

of the East and West. Just at this time of timidity in regard to Chinese, his presence should be useful.

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#### The Man of the Mail-Bags

FROM Calgary, Alberta, to Dawson City in the Yukon is the little circuit represented by Mr. John Orlebar Macleod, superintendent of the railway mail service in that part of the world. Mr. Macleod is one of the waymakers in the railway world. He was born as far from Vancouver as he could get and still be in Canada—in Orwell, P.E.I., in the year 1860; so that he is not yet an old man. But as history goes in the West Mr. Macleod is a veteran. He is at least as old as that other veteran, the C. P. R. He was in charge of the second overland train that ever got through the Rockies in Canada. That train was burned in forest fires in the Selkirks, and in the fire Mr. Macleod got serious injuries; afterwards a gratuity from the Department. He took the first mail train into Vancouver and ten years later was made superintendent of the railway mail service. The district he is in charge of now, covers more steamer services than all the rest of Canada put together.

## REFLECTIONS

### FIGHTING OUR EMPLOYERS

WHEN the Czar of Russia went from St. Petersburg to Poltava the other day, the railway was lined with troops. As the train approached each corps, the men turned their backs on the royal train and watched the fields with loaded rifles. In Colombia, South America, there is another revolution; it has sprung up during the absence of the president in Europe on a diplomatic mission. The other day, news came that the Emperor of China had been removed, when his protectress, the Dowager Queen, died. Such events make one feel that outside of British and United States territory, the idea of democracy has obtained little foothold. The true democracy implies self-restraint, absolute justice and a government which represents all the people under all circumstances.



KING EDWARD, President Taft and Sir Wilfrid Laurier move about freely in the streets, with no more protection nor attention than is adopted or received by other important persons in the community. The governing power is so absolutely in the hands of the people that the personal embodiment of the government is the personal representative of the people. The only people in the Anglo-Saxon world who need military protection are the employers of labour.



STRANGE, isn't it? The only service which the troops of Canada are required to perform, is the defence of some employer of labour or his property. In this country, we do not try to injure the man who misrules us or squanders government property, but we try to despoil the capitalist-employer if he does not do what we desire him to do. Even here, while the immediate object is to cause him monetary loss, we do not desire to crush him entirely, much less to take his life.



IT is rather curious that animosity against the employer should have taken the place of animosity against the ruling class. In Ireland the two animosities are combined to a certain extent, and the situation is naturally distressing. In the rest of the Anglo-Saxon world, the change from one animosity to the other is complete.



ALL this would seem to indicate that the real ruler of fate, so far as most of us are concerned, is our employer. Our king, our president or our premier may increase our taxes or may do something which will involve the nation in war, but he does not visibly influence the rate of wages. His position is largely sentimental and legislative, while the employer's is purely economic. That is the reason why dynastic and constitutional struggles have been succeeded by purely economic struggles. In Canada, it would be a waste of effort to mob a premier or a cabinet minister, but it is a sacred duty to try to wreck the business of an employer who refuses to pay the wages and the respect demanded by our "union."



STRANGE also, and yet natural, how the newspapers always go hand-in-hand with the striker. Even newspapers owned by large corporations refuse to declare against a greedy union or a domineering, offensive international organisation. The press is fighting side by side with the wage-earner. The press is no longer the donkey-

engine of the privileged classes; it is now freight-drawer for the crowds who carry union cards in their upper vest-pockets. The employer who counts on the press not to fight against him in a struggle with overbearing unionism, must use at least one full page of advertising each day, and even then he can purchase only silence.



THE attitude of the press is natural. Since the wage-earner learned to read, he has been the chief supporter of the daily paper. Indeed, the coming of his ability to read and the rise of the daily paper as an influence were contemporaneous. To-day, daily papers are published for the masses, not for the classes. For example, only a paper with a limited circulation dare oppose public and municipal ownership. To-day in Canada there is but one daily paper which has steadfastly set its face against this latest of economic war-cries. The weekly papers and the trade-journals being circulated nationally and having picked constituencies are of course less inclined to sympathise with the mob which asks for its employer's head on a silver salver bearing the union label.



### IMPERIAL DEFENCE

WITH four Canadian cabinet ministers in London and with like representation from Australia and New Zealand, the question of Imperial Defence is entering upon a new stage. The haste to offer *Dreadnoughts* having passed away, a permanent system of Imperial Defence is being planned and framed.

The great struggle will be between centralised and localised defence systems. Certain colonials, of whom Sir James Whitney and Colonel G. T. Denison may be taken as types, favour a centralised system, the colonies contributing ships and money to the British fleet. There is considerable support for this view in Australia, New Zealand and in Great Britain. On the other hand, the Laurier administration in Canada and probably the official administrators in the other colonies stand fairly solidly for localised defence. Lord Charles Beresford is also in favour of this idea, and there are many who agree with him. Sir Charles Tupper has expressed himself in favour of the idea in a recent article. Mr. Richard Jebb, whose opinions were quoted a fortnight ago in these columns, has an article in a recent issue of the *Morning Post*, which ends with this significant statement: "The time is still far from ripe, as the coming Conference is likely to show, for a centralised system of Imperial Defence."



IT is pleasant to note that this question has not got far into colonial or British politics. The adherents of the one system or the other are not entirely Liberal or entirely Conservative. The problem is being discussed on its merits in Great Britain and, so far as may be seen, in the Dominions (as it is becoming customary to call the colonies). Whatever may be the decision of the present Conference it is not likely that the question will become a party one in Canada.



SIR CHARLES TUPPER'S proposal is worth considering. He would combine the "All Red Line" and a colonial auxiliary fleet by having a number of steamers which would serve both commercial and naval purposes. He would provide the All Red route from London to Australia via Canada with large steamships built under Admiralty supervision, commanded by naval officers, manned by trained men, and provided with suitable armament. These vessels, like the *Mauretania* and *Lusitania* of the Cunard Line, would be available for Admiralty purposes when required, only they would be more suitably manned and prepared. They would meet Lord Charles Beresford's suggestion that the naval function of the Dominions should be the provision of cruisers to protect existing trade routes. They would serve the best interests of the Empire in time of peace by enabling the mails to be carried from London to Australia in 26 to 30 days; in time of war they would be immediately available for active service.

Such a proposal should commend itself to the large number of people in Canada who hate to see hard-earned Canadian millions spent on useless battleships. It should also come close to meeting the views of those who desire to see a Canadian fleet, running out of Canadian ports, and always available for Canadian service.



IT is a rather remarkable feature of the discussion that Sir Charles Tupper, the greatest if not the most active Conservative leader in Canada, is taking much the same view of this question as Sir Wilfrid Laurier, the greatest and the most active Liberal leader. Both favour