THE DREAM AND THE FULFILLMENT

The Idea of Confederation Was Not New in 67, But the Natural Outcome of Conditions and Times.

A SHORT HISTORY.

Scattered from the Altantic along the chief means of communication of those early days the water ways to the margin's of the great unknown prairies of the west the Canada of the opening years' of the nineteenth century promised little of their present day importance.

Union First Suggested

The project of uniting these far flung British North American colonies was adumbrated as early as 1789 by William Smith, a former Chief Justice of Canada, whose plan included a nominated council and an assembly electefd by the members of the provincial assecblies. Twenty-five years later, another Chief Justice (Sewell) proposed a somewheat similar scheme. In the absence of rapid communication and transporation, however, no real union was possible,

With the introuction of railways and telegraphs the idea of Confederation came within the range of practical politics. In 1850 the British American League stated in its prospectus that the true solution of the difficulties of the time lay in the Confederation of all the provinces, and in 1851 the Hon. Henry Sherwood, who had been Attorney-General for Upper Canada and Prime Minister, published a plan for the federative union of the British North American provinces, providing for two electrive chambers and a system of local Legislatures, somewhat similar to those existing today, except that the Provincial Governors were to be elected.

Confederations Real Father

In 1858 Alexander Galt, member for Sherbrooke in the Canadian Legislative Assembly, advocated both in and out of parliament the confederation of all the British North American provinces, but although he was successful in inducing the Cartier-Macdonald Government, of which he was a member, to send a mission to England to discuss the matter with the Imperial authorities, nothing tangible resulted. It was really the deadlock in the Canadian Legislative Assembly that some years later induced the Government of Canada to take the matter up. A second cause was the notice given by the United States, that the reciprocity treaty would be abrogated, thus forcing Canada to look for new channels of trade. A third was the intimation from the British Government that Canada must, to a large extent, provide for its own defence. These things made Confederation a practical instead of an academic question. In 1864 a Coalition Government was formed in Canada for the purpose of negotiating the confederation of the British North American provinces, failing which, they undertook to apply the federal principle as between Upper and Lower Canada This Coalition Government, of which Sir Etienne Tache was the head, included John A. Macdonald and George Etienne Cartier, together with George Brown, Oliver Mowat and William McDougall as representatives of the opposition.

Meanwhile a somewhat similar movement was taking shape in the Maritime Provinces, where there were three Governments and thre Legislatures in an area far smaller than either Upper or Lower Canada. The Legislatures of the these provinces authorized their Governments to hold a joint conference to discuss the expediency of a union of the three provinces under one Government and Legislature, and this conference met at Charlottetown on September 1, 1864.

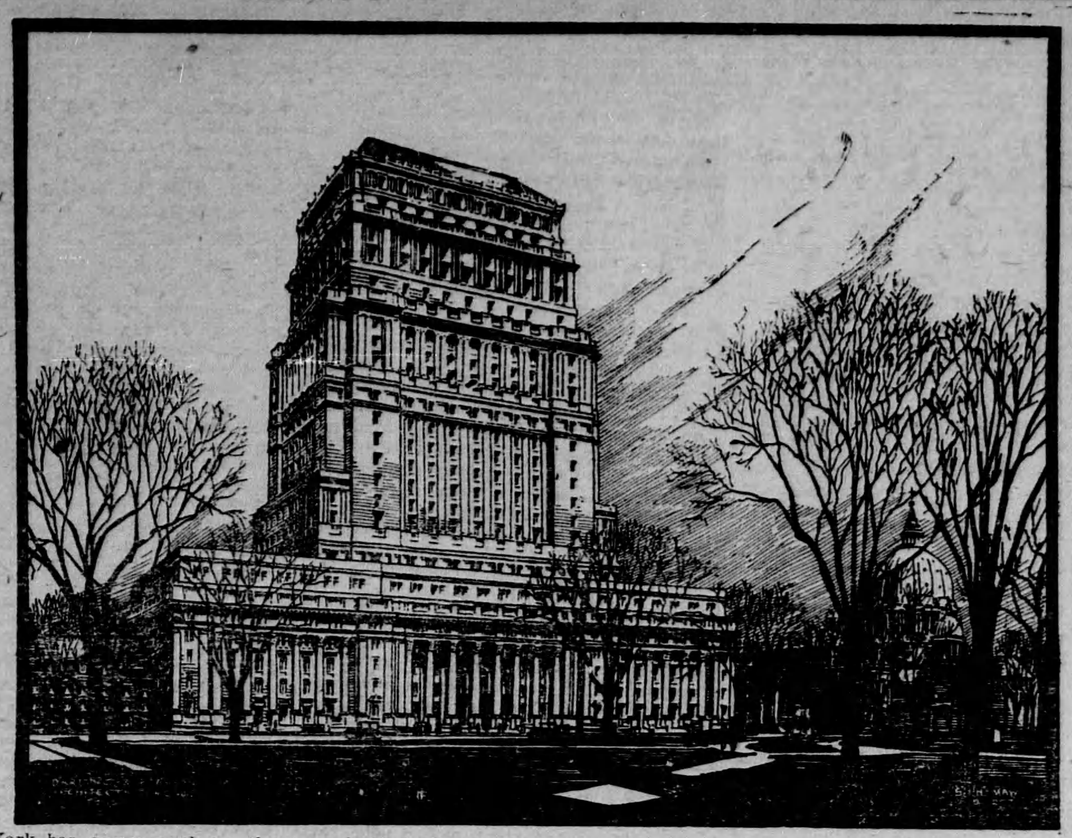
The Movement Grows

The Canadian Government, having learned of this conference, asked for and received permission for its delegates to attend and present their point of view. They did so and prevailed upon the representatives of the Maritime Provinces to adjourn their conference and meet at Quebec to discuss the federal union of all the provinces rather than the legislative union of the Maritime provinces only. At this second conference Newfoundland, as well as Canada and the Maritime Provinces, was represented. The Quebec conference met on October 10, 1864, and continued until October 29. The resolutions which it accepted were later on incorporated in the British North America Act. These resolutions, 72 in number, were laid before the Legislature of Canada at the following session and approved by a vote of 91 to 33. In the Maritime Provinces, however, the reception which the resolutions received was not so favorable. In New Brunswick the confederation policy of Mr. Tilley was defeated in a general election and in Nova Scotia the opposition was so strong that Dr. Tupper, the leader of the Government, fell back on the original proposal of the Maritime union. However, the situation gradually improved, and on April 17, 1866, the Nova Scotia Assembly, by a vote of 31 to 19, authorized the appointment of delegates to arrange with the Imperial Government a scheme of union which would safeguard the rights and interests of the province. After another general election in New Brunswick a similar resolution was passed there on June 30, 1866, by a vote of 31 to 8. The delegates of Canada, of Nova Scotia and New Brunswick met at the Westminster Palace Hotel in London on December 4, 1866, Prince Edward Island and Newfoundland not being represented. The resolutions of the Quebec conference were taken up, considered seriatim, amended in certain particulars and adopted anew, the amendments granting more favorable financial terms to the Maritime Provinces. The title desired for the new confederation by the conference was the "Kingdom of Canada," but this was disallowed on the ground that the name "Kingdom" might not be acceptable to the people of the United States and the name "Dominion" was substituted. The resolutions, as amended by the London conference, were now passed by the Imperial Parliament as the British North America Act, receiving the Royal Assent on March 29, 1867. On May 22 was issued the Royal proclamation, uniting the provinces of Canada, Nova Scotia and New Brunswick into one Dominion under the name of Canada, and on July 1, 1867, the Dominion commenced to exist.

Dreams Fulfilled

The early years of Confederation under Sir John A. Macdonald as prime minister, were of a somewhat stormy character, owing to the agitation in Nova Scotia for the repeal of the union, and to the North West rebellion of 1870, arising out of the transfer of the enormous territories of the Hudson's Bay Company to the new Dominion. This transfer, however, became effective on July 15, 1870, and Manitoba was admitted into Confederation as the fifth province of the Dominion. On July 20, 1871, British Columbia entered Confederation under an agreement stipulating for the construction of a Canadian Pacific Railway, and Prince Edward Island joined its fortunes with those of the Dominion on July 1, 1873. On September 1, 1880, all British possessions in North America and the adjacent islands, except Newfoundland and its dependencies, were annexed to Canada by Imperial Order of July 31, this Order in Council extending the Dominion of Canada far northward into the Arctic regions. In 1895 negotiations for the inclusion of Newfoundland in the Confederation proved abortive and Newfoundland still remains a separate government. In September, 1905, about the middle of the long premiership of Sir Wilfrid Laurier, the new provinces of Alberta and Saskatchewan were formed from the old Hudson Bay territory and in 1912 the boundaries of Manitoba, Ontario and Quebec were extended northward to Hudson Strait and Hudson Bay, James Bay and the 60th parallel of latitude. Canada, north of the 60th parallel, has been formed for administrative purposes into the territories of Yukon, Mackenzie, Keewatin and Franklin, the latter including the islands of the Arctic Ocean.

It is this great Dominion of gigantic proportions, which on its sixtieth birthday becomes fully conscious of its nationhood that consciousness is visualized in our Jubilee celebration.



Work has commenced on the second stage of a building, shown above, which when completed will be the highest in the British Empire—truly a monument to Canadian enterprise, towering about 450 feet above the ground, with a frontage of over 400 feet on Dominion Square, probably the choicest site in Montreal. The present head office of the Sun Life Assurance Company of Canada, which architects declare to be one of the finest office buildings in the world. will be incorporated in the completed edifice, but it will only be a small unit as compared with the finished structure. The present head office is now occupied to capacity with a staff of approximately 1200 people. The completed building will provide for a total staff of over 10,000. The entire building will be erected on a structural steel frame and the exterior faced with granite, and will be of the same monumental character as the existing structure.

Feeding Potassium Iodide

By F. H. Reed, of Lacombe Experimental Station, Alberta, Canada.

Feeding potassium iodide largely increases the supply of iodine in the thyroid glands of both the mother and the offspring, and almost entirely prevents hairlessness, goitre and joint-ill. The iodine seems to have a stimulating effect on the whole system, and particularly the generative organs. Pregnant animals produce stronger young, and uncertain breeders often become pregnant after potassium iodide has been fed for some months.

In three years' feeding experiments with pigs it has been found that pigs receiving one grain of iodine daily made an average greater daily gain of 1.36 lbs. and required 45 lbs. less feed to produce 100 lbs. of gain. One pound of iodine contains 7,000 grains.

Feeding potassium iodide requires very little extra work and is not expensive. The saving of one little of pigs, or one lamb, calf or foal will many times repay the cost of the material and the labour of feeding. Potassium iodide should be carefully and regularly fed during the whole period of pregnancy, but satisfactory results have often been secured where it was fed for only part of the period.

For sows dissolve 1 oz. of potassium iodide in one gallon of water, and mix in the feed one tablespoonful of this solution once a day for each brood sow.

For ewes thoroughly dissolve 4 oz. of potassium iodide in about a cupful of lukewarm water. Spread 100 lbs. of well-dried salt evenly on a clean floor and sprinkle the solution of potassium iodide evenly over it and mix well. When dry place the salt where the sheep may have access to it at all times. Ewes will consume about ½ lb. of salt each month. For small flocks mix in proportion.

For pregnant cows feed the potassium iodide on the salt in the same way as for ewes, but it may be found that some cows take very little salt. In this case give the cow a quarter teaspoonful of finely-powdered potassium iodide once each week in the feed.

The Cop—"Did you get his number?" The Victim—"No, but I'd recognize his laugh anywhere."

"The common hen lives a life which is a sermon of industry,' says an economist. A lay preacher, as it were.

Cold facts often end heated discussions.

Farm Notes

The official hog grading staff in Ontario under the direction of L. W. Pearsall at Toronto is doing an excellent work, apart altogether to grading duties. The outside men in particular located at Peterboro, Hamilton, Kitchener, and Stratford are constantly on the go throughout the country giving demonstrations at shipping points, visiting farms where hogs are bred, and offering suggestions and assistance in procuring better breeding stock for the farmers. These men work hand in hand with shippers and drovers, giving useful service to farmers' clubs. The shippers and drovers are glad to have their assistance on shipping days to give demonstrations on grading, where to locate farmers that are looking for information in connection with their hog raising.

Quite a number of boar clubs were organized during the past few months following the swine marketing courses. A number of these clubs were desirous of obtaining better sows and through the efforts of the graders many bacon type sows are salvaged from shipments to the packing houses and sent out to farmers looking for a better class of breeding stock. In one week a car load of forty sows were shipped to a Farmers' Club in North Middlesex. Twenty-eight of these were selected at Kitchener and twelve at Hamilton. They are reported to be a very fine lot of sows and the farmers who received them were delighted with their appearance. These sows cost the farmers $29 each laid down at their railway siding. This included the market price for the hogs plus feed and a small fee for other incidental expenses.

One of the most successful marketing courses was held at the town of Smithville in the Grimsby district. This was featured particularly by an illustrated lecture to the high school boys, given at the request of the principal of the school. Although Smithville district is noted more particularly for fruit than for hogs, a keen interest was shown in the subject.

The bacon hog fair is becoming a popular institution, particularly in Western Ontario. These have been encouraged at the short course meetings and a number of localities have asked for fairs as early as they can be arranged. The agricultural representatives find in these fairs a class of work which brings encouraging results. The Peel County representative was urging for a fair in his district. The Rockville Agricultural Society is also anxious to have a fair, according to Mr. Earl Rudd of Rockville.

The hog graders returning from some outlying sections report hogs going to market under weight as a result, it is believed, of a shortage of feed. A prominent packer discussing the matter of present hog shipments, expressed the opinion that continued buying on grade would help greatly to discourage shipping light hogs and expressed the view that with the basic price being placed on "selects," a rapid improvement might be looked for.

The earliest and most conspicuous symptom of powdery mildew is the curling upward of the leaves of the strawberry plant so that the lower surface is exposed. The white downy mycelium of the fungus which causes the disease will be seen on the upturned under surface of the leaves. In severe cases the leaves become dry and the plants may be totally destroyed. If the attack occurs before picking time there may be almost a complete failure of the crop. A new bulletin on the strawberry, distributed by the Publications Branch, Dept. of Agriculture, Ottawa, gives complete instructions for the control of this disease. The use of sulphur dust has given good results. It should be applied on the first indication of mildew, and it is generally necessary to make at least three applications. The sulphur may be applied by using a dusting machine, by shaking through a sieve, or by shaking a cotton bat filled with the sulphur over the rows. It has also been shown that even during seasons of severe infection, mildew may be practically eliminated by four applications of 85-15 lime-copper dust at 12-day intervals.

In his report for last year just published at Ottawa the Dominion Animal Husbandman (Mr. G. B. Rothwell, B.S.A.) deals with the very desirable regulation of swine supply. He very rightly points out that the production of swine in this country is seasonal or periodic with the result that the supply of marketable hogs is undesirably irregular, and adds that the British market forms the pattern to which we must mould our hogs, both in type and regularity of production. The bulk of the supply in Canada reaches the market between September and January with a falling off in the spring and the summer. This condition of affairs is reflected in the trend of prices and here, remarks Mr. Rothwell, are wide possibilities for the hog raiser who is in a position to raise fall as well as spring litters. After a suggestion that the average farmer can advantageously regulate the breeding, a table is given in the report which the Dominion usbandman thinks might meet the two-litter-a-year plan. According to this table, for the spring litter the sow should be bred somewhere between the middle of November and December 20 and she will then farrow from about March 6 to the middle of April. She should be given two or three weeks to get on the up grade and for the fall litter could be bred from about the first week in May to June 10 or 12, so that she would farrow by the end of September or by October 3rd at the latest.

Wife-Beating.

Manchester Guardian (Lib.): According to one of the London evening papers, a Paris court has decided that in certain circumstances a French husband may beat his wife; it was held, according to report, "that the blows the woman received were justified by the irritation her conduct had caused her husband" . . . The proposition that the modern Frenchman is entitled to beat his wife had better be set beside the French belief that when an Englishman is tired of his partner all he has to do is put a halter round her neck and sell her at Smithfield. Some Englishmen of the lower order did at one time sell their wives, and it was once firmly believed among both French and Germans that it was a well-recognized and thoroughly established custom of the country. In the matter of fundamental impropriety there is not much to choose between wife-selling and wife-beating, so that the two legends can now be set against each other in order to balance the account.

Japanese Policy in Manchuria.

Singapore Free Press: The true index of Japanese policy is to be found in her action in Manchuria, where she is materially strengthening her forces and it is not until matters there threaten to develop dangerously that we shall get a full indication of her intentions, for, compared with her stake in Manchuria and the future of her policy there, events in the whole of the rest of China are merely side issues.

WRECKS, AND WHY—REPAIR MAN'S STORY

Excerpts from a Garage Dairy Which All Teach Lessons.

KNOW YOUR CAR.

The motoring season makes the confidences of a garage man, which recently appeared in "Collier's," especially timely. Only a few are chosen at random but all are worth consideration.

A CAR FOR A HAT.

A fellow was driving along at a pretty good clip here last Sunday when his hat flew off! Of course he grabbed for it. It sailed away, but he didn't stop grabbing until he found himself and the people with whom he collided lying at the bottom of a twenty-foot gully. Fortunately the descent was sloping, and both machines rolled over without serious injury to their occupants. Miracle! Of course the cars were badly smashed.

When your hat flies off while you're driving, ignore it until you can bring your car to a stop and then go back and recover it. That's what this driver should have done. Instead he risked his own life and that of others for a five or six-dollar chapeau.

One look at the shop any Monday morning sets a fellow to wondering whether most motorists set out for Sunday driving with no higher ambition than to swell the business of local junkmen. Our stock of wrecked cars every Monday runs from three to eight. We had four this morning. The first one brought in was a heavy coupe. There was no doubt that the driver had been sober, but he frankly admitted that he fell asleep at the wheel while descending a short hill. When he awoke he was half-way through a fence, upside down, and pointed back in the direction from which he had been driving. Fortunately traffic was light at the time.

PLAIN IDIOT.

A man drove into the garage this morning in a heavy sedan. His wife and three children were with him, and the running-boards were weighted with luggage.

"I get a bad squeak when I get up around forty-five or fifty," he said. "Can you eliminate it right away?"

One of the mechanics was put on the job. As he was backing the car around to put it on the elevator, it slid up against the wall, although he had depressed the foot-brake pedal as far as it would go.

"You haven't any brakes on your car," he called across the floor to the owner.

"I know it," replied the man irritably, "but I haven't time for that now. Take the squeak out: that's all I ordered."

Ray, the mechanic, has no patience with careless drivers.

"What do you do when you want to stop her?" he called as he rolled the car on to the lift. "Drag your feet on the ground?"

Needless to say, the brakes had been adjusted before the car was brought back down-stairs. It only took a few minutes longer.

Now, here was a man, evidently in a great hurry, for he had been driving forty-five to fifty miles an hour, and he begrudged the time necessary to fix his brakes. The squeak annoyed him, and so he didn't mind waiting while it was eliminated. But he was willing to risk his life roaring over the highways with his wife and children in a car the brakes of which were useless. It's such carelessness, such criminal negligence, as this that is responsible for the great number of serious accidents, fatal accidents, on the highways.

THE DRIVER'S RESPONSIBILITY.

Although running a garage tends to make one a bit pessimistic as to the number of loose-wits at the wheels of motor-vehicles, I believe that most drivers are careful, or try to be. The great trouble is that too many motorists think their responsibility ends if they signal stops and turns and use some sense as to speed and steering. They do not realize the importance of perfect brakes nor the need of tracing every strange noise to its source and making repairs if needed. Unhappily, too, good drivers and cars in splendid condition are often endangered by less careful pilots and broken-down cars on the highway. Too few motorists observe the rule which calls for slowing down to a reasonable speed on approaching intersections. Two cars came together recently at a crossing in our town. No one was injured, but both machines were badly damaged. One of the drivers had failed to slow up for an arterial highway. Pure carelessness.

AN EXPERT'S OPINION.

All of which seems to confirm the opinion of Mr. E. S. Jordan, of the Traffic Planning and Safety Committee of the National Automobile Chamber of Commerce, that you can judge a driver's character by the condition of his car, and also by the way he passes you on the road. On this latter point he is quoted thus by Nell Ray Clarke in the Philadelphia Public Ledger:

"It is hardly possible to drive fifty miles on the crowded highways to-day without having dozens of opportunities to display modesty, courtesy and self-control," Mr. Jordan continued. "And, of course, behavior is to that extent an easy way of determining character. The man who sneaks by you, giving you only an inch or two margin, and making you put your car in the ditch, or the man who comes upon you suddenly, tooting his horn so loudly that he frightens your women and children out of their wits, not only is a 'road hog,' but obviously is not a gentleman."

Some time ago an official of the A.A.U. interviewed a number of nationally known safety experts, leading traffic engineers, famous racing drivers, traffic officers of long experience, psychologists and ordinary drivers in order to try to determine the standards by which a driver could measure his own competency and efficiency. Character qualities are inextricably woven into the six essentials of a good driver which were brought out by those interviews. They are:

1. The good driver has a high degree of self-control at all times, this control manifesting itself in various ways.

2. The good driver always maintains his car in such shape that it responds easily and quickly, thus assuring control of the car so far as the purely mechanical equation is concerned.

3. The good driver regulates his speed in accord with the conditions of the road over which he is traveling, and never travels at such a rate that he can not stop it within the "clear course" ahead.

4. The good driver invariably exercises due regard or the rights of others and always applies the simple axioms of courteous behavior.

5. The good driver accepts the safety of the pedestrian as a primary consideration.

6. The good driver keeps his mind on he road athead, as day-dreaming or chattering at the wheel causes many more accidents than are caused by stings of bees.

"I do not think that there is a single phase of modern life which gives a person such frequent or excellent opportunities for exercising self-control as driving a motorcar." Mr. Jordan continued. "The tendency and, sometimes, the active desire is to show he other fellow what he ought to be made to do, and sometimes to force him to do it. Some one has said that the speeder is a person who wants to get there and has nothing to do when he arrives, and that is the most admirable way of characterizing him that I can think of.

"There are two factors which enter into the speeder's disregard of the rules of the road—his lack of self-control and his love of a thrill. More than 90 per cent. of the speeding is due not so much to the driver's need for getting somewhere at a certain time as to his human qualities or weaknesses."

Words Where They Belong.

Fifie (quarrelsomely)—"I don't see why you wanted to buy that dictionary! We don't need it!"

Hubby—"There. That's enough. Let's have words in the dictionary and not over it, if you please."

A dear old soul declares she can't imagine what women's clothes are coming to. Well, it's plain that they're not coming anywhere near the ankles.