

### Confederation and After— Sixty Years of Progress

#### CANADA AND NEWFOUNDLAND

Newfoundland was long known as the "Ancient Colony" and, though no longer a colony in the former sense, is sometimes still referred to as such. Although lying alongside of Canada, as guarding the mouth of the St. Lawrence, its relations with Canada were never intimate. Its industry was essentially based upon the fisheries, upon which at least eighty per cent of the population is dependent. Its exports for all the year consists mainly of fish in some form. Of recent years it has developed an iron industry of considerable proportions, its iron deposits being the chief source of supply for the Nova Scotia iron and steel works. There has also been developed a pulp and paper industry under the control of the Northcliffe interests.

Newfoundland was represented at the Charlottetown and Quebec conference by Sir Ambrose Shea, probably the most prominent figure in the colony's recent history, and Honourable B. F. T. Carter, Speaker of the Island Parliament. Their report in favour of union was defeated by two to one, and only once has there been a proposal to re-open the question. Even to-day on the Island there is a sort of superstitious dread about discussing the question at all. The one occasion referred to was in 1895, when a delegate came from Newfoundland to discuss the entrance of that colony into the Dominion. It was not because the people there wanted Confederation, as a matter of fact at that time they were opposed to it in sentiment. As stated by the Honourable George Shea, nephew of Sir Ambrose, in an interview, it appeared inevitable on financial grounds—Newfoundland was very hard up—and it was upon these grounds alone that the negotiations conducted on our side by Sir George Foster, then Minister of Finance, were based. The latter did not wish to assume liability which the proposals of the delegates seemed to involve and the negotiations fell through.

Various opinions have been expressed as to why Newfoundland did not come in in the first place. Two have been advanced, both of which, each in its own way, account for it. The hardy folk of the old colony did not like to give up their independence in the matter of governing their own affairs. But there was another reason. St. John's is the commercial metropolis as well as the capital of Newfoundland, and the most influential opposition came from the merchants of that city. They were certain of their trade as it was, but were afraid of losing that assured position under Confederation. They were afraid, indeed, of the merchants of Halifax. Geographically, it belongs to Canada. Moreover, standing as it does as a sentinel on the Atlantic to the great mainland shores, it has a strategic and commercial value of great importance to Canada and the Empire. If, however, the Ancient Colony ever enters Confederation, it will be of its own free will. It may be that the recent decision of the Judicial Committee of the Privy Council, which has given Newfoundland a substantial portion of what was Ungava, ceded to Quebec, will bring about negotiations favourable to union.

#### THE ROMANCE OF THE YUKON

The discovery of placer gold, in the closing years of the last century on the Klondike River, a tributary of the mighty Yukon, was Canada's greatest national romance.

The credit for the Yukon's discovery is now generally given to Robert Henderson, an old pioneering miner, although Garmack, who was luckier than Henderson inasmuch as he made a fortune, whereas Henderson did not, is sometimes mistakenly mentioned as the discoverer.

The news of the discovery in June, 1896, filtered out into the world, and in 1897 the rush started. Some tried to reach the new camp overland from Saskatchewan and Alberta, and, decimated in numbers and shattered in health, reached the northland after a year of hardships. Others proceeded from Seattle and Vancouver fifteen hundred miles up the Pacific to Dyea and Skagway, crossed the Chilkoot Ranges on foot and floated five hundred miles down the Yukon on improvised boats and rafts.

Canada has reason to be proud of her Yukon administration. The Royal Northwest Mounted Police, as the force was then called, was early on the scene and policed the country in a manner that gave safety and stability to the new camps.

The late William Ogilvy, who had spent many years in the northland for the Dominion Government, was appointed governor of the new territory, governed at first by a council, appointed by Ottawa, the newly opened territory was soon given a measure of home rule government. A railway was built from the Pacific to White Horse and a line of steamers soon plied on the Yukon. By this time there were regular sailings between Seattle, Vancouver and Skagway, and thus within three or four years of the first rush to this isolated hinterland travellers could journey in the greatest comfort to the heart of the newly opened territory. At the same time the Dominion Government built an overland telegraph line, north from Ashcroft in British Columbia to Dawson, giving the new territory direct telegraphic communication with the outer world.

For the next six or seven years mining was entirely placer, the first two or three years being by most primitive methods. It was in 1904 or 1905 that the first of the big dredges was

shipped north, and these, working in the vast river bottoms during the hundred days from frost to frost, gouged daily out of the gravel some five dollars' worth of virgin gold.

It was some six years after the discovery that the gold production of Yukon reached its highest and from that time, in spite of other discoveries outside the watershed of the Klondike River, the output steadily declined. The Klondike gold deposits were of a lavishness that is only uncovered once or twice in a century. To-day Dawson and the Yukon Territory is peopled by a few white people, some of whom reached the northland shortly after the original discovery. These men are still hoping for another "Klondike" at which they will be among the first on the scene. The hopes of those who still remain in the north awaiting another gold discovery, are not unreasonable. In the vast area of Yukon, icebound for over two-thirds of each year, there must still be hidden vast deposits of gold that time and chance will yet uncover.

#### CONSERVING THE FOREST

The forest was an enemy, to the early settler in Canada, a heavy handicap. To-day it is one of our most valued assets, yielding a harvest only second to that of our farms.

The whole of Canada was covered with forest.—The prairie of course was not then in Canada. Before a farmer could plow an acre of land he had to destroy an acre of forest, saving only enough logs to build a house and barn. When he had cleared as much land as he had any ambition to cultivate, he spared a little wood lot, just to keep up a supply of firewood and fencing, with sugar from the maples.

The trees that he cut when clearing, he burned. Presently he found that wood ashes, properly saved, had a cash value—they were used in making soap. These ashes were the first crop, and often the only crop for years that a pioneer farmer had to sell.

As villages and towns arose, and little ships were built, a lumber industry grew up, but slowly, till the beginning of the 19th century. Then it went ahead by leaps and bounds, for Napoleon's conquest of Europe threatened to cut off the supply of timber from the Baltic to the British navy, and the mother country stimulated the supply from Canada by heavy duties on the foreign article. These duties finally vanished in 1860; but when the Dominion came into being seven years later the lumber industry was standing strong on its own feet.

Since then, despite occasional setbacks, the woodworking industry has made enormous strides. Other materials have taken the place of wood, but wood has also taken the place of other articles. Canada's net forestry production in 1924 was valued at \$34,265,874, including \$78,399,517 in logs or lumber, \$52,036,749 in saw-mill products, \$44,241,584 in pulpwood, and \$46,082,388 in pulp mill products. Of Canada's total manufacture that year nearly one fourth or \$300,425,516 consisted of wood and paper. In the first year of Confederation our exports of forest product including \$551,958 in manufactured articles of wood, were valued at \$18,814,188; in the year 1925-6 they amounted to \$279,917,650.

The pine which used to float down to the sea in rafts of great square timber has almost disappeared from the St. Lawrence and Ottawa; but regions farther north and west have been made accessible; the enormous forest wealth of British Columbia almost untouched for the first twenty years of our federal history is being largely drawn upon; and an entire new use has been found for trees once thought little of—the making of pulp for paper and, quite recently, for artificial silk.

In 1870 the first Canadian mill was started, at Windsor Mills, Quebec, for the grinding of wood into pulp. In 1925 the pulpwood cut in Canadian forests was valued at \$62,181,537, the pulp at \$140,608,177. Pulp production increased 363,079 tons in 1908 when statistics were first collected, to 2,772,507 tons in 1925, and paper, from 853,689 tons in 1917 to 1,844,705 in 1925. About 37 per cent of the paper used in the United States is of Canadian material.

We are cutting 2,800,000,000 cubic feet of standing timber yearly; probably 2,200,000,000 more is consumed by fire, insects and other destructive forces. On the other side of the account must be reckoned the natural growth of young trees, the setting apart of great forest reserves and national or provincial parks, the planting of some 9,000,000 trees by farmers, mostly for wind-breaks on the prairies, and the increasingly strenuous efforts of the Federal and Provincial Governments to prevent and check forest fires. Fortunately Canada's wealth of timber is so vast that, by these and other means there is good hope of yet escaping the calamitous depletion from which our neighbors are suffering.

A schoolmaster who contrived to stimulate interest in his class by making use of topical events set his boys this teaser during an arithmetic lesson: "If a racehorse can make a circuit of Ascot course in three minutes (distance, say, one mile, six furlongs) and another takes four minutes for the distance, how far ahead of the second horse will the first horse be at the half way stage?" One ingenious youngster having failed utterly to cope with this question returned his paper with the severe comment: "I entirely disapprove of horse-racing."

Some people seem to suffer from the illness that lungs are brains.

### OTHER PAPERS' OPINIONS

#### Thornton On The Press

It is not the custom of the daily press to go about seeking tributes to its honesty and integrity; nor are such tributes a common occurrence in the routine of the newspaper world. But when a public man of such prominence as Sir Henry Thornton sees fit to testify to the fair play he has received at the hands of the newspaper and newspaper men of Canada, there is legitimate excuse for expressing satisfaction. Sir Henry evidently picked his words for they reveal a deliberateness that it not accidental. He said, in an address at Winnipeg yesterday: "It is my honest opinion that no country has a more courageous, a cleaner, a fairer, more honest press than the Dominion of Canada. That is high eulogy indeed, and coming from a man who has often been the target of severe criticism in the press, it is all the more significant.

The Montreal Star, among other newspapers, has had occasion from time to time to differ from Sir Henry Thornton on matters of public moment. But it would be worse than ungracious on our part not to acknowledge the gracefulness of his tribute to the press of this Dominion. Sir Henry is a man who can give and receive hard knocks without any feeling of animus. He has the courage of his convictions at all times, and what he says he means. If the newspapers of Canada agree with him, it must be said also that men of Sir Henry Thornton's stamp make the work of newspaper criticism a less irksome and less embarrassing task than it might easily be, and make it possible to oppose the policy of a great railway chief while holding the man himself in the highest esteem.—Montreal Star.

#### The Flag Question

The Owen Sound Sun-Times in an editorial on August 19 says: "All are rather curious that the English Ensign must continue to be the basis of the Canadian flag. The only question is as to what it is to carry on the fly." From the tone of the article we gather that the Owen Sound editor is not averse to a distinctive design for a flag for Canada. The article is somewhat on a par with many such published in the Toronto Star during the past few years. It is rather curious that while certain publications are forever harping on the adoption of a flag for Canada and at the same time protesting that the question must not be made a political football yet, those who advocate the movement appear to be all on one side of the fence. It is curious too that these same journals, with few exceptions, are also advocating the adoption of "O Canada" as the National Anthem of this country. The very words of the song deny it a place in even the suggestion of a change. "We stand on guard for Thee." How much do we stand on guard for Canada? A generous estimate places the proportion of protection that we pay at two cents per annum for every human in the Dominion. The Liberal party, whenever it has been in power, has consistently impoverished not only what Canada possesses in the way of a navy but any future prospects of maintaining defence for our coasts and the militia estimates have been pared down so that the land defence is not much more than a skeleton. "We stand on guard for thee." Who is it that stands on guard for Canada? None but the British taxpayer. He it is who is paying to protect our sea routes and who would be called upon to defend us if we were attacked from the air or upon land. The old Union Jack for a flag and "God Save the King" for a national anthem are all we need and it is high time that the hypocrisy of certain sections of the Canadian press were abated. In the words of the vulgar tongue, let them put up or shut up.—Shelburne Free Press.

Dealer: "That, sir, is a rare old revolver. It was carried by Christopher Columbus."  
Customer: "What! Why revolves were not invented in Columbus's time."  
Dealer: "I know. That's what makes this one so rare."

## THE PEOPLE'S MILLS

### CUSTOM CHOPPING EVERY DAY

and have put in a full line of

#### FLOUR AND FEED

which we are offering at the following prices:

- Maple Leaf Flour, bag... \$4.75
- Royal Household Flour per bag... 4.75
- Majestic Flour, per bag... 4.50
- O Canada Flour, per bag... 4.50
- King Edward Flour, bag... 4.35
- Pastry Flour, 24 lb. bag... 1.00
- Prairie Pride Flour, bag... \$4.50
- Feed Flour, per bag... 2.25
- Crimped Oats, per ton... 45.00
- Chopped Oats, per ton... 45.00
- Screenings, per ton... 33.00
- Pure Cod Liver Poultry Oil, per gallon, (bulk)..... 1.40

#### Gunn's Big 60 Beef Scrap and Poultry Foods

#### Blatchford's Calf, Pig and Poultry Feeds

We handle only the best lines and sell at reasonable prices. Get our price before you sell your wheat, as we intend buying wheat to ship.

GOODS DELIVERED IN TOWN EVERY DAY.

Phone 8, Night or Day.

**JOHN MCGOWAN**

The People's Mills Durham, Ontario

### Fashion Fancies

#### A Kerchief Collar



This two-piece frock in two shades of wool crepe, features the kerchief collar tied in a loose knot on the shoulder and with a similar knot on the hip.

The blouse has long tight sleeves which are banded at the cuff with the darker shade of the material. These darker bands besides bordering the kerchief are around the hem of the skirt and where the blouse terminates at the hip line.

The skirt is knite pleated. With the dress is worn a small hat of French felt to match the lighter shade of the material and has beside the band of grosgrain ribbon, the small animal motif on the crown.

#### NEW NIGHT RIDING

#### PAUL REVERE SEEN

#### IN RUSSIAN FILM

Thrilling Scene Pictured in Photoplay "The Volga Boatman".

Quiet night at a village on the Volga River, Russia, is shattered by a twentieth century Paul Revere, who shouts from a motorboat "revolution, we are free". Immediately the town awakes, cartloads of mixed, ragged uniforms, ossified and antiquated guns are passed out—and a Red Army composed of peasants takes the field.

Such is one of the striking, colorful scenes of Cecil De Mille's production, "The Volga Boatman", which is his second independently directed offering for Producers Distributing Corporation and which will be shown at the Veterans Star Theatre next Thursday, Friday and Saturday. It is part of the colorful dramatic fabric of the most remarkable revolution of modern times against which plays a throbbing, virtue love story between a rough Volga Boatman, a human mule pulling craft along the river, and a high-born aristocrat, a princess of the blood, De Mille declares it "the greatest screen romance I have ever done."

"The Volga Boatman" was adapted by Lenore J. Coffee from Konrad Barcovici's story. Featured players include William Boyd, Elinor Fair, Victor Varconi, Julia Faye and Theodore Kosloff.

Husband and wife were sitting one each side of the fire-place, and for some time silence had reigned supreme. At last the wife said, "You seem very thoughtful tonight; I'll give you a penny for that."

"Oh," replied her husband, "I was just wondering what epitaph I shall put on your tombstone, Mary."

"Don't worry about that, darling," she said sweetly. "Just put 'wife of the above.'"

The man after a woman's heart may not want it.

## Discover For Yourself

# "SALADA"

## GREEN TEA

To drink a cup is a revelation. Try it.

#### HISTORICAL INCIDENTS

#### REVIEWED BY NEWSPAPER

A list of historical news items published by "Der Montag", Berlin, Germany, states:

That as late as 1739 a sleight-of-hand artist was put on the rack in Poland until he confessed in witchcraft.

That in 1799 complaining against the Government was punished in Denmark with two weeks in jail on a diet of bread and water.

That when a Col. Schumacher offered the first coal for sale he was threatened with arrest "for having fraudulently attempted to sell black stones for fuel." He managed to escape by the skin of his teeth.

That the executioner of the late Prince-Bishop of Bamberg prided himself on having executed 1,600 individuals. The executioner died in 1806.

He was an elder of his kirk in a small Scottish town, and had consulted a specialist about his health. Told that he had a floating kidney he was much disturbed, for the complaint had all the terror of mystery.

He went to the minister of his church with a request that the prayers of the congregation might be offered.

"I don't know," said the minister, "I am afraid that at the mention of a floating kidney the congregation might laugh."

"I see nothing to laugh at," replied the sufferer. "It was only last Sabbath that you prayed for loose livers."

"A man was brought to us at the clinic today who had quite forgotten that he was married."

"Give me his address at once, I must ask him how he managed it."

**A Bank with 900 Branches**

800 in Canada including: Vancouver, Victoria, Calgary, Edmonton, Regina, Winnipeg, Fort William, Windsor, Ont., London, Hamilton, Toronto, Ottawa, Montreal, Quebec, St. John, N.B., Halifax, Sydney, Charlottetown.

100 Abroad including: London, New York, Paris, Barcelona, St. John's, Nfld., Havana, San Juan, Santo Domingo, Port-au-Prince, Nassau, Port of Spain, Buenos Aires, Rio de Janeiro, Montevideo, Caracas, and in Colombia, Peru, Venezuela.

## The Royal Bank of Canada

Durham Branch - J. A. Rowland, Manager

## What Would You Do If You Injured Some One



Motoring is daily becoming more risky. Motorists are always faced with the problem of possible injury to some pedestrian or other motorist or his machine.

What would you do if this should happen to you?

Better call in and let us show you how we can protect you against:

- Injury to other people
- Damage to property
- The destruction of your machine by fire, either on the road, in the repair shop, or in your own garage
- The theft of your machine either at home or while in the city

Our Policy protects your CAR. It makes no difference, in case of accident, who has charge of the machine—yourself, any member of your family, or any person to whom your car is entrusted—the policies we sell insure you against loss in case of accident.

Better drop in and talk it over now while the motoring season is young.

**FRANK IRWIN, Agent**

The Chronicle Office, Durham  
FIRE, AUTOMOBILE, TORNADO INSURANCE

Tall corn is the conclusion of the picture shows the for shortness, and five years.

#### Priceville

(Our Own Corre

This Monday morning some light rain has enough to do much. The majority are waiting for summer fall ground are badly in need.

A few of our Toronto visitors were: Mr. and Mrs. McLean and daughter Phoebe Livingstone, and Mr. Findlay McLean and Mrs. Whitlam, people are leaving town fair and for home, wonderful holiday for some weeks.

Mrs. Roos of Chichester, returned to the end of the week. Miss Mary McKinnon returned for a holiday in Saskatchewan.

Miss Janet McDonald, holidaying with friends, Mr. and Mrs. McVicar, daughter Helen are in Exhibition for a few days. We are glad to hear H. McLean continues. We hope to see her week from Arthur's present in Dr. McFarlane's hospital.

Our mill continues. The Wright Bros. at shape for installation. Mr. Bert Aussen is time to break his arm in a car. We hope recovery.

#### Dornon

(Our Own Corre

Mrs. M. White and her family spent the past week-end with Mr. James place.

Mr. Robert Corlett, returned on Saturday evening with Mr. and Mrs. James daughters of Paisley week-end with relatives.

Messrs. H. Smith, Vasey, A. MacIntosh and G. McCracken for the Prairies. Mr. and Mrs. R. J. and Cameron, Mrs. Mr. Howard Smith of Paisley on Sunday.

Our pastor, Rev. A. is expected back of his summer vacation. Mrs. Ware and

#### When In To

#### Good Val

Boys' Pant

Boys' Fine

A nice, new

New Dre

A

Phone 47