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Confederation and After-- Sixty Years of Progress

PRINCE EDWARD ISLAND AND CONFEDERATION

Prince Edward was visited by Jacques Cartier in 1534, but he thought it part of the mainland. It was at first called Isle St. Jean (St. John Island) and this name it retained until 1789. The Indians called it "Abegweit" (Graded-on-the-Wave). Champlain took possession of the island, in the name of France in 1603, and it was formally ceded to the English in 1763.

The island is about 145 miles long and in width from 4 to 35 miles. It has an area of 2,184 square miles. Save for some bays and swamps the whole island is cultivable.

Its development was steady, and in 1871 it had a population of 94,201—the densest in any part of British North America. There was growth in population until 1891 when it reached a maximum of 109,078, but the population steadily declined until 1921, the time of the last census, and it was then only 88,615.

At first glance a bad showing, but it was due largely to the introduction of machinery on the farm. The island had no large cities or large factories to absorb the population thus released. Unfortunately three-fourths of the emigrants went to the United States and were lost to Canada.

In 1864 the question of Maritime Union was under consideration at the Charlottetown Conference. This scheme was not found to be practicable and visiting delegates from Canada induced representatives of Prince Edward Island to attend the Quebec Confederation Conference. But the island was flourishing, it had a government system to its liking, import duties were low, and it had no public debt. The leaders of public thought felt it would be wise to let well enough alone, and in 1865 the Assembly by a vote of 23 to 5 decided the terms offered were neither "Liberal nor just" and would have nothing to do with the Confederation scheme. In 1866 and 1870 the Assembly again went on record against Confederation.

But the island began railway building. The Government, in 1873 found itself in a precarious financial position. The Dominion Government made liberal offers regarding the land question and the railway and the island accepted "better terms" and joined the Canadian family.

Although there has been a decrease in population, there has been a steady increase in wealth. The sea continues to yield a rich harvest of fish, the fertile land yields large crops, particularly of oats and potatoes. Unfortunately there are few factories and those mainly supply local needs, thus a large home market is absent.

The island is the home of a quite recent industry, fox-farming. The first experiments in fox-farming were carried on in 1887. The work gradually attracted wide attention and by 1909 a number of farmers were engaged in the business. The war brought hard times for the fur-farmers and there were many failures. But the industry is now once more on a sound basis. In 1913 there were 277 farms on the island and in these farms 3,130 foxes; in 1904 the number of farms had increased to 458 and foxes to 13,990. The demand for Prince Edward foxes and pelts is extensive, both in Europe and America, on account of their superior quality. In 1924 the value of silver foxes on fur-farms was nearly \$3,150,000.

Much attention is now being paid to scientific farming, dairying, cattle raising and wool production; the fisheries are being conserved; population is once more on the upward trend and the future of the "Garden of the Gulf" is exceedingly bright.

WOMEN IN THE DOMINION

In the days of Confederation woman's sphere was mainly in the home, but now women find a place in practically all trades and professions, besides taking an active part in municipal, provincial and federal affairs, one woman has occupied a seat in the Dominion House for the past six years.

Sixty years ago the teaching profession was largely in the hands of men, for the most part but poorly equipped for their work and sadly underpaid. Now, especially in public schools, teaching is almost exclusively done by women, there being 49,975 women teachers in Canada as against 11,042 men.

In many cases women have displaced their aprons and donned overalls. There is one woman mining engineer in the Dominion, twenty-one electrical engineers and six civil engineers. So far no woman blacksmith or veterinary

Mammoth Confederation PAGEANT

In Durham Rink, on the evening of June 28, 1927 under the auspices of Canadian Greys I. O. D. E. Depicting historic things and incidents from Canada's earliest days to the present time. Details later.

MRS. DR. FAREWELL of Walkerton, Director.



AFTER MORE CHANNEL HONORS

Mrs. Milla Gade Corson, who swam the English Channel last year starting from France, has arrived in England to try to accomplish the crossing again, starting from the English shore.

surgeons are recorded, but there are women painters, boiler makers, engine builders, carpenters, etc. The census shows 587 women barbers and hairdressers, three bootblacks, thirty-four boot-and-shoe repairers, two garage-keepers and three chauffeurs. Seven earn their living at logging and fifty-one are trappers and engaged in fishing, one is a cemetery-keeper and gravedigger and another an auctioneer.

In certain industries women find employment to a predominating degree. Textiles absorb a vast amount of female labour, over 57,000 women being employed in textile factories, while 41,214 are engaged in manufacturing textile goods and wearing apparel, of which 16,612 are dressmakers, 3,029 milliners, and 2,240 tailoresses.

There are over 35,000 saleswomen in Canada and over 8,000 are employed in banks. One important occupation, telephone operation, is practically monopolized by women, out of 13,769 engaged in this work, 12,827 are women.

Women have invaded the professions, 152 being physicians and surgeons, a number have been admitted to the Bar, and are now practising law, and two are judges and justices. There are eleven women clergymen and 199 missionaries.

The farm has always demanded the attention of women, until recently in a minor capacity, but Canada now has 15,949 listed as farmers as compared with 646,288 male tillers of the soil. There are besides 225 women gardeners and one lone female earns her livelihood by raising fur-bearing animals.

Domestic service is still the greatest source of employment for women and there are at present about 80,000 employed in private homes.

The nursing profession has attracted a host of women and the total number of nurses now in training in Canada is over 21,000. There are besides 11,192 nuns occupied mainly in nursing and teaching.

In these and many other ways the Canadian woman has proved her ability to take her share in the public and economic life of the Dominion, while still maintaining

her original place in the home. She has, as it were, become emancipated, every walk of life is open to her. In all professions and trades she competes with men. The colleges are open to women, a thing unthought of at the time of Confederation and high honours, scholarships, and medals, are as frequently won by women as by men. Women are now equipped to be the true helpmates of men in the home, in professions, and even in "big business".

CANADA'S FARTHEST NORTH

Few Canadians were greatly thrilled, the world at large was quite indifferent, when the Arctic Archipelago was added to the Dominion by Imperial Parliament in 1880. Yet this was the culmination of a history as thrilling as any chapter in the exploration of the unknown world.

Since Frohisher in the days of Queen Elizabeth made the first bold dash into the Arctic, carrying St. George's Cross where no flag had ever been seen before, British ships and British lives have been lavished on heroic attempts to discover the secrets of the North,—partly in the hope of finding a new sea route for commerce from the Atlantic to the Pacific, but often in the purely scientific desire to complete man's knowledge of the globe he lives on.

Other nations at times had joined in the search, but none with anything like the persistent enterprise of our empire. It was entirely natural, then, that the new Dominion of Canada, entrusted with the exercise of British authority over the northern half of this continent should be given responsibility also for the islands between us and the Pole,—many of them almost touching Canadian shores.

The responsibility was not light. Our new island territory covers at least 550,000 square miles—more than twice the size of France or Germany—and no part of it is easily accessible. But for many years the Federal Government has been exploring it by sea and completing the establishment of law and order where no civilized authority was known before.

Every year a ship is sent north to patrol the islands, carrying supplies for the various Government posts, establishing new posts where advisable, and accumulating a great body of information as to the nature and resources of the land and the conditions of navigation, which vary immensely from season to season, throughout the Arctic. The yearly visit of the ship is looked forward to with great delight by the Eskimo, who are entertained on board with moving pictures and receive medical attention from the ship's doctor. The Royal Canadian Mounted Police in charge of these posts have not only completely won the confidence of the people but shown all their traditional courage and enterprise on long patrols, covering on one occasion 2,000 miles by dog-team in the dead of winter.

Last summer a new post was established on Bache Peninsula, halfway up the east coast of Ellesmere Island, and considerably farther north than Etah, the Danish post in northern Greenland on the opposite shore of Smith Sound; the older posts are Craig Harbour, in the southeast corner of the same great island (it is 500 miles long); Pond Inlet and Pangnirtung on the still larger Baffin Island, where the Hudson's Bay Company also has trading stations; and Dundas Harbour on Devon Island between Ellesmere and Baffin. Each of these has a post office as well as a police station, and that on Bache Peninsula is the most northerly post office in the world. Every station has radio equipment for the reception of messages from the rest of Canada.

There is abundance of game—walrus, seal and wild fowl—even at the most northerly post; herds of musk ox are found grazing elsewhere; and coal is known to be one of the mineral resources of Franklin District—the name given to the

whole archipelago in honor of the great explorer who lies there in an unknown grave.

Great additions to our information as to the country and its inhabitants are expected from the representative of the Mines and Indian Departments who remained on Baffin Land when last year's expedition returned.

ROYALTY AND CANADA

Members of the British Royal family have made more visits to Canada than many people perhaps imagine. The first recorded visit, by the Duke of Clarence, goes back to 1787 when George III was on the throne. The Duke of Clarence was captain of the frigate Pegasus, and is chiefly remembered because he was with Nelson in the West Indies and acted as best man at his wedding. The Duke of Kent, father of Queen Victoria, arrived at Quebec in 1791 from Gibraltar, as commanding officer of the 7th Royal Fusiliers. He made his home at Quebec for three years, occupying what was known as Kent Lodge, near Montmorency Falls. He returned in 1799 as commander-in-chief of the troops at Halifax. There is a fine bit of description in one of Haliburton's novels, of his home near Halifax, also known as Kent Lodge.

The Prince of Wales, afterwards Edward VII, visited Canada in 1860, and laid the corner-stone of the Parliament Buildings at Ottawa. His brother, Prince Alfred, came here in 1861, as a naval officer. In 1890 the Duke of Connaught travelled across the Dominion on his way home from a visit to Japan. He returned to Canada as Governor General in 1911 and remained until 1916. Princess Louise, daughter of Queen Victoria, spent the years 1878 to 1883 in Canada as wife of the Governor General, the Marquis of Lorne, afterwards Duke of Argyll. The Duke of Cornwall and York, afterwards George V, and his wife visited Canada in 1901. The present Prince of Wales made his first visit to Canada in 1919, and has returned more than once. He has shown his interest in the country by buying a ranch in Alberta, where he can occasionally escape from the cares of state.

Some of us who are not as young as we used to be can remember the delightful hospitality of Lord Lorne and Princess Louise at Rideau Hall in Ottawa, and the simplicity of their home life. The Princess was always a warm patron of art in Canada and was herself an artist of no mean ability. Her husband will be remembered, among many other memorable acts, by the fact that he was chiefly instrumental in founding the Royal Society of Canada. His public life probably overshadowed his ability as a poet, but it will not be forgotten that he wrote the splendid hymn beginning:

CAESLEY WOMEN KILLED BY TRAIN

Mrs. Eliza Morrow was Patient in The Ontario Hospital at London.

Mrs. Eliza Morrow, 33 years old, of Chesley, a patient in the Ontario Hospital at London, escaped from the institution undetected early Sunday morning and was killed when she was struck by a west-bound C. P. R. freight train at a crossing inside the grounds and close to the hospital entrance. An inquest will be held.

Mrs. Morrow had been a patient in the Ontario hospital for some time and suffered from a nervous breakdown. Hospital attendants on night duty were not aware that she had gone out until inquiries were made at the institution by persons seeking to identify the remains of the woman struck by the train. Investigation then disclosed her room had been vacated.

Death is believed to have resulted from a fractured skull. The accident occurred at five minutes to 5 o'clock in the morning.

"Unto the hills around do I lift up My longing eyes."

The influence of such members of the British Royal Family as the Princess Louise, the Duke of Connaught and the Prince of Wales upon public and private life in Canada, although always exerted unobtrusively and with characteristic tact, must be regarded as a very real factor in the development of the country. All three of them have known how to win not only the respect, but the love of the Canadian people. That thought was very happily expressed by Lord Byng in January last, at the Wolfe Banquet in London, when, turning to the Prince of Wales, he said: "I know you hate eulogy and I am

TO WOMEN OF MIDDLE AGE

Mrs. Wilson's Experience a Guide to Women Passing through the Change of Life

Hamilton, Ontario.—"I have taken several bottles of Lydia E. Pinkham's Vegetable Compound and I cannot speak too highly of it as I was at the Change of Life and was all run-down and had no appetite. I was very weak and sick, and the pains in my back were so bad I could hardly move. I got very sad at times and thought I had not a friend on earth. I did not care if I lived or died. I was very nervous, too, and did not go out very much. A friend advised me to try a bottle of Lydia E. Pinkham's Vegetable Compound, so I did. I am a farmer's wife, and always worked hard until lately, and was in bed for two months. I began to feel like a new woman after the first bottle and I recommend it with great success, also Lydia E. Pinkham's Liver Pills. I am willing to answer letters from women asking about your medicines, as I cannot speak too highly of them."—Mrs. EMMA WILSON, 471 Wilson Street, Hamilton, Ontario.



Sold by druggists everywhere. G

not going to indulge in it, but I should like to say this: 'We respect you, sir, for your position, but, damnme, sir, we love you for yourself.'

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WRITE NOW FOR YOUR CANS.

The Palm Creamery Co., Palmerston, Ont.



Ontario leads in Practice of Road-building Science

Don't apologise for Ontario roads. The day is past when they do not compare with those of any other Province or State. Road-building to carry modern traffic is a new science. It has been developed by practical effort, and in this development Ontario has taken a leading part. In addition to the intelligent study and experimentation of the Highway Department engineers, a host of county engineers have devoted themselves not only to following the best practices in road-building but to perfecting new methods and practices and letting fellow-engineers know of them.

It was in Ontario that the practice of putting on gravel or crushed stone in thin layers was first proven to be more economical as well as more safe to traffic. "Feeding the road" it is called. The practice has spread beyond Canada and now is followed in many of the United States.

Ontario Highway Department engineers developed the asphaltic mixed macadam which is a hot asphalt mixed with gravel or crushed stone. In ten minutes after being laid it is hard enough for traffic. Detours are not necessary while this construction is being put down. It is safe to predict that other Provinces and countries will avail themselves of this discovery at an early date.

Highways have been made safe

You can help to keep them safe

In building the highways every consideration has been given to the safety of those who use them. The greatest factor for safety now lies in automobile drivers themselves. When you go on the road, see that your brakes, lights and steering gear are in good condition. When you are on the road, practice caution at

spots where danger may arise. Watch the warning signs for cross roads, railroads or other danger. Be careful in villages or where pedestrians are using the road. Be courteous in traffic. The increased speed limit does not lessen one degree the responsibility of the driver for caution and courtesy on the road.

Ontario Department of Highways

The HON. GEO. S. HENRY, Minister



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Feet understanding is an important requisite of shoe fitting. Your feet must be measured for correct fitting. Comfortable shoes are not an accident. Our stock provides enough variety of shapes, sizes and lasts from which to choose your correct shoe. We specialize in exclusive lasts and numbers.

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Durham, Ont.