

and most influential papers in Canada. He came to the *Globe* from Woodstock. He came at a time when it looked almost as though it might be foolish to put anybody in the shoes of "Charlie" Taylor, who for many years had been the business brains of that paper. Mr. Taylor had become almost an institution in journalism. He was almost as well known as the chief editor of the *Globe* as the Prime Minister of Canada. Mr. MacKay, however, has been as good a wearer of the Taylor mantle as could be found in the world, and in the natural evolution of both personality and the profession he has managed to add a few frills even to that. He is a young man of exceptional capacity for administration and has an unusual share of affability; and if a man can be business manager of a big metropolitan daily and be affable as well he is no uncommon man. Mr. MacKay must be reckoned as one of the best forces at work in Canadian journalism.

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A Life-Long Expressman

PROBABLY no man in Canada has been as long at the express business as Mr. Wm. Walsh, lately appointed general superintendent of the Dominion Express Co. east of Port Arthur. It was eight years after Confederation that Mr. Walsh, then a lad of sixteen, entered the Vickers Express Co. at Toronto. There has been nothing spectacular about his career. He was twenty-five years of age when he became chief clerk in Toronto for the Dominion Express Co. A few years later he became Agent in the same office and a decade later became General Agent. Three years afterwards he was made Assistant to the General Manager with full charge of the southern division and headquarters at Toronto. A few weeks ago he was made General Manager for the lines east of Port Arthur. He is a practical man and has made a specialty of practical things; chief among which are the express rigs and horseflesh of the Dominion Express Co., which are what they are largely owing to Mr. Walsh's keen and enthusiastic interest in horses and rigs. He has taken many prizes for express horses exhibited in Canada, and knows as much about that particular kind of horse as Mr. Noel Marshall does about dray horses or Mr. George Pepper about horses that jump.

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A Brainy Young Canadian

TEACHING chemistry to the students of the University of Illinois is the business of Mr. L. L. Burgess, who is another of the intellectual sons of Nova Scotia. Mr. Burgess has just been appointed to this honourable post. He deserves it because of a splendid record in educational pursuits. Nothing can keep a real brainy Nova Scotian away from books. Mr. Burgess has been booking almost ever since he was born at Kinsman's Corners, N. S. He was educated largely at home till he learned most of what there was to know in that Province, when he went to the United States with the degree of B. Sc. and was not long getting his A. M. and Ph. D. For several years he has held scholarships and assistantships in lectures, and for three summers past has been Instructor in Chemistry at the summer school of the University of Maine.

REFLECTIONS

BETWEEN 1885 and 1895, the Conservatives continuously declared that the Liberals were disloyal both to Canadian nationality and to British connection. There were excuses for such charges. Influenced by Professor Goldwin Smith's cold, economic logic, some of the Liberal leaders were inclined to favour commercial union with the United States. Sir Richard Cartwright was the leader and chief advocate of the movement.

During these years, the Conservatives were in power at Ottawa. They held all the offices of importance and controlled all appointments to senatorships, judgeships and other civil service positions. Under the influence of Sir John A. Macdonald they steadily refused to lower the tariff on United States goods or to give up the hope of Canadian nationality under the aegis of the British crown. Their official relations with London were pleasant and sympathetic, although they allowed British newspapers and periodicals to be crowded out of this market and were not prepared to give British manufacturers a tariff preference. Unofficially, the Conservative leaders talked of Imperial Federation and of the day when the Empire should be bound together in some new mysterious fashion. If they took no active steps towards a realisation of these ideals, beyond the calling of the Colonial Conference at Ottawa in 1894, they gave no signs of any weakening of their affection for British connection.



WITH the improvement in trade which began in 1896, and the return of the Liberals to power in the same year, a decided change occurred in the attitude of the Liberal leaders. The Liberals in power thought more of Canadian nationality than the Liberals in

opposition. When they found out how impossible it was to secure fair trade arrangements at Washington, they inaugurated the British preference and began to occupy the pro-British ground on which the Conservatives had stood alone so long. It was no longer possible for the Conservatives to claim a monopoly of pro-British sentiment. Nevertheless, the Liberals never have gone so far in this direction as the Conservatives, and they have remained a "Canada First" party. They have come to admit the importance of maintaining a close connection with Great Britain, while steadily holding to the prime importance of Canadian autonomy and local constitutional freedom. When they found that a British commander-in-chief was unsuitable as the head of the Canadian military forces, they did not hesitate to place a Canadian in that important position. On the other hand when they found that the people were in favour of South African contingents, they did not hesitate to send them. Further, when a demand arose that British periodicals and newspapers should be placed upon an equal footing in this market with United States publications, they went to considerable trouble to effect a reform.



RECENT developments have tended to revive the situation which existed before 1896. The Conservatives are again inclined to accuse the Liberals of being luke-warm toward imperial connection and imperial responsibilities. The chief grievance of the Conservatives is the failure of the Liberal leaders to make a direct contribution to the maintenance of the British navy. In its issue of August 19th, the *Winnipeg Telegram*, the Conservative organ of the middle West, there is a leading editorial entitled "Treachery to Canada." The two closing paragraphs are worth quoting:

"Western Canada has viewed the action of the Canadian government with suspicion and distrust. The outcome it regards with resentment, and a penitential sorrow that it should be involved in an abnegation of Imperial duty and a surrender of national dignity so pusillanimous.

"To the West is left only this savage satisfaction that if the contemptible particularism which has inspired Canadian policy were to have its appropriate fruit in the disruption of the British Empire, the first to suffer would be those who had made Canadian freedom incompatible with Imperial unity.



WHILE this is but a sample of Conservative editorials, there is plenty of evidence to show that the Conservative leaders and journalists are nearly in agreement as to the attitude they shall assume toward the proposed Canadian navy. They are prepared to accept the Government's action as only a partial fulfilment of Canada's duty. They intend to criticise it as being half-hearted, anti-imperial and inadequate. They are already declaring that Canada should have laid its resources at the feet of the British authorities and declared that these were entirely and unreservedly at their disposal. They will probably insist that all who support the Government in its resistance to direct contributions of money and ships to the British naval resources are anti-British and pro-American.



NEVERTHELESS there can be little doubt that the Government have made a forward step in the imperial movement. They may not have done it enthusiastically. They may have been calculating and deliberate. Yet, they have done what the Conservatives failed to do when they had opportunity. The screaming and yelling which will be done by those who believe Britain to be seriously menaced by the naval activity of Germany will fall on ears growing more and more deaf. The German scare is already dying out in Great Britain; it will die out in Canada, unless there are some new and startling developments. The majority of the people will be content to see Canada make a beginning in naval construction and naval training.



THE *London Times* says that "there is no solution of the Imperial problem to be found in the provision for local naval defence." It favours an "Imperial sea-going squadron." This is the view of some of the Canadian Opposition writers, stated in terms of the British imperialist. On the other hand, there are many British writers, statesmen and strategists who believe that local naval fleets are the only reasonable provision in time of peace, and the only constitutional possibility in the present unorganised condition of the Empire. If there were an Imperial purse, administered by an Imperial council, an "Imperial sea-going squadron" might be speedily