

**Confederation and After—  
Sixty Years of Progress**

**FOREST TRAIL TO MOTOR ROAD**

This title may sound like an exaggerated description of the progress since Confederation in Canadian roads but it is not. It is true that in 1867 some of the old forest trails had been transformed into more or less satisfactory roads, but it is also true that in many parts of Canada the forest trail was still the only thoroughfare, and that, comparatively speaking, roads of any sort, that is to say roads practicable for wheeled vehicles, were few and far between.

To get the romance of Canadian roads one has to go back to the early history of the country, to the old post roads of New France following the banks of the St. Lawrence from Quebec to Montreal; to the portage paths that connected one navigable waterway with another; to the famous roads of Upper Canada, Yonge street, Dundas street, the York road, the Kempt road and the Baldern road. These were linked up in time with the highways of New Brunswick and Nova Scotia, and fifty years before the birth of the Dominion a practicable highway though a poor one, according to the standards of today, was available from Halifax clear through to Amherstburg. Branch roads more important centres of population, but, as already suggested, there were even in 1867, still many more forest trails than roads in what is now Canada. To this earlier period belongs also the famous Cariboo road of British Columbia which led to the goldfields.

To get some idea of the progress of the country in this means of transportation it may be mentioned that at Confederation there were approximately 20,000 miles of roads in Canada. Today there are 378,269 miles, ranging from unimproved earth roads to bituminous or cement concrete roads. Of these Saskatchewan has the largest mileage of unimproved earth roads, Alberta of improved earth roads, and Ontario of the higher grade roads.

The construction of modern, well-constructed highways is comparatively recent development, and is due more than anything else to the rapid increase in the use of automobiles, and particularly their use for economic purposes. As men both in the town and the country began to realize that they could save time and money by using the motor car if they were to get any real use of the new means of locomotion they must have better roads. Pressure was brought to bear upon the legislature both directly and through various Good Roads associations, with the result that inevitably follows a concerted movement on the part of the public.

As a result of this movement the various provincial governments began to devote larger sums than had been dreamed of in the past to the construction of up-to-date highways, and in 1919 the Dominion Parliament came to the rescue with the Canada Highways Act, which provided the sum of \$20,000,000 to be apportioned to the various provinces on an equitable basis to assist in the improvement of the highways of the Dominion. This expenditure, which was spread over a term of years, has had a most beneficial effect. In fact it may be said to-day the country is practically a unit in its determination to see that every centre of population in the Dominion shall, at the earliest practicable moment be connected by means of a good serviceable road with every other centre. How far this ambition has been already realized may be judged from a study of the motor road maps.

**MARITIME PORTS**

The recommendations of the Royal Commission on Maritime Claims in connection with the establishment or improvement of port facilities at Halifax, St. John and Charlottetown, and the building up of trade through these ports, followed by the decision of the Dominion Government to substantially carry out those recommendations, come very appropriately at this time when Canadians are engaged in surveying the progress of the Dominion since Confederation, and looking confidently forward to a future that will be marked not merely with success but that assures both the welfare of the whole and the welfare of each of its parts. Canadian trade for Canadian ports is a fine slogan, but it remains an empty slogan until those ports have been equipped to handle the trade.

To appreciate what those three

Maritime ports may become in the future, it is well to remember what they have been in the past, and what they are today. As time is measured in this New World, and particularly in Western Canada, Halifax, St. John and Charlottetown, are venerable towns, Halifax was one hundred and eighteen years old at the time of Confederation; St. John eighty-two; and Charlottetown one hundred and forty-two, its history running well back into the period of French rule. It was known in those days as Port La Joie.

Halifax was founded by Cornwallis and named after the Earl of Halifax, then President of the Board of Trade. The first settlers were brought out from England in 1749 and the following year it became the capital of the province. Its fortifications and its ancient buildings brings back memories of notable and stirring deeds by land and sea. One associates it with such famous Canadian names as those of Joseph Howe, Sir Charles Tupper and Sir John Thompson, Samuel Cunard, the founder of the Cunard Line of Steamships, and Thomas Chandler Haliburton, one of the earliest and most original of Canadian novelists.

After the close of Revolutionary War tens of thousands of men who remained true to the British Empire, the United Empire Loyalists, abandoned their possessions and fled from their homes into exile. A large number of them sailed to the Bay of Fundy and founded the city of St. John. They became the backbone, not only of the town they created but also of the province of New Brunswick. Their descendants became notable builders and skippers of wooden ships, whose ensign was known in the ports of the seven seas.

Charlottetown brings back memories of nearly a century and a half of history, events that took place in a field that was small but far from unimportant. Experiments in land tenure that were sometimes disastrous, French colonies, British absentee landlords, Selkirk's settlement, the arrival of hundreds of Acadians from Nova Scotia the British conquest, and a century of peaceful development, including fox-farming.

To-day these three Maritime ports are on the eve of a period of steady progress. Equipped with modern facilities, as they will be before very long, the shrewd common-sense of their citizens may be counted upon to make them not merely local ports but essential parts of the commercial and transportation systems of the Dominion.

**BOOKS FOR THE PEOPLE**

All books are for the people, but this article deals with books provided for people in the form of libraries under the auspices of the governments, schools and universities, or associations, in which there has been a notable development in Canada since Confederation.

In the early history of the country, although there are records of several libraries of varying types, it was not until the year 1800 that the first public library was founded at Niagara. During the first part of the nineteenth century there were libraries in Quebec, Montreal, Halifax, and Yarmouth, while there is a record of a circulating library in Western Canada as far back as 1824. Prior to 1867 there were nine parish libraries in Quebec, the first being established at Boucherville in 1802. Ontario was the first of the provinces to legislate in respect of free reading for the public, having, in 1835, passed an Act to assist mechanics institutes, which were really library associations to which fees for users of books were attached, and this was the most popular method until a considerable time after Confederation. Nearly every town and city had its Mechanics Institute, though it was often difficult of maintenance. Free public libraries were of much later date and got their first genuine fillip under the auspices of the Carnegie endowments. Quebec, or as it was known then, Lower Canada, in 1851 made legislative provision for library associations and mechanic institutes. Later, as recorded in consolidated statutes, every province of the Dominion, including the territory of Yukon, has authorized and made regulations for the establishment of free libraries. Generally speaking, however, it was not until the late eighties that public libraries began to demand attention.

In Pioneer days, books of easy and cheap access were a scarce commodity, but the splendid achievements of our public men reared in those days show how thoroughly and well the comparatively few, but mainly of high standard, were taken advantage of. These along with

**Fashion Fancies**

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The vogue shows no signs of relinquishing black and white for evening wear and the designers are using it for many novel frocks.

Here is a new version of that ever smart combination. White moire forms the long bodice of this frock, which has a novel yoke of black net.

Two deep ruffles of lace form the skirt and a slight draping on the side, which is caught with a large bow of the moire, gives the uneven hemline.

The closely and eagerly scanned weekly newspapers, and a few dailies have formed an important element of the educational ferment of the last sixty years.

To-day the public libraries are as much a part of the social and intellectual life of the country as churches and schools. In the West, owing to the sparsely settled and widely separated communities, travelling libraries were instituted as part of the library system. The first was established in Winnipeg under the auspices of the Aberdeen Association, though the first on a systematic basis as part of government organization was undertaken in British Columbia in 1897.

As educational, legal and other institutions developed, keeping pace with the progress of Canada since 1867, libraries have expanded in an almost amazing degree. At present there are about 4,000. Those of the universities, of the state, and of the large cities, particularly of Toronto, in popular reading and for reference purposes in many departments count their volumes by the hundreds of thousands. Librarianship is now a profession for which special training is required, and for the purpose there are two library schools in Canada. The Parliamentary Library from 2,000 volumes in 1840, now contains nearly three quarters of a million of volumes of all kinds.

A word as to the Carnegie Libraries in Canada: up to the year 1919 over three million dollars had been promised for buildings to the number of 155, of which 114 had been erected at a cost of \$2,400,000.

Altogether books for the people have had a great record since Confederation.

**Much Travelled**

A group of tourists were looking over the inferno of Vesuvius in full eruption.

"Ain't it just like hell?" ejaculated a Yank.

"Ah, zese Americans," exclaimed a Frenchman, "where have zey not been?"

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**HYMENEAL**

SHORT-FORSTYTH

A lovely home wedding of more than ordinary local interest took place on Saturday, September 10, at 2:30 p.m., when Miss Helen Anderson McLeod Forsyth, only daughter of Mr. and Mrs. Alex. Forsyth, Victoria street, Simcoe, became the bride of Mr. Thomas Alexander Short, only son of Mr. and Mrs. Hugh Short, of Fergus. Rev. Dr. A. L. Howard, pastor of St. Paul's Presbyterian church, was the officiating clergyman. The beautiful home was profusely and tastefully decorated with fall flowers.

The bride was given away by her father, and made a charming picture as she passed through an aisle of white ribbons to an alcove in the hallway, where, under a canopy of beauty, the ceremony took place. The color scheme was carried out in pink and white, the canopy, of unique half crown design, a bower of beauty with ferns, tall gladioli, asters, pink roses, and baby breath. The Lohengrin wedding march was beautifully rendered by Mr. Hilton Forsyth, brother of the bride.

The bridal gown was of lustrous white georgette, with long white fringe on skirt and sleeves, and sash caught with a handsome rhinestone ornament. An exquisite veil, daintily embroidered, with Juliet cap, and bandeau of tiny orange buds, was worn, and very long white kid gloves. The bride carried a bouquet of pale pink Sunset roses and baby breath.

The only attendants were little Misses Helen Patricia Manning, of Newmarket, and Helen Louise Gagnon, of Durham, second cousins of the bride, daintily dressed in pale peach and mauve georgette, with flowing veils to match each costume, and carrying baskets of sweet peas and roses.

At the conclusion of the ceremony the parents of the bride and groom received with them, after which an elaborate buffet luncheon was served. Later in the afternoon the bridal couple left by auto for the Muskoka Lakes, where the honeymoon will be spent.

The bride's going-away dress was a sandalwood georgette with flounce of heavy French lace, with this she wore a handsome blue coat of needle-point marvella, with squirrel collar and cuffs and chic blue turban, with accessories to match.

On their return the happy couple will take up residence in Sarnia where the groom is computing officer in the Customs Department, and will be at home to their friends at 105 Cobden street after October 1. For the past few weeks the popular bride has been feted and showered.

The guests, numbering about 50, were present from many points, including Simcoe, Sarnia, Welland, Durham, Newmarket, Teeswater, Mitchell, Hanover, Fergus, Brantford, Belwood, Toronto, Toledo, Ohio and Niagara Falls, N. Y.

**WHITMORE-McFADDEN**

A pretty autumn wedding took place on Wednesday afternoon, September 7, at 4 o'clock, at the bride's home in Glenelg, where the marriage of Ella M., daughter of Mr. and Mrs. William John McFadden, to Mr. George Whitmore, son of the late Mr. and Mrs. N. Whitmore of Glenelg, was solemnized by the pastor, Rev. H. E. Fiddes, of Queen Street United Church, Durham, presided at the organ.

The ceremony, which was witnessed by about one hundred relatives and friends of the bride and groom, took place on the verandah of the home which was beautifully decorated for the occasion with bells, flowers and evergreens. The bride was given in marriage by her father and looked most becoming in her wedding gown of Grecian rose georgette, blonde shoes and hose and carrying pale pink roses.

The bridesmaid was Miss Mary Whitmore, sister of the groom, who was attired in sand canton crepe. Mr. Freeman McFadden, brother of the bride, was groomsmen.

The ceremony and congratulations over, the large company sat

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down to a most sumptuous wedding dejeuner, the table being centred with the bride's cake in three storeys, each separated by spoons, the top storey being surmounted by doves, bells and wheat, emblematic of love, peace and prosperity.

The bride was the recipient of many beautiful and useful presents, that from the groom being a white gold bar pin set with pearls. The bridesmaid and organist each received bar pins, while the groom's gift to the bride was a gold cuff link.

The evening following was spent in social intercourse, dancing and other amusements.

**Egremont Council**

Council met September 14th. Members all present and minutes adopted.

Robb—Hunter: That the Reeve be instructed to sign Pay Sheet No. 7 for work performed on roads.—Carried.

Hunter—Wilson: On behalf of the telephone users on the Holstein circuit, that the Clerk be instructed to communicate with the General Manager of the Bell Telephone Company, Stratford, requesting that there be free exchange with the Central office in Durham.—Carried.

By-laws were passed increasing the salary of the Assessor; directing the payment of Taxes into the Bank of Montreal, Holstein, and authorizing Tax notices to be mailed.

Wilson—Ferguson: That the following accounts be paid: Municipal World, supplies, \$41.75; W. B. Rife, express on supplies 75c.; Clerk postage and registration of Voter's lists.

\$3.32; Pay sheet No. 7 for road improvement; \$335.38; Road Superintendent, for services, \$25.55; Wm. Morrison, sheep killed, \$22.00; Wm. Gordon, do, \$7.00; R. McKenzie, do \$10.00; S. M. Patterson, inspecting sheep \$1.50; T. R. Bowman, inspecting sheep, \$1.50.

Council adjourned to meet Monday, October 17th, at 10 o'clock A. M. to receive applications for collector of unpaid taxes and general business.

—DAVID ALLAN, Clerk

**WATCH THE CORNERS**

When you wake up in the morning of a chill and cheerless day And feel inclined to grumble, pout or frown, Just glance into your mirror and you will quickly see It's just because the corners of your mouth turn down.

Then take this simple rhyme, remember it in time! It's always dreary weather in countryside or town When you wake and find the corners of your mouth turned down.

If you wake up in the morning full of bright and happy thoughts, And begin to count the blessings in your cup, Then glance into the mirror and you will quickly see It's all because the corners of your mouth turn up.

Then take this little rhyme remember all the time: There's joy a-plenty in this world to fill life's cup, If you'll only keep the corners of your mouth turned up.

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O Canada Flour, per bag 4.25	Crimped Oats, per ton 33.00
King Edward Flour, bag 4.00	Chopped Oats, per ton 33.00
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**Alliston's Good Roads**  
Any firm company to ideal territory to produce a ture will find it east of the Alliston between the corpor its and fifth sideroad of T. The shell hole areas are there and all that is needed the scene completely is a few of barbed wire, a few of and the corpse of the ceer and the members of the road commission.—Alliston

**Flesherton Boy Promoted**  
On Wednesday of this Fred McTavish is leaving take charge of the New B branch of the General M Canada and to bring it up of efficiency as compared v branches of the same. Fred has been in the of General Motors at Oshwa past several years and has vancing up the ladder and time of his appointment la his new position was in clu parts department, export His many friends here a pleased to hear of the pr young men of Flesherton a in the business world and him the best of success in undertaking.—Flesherton

**Nearly Killed at Walkerton**  
Miss Edna Diebel, of member of the staff of Da cery, narrowly escaped b ously, perhaps fatally, shortly after eight o'clo day morning, when the couple in which she was collided with the locomot C. P. R. way freight at the east of the factory of the Spool and Bobbin Co., Ltd. As is customary, the approaching the crossing ly. The close proximity was observed and Engr Moore brought the en standstill within a few y front of the auto coming with one of the twisted the locomotive, but Miss Diebel, who was not thro was slightly bruised, bu carry out her duties at M place of business. The of the Chevrolet was brok fender bent. On Monday Miss Diebel was somewe ed by nervous shock. Miss Diebel stated sh had not taken sufficien tion when approaching t She did not hear the al locomotive. Had it not the prompt action of Mr. Fireman Harry Denny th the collision would likely disastrous.—Walkerton

**Fine Em Here, Too**  
On Monday Police heard charges against h men, charged with viol highway traffic act. Fou them outside, were ohi tributed \$2.50 each (the court for failing to e entering Durham street Jackson street interest Walker impressed upon this regulation must be b but he did not fine t young men pleaded gu exceeding the speed lim other to driving a car w ing the proper marker The first was taxed \$20 of \$6.25, and had his s suspended for the bala year. The other paid \$ kerton Telescope.

**Menace to Plate Glass**  
As a car passed along street the other day a which lay on the pavem from under the wheel and went bang against glass in the front of T shop, leaving a star-like numerous cracks radiat This is not by any me little chance that it will The broken stone, used strip between the sidew paving, is a constant so ger in this respect, a stone are constantly dr the pavement and of run over by the passing these are caught at p point near the outside tire, they shoot out w almost of a rifle bul known to pass right th plate glass. Some very forcibly the stones ought to be sand substituted. The much cleaner than san it must be admitted th occupy the boulevard, tute a constant men owners, and indeed to the sidewalks.—Luckin

**Big Day at Martyrs' Sh**  
Sunday last was a n the Martyrs' Shrine C banks of the Wye river

**CHESLEY MEN WORKS**  
Manufacturer High-Class Mo Estimates Give Designs Submit All work guaranteed Hugh McDonald, Th Durham