

# The Diamond Jubilee Of The Confederation of Canada.

"The Story of Canada" Specially Prepared by Norman R. Cole (Uncle Dick) for our Boy and Girl Readers.

Happily in the history of Canada in 1866 the clouds that had overshadowed the political horizon began to clear, and at the end of the year the Delegates from Upper and Lower Canada, New Brunswick and Nova Scotia met in London, England on December 4, 1866, and held numerous conferences, finally drafting the revised Quebec Resolutions in a Bill. It is only right and fair to say here, that during these very important days the British Government took the keenest interest in the deliberations and rendered every possible help to the Delegates; at the same time refraining from interfering in the least with the freedom and rights of the Delegates to shape the destiny of their own country.

At last, after years of toil and discussion, the final draft was made ready, signed, sealed, and delivered to the British House of Commons, where on March the 29th, 1867, the Imperial Parliament passed the British North America Act. On July 1st, 1867, it came into force, and on that date the four provinces of Upper Canada, Lower Canada, Nova Scotia and New Brunswick became, by Royal Proclamation, THE DOMINION OF CANADA, with Ottawa as the Capital, and Confederation an accomplished fact.

Such a huge undertaking as Confederation could hardly be accomplished without some little misunderstandings and unforeseen difficulties. The transfer of the Hudson's Bay Company's territories to the new Dominion, in 1868, indirectly led to the North-West Rebellion of 1870; but on July 15, of the same year, the transfer became effective and Manitoba, the 5th Province to enter, was admitted to the Confederation's family.

Owing to the dissatisfaction which the people of Nova Scotia at first felt for the terms of Confederation, some of her leading statesmen sought to repeal her inclusion in the Union, but eventually better counsels prevailed. On July the 1st, 1873, Prince Edward Island, the smallest of the Colonies of British North America expressed willingness to join the growing family of the Dominion, and amid great rejoicings "The Garden of the Gulf" was added to the rest of Canada. It is very interesting to note here that only a few months ago most of the difficulties and disappointments under which the Maritime Provinces have been laboring for years, were finally settled by the awards of the Federal Government, acting on the findings and recommendations of the Duncan Royal Commission.

On July, the 20th, 1871, the far-away Pacific Colony of British Columbia agreed to enter Confederation, upon the Federal Government at Ottawa undertaking to link up that Province to the Eastern parts of the Dominion by some means of transportation. At first only a wagon-road was contemplated but this was changed to a railroad, much to the satisfaction of the Pacific Coast people, and eventually the great Canadian Pacific Railway was organized, and, after many unavoidable and unforeseen delays, the 3,000-mile iron road was completed, and on June 28, 1886, the first through train from Montreal to Vancouver linked Eastern and Western Canada together.

When, in 1870, the Province of Manitoba was created, the remainder of the vast prairie lands that had been acquired by the Dominion from the Hudson's Bay Company were formed into the North-West Territories; and in 1882 the provisional districts of Assiniboia, Saskatchewan, Alberta, and Athabaska were established. In 1897, a certain measure of responsible self-government was granted to these districts, and in 1905 the Dominion Government created out of these four districts the two provinces of Alberta and Saskatchewan. These two new Provinces officially took their places with the seven older provinces making a continuous Dominion from the Atlantic to the Pacific.

In 1912, a still further extension of boundaries for Manitoba, Ontario and Quebec was agreed on, in order that they might conform more closely to the territories of Alberta and Saskatchewan. Canadian Territory North of the 60th parallel has, for administrative purposes, been formed into the Territories of Yukon, MacKenzie, Keewatin and Franklin, the latter district extending into and including the Islands of the Arctic Ocean. This is the Canada of the present day, extending from ocean to ocean, even into the waters of the Polar sea. Little wonder, then, that we are so proud of so fond of, so jealous of, this Canada of ours!

This then, is the story, in brief of the remarkable conception and birth of our great Dominion of Canada. I have only been able to touch, in passing, the very outlines of this immense subject. It is a story to thrill the

mind of the most unimaginative, and to fill with pride the heart of every true citizen of Canada. Dwarfing all other movements of a like nature, overcoming difficulties thought to be impossible, the "Fathers of Confederation," by their patience, courage, constancy, self sacrifice and patriotism, achieved results of which we do not even now see the limit.

Beyond the expectations of even the greatest of the Statesman of 1867, Canada has expanded and prospered until, in this year of Grace, 1927, her commerce, her shipping, her manufactures, her discoveries, and the fame of the valour of her Sons has penetrated to the very ends of the earth. C-A-N-A-D-A is a name to set the blood tingling in the veins of the most distant peoples, and the beauty and greatness of the Dominion has been acknowledged, even in the ancient haunts of beauty of the Old World.

From every quarter of the Globe, men and women flock to Canada to view the grandeur of the Rocky Mountains and the beautiful Lakes of Banff, Alberta. Every winter the sports of Canada attract the attention and presence of thousands of tourists, and in summertime the hunter and the fisherman find in Canada their greatest joy. Yes, yes, we have a country second to none in the world and not all the words in the English language can tell the full story of Canada's beauty and Canada's magnificence.

At the time of Confederation, the land area of Canada was something like 338,224 square miles. Since that time, the incoming of other provinces and the results of exploration have increased the area of Canada so extensively that to-day the Dominion covers more than 3,500,000 square miles, figures that very few, if any, of us can really understand or appreciate. And this does not take into account the vast water areas of Canada of which there are some 143,000 square miles!

In the matter of population, the growth of the Dominion is none the less remarkable. To Canada belongs the honor of having taken the first census of modern times, namely, 1665 and at that time the little colony of New France showed a population of but 3,215 people. One hundred years later this was increased to about 70,000; and the Maritime another 20,000, making a total of some 90,000 inhabitants. The first regular census was taken in 1851 under the new Census Act, and revealed a population of something like 2,384,919; while for the Confederation year of 1867, the estimated population of Canada was 3,327,000.

Since that date the population of the Dominion has gone ahead by leaps and bounds, and to-day it is calculated that the Dominion of Canada contains no less than 9,519,520 men, women and children. This is quite a nice little family that the celebrators of "Fathers of Confederation" would be very proud of could they but wake and see their successors to-day.

And while all these citizens are not millionaires, though many of them are Canadians as a people are worth the staggering total of 22,195,302.443 dollars, or over 2,500 dollars for each person in Canada. I do hope you will be careful not to spend your little fortune too quickly.

It would be useless for me to tell you of all the millions and millions of dollars that the trade of Canada amounts to every year, for the figures are too vast and too bewildering for me to think of, let alone make it clear to you in this Chat. To those of you who love statistics, and thirst for knowledge, I would suggest that you obtain a copy of the book, "Sixty Years of Progress," issued by the Bureau of Statistics, Ottawa. Therein you will find all the figures you need to make clear the astonishing amount of Canada's trade—and Canada's progress since Confederation.

As we have already noticed in a previous part of our Chat, the matter of transportation was one of the chief problems of Confederation. Even with a country now so vast and so wide it is almost impossible to imagine that Canada contains over 40,000 miles of railroad at the present time, to say nothing of the thousands of miles of water travel on the 1,500 miles of Canals, and the endless journeys possible upon the mighty rivers of the Dominion.

Beside the steam-railroads there are over 2,500 miles of electrified railroads as well as numerous boats upon the Great Lakes. These figures are exclusive of the overwhelming distances that are yearly covered by the thousands of automobiles along the 385,000 miles of roadways of Canada. And even at that, not one-half of our country has as yet been adequately equipped with necessary means of transportation. For that

reason, among others, the coming of the aeroplane will undoubtedly mean the opening up of vast, and at present inaccessible tracts of country to the settler, once we get a complete and adequately equipped air service into operation throughout the Dominion.

No doubt a great number of young Canadians are wondering what they are going to do for a living—when they grow up. Well, you are certainly going to have a very wide range to choose from, for in Canada there are endless fields for service. There are openings in agriculture, mining, surveying, engineering, fox-farming, transportation, live-stock farming, building, textile industries, manufacturing, newspaper work, literature, teaching, fine arts, pulp and paper industries, forestry, chemistry, exploration, medical science, navigation, Government service, and a host of other professions and industries far too numerous to mention.

Never before in the history of the world was there greater opportunity offered young people, both men and women to start life in more favorable conditions than in the Canada of the present day. The foundations of this great Dominion were so truly laid that we have but to amplify and continue what was started in the historic year 1867. To-day, Canada has some of the finest buildings in the world; one of the largest railway bridges ever erected; the greatest nickel and asbestos deposits; the finest Carillon of bells ever cast; the best of apples, and the finest wheat, the choicest of poultry and the greatest grain exporting trade in the world.

Canada constitutes one-third of the area of the British Empire, and contains one of the largest gold mines. She has the largest forest resources of the Empire, and the greatest amount of agricultural land open and waiting for the settler, with an assured market for all his products.

Canada's scenic beauties, and her modern cities, are the wonder of every traveller who sees, for the first time, these contrasts side by side. To be able to step out of an up-to-date hotel—I was almost going to say City—with all the latest electrical conveniences, into view of the wild and rugged beauty of Mount Robson or Mount Edith Cavell, or the shimmering glory of Lake Louise, is an experience possible in no other country on earth,—the latest works of man and the surpassing wonders of Nature—side by side.

Her universities, her educational institutions, her electrical developments, her manufacturing plants, her natural resources and potential wealth aye, and her Christian homes, place Canada in the forefront of the Nations of the world, and so long as her Citizens—young and old—keep ever in view the memories of the glorious past, and a VISION of a more glorious future, this fair Dominion will grow from strength to strength, until all the world will be compelled to acknowledge the greatness and the pre-eminence of this Nation whose 60th Birthday we keep this happy year, and to pay tribute to those men of courage and foresight whom we are proud to call the "Fathers of Confederation."

And what words of mine are fitting or good enough to tell of the valiant parts that have so heroically been played by the Soldier-Sons of our land in the defence of Canada and the Empire on this continent, and in South Africa. Ten years ago in France and Belgium during the

Great War, the men from the Land of the Maple Leaf stemmed the tide of the world's greatest tyranny and brutality. Who will ever be able to fully chronicle the valorous deeds of that mighty 500,000 men, as the Canadian Army took its place by the side of the veterans of many wars, yet without suffering by comparison? Nay! they even outshone—yes, and out-fought—the pick of the most perfect war-machine ever devised by man and, despite the most fiendish devices of the enemy,—"The Canadians held the line—and saved The Day!"

Opportunities? Why, they are just tumbling over each other to be grasped by the strong young hands of Canada's Boys and Girls. You young people have a heritage that no other people on earth can claim—or gain-say. And it is all YOURS—to enjoy—to develop—and to hand on unsullied, yet still more glorious—to those who come after you! Think upon the splendid men and women who have gone before you—to show you the way to the very heights of human endeavor. Think of the thousands upon thousands of Canadians, heroic and unselfish, who have blazed the trail—for YOU—across the mighty reaches of this Dominion of Ours! Look well to the deeds and lives of those hardy Pioneers who opened up the trackless regions of the far West and North; and take heart, O Sons and Daughters of Canada from their unselfish examples, and strive, with all your great talents and with all your might, to emulate their heroic deeds! Freedom! bought by conflicts gory,

Passed from Father on to Son,  
Come to us all wreathed in glory,  
Crowned with peace our Sires have won.  
Let us then be up and guarding  
This, Our Birthright—LIBERTY!  
With high purpose none retarding,  
Great in name and Charity!



## Weeds—a menace

Neglect is the friend of weeds. Neglect is responsible for the alarming spread of this pest in Ontario. Weeds now take an annual toll of at least five million dollars out of the wealth of the province.

The Department of Agriculture asks for united, active co-operation to exterminate weeds on every farm, highway, lane and waste space in town and country. Destroy weeds wherever found, as often as necessary to prevent their going to seed.

Write for bulletin No. 188, "Weeds of Ontario".

### WARNING

Under the provisions of The Weed Control Act 1927, now in force, the destruction of noxious weeds is no longer optional. The destruction of noxious weeds is now compulsory.

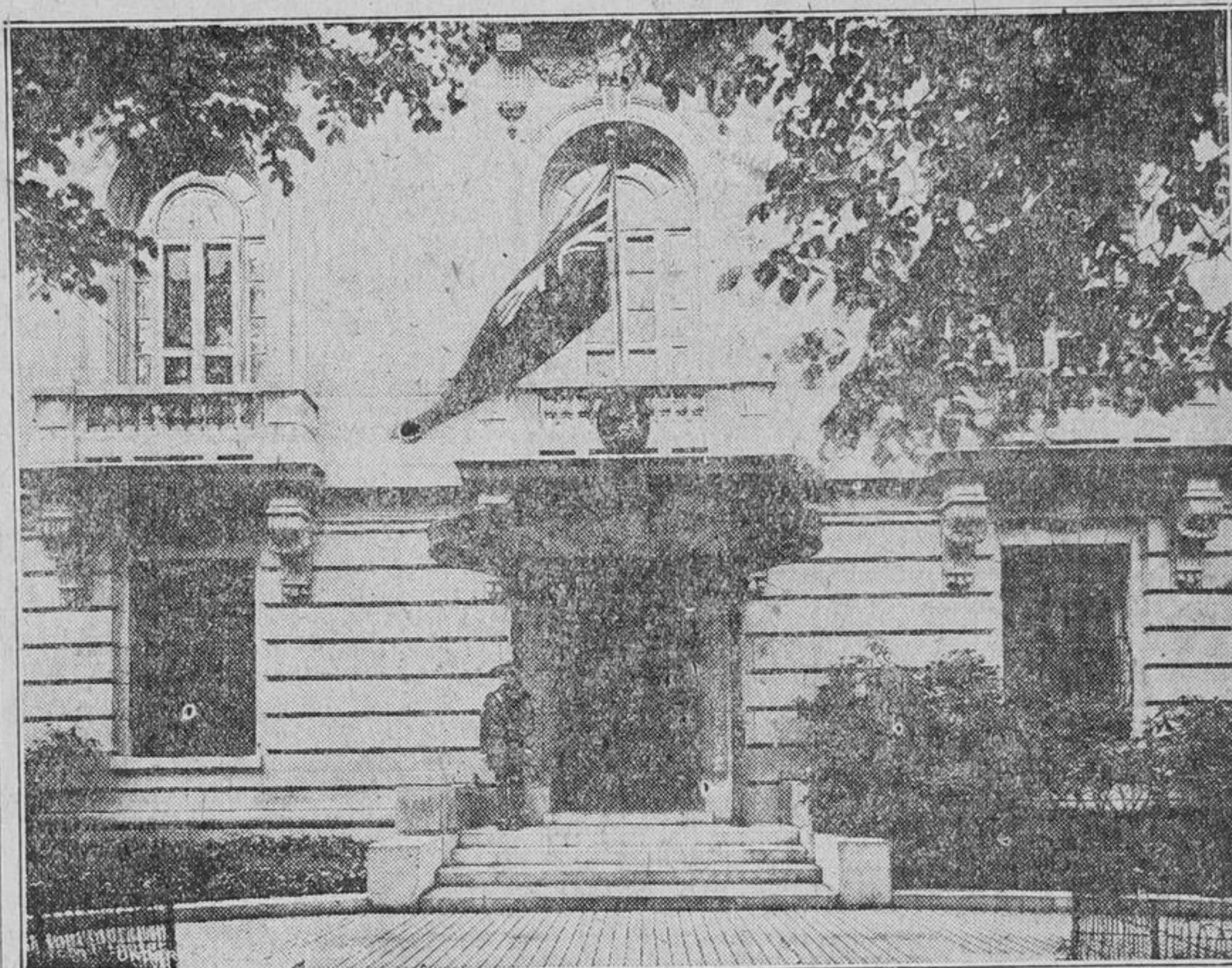
Every occupant of land and every owner of unoccupied land is required to destroy all noxious weeds before their seeds ripen. Municipal councils are required to destroy all noxious weeds growing upon the highways. Let everyone co-operate to end the weed nuisance.

## The Department of Agriculture

Province of Ontario  
Parliament Buildings, Toronto

HON. JOHN S. MARTIN  
Minister

W. B. ROADHOUSE  
Deputy Minister



CANADA IN WASHINGTON

Home of Minister of the Dominion to the United States, Hon. Vincent Massey. The opening of the legation is one of the marks of Canada's progress in the Jubilee year of Confederation.

## THE FATHERS OF CONFEDERATION



MEMBERS OF THE QUEBEC CONFERENCE, OCTOBER, 1864

- |                        |                    |                    |                           |                     |
|------------------------|--------------------|--------------------|---------------------------|---------------------|
| F. Palmer              | F. B. T. Carter    | John A. Macdonald  | R. B. Dickey              |                     |
| Hewitt Bernard (Secy.) | Ambrose Shea       | E. B. Chandler     | Peter Mitchell            | W. H. Pope          |
| W. A. Henry            | Charles Fisher     | George Coles       | J. C. Chapais             | Adams G. Archibald  |
| George Coles           | J. C. Chapais      | George E. Cartier  | Sir Etienne Paschal Taché | Thomas H. Haviland  |
| W. H. Steeves          | John Hamilton Gray | Alexander Campbell | Hector L. Langevin        | Alx. T. Galt        |
| Edward Whalen          | Samuel L. Tilley   |                    |                           | J. Cockburn         |
|                        |                    |                    |                           | Oliver Mowat        |
|                        |                    |                    |                           | Charles Tupper      |
|                        |                    |                    |                           | William Mc-Dougall  |
|                        |                    |                    |                           | J. M. Johnson       |
|                        |                    |                    |                           | A. A. Macdonald     |
|                        |                    |                    |                           | J. McCully          |
|                        |                    |                    |                           | Thomas D'Arcy McGee |