than they are in this important branch of the P. O. Department. This immunity from publicity arises largely no doubt from the inflexible rule that no person outside of the mail-clerks in charge and the P. O. Inspector or his assistants are allowed in the mail-car. It is rightly held by the department that the safety and sacredness of the people's mail is a moral as well as a material trust and that all chances of its being tampered with should be carefully guarded against. Consequently the few persons in this bustling, hurrying age who do not stop for a moment to consider what are the duties of the man whom they see in the mail-car door at the different stations handing out and receiving mail-bags—conclude in an indefinite hazy way that his and the baggageman's functions are very similar. They reason from the imperfect data at their command that the mail-clerks are handed in labelled bags which they deliver at the points specified. They do not—indeed cannot know that as the trains on the different railways speed North, South, East and West, busy hands and brains, in close cars often overheated, surrounded by heaped mail-bags, are sorting up more than three fourths of the total daily mail. They do not know that the bags received are opened in a trice often before the train has time to get under motion again—the contents swiftly sorted then and the bagging up for the next delivery hurried forward as the whistle is sounding for the depot. The general public have no knowledge of the fact that often mail-clerks after running over a route for years could not recognize the salient features of the country traversed by reason of never having had leisure to look out of the windows. True they catch glimpses of the outlook near the station but their business in life is to do quickly and correctly their work and they are not on board to admire scenery. Could an outsider peep in the car he could see, though it might be midwinter—men with their coats off, sleeves rolled up, working as if their life depended on a supreme effort, for be assured theirs is no kid glove duty. On the contrary it demands a hearty co-operation of brain and muscle—brain in order that a mental map of the different and quickest routes may be spread out like an open book before the sorter, and muscle so that the indispensable dexterity may be exercised, for quickness combined with accuracy are essentials to keep up the pace. Let those who perhaps think the railway mail-clerks duties light and a "soft snap" because they see him with a few hours at his disposal—his trip finished—reflect what is meant by sorting letters and post cards at the rate of four thousand an hour. Yet on many routes this rate of speed must be attained and maintained in order to get through the work.

Speed is desirable, nay indispensable, but accuracy

is quite as important a factor; for a letter sorted one pigeon-hole to the right or left of the proper one may mean days of delay as one may indicate Manitoba, the other New York City. These days of delay may mean to the sender or receiver—notes gone to protest—engagements unfulfilled—friendships sundered or mayhaps loving hearts broken. They mean weary anxious waiting for the delayed letter and in every case they mean a sense of annoyance. It is therefore impressed on every mail-clerk on his entrance to the service that speed *must* be accompanied by absolute accuracy—indeed all the slips with which letter-packages are faced have printed directions to report on the back all missent letters. In addition, the clerks are required to report for examination every two months until they make 95 per cent. On sortation and afterwards once a year or oftener if required. That remarkable accuracy is attained is shown by the confidence of the business public who leave to the last moment letters of vital importance to be answered secure in the conviction that they will get there on time.

The position and duties of the railway mail-clerk are unique in many respects. Working with every nerve at the utmost tension, hand and brain in lightning touch, with map-photographs chasing each other swiftly across the mind whilst above all and around all the dull roar and throb of the engine almost against the partition of the car, do you wonder that at the end of a busy run he gets off the train pumped out of energy? His work differs from nearly all other clerical work inasmuch as there is absolutely no postponement or holding over for the morrow. It must be done there and then. The train is rushing on, every station adds their quota, no mail matter must be carried by and the mails must be ready for delivery. At every station your sortation good or bad is passing beyond your control not to be recalled and every minute the terminus is nearer at hand where all the remaining matter must be ready, bagged up and properly labelled for waiting trains. At such times let anything go wrong and he is a cool man who does not get rattled. Suppose, for example, your registered letter list does not balance when near the end of your trip—suppose it shows in staring figures that will not be gainsaid that you have received one more registered letter than you can account for. You cannot like a bookkeeper, sit down and calmly review the transactions, item by item, until you reach the mistake, simply because there is no time. In ten minutes the train will be drawn up at the station and the mail carrier will be rapping on the car door for all your mail to deliver to other routes, and thus your only tangible evidence will pass into other hands and the mistakes be duly reported. Should the missing registered letter fail to reach the person to whom it is addressed, the mail clerk at fault is required to make it good, and the uncertainty of the amount about which, of course, he absolutely knows nothing, does not by any means add to his comfort. Well, as I remember, how this truth was first impressed on my own mind when I entered the service. I was learning the road, and the clerk in charge—one of the coolest and brainiest of Irishmen I ever met—could not get his sheet to balance. The full import of this was not apparent to me in my untutored state and I could not understand the distress of this strong man: the perspiration stood in great beads on his forehead, though it was midwinter, and his agitation was so great that he could not add the columns correctly though the total was trifling, whilst the roar and rush of the train bringing us nearer our destination added momentarily to his distress. The error was fortunately discovered just as the engine was sounding for the station and the recoil from the

mental strain almost unmanned him again. For, be it remembered that such a mistake may mean, not only financial loss, but loss of position, and far worse than either may mean a worse stigma attached to your name for life. It will be easily understood then that the security of the registered letters is closely looked after by the mail clerk (in common with all the other mail matter.)

Persons given to a loose and careless mode of speaking sometimes refer to the insecurity of sending registered letters. Indeed, I have it from a graduate of a leading Canadian Business College that one of the lecturers—a prominent lawyer, who ought to have known better—referred to the registration of letters as an inducement to loss," in the course of a lecture to the students. It is quite true the Post Office Department does not guarantee to make good all losses sustained in sending by registered letter. A moment's thought will show an impartial observer that this is obviously impossible—the contents not being known—but the department does guarantee to trace a registered letter and compel the dishonest or careless employee to make restitution when at all possible, and be punished in addition. How well this is performed is evidenced by the report of the Post Master General which shows in cold type no loose statements or exaggeration, that out of a total of 3,280,000 registered letters which were handled by the Canadian Post Office Department, during the year ending on June 30th, 1890, only 24 such letters were irrevocably lost so that the contents were not recovered. The greater part of even this small number were letters lost through unavoidable causes, such as fires, etc.

In scores of cases the non-receipt of a registered letter is reported to the Post Office Inspector, a "trace" (official letter) is sent out and when it finally reaches the office of delivery it is discovered that the letter has not been called for or has been safely delivered to the person to whom it was addressed.

All mail matter not addressed or indefinitely addressed, finds its way to the Dead Letter office, and what strange flotsam and jetsam does eventually fetch up there? Here are some of the articles selected at random from the Post Master General's report, 1890:—Base-ball contract, diamond ring, ear-drums, false teeth, liver pads, lottery tickets (31), Victoria Cross, etc., etc., all showing the universal use of the mails. Bees and other live insects, which are frequently sent in little barred boxes through the mail, are handled very gingerly—the business end of a bee is formidable even to a mail clerk. Snakes are said to be also sent by mail, but for this I cannot vouch, and some people are uncharitable enough to say that they only exist in the clerk's imagination.

Amongst the ills that mail clerks are particularly liable to are kidney diseases, caused no doubt by constant standing, for they scarcely ever sit down when the train is running, as it is almost impossible to write or sport in that position. The constant shake and jar of the train also aids those insidious diseases, and an old mail clerk with those organs in a perfect state of health is a rarity. On the other hand, though the cars are often over-heated and close, with plenty of dust from the piled mail bags, yet the doors having to be opened at every station ensures plenty of oxygen, and consequently diseases of the lungs are rare. In collisions the mail clerks usually suffer more than the trainmen. Cooped up in a closed car immediately next to the engine-tender, working away, entirely oblivious of the outlook or signals, they know naught of the impending crisis till the crash comes. In a collision on the Lake Shore Railway, near Cleveland, in 1889, the whole staff of six clerks were instantly killed, "crushed like rats in a trap," as one of the morning dailies announced it. For a time after this accident the United States Post Office Department

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— OTTAWA —

found it almost impossible to get competent men to run on this route, but the accident was soon swallowed up in the great ocean of forgetfulness.

Mr. Sinclair concludes by giving a very excellent selection of sketches of mail clerks and their experiences.

It is rumored that one of the senior deputy heads will be placed on the superannuation list within the next few weeks. Another gentleman is also likely to be placed on the same list.

Society fixtures will be gratefully received at the Review Office.

The REVIEW regrets that there has been a delay in the appearance of the second number. The delay was purely accidental and greater punctuality will be ensured in future.

The Use Of Traction Engines.

Traction engines, or road locomotives, belong to a class of engine which has occupied the attention of inventors and engineers since the earliest period of steam locomotion, and the idea of building engines to run on common roads, thus saving the enormous cost of roadway incidental to railway locomotion is certainly a very attractive one. For high speeds and passenger traffic, however, these engines have as yet only been applied to a limited extent, but they are widely and successfully used in England and elsewhere for slow heavy traffic, such as hauling threshing machines and freight wagons, and for plowing purposes. In this country traction engines are not extensively used, owing largely to the poor condition of the average country road, but with the general movement in favor of road improvement, the ever increasing demand for additional transportation facilities, and with the steady advance of improvement in engine construction, a wider field seems now to be opening up. It is also to be remembered that the engines have been successfully used abroad on bad roads. For hauling and driving threshing machines, traction engines are used to a considerable extent in the wheat growing districts of this country, and are built by a number of builders of agricultural machinery. In this issue we publish an article dealing with this subject, and shall follow it with other articles on experience in this and other countries.

This present article is an interesting paper on the use of traction engines in England, written for us at our request by Mr. W. Fletcher, who has been connected with the design and construction of traction engines for some years, and is the author of the work on "Steam Locomotion on Common Roads," which was reviewed in our issue of Aug. 8, 1897. In a later article which he had compiled from various sources, we shall give many notes of experience under varying conditions. Steam road rollers are included in the consideration of the subject. It will be noted with some surprise that Mr. Fletcher refers to the bad condition of roads in England, but it must be borne in mind that the heavy traffic in the agricultural districts is largely over the side roads and small country roads, which are but little cared for and cannot compare with the excellent main roads generally available for traffic between country towns and between those towns and the railways, as noted later on in an extract from an English author's work. In view of the condition of the majority of American roads it would be specially interesting to have particulars of actual service or tests made as to the performance of traction engines in heavy mud.

In England the laws regulating the operation of traction engines are old and in many ways inapplicable to modern engines and conditions, but they are very stringent and harassing, and in some ways

almost prohibitive. Steps are being taken, however, to secure the revision of these laws, as noted elsewhere. In this country new laws and regulations would be made as required by the growth of this system of transportation.

In "Field and Hedgerow," by the late Richard Jefferies, author and essayist, of England, is a most interesting essay on "Steam on Common Roads," in which he strongly advocates the general adoption of this class of traffic in the country districts as a feeder system to the main lines of railway. He points out the advantages to the farmers of having the road cars or waggons loading or unloading at the farms, and suggests car bodies that can be transferred, with certain classes of bulk freight, from the frames of road cars to those of the railway cars. The advantages of road trains for passenger or freight traffic to villages and country places situated away from the railways is also referred to, and he states that while the railway is expensive and rigid, requiring its business to be brought to it, the road train is inexpensive and flexible, can go up hill and down dale to any desired point at regular or irregular intervals, and can be brought to the crops, the barnyard, etc. Why the system of trains briefly outlined in the following extract from the essay above mentioned is not brought into general practice is, he says, largely due to the Acts of Parliament regulating agricultural engines, which acts were passed at a time when steam was still imperfectly understood and road locomotives, in the modern sense of the word, were hardly thought of. The extract is as follows:

As we have in this country no great natural waterways like the rivers and lakes of the United States, our best resource is evidently to be found in the development of the excellent common roads which traverse the country, and may be said practically to pass every man's door. Upon these a good train may be run to every farm, and loaded at the gate of the field. The thing, indeed, is already done in a manner much more difficult to accomplish than that proposed. Traction engines, weighing many tons, and drawing trucks loaded with tons of coal, chalk, bricks and other materials, have already been seen on the roads, traveling considerable distances and in no wise impeded by steep gradients. What is this but a goods train, and a goods train of the clumsiest, most awkward, and consequently unprofitable, description. Yet it is run, and it would not be run were it not to some extent useful. It may be asserted without the slightest fear of contradiction that there are at least 50 engineering firms in this country who could send forth a road locomotive very nearly noiseless, very nearly smokeless, certainly sparkless, capable of running up and down hill or on smooth and capital roads, perfectly under control, not in the least alarming to horses and able to draw two or more trucks or passenger cars round all their devious windings at a speed at least equal to that of a moderate trot, say eight miles an hour.

Malfaisance of Office.

When the assizes opened on Thursday, Mr. Justice Falconbridge enquired whether Mr. J. R. Arnoldi was present as he had been notified to attend the court. Mr. Arnoldi was present and the judge proceeded to read a judgment from Chief Justice Armour sentencing him to pay a fine of \$1,000, and to imprisonment for six months, for his malfaisance of office in renting the steamer Joe and other matters. The greatest sympathy is felt for Mr. Arnoldi in his present situation. He seems to have been singled out of the whole number of the Civil Servants accused two years ago of having been guilty of misdeeds, for prosecution, and to be the only one who is to be made pay the bitter penalty of the law.

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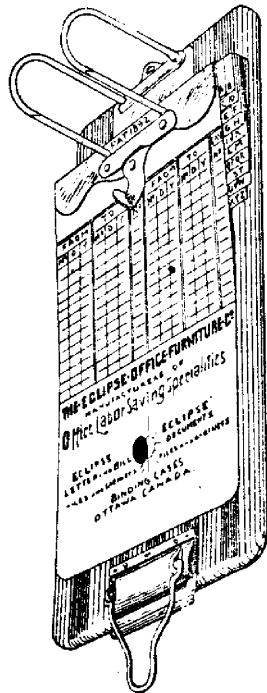
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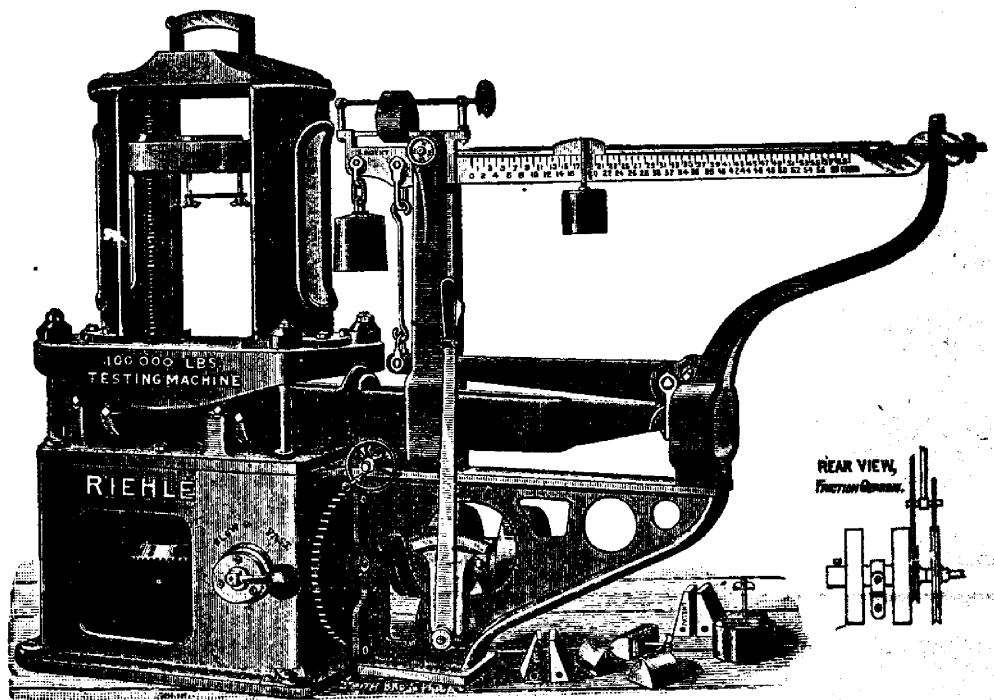
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