

who wish to see Canada rise to an important place among the nations of the earth must assist in this fight against "incompetence, partisanship, favouritism and greed." Civil Service Reform is not a cure-all, but it is absolutely essential to the creation and maintenance of administrative efficiency, and the purity of public life.



#### LIBERAL IMPERIALISM

TOO many people in this country believe that the Liberal Party of Great Britain are Little Englanders. It is not the business of any Canadian journalist, whether liberal, conservative or independent, to defend or attack any party in the Homeland. Nevertheless it is best that neither of the British party positions should be misunderstood by Canadians generally. This is the reason for the present "reflection."

When the Imperial postage on British periodicals mailed to the colonies was first attacked as being too high, the protests were made to a Conservative government. The change from eight cents to two cents a pound was not introduced until a Liberal government came into power in London. Point Number One.

There has been much talk of giving the colonies power to negotiate their foreign treaties direct. It has long been felt that Canada would feel more contented within the Empire, if she could negotiate her own arrangements with the United States. Under the Liberal Government of Great Britain, more freedom has been allowed Canada in this respect than ever before. If a reciprocity treaty were to be discussed and arranged now, it is likely that Canada would be allowed to conduct all the negotiations, subject only to the assisting and guiding hand of the British ambassador at Washington. Point Number Two.

There has been much talk for many years about an Imperial army, in which the colonists would be represented on equal terms. It has fallen to the lot of a member of the present Asquith Government to work out a scheme for a General Staff which meets with the approval of the Australian and Canadian governments. This staff is the first step in an Imperial army which will consist of a number of distinct units organised on a system which will permit co-operation in periods of "great necessity." This is Point Number Three.

These should be sufficient to show that the Liberal Party as a whole is not anti-Imperial. There are some within its ranks who may be. It is a mistake, however, to believe that the Conservative party, with its attractive platform of preferential trade, comprises all the men who look forward to "The Greatest Empire that Has Been."

Whether this programme can be carried out remains to be seen.



#### DEPARTMENT OF EXTERNAL AFFAIRS

THE Secretary of State's department is to be re-created and hereafter the Secretary will have special charge of external affairs. Ever since Confederation, there has been a sort of fiction that this was the case. It is now to be made a reality. Foreign correspondence will now be conducted through that department subject only to the supervision of the Cabinet and to the nominal supervision of the Governor-General. Any department having relations with foreign governments must conduct its correspondence through this new department — through the Secretary of state for external affairs. This will preserve unity and harmony and provide for continuous supervision.

Whether or not the scheme outlined is the best under the circumstances remains to be seen. Nevertheless it is satisfactory to note that an attempt is being made to give Canada the marks of a nation rather than a colony. The people will not be satisfied until Canada has all the necessary machinery for dealing with her foreign affairs. She has now commercial agents resident in other colonies and in Great Britain. She already has them in France, China and Japan, and will shortly have them in other countries. In some cases these will need to be endowed with consular power under some General Imperial arrangement. Further, Great Britain is allowing Canada a great share in the negotiations with foreign governments, and it is well that all such correspondence should find a repository in one department.

It is simply another step in our development as a nation within an Empire of nations.

#### TWIN BROTHERS OF THE SILVER TRAIL

THERE is silver in Gowganda—how much of it no one knows. The Almighty has blanketed the whole country with abundance of snow, and though the prospector is hither and thither on snowshoes, and in tents cosy with the heat of sheet iron stoves, the

summer will have to come before the wealth of the newest silver region of Canada can be even approximately estimated.

I saw Cobalt in the days when doubting Thomas was a factor there. I have seen some of the veins of Gowganda. The silver in them is as patent as the silver of Cobalt was and is. Only shaft-sinking can determine the depth of the new-found riches. For that purpose, machinery must go in, and men, and supplies. And, while industry will this summer reign where the prospector last summer pursued his lonely search all over the diabase of the Gowganda country, even across the height of land towards Hudson Bay; the prospector not yet become miner, will scour the woods and delve through the overlaying ground in search of dull streaks that will whiten with friction into recognition.

It is hard to say wherein lies the principal charm of this northern territory. Hitherto its silences have only been broken by the wind rustling through myriad trees, and the occasional breaking of twigs by the wary, ponderous moose. Until, in this very year the axe was laid to the foot of innumerable trees to find a road to silverdom direct from the south, only the cruiser, the fire ranger and the Indian had seen the tall timbers that stand between Sellwood and South Gowganda.

To drive seventy miles through the friendly, awesome forest, and across lakes blest with two feet of saving ice, is an experience more than worth while in itself. You can enjoy the solitudes and strengths of the Almighty, free from anxiety as to the hidden truth of claims beneath the snow, and you can watch the prospector and the prospective business man coming in, sometimes on the stage and sometimes with strenuous dog-team and elongated toboggan; and you wonder what they will be like six months hence. And after you have driven three or four or five hours, you come to a road-house, and its cluster of log adjuncts, and find time to discover how a unique record has been established in Canadian winter inter-communication. Perhaps you will be lucky enough to meet one of the Twin Brethren of the Gowganda Road. One of them is known to his friends as Big Archie. The other's familiar name is Jim. As they are in truth the Twin Brethren of the Silver Trail, I think they should be called Gow and Ganda.

Gow and Ganda have, for many years, been railroad contractors in the summer, and have run big bush camps in winter; getting out ties, piles, and all kinds of fibrous transportation material. Gow, otherwise Cowan, built the road from Etoimami to the Pas,—the first stretch of the line to Hudson Bay. This winter he has six hundred and fifty men in the bush, north of Mistatim, on the way to Prince Albert. Ganda—Big Archie—has his hundreds of men and teams around Kashabowie, on the height of land between Lake Superior and Lake of the Woods. They came to their Ontario homes for the Christmas holidays, and as a side line, unexpectedly undertook to handle the transportation for the new road, which was cut by Mr. Alexander Sinclair, for the Canadian Northern Ontario Railway, under the inspiration of the Ontario Government. By this time they have two hundred teams, hauling passengers and freight between Sellwood and Gowganda.

As constructionists they are unique. Driving north with them, we heard that in the early hours of that morning the teamsters' bunkhouse at Burwash had been burned. When we arrived there for lunch, the debris had been cleared away, and the new building was four logs high. Next night it was completed and occupied.

When we reached South Gowganda, we found that the first teams through had reached that point twenty-four hours previously, that where there had been only dense bush, there was a building, thirty-six by twenty-eight, with gabled roof on, floor in, and a stove going. The cook moved in that night, and by the next night doors and windows were finished, the former swinging on wooden hinges; the wall chinks were filled in, and hungry men were being served with a dozen different kinds of food. When we came down the trail, two days afterwards, more stables were going up at each of the stopping places, and at Phoenix, the sleeping-house for the travellers, there were iron bedsteads, wire mattresses, and first-class beds and blankets,—the most luxurious dormitory yet constructed in the bush.

We came flying into Sellwood only three and a half hours out from Burwash, twenty-two miles away, and by the time I am writing this, the relays of horses will be so well organised that it will be possible to leave Gowganda one morning and be in Toronto the next, having come down the 289 miles from Sellwood in a train as good as any on the continent.

Gow and Ganda have put up their buildings and organised the traffic for a season that must end when the rain of April makes it impossible to cross the ice. But before that time comes, there will be quite an abundance of machinery at Gowganda. I overheard the making of preliminary arrangements for taking in one piece, weighing seven tons. The trail of Gow and Ganda will surely be the machinery route. For as Mr. J. B. Tyrrell, who has an unique experience of travel in the north land tells me, it is extremely unlikely that any road through so long a stretch of Northern Ontario can be found with as few hills as this. The ridges run north and south, and the new road keeps close to the water courses, and crosses the height of land between the Wahnapiatae and Montreal Rivers, at a point where the elevation is scarcely perceptible.

As to the store of Gowganda silver—that is a story for the mining man.

NEMO.