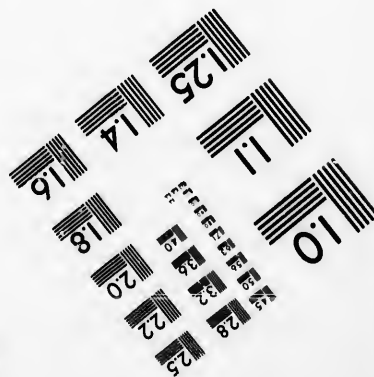
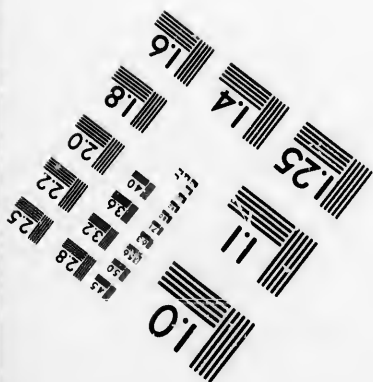
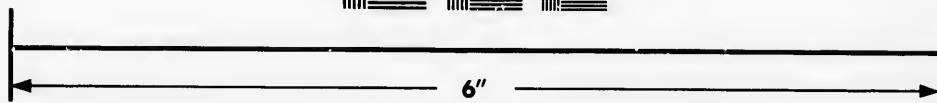
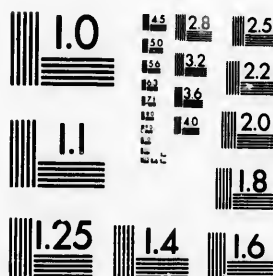


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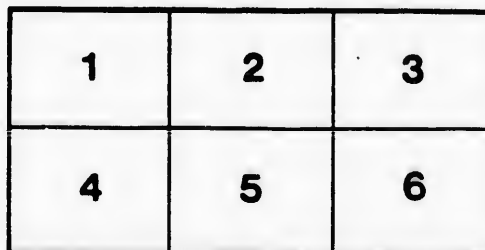
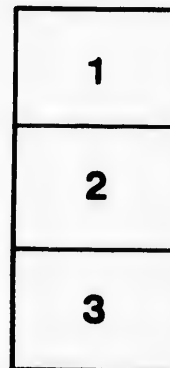
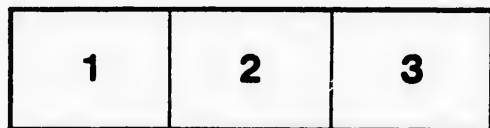
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THE WALKER

FIRST THINGS

IN CANADA

GEORGE JOHNSON

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ALPHABET
OF
FIRST THINGS IN CANADA

A Ready Reference Book of Canadian Events.

BY
GEORGE JOHNSON.

HONORARY FELLOW OF THE ROYAL STATISTICAL SOCIETY
OF LONDON, ENG., ETC., ETC.

THIRD EDITION

In such indexes
. . . there is seen
The baby figure of the giant mass
Of things to come at large.

—*Shakespeare.*

OTTAWA:
PRINTED BY THE MORTIMER CO. LIMITED.
1897.

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Entered according to Act of the Parliament of Canada, in the year one thousand eight hundred and ninety-seven, by GEORGE JOHNSON, at the Department of Agriculture.

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CORRECTIONS.

PAGE.

- 4— Twentieth line, *Seignier* should be *Séguier*.
- 46— Tenth line, *Senate* should be *Synod*.
- 74— Elections General Dominion, add *June 23rd, 1890*.
- 121— First line, *Carnigan* should be *Cari:nan*.
- 141— End of second paragraph, add *British India, admitted Sept. 24th, 1897*.

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INTRODUCTION.

The third edition of ALPHABET OF FIRST THINGS IN CANADA is here presented to the public. The scope of the work has been greatly enlarged. The aim has been to make it a ready reference book of Canadian events.

An effort has been made to collect succinct accounts of the numerous organizations of various kinds which have been founded in Canada for the promotion of social, literary and other aims. Illustrating, as these organizations do, the activity of a people, I regret that the effort has been only partially successful. In the course of time, doubtless a more satisfactory result will be obtained.

Objection has been raised to the seeming triviality of some of the notes given in former editions. But it is extremely difficult to decide what is trivial and what important. To some it may appear trivial to record the fact that the Acadian French have selected L'Assomption Day as their national day, instead of St. Jean-Baptiste Day selected by the Canadian French. A significant racial fact underlies the selection.

In the 16th century Spain was the mistress of the seas, the wealthiest country in the world. Into her lap the new world poured its stores of gold and silver. She is now in a condition of decadence—"on her last legs," many think. Her degeneration has been traced to the debasement of the Vellón coinage—the largest of the debased tokens being a piece of only a quarter of a ryal; equivalent to three cents of our money. This debased coinage (begun in 1566) in time dominated the financial system of Spain, became the standard of all values and, according to a well known law, drove the better money out of circulation, maintaining its pernicious grip century after century despite all efforts of sagacious statesmen to remedy the evils inflicted. The Vellón coinage was very trivial to appearance but it undermined the financial strength of one of the great nations.

A second objection made to the previous editions was the paucity of information afforded in many instances where a fuller statement would have given the seeker all he wanted instead of merely supplying a date. I have sought to meet this objection; with the result that the present edition is much more a cyclopedia of Canadian facts and dates than were the former editions. To illustrate my meaning reference is suggested to "Confederation," "Exhibitions," "Libraries," "Slavery," "Temperance," etc., in all of which, with scores of others that might be mentioned, the germ contained in the first and second editions has been enlarged so as to include the salient points of a historical presentation.

GEORGE JOHNSON,
F. S. S. (Hon.)

OTTAWA, SEPTEMBER, 1897.

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ALPHABET OF FIRST THINGS IN CANADA.



Academy of Arts, Royal Canadian, founded by the Marquis of Lorne, 1880.

Papers were read on the position of the Normans under consideration, on Education, on the French language, on Agriculture and on Colonization. The most absorbing question was the adoption of a National Feast Day. This was decided by the convention adopting L'Assomption (15th August) instead of St. Jean Baptiste's Day (24th June), adopted by the Canadian French. The second convention was held at Miscouche in P. E. Island on 24th and 15th August, 1884, and the third at Church Point, N.S., on 14th August, 1890. The present Judge Landry was President from 1881 to 1890; since the latter date Senator Poirier has been President.

Advertisements—The first railway advertisement in Canada appeared in the *Montreal Gazette*, 1837. (See Railways.)

CORRECTIONS OF DATES.

- Page 1—5th line from bottom, 24 should be 14.
“ 49—17th line, 29th should be 19th.
“ 65—18th line, 1892 should be 1792.
“ 157—5th line from bottom, 1893 should be 1873.
“ 166—26th and 27th lines, 1829 and 1832 should be 1729 and 1732.
“ 202—2nd line from bottom, 1779 should be 1769.

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ALPHABET OF FIRST THINGS IN CANADA.



Academy of Arts, Royal Canadian, founded by the Marquis of Lorne, 1880. The first meeting of the members took place in Ottawa, March 6th, 1880. The first exhibition was opened by the Governor-General on the same date. The title "Royal Canadian" was conferred by Her Majesty, 22nd June, 1880. The first President was L. R. O'Brien. The objects of the Academy are (1) the institution of a National Gallery in Ottawa, (2) the holding of exhibitions in the principal cities of the Dominion, and (3) the establishment of Schools of Art and Design. Since the foundation of the Academy 19 exhibitions have been held, one in St. John, and the others alternately in Toronto, Montreal and Ottawa. The Academy has contributed the paintings and sculpture in the National Gallery at Ottawa, and donates \$500 annually for the support of classes for drawing from the living model in Toronto, Montreal and Ottawa. Her Royal Highness the Princess Louise took a lively interest in the formation of this Society.

Acadia—A term of varying quantity, the facts relating to which are as follows:—In the year 1603 the King of France granted to the Sieur de Monts a commission to be his Lieutenant-General of North America, lying between the latitudes 40° and 46°, to which the King gave the name Acadia. This would include the whole of Nova Scotia and a part of New Brunswick, from the St. Croix River to the Gulf of St. Lawrence, Fredericton and Moncton being on the northern limit, the first within, and the second outside, the line. Prince Edward Island was not included. In 1621 King James I. granted to Sir William Alexander all Acadia, and all the remaining portion from the 46° of latitude to the River St. Lawrence, the whole being called Nova Scotia. In the Treaty of Utrecht (1713) the words of transfer used were "Nova Scotia or Acadia," as if the two terms were synonymous; hence, of late years, the idea that Acadia included not only Nova Scotia but also New Brunswick, part of Quebec and all of P. E. Island. The term Acadia has even been applied to Nova Scotia, New Brunswick, P. E. Island, Newfoundland, part of the Province of Quebec, and the Labrador coast as far north as Ungava Bay.

Acadian French—First convention held in Memramcook, N.B., July, 1881. Papers were read on the position of the Acadians under Confederation, on Education, on the French language, on Agriculture and on Colonization. The most absorbing question was the adoption of a National Feast Day. This was decided by the convention adopting L'Assomption (15th August) instead of St. Jean Baptiste's Day (24th June), adopted by the Canadian French. The second convention was held at Miscouche in P. E. Island on 24th and 15th August, 1884, and the third at Church Point, N.S., on 14th August, 1890. The present Judge Landry was President from 1881 to 1890; since the latter date Senator Poirier has been President.

Advertisements—The first railway advertisement in Canada appeared in the *Montreal Gazette*, 1837. (See Railways.)

Agents, Commercial—Vote of money to enable the Federal Government to employ such, first appears in the estimates of 1834. The Dominion has now (1897) commercial agents in Australia, Jamaica, Antigua, St. Kitts, Trinidad, Demerara, France, Norway, Chili, Mexico, and Japan, and in the following cities in the United Kingdom: London, Liverpool, Bristol and Glasgow. These Agents make reports to the Minister of Trade and Commerce at Ottawa.

Agricultural Colleges—First in Ontario founded in Guelph, 1874. This College in 1895 had 250 students; 150 in the general course and 100 in the dairy school. It is under the general control of the Ontario Minister of Agriculture, and has a teaching staff of a dozen professors. The first agricultural school in the Province of Quebec was that of Ste. Anne de la Pocatière, 75 miles below the city of Quebec. It was founded in 1859, and is one of six agricultural schools in the Province, the others being at L'Assomption, Oka, Compton, St. Hyacinthe and Roberval. The Nova Scotia School of Agriculture was established in 1885.

Agricultural Societies—First in Nova Scotia founded in 1789; Hon. R. Bulkeley, first President. First in Quebec, 1789, under Lord Dorchester. First in Ontario in 1792 by Lieut.-Governor Simcoe in Newark. These early societies did good work in their day and with their generation. They issued pamphlets and established prizes, etc.

Allan, Sir Hugh—The first time Sir Hugh came to Montreal was in 1826. The subsequent founder of the Allan line of steamships came out in the brig *Favourite*, which had to be pulled up the St. Mary's current by dozen pairs of oxen before he could effect a landing.

Allan Steamship Line—Began operations in 1854. The first steamer was named the *Canadian*. Regular fortnightly mail service commenced 1856 weekly service, 1859. (See "Steam Service, Ocean.")

America—Name first appears in an edition of Ptolemy's Geography on a map by Hylacomylus—the assumed name of Markin Waldsemüller, an eminent cosmographer of Fribourg, who issued maps about 1500-8. Americo Vespucci wrote to René, Duke of Lorraine, giving him an account (Sep 4th, 1504) of his voyage, in which he stated that he, Americus Vespucci had visited Paria on the mainland. Lord Dufferin conjectures that the Duke showed the letter to the cosmographer, who gave the name "America" to the newly discovered land, in the map then passing through his hands; thus depriving both Columbus and Cabot of their rights through priority of discovery.

American Folk-lore Society (Montreal branch)—Organized 1892. The special aim of the Society is to cultivate the rich field of research there in Canada and preserve old superstitions, beliefs, songs, traditions, legends, etc., which may once have influenced the life of the Canadian people.

Anthracite Coal—First mined in Canada in 1887. The place where the coal is mined is called *Anthracite*, and is in Alberta on the line of the Canadian Pacific Railway. Good anthracite in 3 feet and 6 feet seams has been found in Queen Charlotte Islands.

Anticosti Island and the Magdalen Islands were first placed under the jurisdiction of Newfoundland in 1763. They were transferred to Canada in 1774.

Antimony—First discovered in Nova Scotia in 1835.

Apatite, in the du Lievre River district; first referred to by Lieut. Inglis 15th Regiment, in 1829.

Appeals in criminal cases to the Judicial Committee of the Privy Council in England were first prohibited by Act of Parliament, Session of 1838. The Imperial authorities demurred to the limitation as *ultra vires* of the leg

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lative powers of the Canadian Parliament. But Sir John Thompson, Minister of Justice, maintained the rights of the Dominion Parliament, and the Imperial Government gave way.

Apples—Apple trees were sent to Quebec from France by De Monts in 1608-9, and they thrrove. They were first grown in Nova Scotia in 1633. The repeal, in 1866, of the Reciprocity Treaty of 1854, gave a stimulus to the development of apple-growing by directing the attention of growers to the English market. In 1868 Canada exported 34,405 barrels, valued at \$87,333. In 1896 she exported 567,182 barrels of green apples valued at \$1,416,470, and of dried 1,007,958 pounds valued at \$47,975.

Arbitrators to determine the north-west boundaries of Ontario first met in Ottawa, 2nd August, 1878. The boundaries of Manitoba were originally fixed at the instance of the delegates who came from that Province to Ottawa in 1870 to adjust with the Government of Canada the terms upon which Manitoba was to enter the Confederation. In 1881 the true western boundary of Ontario was fixed as the eastern limit of Manitoba. (See "Boundaries of Ontario.")

Arbitrators to settle outstanding accounts between Ontario and Quebec arising out of the separation of the two Provinces in 1867, appointed in 1868. They were Hon. David Macpherson on behalf of Ontario; Hon. Judge Day on behalf of Quebec, and Hon. J. H. Gray on behalf of the Dominion. A majority rendered an interlocutory judgment, but Judge Day dissented and resigned. The remaining arbitrators continued the work, and in Sept. 1871, they rendered an award which it was contended was invalid, as made by two and not by three arbitrators. In 1878 the Privy Council of England decided that the award was valid. In 1892 other arbitrators were appointed, viz.: Hon. J. A. Boyd, Hon. George W. Burbidge, and Sir Louis N. Casault. These made seven awards to the end of 1896. The report of the Minister of Finance in the Public Accounts for the year ended 30th June, 1896, contains full information respecting the Acts of Parliament and of the Legislatures interested, and also respecting the awards made to that date.

Arbitration, Powers of, first given to Boards of Trade in Canada in 1874. By an Act passed in that year three members of the Board of Arbitration appointed by a Board of Trade or Chamber of Commerce have power to arbitrate on any commercial case or difference voluntarily submitted to them.

Appropriations of Public Money by Legislatures—First ordered by section of the Union Act of 1840, that all appropriations of public moneys (surplus funds, results of taxation, etc.) should be recommended by message from the Governor to the Assembly. This plan was continued in the Union Act of 1867.

Archbishop—The Bishops of the Anglican Communion, in assembly at the Lambeth Conference, unanimously recognized the adoption of title of Archbishop in the ecclesiastical Provinces of Canada, July 26th, 1897.

Archives, Dominion—In 1786 Lord Dorchester appointed a committee to examine into the condition of the old records of the Province of Quebec. In 1857 Hon. Joseph Howe secured from the Legislature of Nova Scotia an order for an examination of documents illustrative of the history of Nova Scotia, the result of which was the appointment of T. B. Aikins as Provincial Archivist; the publication of a volume of Public Documents and the collecting and arranging of a large number of documents, bearing upon the deportation of the Acadians, the early constitutional history of the Province and the foundation of Halifax.

The Dominion Archives were first established in 1872 owing to a num-

- erously signed petition presented to Parliament in 1871, praying that steps be taken to have the materials relating to the history of the country collected and arranged for reference. On a joint report from the Senate and House of Commons, Parliament assigned to the Minister of Agriculture who is also Minister of Arts and of Statistics, the oversight of the work. Mr. Douglas Brymner was appointed the first Archivist. His reports are as follows:—
- Report for 1872 in Minister of Agriculture's Report, Appendix 29.
 " 1873 " " " " " 24.
 " 1874* " " " " " "
- 1875-6-7-8-9-80, no reports.
- 1881 in Minister of Agriculture's Report, and in separate Report, Appendix 1
 1882 " " " " " "
- 1883-1896, in separate Reports. †
- A digest of these Reports shows the following results:—
- 1873—Visit to London, Eng., to examine documents in the British Museum and in possession of the Hudson Bay Co., etc., and of the several Governmental Departments.
- 1874—Rev. Mr. Verreau made a report on documents relating to Canadian History in the British Museum. He examined the Seignier Collection, the Harleian Manuscripts, the Haldimand Collection, the Dorchester Papers, etc., in London, and many documents in Continental European cities. Mr. Brymner obtained an order transferring the voluminous records in the possession of the military authorities at Halifax to the Archives in Ottawa.
- 1875—Among the additions to the Archives this year was a complete set of the Journals of the Legislative Assembly of the Province of New Brunswick, from the date of the separation from Nova Scotia, 1784.
- 1876—Arrangement and classification of historical Archives going on, about 40,000 original letters and other papers, dating back to 1780, having been prepared for binding. Valuable original journals, containing the history of events immediately preceding the Declaration of Independence of the United States, were added to the collection.
- 1877—384 volumes of original letters and copies on various subjects were added. Number of volumes of military and other correspondence added
- 1878) Copying documents.
 1879)
- 1878-9-80—Haldimand and Bouquet Collections copied.
- The Archivist reports in 1881 that the collection in Ottawa includes the original military correspondence of the officers in command in Canada for a hundred years, during a great part of which time the Civil and Military rule was to some extent in the same hands; the Haldimand and Bouquet Papers immediately prior and subsequent to the Revolutionary War; miscellaneous manuscripts and a considerable collection of printed documents and volumes.
- 1882—Collections of the public documents of Ontario and Quebec since Confederation; volumes Reports of the Historical Manuscripts Commission; 43 volumes Reports of the Deputy Keeper of Records, London, and volumes of the Calendars of the Colonial series of State Papers were acquired.
- 1883—Mr. Brymner and Mr. Marmette each furnished reports on the work accomplished, the first for England and the other for France.
- 1884—Papers of Dr. Rolph in relation to the Rebellion in Upper Canada in

* L'Abbé Verrault's Report on Canadian Documents in European Cities.
 † Also Marmette's Report, 1883-4-5.

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1837-8 were acquired. Original papers respecting the early occupation of Windsor, Sandwich, etc., were also obtained. State Papers in the Public Record Office, London, from 1759, were copied. Copies were also made in Rome of documents belonging to the Propaganda. The Report contains also Col. Morse's proposals for a Union of all British North American Provinces.

1885—Documents received relating to events immediately succeeding 1759, containing the establishment of Civil Government, the early indications of discontent in the American Colonies, the difficulties which beset Carleton in his Government, the conduct of the war, including Burgoyne's operations, the establishment of peace, etc.

1886—Documents received containing the correspondence of Generals Braddock, Shirley, Johnson, Webb, Abercromby, Wolfe, Amherst and the Admirals Boscawen and Saunders, etc. Mr. Marmette was sent to Paris to examine Archives there for documents affecting the history of Canada. A complete collection of land titles from the first settlement of the Province of Quebec; the judgment and deliberations of the Supreme Council; valuable collections from private sources, &c., were features of the year.

1887—Valuable additions made to the documents relating to the early ecclesiastical history of Quebec. The early annals of the British American Land Co. and the settlement of the Eastern Townships were secured. A set of the unpublished journals of the Legislative Assembly of Upper Canada was obtained. Further contributions to the Civil and Ecclesiastical History of Canada under French rule were received. Lists of the Loyalists Settlers in New Brunswick; the Charges of Chief Justice Sewell in 1800, in his own handwriting, are among the contributions of the year. Summaries were made in Paris, of *La Correspondence Générale* relating to Canada, Acadie, Ile Royale and Ile St. Jean.

1888—The whole collection called the Haldimand Collection, consisting of 232 volumes, and the Bouquet Collection (30 volumes) became accessible to the public in this year. There were received from the Public Records Office, in London, copies of documents covering the administration of Lieut.-Governor Alured Clarke, from November 1791 to September 1793, and a portion of Lord Dorchester's administration as Governor-General to November, 1795; the rule of Lieut.-Governor Simcoe from November, 1791, to August, 1796; the administration of Acting Governor Peter Russell. Important papers were received from private sources. The Calendar for the year of the Haldimand Collection contains two volumes of correspondence relating to military affairs in Nova Scotia. The calendaring of these letters covers 516 pages of the Archivist's Report for this year.

1889—The Report of this year refers to North-west explorations; religious, educational and other statistics; the Vermont negotiations; the battle of Edgehill (otherwise Bushy Run), and Canals. It gives a continuation of the calendaring of the Haldimand Collection, and begins and completes the Calendar of the Bouquet Collection.

1890—Report contains a calendar of State correspondence with General Murray, Lord Hillsborough, Lieut.-Governor Cramahé, Governor Carleton, etc.; papers relating to the Jesuits Estate in Canada, documents referring to relations with the United States after the year 1783; to internal communication in Canada; to North-west explorations and to the Constitutional Act of 1791. It contains Chief Justice Smith's plan of Union for the Provinces of British North America.

1891—The Report for this year gives the calendaring of State papers of Lower Canada and of Upper Canada; documents relating to (1) Surveys

- and Settlements; (2) war with France, 1783; (3) to designs of French Republicanism, Canada, and (4) to the Marriage Law of Upper Canada.
- 1892—The Report contains the continuation of the calendaring of State papers; documents relating to Settlements and Surveys; to Lower Canada in 1800; to ecclesiastical affairs in Lower Canada; to political state of Upper Canada, etc.
- 1893—Report taken up with the continuation of the calendaring of State papers.
- 1894—Report taken up with the calendaring of documents relating to Nova Scotia from the year 1603 to 1800.
- 1895—Report gives the calendar of papers relating to P. E. Island, New Brunswick, Cape Breton and Hudson Bay: observations on Sable Island and relation of the voyage of Pierre Esprit Radisson to the North of America in the year 1682 and 1683.

The 1896 Report gives *precis* of the correspondence respecting the Indian grants on the Grand River; respecting anticipations of the War of 1812; respecting the Roman Catholic Church in Upper Canada; also calendaring of State papers of Upper and Lower Canada, 1813 to 1814. Sir George Prevost, Sir Gordon Drummond, Sir J. C. Sherbrooke, Lt. Gov. Gore, Lt.-Gov. Sir P. Maitland.

Arctic Archipelago—In the Session of the Parliament of Canada, of 1870, an address to the Queen was passed, representing that doubts existed regarding the Northern and North Easterly Boundaries of the North-West Territories and Rupert's Land, transferred to Canada by order of His Majesty in Council of the 23rd June, 1870, and that it was expedient that the right of Canada to all of British North America and the islands adjacent thereto, (not including the Province of Newfoundland) should be placed beyond question. Accordingly an Imperial Order-in-Council, dated 1st September, 1880, was passed transferring the whole of the Arctic Archipelago to Canada. It includes Grinnell and Ellesmere Land, North Devon, the Parry Islands, Bank's Land, Prince Albert Land, Victoria Land, North Somerset, Cumberland Island, Cockburn Island and Southampton Island.

Arctic Explorations—In 1500, the first attempt to find a north-west passage was made by Corte Real, who discovered Labrador.

The distances north reached by Arctic explorers are:—

	LATITUDE	
	Degree.	Mins.
1827—Capt. Parry reached	82	45
1829—Capt. Ross with the "Victory" reached.....	81	27
1853—Dr. Kane with the "Advance" reached.....	80	35
1871—Capt. Peterman with the "Hansa" reached	81	05
1871—Capt. Hall with the "Polaris" reached....	82	16
1876—Capt. Nares with the "Alert" and "Discovery" reached	83	20
1881—Lieut. Greeley with the "Proteus" reached	83	00
1891—Peary with the "Kite" reached.....	81	47
1894—Lieut. Parry in the "Falcon" reached.....	82	34
1896—Dr. Fredthof Nansen* in the "Fram" reached	86	14

*Dr. Nansen left his ship the "Fram" (made out of the Douglas fir of British Columbia), in March, 1896, and with one companion started northward with sledges and canoes to reach the Pole across the ice. They travelled 212 miles and then had to turn back having reached a point only 250 miles from the Pole and 200 miles further north than any one had ever reached before.

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Army Bills—First issued in Canada in 1812. The system was adopted by the British Government to enable it to carry on the war with the United States without sending any specie. The Army Bills were orders which were in large part to be paid in British goods. They were a form of Government paper money, bearing interest on all amounts from \$25 upwards, the principal being paid by the British and the interest by the Canadian Government. They were convertible, on demand, into bills of exchange drawn on English banks.

Arrangement of 1830—The United States during the years previous to 1830, desired, with an increasing desire, to have access to British ports in the West Indies and on the continent of South America. They made many attempts to secure a share in the valuable trade—valuable to them, first, because it gave them an outlet for their products, and second, because it promised to be a nursery for U.S. merchant seamen. They made several proposals to the Government of the United Kingdom, but failed to induce them to accede. Finally, the United States offered to make an addition to the previous offer of open ports to British vessels coming from the British West Indies in return for open ports in the British West Indies to United States vessels. The additional offer was: "give United States vessels open ports in the British West Indies, and we will give open ports not only to British vessels coming from the British West Indies, but also to British vessels coming from the islands, colonies and provinces of Great Britain or on near the North American continent and north and north-east of the United States," in other words, to vessels belonging to Newfoundland and to the region now known as the Dominion of Canada. These proposals having been agreed to, the Congress of the United States, on May 29th, 1830, passed an Act providing that whenever the President of the United States received satisfactory evidence that the Government of Great Britain would "open the ports of her West Indian possessions and of her possessions in South America, also the Caicos and the Bahamas and the Bermuda Islands, to United States trading vessels, he, the President, should issue a proclamation, opening the ports of the United States to British vessels coming from the above-named British possessions, and also to vessels from the islands or colonies of Great Britain or on near the North American continent, and north or north-east of the United States." On the 5th October, 1830, the President of the United States issued his proclamation in the terms of the Act recited. When it became officially known in Great Britain, an Order in Council was passed revoking previous Orders in Council excluding U.S. vessels, and declaring that United States vessels may import from the United States into the British possessions abroad, goods, the produce of those United States, and may export goods from British possessions abroad to be carried to any foreign country whatever. In consequence of this Arrangement, which rests upon an Order in Council revocable at the will of the British Executive, United States vessels can go into ports of British West Indies on the same terms as Canadian vessels. While Canadian vessels have the same rights and privileges in United States ports as in West Indian ports, United States vessels have no rights and privileges in Canadian ports under the Arrangement of 1830. Thus a great business—that between the United States and British North America, including the British West Indies—rests upon an Order in Council made 67 years ago.

Art Association—Of Montreal, was founded in 1860, and held its first annual meeting in 1861, under the presidency of Bishop Fulford. The first council comprised His Lordship the Bishop of Montreal, Hon. Messrs. Justices Day and McCord, Rev. Canon Leach, Mr. C. Dunkin, M.P.,

Dr. T. Sterry Hunt, Mr. Brown Chamberlain, W. H. A. Davies, Ben Gibb, T. D. King, John Leeming and F. B. Matthews.

Art Glass Industry—In Canada John Craig (1840) was the first art of importance in stained glass. About 1850 Joseph McCausland and William Bullock established themselves in Toronto, and executed many memorial and civic windows in public and private edifices in Ontario. Mr. McCausland is still at the business.

The most noteworthy windows, the production of Canadian artists, are the Cawthra window in St. George's church, Toronto; the Hendel window, Anglican church, Perth, Ont.; the Foy window, St. Michael's Cathedral, Toronto; the Fleck window, St. Andrew's Presbyterian church, Ottawa; windows in Trinity College, Toronto, to Bishop Strachan, Bishop Bethune, Sir John Beverley Robinson, Provost Whitiker, Rev. J. D. McKenzie, and others. The Archdeacon McMurray and the Fell memorial in St. Marks, Niagara, and the new heraldic windows in the library of the Educational Department, Toronto, are works of great artistic merit. The chancel window in St. Mark's church, Niagara, is one of the earliest specimens of Canadian workmanship.

Art School (Ontario)—First opened October, 1876.

Artillery Association—(See Dominion Artillery.)

Artists, Society of, first founded in Montreal, in 1867.

Artists, Ontario Society of, founded 1872.

Asbestos—The first Canadian deposit of Asbestos was opened in 1878. The owners found considerable difficulty in disposing of the 50 tons which they presented the first season's output. The Trade Returns for 1896 show that the exports for that year were: 1,839 tons of 1st class asbestos, 4,691 tons 2nd class, and 3,058 tons 3rd class. The total value of the exports was \$482,680.

Assembly—The first attempt to call together a Legislative Assembly in the Province of Quebec, was made in 1764. It was a failure, as the members refrained from assembling.

Atlantic Cable—First laid to Canadian shores August 5th, 1858.

Atlantic Cable—First message across Canada from Queen to President August 12th, 1858. On the following 4th of September the cable was rendered useless by a breakage. The steamship *Great Eastern* commenced on 21st July, 1865, to lay the second transatlantic cable. On the 21st August this cable broke. On the 13th July, 1866, the *Great Eastern* started on her second cable voyage, and on the 10th of August the cable was successfully landed on the shores of Newfoundland. The fourth cable was laid by the *Great Eastern*, July, 1873, and the fifth by the *Fanning*, July, 1874; the sixth by the *Great Eastern*, Sept., 1874; the seventh by the *Faraday*, Aug., 1881. Cable communication between England and Panama was opened up Sept., 1882. Eleven cables have been laid across the North Atlantic ocean between Europe and America. (See *Cable*).

Auditor-General for the Dominion first provided for by Act of 1878. First appointee, J. L. Macdougall, 2nd August, 1878. His reports have grown bulkier each year. In 1886 the Public Accounts Report became a thin volume, the task of dealing with details having been transferred to the Auditor-General.

Bait Act—Newfoundland Bait Act first put in force, March 8th, 1888.

Ball—The first ball on record given in Canada was by Chartier de Lotbinière, Lieutenant-Gouverneur, Roi, Civil et Criminel, au siège de Québec, February 4, 1667. (Journal of the Jesuits.) "God grant it lead to no result," wrote the Jesuit, who feared balls as a device of "the enemy."

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BANKS—**BANK OF MONTREAL** first issued its notes October 1st, 1817. Original capital was \$350,000. Its capital is now \$12,000,000, and its assets \$6,000,000. There are but three banks in the United Kingdom, and two on the Continent of Europe, which surpass the Bank of Montreal in capital.

Bank Clearing House—First in the Dominion established in Halifax, 1887. The first exchange and settlement between banks in Montreal, under the Clearing House system, took place on January 7th, 1889. Hamilton's Banks adopted the system in 1891; Toronto (with one exception) in 1891; Winnipeg in 1893, and St. John, N.B., in 1896. From the 25th Nov., 1895, all the Banks of Toronto have been in the system.

The total clearances in all the cities amounted in 1896 to \$964,850,804. Montreal's Bank clearances for 1889 amounted to \$454,560,667, and for 1896 to \$527,851,000. Montreal ranks tenth among the large cities of the United States and Canada in the amount of the Bank clearings, and Toronto stands fourteenth.

Bank Note—The first Canadian Bank Note issued was by the Canada Bank in 1792; it was for "5 chelins."

Bank Notes—First constituted a first lien on Bank Assets by the Banking Act of 1880, put into force July 1st, 1881.

Bank Note Engraving—First done in Canada in 1867.

Bank President—The first Bank President in Canada was John Gray, first President of the Bank of Montreal. He was a retired North-West trader.

Banks' Association, Canadian—First decided on in Ottawa, Feby. 12th, 1890. First meeting to organize held in Montreal, 17th Dec. 1891.

Objects: (1) to carefully watch proposed legislation and decisions of the courts in matters relating to banking; (2) to take advisable action in protecting the interests of the contributories to the Bank Circulation and Redemption Fund, and all other matters affecting the interests of the Chartered Banks; (3) to arrange courses of lectures on commercial law and banking, and to promote discussion on banking questions by means of competitive papers and examinations. Annual meetings have been held in Montreal, Toronto, Halifax, Quebec and Ottawa. The Association publishes a quarterly journal. The first president was George Hague and the first secretary-treasurer W. W. L. Chipman.

Bank Cashiers—The first Bank Cashier in Canada was Robert Griffin, cashier of the Bank of Montreal, 1817. The second was Noah Freer, cashier of the Bank of Quebec, 1818.

Bank Statistics—First required to be sent to Government when Sir Francis Hincks was premier.

Prior to that date it is somewhat difficult to obtain an accurate statement. In 1837, when the Queen began to reign, there were three chartered and four private banks in the Province of Canada, and six chartered and one private bank in the Maritime Provinces. The statistical position of the Banks of Canada for 1837 and 1897 is:—

	30th June, 1837.	30th June, 1897.
Note circulation.....	\$2,558,204	\$ 32,366,174
Specie.....	601,332	8,663,460
Deposits.....	1,378,528	201,141,788
Loans and Discounts*.....	7,019,876	210,853,328
Capital.....	4,118,776	61,948,536†

*Call and Current.
 † Reserve fund (in addition) \$27,070,800.

Banking, Annals of, in Canada—In 1817 the first bank was established, the Bank of Montreal at Montreal, followed the next year by the Bank of Quebec, and the Bank of Canada at Montreal. These banks were not granted a charter till 1822, when the Royal Assent was given to the Bills, proclamation to that effect being made, for the Bank of Montreal, July 22nd, and for the Bank of Quebec, 30th Nov. The first charter is not remarkably different from those of the present day. The special functions of banking were performed from the first establishment, viz: receiving deposits, issuing notes, and discounting bills. There is one peculiar clause in the Bank of Montreal's original charter. It is that officers of the Bank guilty of secreting, embezzling or running away with bill, bond, obligation, money or effects, should, on conviction, be deemed guilty of felony, the penalty attached being "death as a felon without benefit of clergy." Between 1821 and 1831, many banks were established. Among them was the Bank of British North America, organized by English and Scotch merchants and incorporated by Royal Charter. In 1830 the Banking Act was amended so that the total amount of notes of less sum than \$5 in circulation at one time should not exceed one-fifth of the paid up capital; no notes under the value of \$1 should be issued, and all issues of less than \$5 might be suppressed by an Act of the Legislature. About 1835 the Government provided for the establishment of private, or, as they were called, licensed banks. These were authorized to issue notes upon depositing with the Government provincial debentures to the amount of the contemplated issue. A bank fever seized the Province in 1836, and in 1837 applications were made for licenses to nine banks in Upper Canada. On May 18th, 1837, the Lower Canadian Banks suspended specie payment owing to the demand for specie in the United States which country the Banks had generally suspended on the 12th May. A suspension of the Lower Canadian Banks continued till 23rd June, 1837. A second insurrection in Nov., 1838, compelled them to suspend a second time, an ordinance of the Special Council, issued Nov. 5th, giving the authority. The Banks of Lower Canada resumed specie payment on June, 1839.

The Legislature of Upper Canada met in extraordinary session on the 19th, 1837, to devise measures by authority of which the Upper Canadian Banks might suspend specie payment, the law in their case making reputation of their notes result in suspension of charter. Sir Francis Head, the then Lieut.-Governor, opposed the motion, but the Bill became law 11th July, 1837, and one or two Banks availed themselves of its provisions. The Bank of Canada, then the Government Bank, desired to suspend, but Sir Francis opposed and summarily closed the discussion, exclaiming, "Sir, the principle of monarchy is honour; and the Bank of Upper Canada is the Government Bank: to maintain its honor the Bank must redeem in specie." The Bank continued to redeem till 5th May, 1838, when it was compelled to suspend, resuming payment on 1st Nov. 1839. This is the first and only time the Banks of the Province of Canada suspended payment. With two exceptions all the banks, prior to 1841, had the limited liability clause. In 1841, in the first Session of Parliament after the Union, the Committee on Banking reported 13 resolutions on which to found a uniform system of Banking. The double liability clause was then introduced. The Banking Act of 1841 imposed a tax of 1 per cent. upon the Bank circulation. In 1850 a new Act passed prohibiting any Banks other than those incorporated by Act of Parliament or by Royal Charter from issuing notes. The tax on bank circulation was abolished, and instead a deposit with the Government

The first bank was established in 1817, and the next year by the Bank of Montreal. These banks, when the Royal Assent was given, were made, for the Bank of Montreal, Dec. 30th Nov. The first charter of the present day. The Bank of Montreal was the first established from the first establishment of discounting bills. There were several original charters. The Bank of Montreal, by embezzling or running off its effects, should, on conviction, be treated as "dead as a doornail." In 1821 and 1831, many banks were established in British North America, and incorporated by Act of Parliament, so that the total amount of capital at one time should not exceed the value of \$1 should be suppressed by an Act of Parliament provided for the establishment of banks. These were authorized by the Government provincial debentures, and bank fever seized the Province for licenses to nine banks. Lower Canadian Banks suspended specie in the United States, and depended on the 12th May. continued till 23rd June, 1837, and called them to suspend a specie issued Nov. 5th, giving the resumed specie payment of an extraordinary session on the 12th of which the Upper Canada Bank was in their case making representations. Sir Francis Blandford's motion, but the Bill became law. The Government Bank, desired to have the discussion closed, but the Government is honour; the Bank of Montreal maintain its honor the Bank of Montreal to redeem till 5th May, and the payment on 1st Nov. The Banks of the Province suspended all the banks, prior to 1841, in the first Session of the Legislature. The Banking Act of 1841 reported 13 banks in the Province. The Banking Act of 1841 imposed a tax on banks. In 1850 a new Act was passed, incorporating by Act of Parliament. The tax on banks was abolished, and the Government assumed the responsibility of issuing provincial debentures to the extent of \$100,000 was required. According to a plan fixed by the Legislature, Bank Statistics to be monthly forwarded to the Government were required in that year.

The first Bank established in Nova Scotia was a private Bank of issue, discount and deposit, started in Halifax, 3rd Sept., 1825, and called the Halifax Banking Company, but known more generally as "Collins' Bank." The Bank of Nova Scotia was incorporated March 30th, 1832. The Bank of British North America began business in Nova Scotia in 1837. The early charters of the Bank of Nova Scotia were renewed very frequently, no less than five times between 1841 and 1846. In 1847 the charter was given a life of ten years. In 1856 the Union Bank of Halifax was chartered, and in 1859 the Bank of Yarmouth. Down to 1873 no Bank had ever failed in Nova Scotia. At the time of Confederation (1867) there were five Banks in the Province operating under local charters.

The first Bank in New Brunswick was the Bank of New Brunswick, chartered by Act, 25th March, 1820. The Charlotte County Bank was incorporated in 1825; the Central Bank and the Commercial Bank in 1834, and the St. Stephen's Bank in 1836. When New Brunswick entered the Confederation, the Bank of New Brunswick, the Commercial Bank, the St. Stephen's Bank and the People's Bank were in operation.

In the Banking Act of 1871 (the first general Banking Act passed by the Federal Parliament) it was provided that Banks should not issue notes of a less denomination than \$4, and that they should hold, as far as practicable, one-half their cash reserves in Dominion notes, and never less than one-third. Business could not be engaged in until \$500,000 of stock had been subscribed, and \$100,000 paid up in cash, and a certificate to that effect procured from the Government Treasury Board. The amount of notes in circulation was not to exceed the amount of the unimpaired capital. No dividend was to be made that impaired paid up capital, and no division of profits greater than 8 per cent. per annum could be paid, unless, after paying the same, the bank had a reserved fund equal to one-fifth of its paid up capital. In the Act of 1881 it was provided that banks should not issue notes of less than \$5, and that all notes less than \$5 then outstanding should be called in and cancelled as soon as practicable. It was also provided that the notes of the banks should be a first lien upon the assets. The minimum of reserves to be held in Dominion notes was 40 per cent. The unauthorized use of the title of "Bank," "Banking Company," etc., without the addition of "not incorporated," was made a misdemeanor. The exchange of warehouse receipt for bill of lading, and *vice versa*, was permitted, in order to facilitate the marketing of the goods.

The revision of 1890 resulted in changes in the law intended to operate to the advantage of the public in two directions, (a) by securing to note-holders at all times and in all parts of the Dominion the face value of all notes of all banks of Canada, whether solvent or insolvent, and (b) by securing to note-holders in our banking institutions by compelling intending bank charterers to have, before they can obtain a charter, a capital of at least \$250,000 paid up and deposited with the Government.

The number of chartered Banks in Canada is 37. Of these 10 have their headquarters in Ontario, 13 in Quebec, 8 in Nova Scotia, 3 in New Brunswick, 2 in P. E. Island, and 1 in British Columbia. In 1896 these 37 Banks had 512 branches, of which 280 were in Ontario, 85 in Quebec, 65 in Nova Scotia, 30 in New Brunswick, 21 in Manitoba, 9 in the North-West Territories, 6 in Prince Edward Island, and 10 in British Columbia.

The development of banking business in Canada is seen from the following statement:—

	Capital Paid up per head of Population.	Circulation per Head.	People's Deposits per Head.	Peo- Discu- H- ng See erup- ordi- 3 Cou- vile 35 year new the in 1 dist Ass 15th The whol onets Stuar Beve McN Sir J 1838 John Willi Tupp titles 1718) Baron Grant in exi to ma Britis wer- Arms James marke " the nder. " Insc wreath esting ever a emblem date of people
1871.....	\$10.40	\$5.30	\$16.00	\$24
1881.....	13.70	6.00	20.00	35
1891.....	12.60	6.50	31.10	35

(See "Charters of Banks," "Notes of Banks," "Redemption of Notes of Banks," "Suspensions of Banks," also "Currency.")

Banking in Manitoba:—

Merchants Bank of Canada opened in Winnipeg, Nov., 1873.			
Bank of Montreal	"	"	Aug., 1878.
Imperial Bank	"	"	June, 1881.
Union Bank of Canada	"	"	Feb., 1882.
Bank of Ottawa	"	"	June, 1882.
Bank of British N. America	"	"	Jan., 1887.
Molson's Bank	"	"	Jan., 1891.
Banque d'Hochelega	"	"	Mar., 1891.
Canadian Bank of Commerce	"	"	May, 1893.
Bank of Hamilton	"	"	July, 1896.

Banks, Early efforts to secure.—The first public notice respecting banking in Canada is in the *Quebec Gazette* of Aug. 9th, 1792, in which is published a notice dated in London, May 17th, 1792. The notice states that Messrs. Phyn, Ellice & Inglis, of London, Eng., and Messrs. McGill & Co., and Forsyth, Richardson & Co., of Montreal, "have experienced great inconvenience in Canada from the deficiency of specie, and some other *media* to represent the increasing circulation of the country, well as from the variety of the money now current, have formed the intention of establishing a bank at Montreal under the name of the 'Banking Co.'" The bank was intended to be a private one. It appears to have issued notes, but seems to have taken no noteworthy position before the public. In 1807 an advertisement in the *Quebec Gazette* invited the inhabitants to attend a meeting for the establishment of a bank. The result was a petition to the Legislature of Lower Canada, asking for a bank for Montreal and for Quebec city. No action having been taken by the Legislature, those interested prepared another petition and sent it to the Legislature during the following session (1808). These petitions sought the incorporation of a bank to be called the "Bank of Canada." The petitions were reported on favourably, but no act of incorporation was granted. In 1810 Kingston merchants took up the subject, but no practical case of a long-continued newspaper and other discussion. The next move was made in 1815, when a motion was made in the Legislative Assembly of Lower Canada to go into committee of the whole to consider the expediency of establishing a bank. After discussion the subject was dropped. In the session of 1816 petitions were presented asking for a bank, with the result that the first Banking Committee was formed with power to send for persons and papers. This committee made the first report on banking in Canada on record. A number of persons were examined. A bill was introduced in the Assembly and the indication pointed to the successful launching of the first charter. But the Governor-General took issue with the Assembly in its resolve to im-

Calculation per Head.	People's Deposits per Head.
5.30	\$16.00
6.00	20.00
6.50	31.10

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ency.")

- Winnipeg, Nov., 1873.
- " Aug., 1878.
- " June, 1881.
- " Feb., 1882.
- " June, 1882.
- " Jan., 1887.
- " Jan., 1891.
- " Mar., 1891.
- " May, 1893.
- " July, 1896.

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wo judges, and dissolved the Assembly, and away was swept the nearly
inished bank charter. The same fate befell another attempt made in the
next (and new) Assembly, and from the same cause, the Legislature being
rogued by the new Governor before the bank charter received its finish-
ing touches. In 1817 the Bank of Montreal was started without a charter.
See "Bank Annals."

24. Bankruptcy—The first legislation concerning bankruptcy in Canada is the
Ordinance passed on the 9th March, 1765, by Governor Murray and
3 Council. The four provinces which constituted the Dominion were pro-
vided with an Insolvency Act in 1869. The Act was in force for four
35 years and was renewed in 1874, arrangements being made respecting the
new provinces to tide them over. In 1875 an Insolvency Act applicable to
the whole Dominion was passed. It remained in force till it was repealed
in 1880. Since that date there has been no general statute.

25. The Church—Organized in British Columbia in 1877.
Association of Canada—First meeting for formation of, held in Montreal,
13th Sept., 1896. Hon. J. E. Robideaux, Q.C., was chosen first President.
The object of the Association is to bring together all the lawyers of the
whole Dominion for conference, etc.

Baronets of Canada—The first Canadian created a Baronet was Sir James
Stuart, 1840. Others were Sir Louis H. Lafontaine, 1854; Sir John
Beverley Robinson, 1854; Sir William F. Williams, 1856; Sir Allan
McNab, 1858; Sir Samuel Cunard, 1859; Sir George E. Cartier, 1868;
Sir John Rose, 1875; Sir George Stephen, 1886; Sir Charles Tupper,
1888. The living Baronets, being Canadians, are: Sir William George
Johnson, 4th Baronet; Sir Frederick A. Robinson, 3rd Baronet; Sir
William Rose, 2nd Bart.; Sir Charles Stuart, 2nd Bart.; Sir Charles
Tupper, 1st Bart., and Sir Bache Cunard, 2nd Bart. The following are
titles of higher rank than Baronet:—Lord Aylmer, 7th Baron (created
1718); Lord Mount-Stephen, 1st Baron (1891); Baroness Macdonald, 1st
Baroness (1891); Lord Mount Royal, 1st Baron (1897). Charles Colmor
Grant, 7th Baron de Longueuil, holds the only Canadian hereditary title
in existence. The patent of nobility was signed by Louis XIV. It passes
to male and female descendants, and was first officially recognized by the
British Government on December 4th, 1880.

Beaver—This animal first appears as an emblem of Canada on the Coat of
Arms granted by Charles I. of England to Sir William Alexander. Sir
James Balfour, "Lyon King of Arms," was, in a royal letter dated New-
market, 1632, instructed to "marshall his coat of armour." Accordingly
"the Lyon King of Arms" provided the required coat of arms to "Alex-
ander, Viscount of Stirline, Lord Alexander of Cannada," etc. The
"Inscutcheon with the armes of Nova Scotia"... "For his crest, on a
wreath arg. sable, a beaver proper." In the drawing the beaver appears
resting on his hind legs and his broad, flat tail, just as natural as he has
ever appeared in any of the numerous representations of him, as the
emblem of Canada, that have since been so generally distributed to indi-
cate our intelligence, our daring, our industry and our perseverance as a
people.

Sir John Johnson, the 2nd Baronet, was the son of Sir William Johnson, Bt., famous
struggle with the revolting Colonies of North America. Sir John was an United
Loyalist, and on coming to Canada settled in Argenteuil, of which he was the
owner. It is said of him that at the age of 90 he vaulted over a six-bar fence, placing his
feet on the top and going "clean over." Coming down, his knees failed him and he sank
ground. He rose and moved off exclaiming: "By —! I believe I am getting old!"

Belgium Trade relations—(See Treaties).

Belt—British Columbia, in 1870, conveyed to the Federal Government of land 40 miles wide, from the eastern boundary of the Province of Straits of Georgia, as a contribution towards the cost of construction of the Canadian Pacific Railway. A suit to determine the ownership of minerals in the 40 mile belt was decided in April, 1889, by the Council of England in favour of the Province of British Columbia against the Federal Government. The Province of British Columbia conveyed $3\frac{1}{2}$ million acres of land, east of the Rockies in the Peace District, to the Dominion Government, December 19th, 1883, the Province for so doing being to make good any deficiency in the 40 mile belt by grants of land to individuals prior to the transfer of the belt to the Provincial to the Dominion Government.

Bill—The first Bill introduced in the first session of the first House of Representatives in Canada, was a Bill to establish the authority of the House introduced in the Nova Scotian Assembly, October 2, 1758.

Bishop—The first Roman Catholic Bishop of Canada was M. de Laval, arrived in 1659 as titular Bishop of Petrea and Vicar Apostolic of New France. He was created Bishop of New France, 1674. The first Canadian Bishop in Canada was Rev. Dr. Charles Inglis, Bishop of Nova Scotia, 1787. The first Anglican Bishop in Lower Canada was Rev. John Mountain, 1793. (See "Church Annals.")

Bishop, Canadian born—The first Canadian born bishop of the Roman Catholic Church was Louis P. d'Esglis. He was the seventh from Bishop Laval and was made Bishop in 1784.

Bishops—Canadian Bi-hops have been of "exceeding good stuff." The Bishop of the Anglican Church in Canada, Bishop Inglis, is described as "the fearless rector of Trinity Church, New York, who did not hesitate to continue his prayers for King George and the Royal Family even when General Washington and his soldiers attended his church."

Of the first Bishop of the Roman Catholic Church in Ontario, Bishop Macdonell, it is related that at the taking of the United States town of Ogdensburg, 13th February, 1813, the chaplain (afterwards Bishop Macdonell) with his cross in his hand marched on one flank of the British force (composed of the Glengarry Light Infantry Regiment and the Glengarry Militia), while Rev. Mr. Mackenzie (Presbyterian), holding up the Bible, marched on the other flank, both ministers urging on their adherents. One of the chaplain's flock felt somewhat nervous under fire and showed disposition to fall to the rear. Whereupon the chaplain ordered him to stand fast, but his orders were disobeyed. An example becoming necessary the chaplain then and there excommunicated the man with a hank of hair for the rear from the church of his forebears. There was no more shouting the fight; "Yankee fire" was a slight punishment to that inflicted on the chaplain.

Bisley—The change from Wimbleton to Bisley was made in 1890. The Canadian team of 1897 was the first to have permanent quarters at the camps of the National Rifle Association, the building having been erected in that year at a cost of \$5,000 granted by the Canadian Government, expended under supervision of Major H. F. Perley. (See "Wimbleton.")

Black Pioneers—A Coloured Corps was formed by the Royalists in New Brunswick for service against the Rebels. They were deported in 1783 to Digby, Nova Scotia, and were the ancestors of the fighting Negroes now in Digby and Annapolis Counties.

Boards of Trade—A plan for establishing one in Canada was prepared in May, 1777. A Committee of Trade was organized in Montreal in 1777.

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The Montreal Board of Trade was established in 1842. A general Act respecting the incorporation of Boards of Trade in Canada was passed in 1874. There were 112 in active operation throughout the Dominion in 1896.

Books—The first book published in Upper Canada was "St. Ursula's Convent, or the Nun of Canada," Kingston, 1824.

History—Among the early books on Canada are Bacqueville de la Potherie's "Histoire de l'Amerique Septentrionale, depuis 1524 jusqu'a 1701," published in Paris, 1722; and "Premier Etablissement de la foy dans la Nouvelle France." (See "Printing Press" and "Printed Book.")

Shipping System—An Order in Council passed by the Canadian Government in 1856, provides for transit of goods by railway from United States' places through Canada to United States' places. In 1860 an Order in Council provided that triplicate reports should be dispensed with. An Order in Council December, 1883, (based on the Customs Act of 1883) provides regulations respecting transport of goods through Canada. By virtue of the authority given in the Customs Act of 1886 regulations were prescribed by Order in Council of 29th July, 1888, for carriage of goods through Canada. Reciprocal action with regard to goods in transit from or to Canada through the United States is provided for by the United States Act of July 28th, 1866, (U. S. Rev. Statutes sec. 3,006). This Act was suspended, so far as Canada is concerned, by the Washington Treaty of 1871, till the abrogation of Article XXX of that Treaty, when the Act of 1866 revived.

Club of Canada was organized by a Committee of Section IV of the Royal Society of Canada, in Montreal, May 29th, 1891. It has a Secretary for each Province of the Dominion, and it aims to promote the exploration of the flora of every part of Canada.

Coins—After the transfer of Canada to Great Britain (1763) the smaller silver coins began gradually to disappear from circulation, owing to an underrating of their value, consequent upon an overrating of the larger French coins. The disappearance of the small coin caused great difficulty on the part of the merchants to make change for the purchasers of their goods. Accordingly some of these merchants resorted to the device of issuing small paper due bills, good for future purchases at their stores. Any merchant could issue them, and their circulation depended altogether upon the popular estimate of the credit of the merchant. From the fact that they were chiefly in French and read "*Bon pour*," &c., they were generally designated *Bons* and continued to be used as fractional paper for many years in Upper, as well as in Lower, Canada.

Boundaries—Quebec was first bounded in 1763, in a proclamation by the King of Great Britain, dated 7th October of that year. The proclamation reads: "First the Government of Quebec, bounded on the Labrador Coast by the River St. John, and thence by a line drawn from the head of that river through the Lake St. John to the south end of the Lake Nipissim, from whence the said line, crossing the River St. Lawrence and the Lake Champlain in 45 degrees of north latitude, passes along the islands which divide the rivers that empty themselves into the said River St. Lawrence from those which fall into the sea; and also along the north shore of the Baie des Chaleurs and the coast of the Gulf of St. Lawrence to Cape Rosieres, and from thence crossing the mouth of the River St. Lawrence by the west end of the Island of Anticosti, terminates at the aforesaid River St. John." By the same proclamation all the coast, from the River St. John to Hudson's Straits, together with the Islands of Anticosti and Magdaline, and all other smaller islands lying upon the said coast, were

placed under the care and inspection of the Governor of Newfoundland. The Islands of St. John (now Prince Edward) and Cape Breton were at the same time annexed to Nova Scotia. Anticosti and the Magdalen Islands were subsequently separated from Newfoundland and placed under the jurisdiction of the Province of Canada.

By Order-in-Council approved by the Governor-General, 8th July, 1871, the boundaries of the Province of Quebec on the north, north-west, north-east were established (subject to acceptance by the Province after ratification by the Dominion Parliament) so as to extend the northern boundary along the Ontario boundary to Hudson Bay, the northern boundary along the East Main river, and the north-easterly boundary along the Labrador line in the vicinity of Hamilton Inlet. This extension added 12,600 square miles, making the total area of the province 347,350 square miles.

Boundaries of Ontario In consequence of a report of the Judicial Committee of the English Privy Council on 22nd July, 1884, defining the boundary between Ontario and Manitoba and suggesting the expediency of passing an Imperial Act to make the decision binding, Sir John Macdonald, in Session of 1889, introduced and carried a resolution for an address to Her Majesty to cause a measure to be introduced into the Parliament of the United Kingdom, declaring the westerly, northerly and easterly boundaries of Ontario. The Imperial Parliament, in Session of 1889, passed an address in accordance with the address to the Queen by the Canadian Parliament. The boundaries are defined in the Imperial Act as follows:—"Commencing at the point where the International boundary between the United States of America and Canada strike the western shores of Lake Superior, thence westerly along the said boundary to the north-west angle of Lake of the Woods; thence along a line drawn due north until it strikes the middle line of the course of the river discharging the waters of the called Lac Seul, or the Lonely Lake, whether above or below its confluence with the stream flowing from the Lake of the Woods towards Lake Winnipeg, and thence proceeding eastward from the point at which the mentioned line strikes the middle of the course of the river last aforesaid along the middle line of the course of the river last aforesaid, whether the name of the English River or, as to the part below the confluence, by the name of the River Winnipeg) up to Lac Seul, or the Lonely Lake, and thence along the middle line of the Lonely Lake to the head of that lake, and thence by a straight line to the nearest point of the middle line of the waters of Lake St. Joseph, and thence along that middle line until it reaches the foot or outlet of that lake, and thence along the middle line of the river by which the waters of Lake St. Joseph discharge themselves on all the shore of the part of Hudson's Bay commonly known as James' Bay, and thence south-easterly following upon the said shore to a point where a line drawn due north from the head of Lake Temiscamingue would strike it, and thence due south along the said line to the head of the said lake, and thence through the middle channel of the said lake into the Ottawa River.

Bounty given to encourage development of sea fisheries and building of fishing vessels, 1882. The Canadian Government received from the United States Government, through the Imperial Government, the sum of \$4,490,882 as Canada's share in the Fishery Award made in 1877 by the Halifax Arbitration, under the terms of the Treaty of Washington, 1842. The interest of this sum was appropriated for the purpose of the Bounty Act. The amount, originally \$150,000, and increased by Act of 1891 to \$1,000,000, was distributed in the years given as follows:—

FIRST THINGS IN CANADA.

of the Governor of Newfoundland (Edward) and Cape Breton was Anticosti and the Magdalen Islands from Newfoundland and placed in Canada.

The Governor-General, 8th July, 1854, on the north, north-west acceptance by the Province so as to extend the north to Hudson Bay, the northern the north-easterly boundary of Milton Inlet. This extension of the province 347,350 sq.

	Vessels, per Ton.	Boats, per Boat.	Vessel Fishermen, per Man.	Boat Fishermen, per Man.
1894.....	\$1.35	\$1.00	\$6.55	\$3.00
1895.....	1.30	1.00	6.27	3.00
1896-7.	1.00	1.00	5.00	3.50

of a report of the Judicial Committee, July, 1884, defining the boundary suggesting the expediency of paying Sir John Macdonald a resolution for an address to be introduced into the Parliament of the north and easterly boundary in Session of 1889, passed as amended by the Canadian Parliament Act as follows:—"Com"

Bounty on Beet Sugar—By Chap. 31, Acts of 1891, the Parliament of Canada gave a bonus of \$1.00 per 100 lbs., and in addition thereto 3½ cents per 100 lbs. for each degree or fraction over 70 degrees shown by the polariscope test, to producers in Canada of raw beet root sugar for a term of years ending on 30th June, 1893. In Session of 1893 the Act was extended to 30th June, 1895, producers to pay cost of Customs supervision. In Session of 1895 the bounty was made 75 cents per 100 lbs. and an additional 1 cent per 100 lbs. for each degree (or fraction) over 70 degrees, polariscope test, such bounty in no case to exceed \$1.00 per 100 lbs.; time extended to 1st July, 1897.

The following bounties have been paid:—

Year ended June 30th,	Quantity, Lbs.	Value, \$	Average Rate per Lb., cts.
1892.....	.....	\$23,767	.....
1893.....	.....	20,568	.....
1894.....	423,432	7,766	1.83 cts
1895.....	1,546,527	29,449	1.90 "
1896.....	1,158,120	11,733	1.01 "

al boundary between the U western shores of Lake Superior to the north-west angle of drawn due north until it strikes discharging the waters of the other above or below its confluence of the Woods towards Lake Superior from the point at which the bearing of the river last aforesaid same river (whether called by part below the confluence, by the Seul, or the Lonely Lake, or by Lake to the head of that lake point of the middle line of the along that middle line until it thence along the middle line of Joseph discharge themselves commonly known as James' Bay e said shore to a point where the Temiscamingue would strike to the head of the said lake the said lake into the Ottawa

Bounty on Pig Iron—The Dominion Parliament in 1883 authorized the payment of a bounty of \$1.50 a ton of 2,000 lbs. upon all pig iron manufactured in Canada. This bounty was continued until 1st July, 1889, when the rate was increased to \$2.00 a ton until 1st July, 1897. In Session of 1894 an Act was passed, authorizing payment of a bounty of \$2.00 per ton on all pig iron, and on all steel billets made in Canada from Canadian ore. These bounties are applicable till 26th March, 1899, in the case of furnaces in operation on 27th March, 1894, and in cases of furnaces beginning operations after that date, but before 27th March, 1899, for five years from the date of commencement.

sea fisheries and building government received from Imperial Government, the sum of \$1,000,000 by Award made in 1877 by the Treaty of Washington, 1842, for the purpose of the Bounty on Fishery by Act of 1891 to \$100,000 per year.

The Ontario Legislature in 1894 passed an Act appropriating \$125,000 to be known as the "Iron Mining Fund," out of which \$1.00 per ton to iron ore raised and smelted in the Province of Ontario.

The Parliament of Canada passed an Act in 1896 placing on the free trade mining and smelting machinery imported prior to 1st July, 1897, provided such is not manufactured in the Dominion. In 1897 Parliament passed an Act authorizing the Governor in Council to give (1) a bounty of 3 per cent on steel ingots manufactured from ingredients of which not less than 50 per cent. of their weight consists of pig iron made in Canada; (2) a bounty of \$3.00 per ton on puddled iron bars made from Canadian-made

pig iron; (3) a bounty on pig iron manufactured from ore, of \$3.00 on the proportion produced from Canadian ore and \$2.00 on the proportion produced from foreign ore. Bounties to cease on 23rd April, 1885.

The production of pig iron in Canada has increased from 25,770 tons in 1885 to 53,948 tons in 1896, and the home-made article was, in 1896, 10 per cent of the total consumption of pig iron, iron kentledge and cast-iron, against 37 per cent. in 1885.

Breweries—The first in Canada was built in Quebec by Talon in 1668, mentioned in the Jesuits' Relations for that year. In 1890 the Corporation invested in Breweries in Canada was over 8 million dollars, the wages amounted to 891,381 dollars, and the output of the year was valued at 5,717,873 dollars.

Bridge—Victoria bridge, first railway bridge across the St. Lawrence, formally opened for traffic by the Prince of Wales, 1860. First passenger train crossed December 19th, 1859. The bridge cost \$6,300,000; and 9,184 feet. The first stone was laid by Robert Stephenson, the celebrated Engineer, July 20th, 1854.

British Association for Advancement of Science first met, in Cambridge, Ontario, August 27, 1884. Its second meeting in Canada was in Toronto, Ontario, August 18th, 1897.

British Columbia admitted into the Union, July 20th, 1871.

British Columbia—The name Columbia was given to the Columbia River by Capt. Gray who, in 1798, sailed his ship, *Columbia* of Boston, to the mouth of the river. The name (British Columbia) was subsequently given to the colony through which the river runs for a distance of 440 miles. British Columbia has an area equal to the combined areas of France, Belgium, and Holland.

British Columbia—Coast line was first stated in Sessional Papers No. 1, 1874. On the main land the coast line is 4,784 English statute miles; on Vancouver Island, 1,723; on Queen Charlotte Group, 684 miles, making a total of 7,191 miles, or, so the Report says, more than double the coast line of Great Britain and Ireland.

British Columbia—Boundary line between British Columbia and Alaska first attempted to be established by an exploratory party which departed in the direction of the Canadian authorities, left B.C., in May, 1887. In a convention as to Boundaries between the United States and Canada signed. It provided for a coincident, or joint, survey by Commissioners. In 1895 the Canadian Commissioner reported that the whole coast of Behm's Canal to Cape Fairweather had been covered by a coincident photo-topographic survey.

British North American Provinces—Movements affecting the relations with the United States of America:

1. Secession of the 13 Colonies from the British Empire
2. Imperial Order-in-Council restricting trade between the United States and the British Colonies
3. Establishment of countervailing and discriminating duties by Imperial statute
4. Embargo law passed by United States Congress
5. Governors of all the British North American Provinces authorized to open their ports to United States vessels
6. Convention of 1815, of which Mr. Cushing says: "It deserves to be mentioned that the Convention of 1815 was the first notable departure by Great Britain from the exclusiveness of her navigation laws."
7. Convention of 1818, by which the fishery privileges of the United States in British North American waters are defined
8. Imperial Order-in-Council declaring Colonial ports closed to United States vessels

manufactured from ore, of \$3.00 on the Canadian ore and \$2.00 on the United States President's Proclamation declaring trade between the United States and the British North American Provinces suspended	1828
ities to cease on 23rd April, (Arrangement of 1830 by which United States ports are opened to Canada has increased from 25,770 British North American vessels in return for the British West Indian home-made article was, in 1830 ports opened to United States vessels)	1830
ig iron, iron kentledge and ca Discriminating Customs duties abolished in the British North American Provinces by Lord Stanley's despatch	1843
ilt in Quebec by Talon in 1668 Drawback law put into force	1846
for that year. In 1890 the Corn laws repealed in England	1846
over 8 million dollars, the wag British North American Provinces obtain power to enact their own output of the year was va tariffs (subject only to the control of the Queen-in-Council) by the British Possessions Act	1846
bridge across the St. Lawrence Canadian Legislature acted upon the authority thus secured and of Wales, 1860. First pa reduced duties on American manufactures from 12½ to 7½ per cent., The bridge cost \$6,300,000; and increased those on British manufactures from 5 to 7½	1847
y Robert Stephenson, the cele Canadian Legislature passed an Act granting to natural products of the United States entry free of Customs duty on the United States reciprocating	1847
of Science first met, in Cana United States restrict Colonial vessels' privilege of discharging cargo and meeting in Canada was in United States at port of delivery, to port of entry only	1849
n, July 20th, 1871. United States Navigation Law of 1817, and British Navigation Law was given to the Columbia of 1849, come into operation simultaneously, January	1850
hip, <i>Columbia</i> of Boston, i Treaty of Reciprocity came into force	1854
h Columbia) was subsequent Treaty of 1854 abrogated by the United States to force the British runs for a distance of 440 North American Provinces into the American Union	1866
the combined areas of France Confederation of the British North American Provinces by which free trade is established among them and a larger share of autonomy secured	1867
ted in Sessional Papers No. 4 English statute miles; o Canadian Customs Act of 1868 provided for free entry of United States' Charlotte Group, 684 miles, n natural products on condition of the United States reciprocating	1868
says, more than double th Washington Treaty of 1871 came into force, July	1873
British Columbia and Alas Hon. George Brown went to Washington and, in conjunction with an exploratory party which the British Minister there, and with Mr. Fish on the part of the United left B.C., in May, 1887. In States, prepared a Treaty which received the support of the President, the United States and Cana but was strangled in secret Session of the United States Senate. The draft Treaty admitted certain United States manufactures into Canada, and it did not discriminate against British manufactures, which were reported that the whole coa also to be admitted into Canada free to the same extent as United States manufactures	1874
ad been covered by a co States manufactures	1879
vements affecting the relat National Policy adopted by the Canadian Confederation	1885
British Empire	1885
ade between the United Sta Hon. Sir L. S. Sackville-West, Hon. Sir Charles Tupper and Rt.-Hon. Joseph Chamberlain visited Washington as Commissioners appointed by the Queen to negotiate a Treaty of Commerce, etc., discriminating duties by Imper the United States and Canada. A Treaty was negotiated and its provisions embodied in chap. 30, Canadian Acts of 1888, but Congress	1887-8
merican Provinces authori Bond-Blaine Convention—Under this Convention it was proposed to give: (1) United States fishing vessels entering the waters of Newfoundland (a) the privilege of purchasing bait-fish at all times on same terms and conditions and subject to same penalties as Newfoundland vessels; (b) privilege of touching and trading, selling oil and fish and procuring supplies; (c) special tariff rates for goods imported from the United States into the island (see Sessional Papers 1892, No. 23, c. page 58.) (2) Newfoundland, entrance free of duty	

into the United States for all products of her fisheries, excepting "green codfish." The arrangement fell through on account of opposition from Canada.

In addition to the above are the following treaties:—

The Treaty of Paris by which the general boundary line from the north-west angle of the Lake of the Woods easterly to the Atlantic ocean was defined.

The Jay Treaty, by which the boundary line from the Lake of the Woods westerly was fixed at the 49th parallel.

The Treaty of Ghent, by which each country agreed to restore all territories and possessions taken from either party by the other during the war.

The Treaty of 1842, commonly called the Ashburton Treaty, by which the boundary line between Maine and the B. N. A. Provinces was determined.

The Oregon Treaty, by which the boundaries between British Columbia and the United States were settled.

Purchase of Alaska from Russia by the United States, by reason of which the latter country appears to claim exclusive jurisdiction of Behring Sea as far West as the Russian line.

The Treaty of 1871, by which the San Juan Island question was disposed of.

Convention as to Boundaries of Alaska and British Columbia and New Brunswick and the State of Maine in Passamaquoddy Bay.

Behring Sea Treaty.

Convention for reference to arbitration under Behring's Sea Treaty, February 8th.

Appointment of arbitrators—Judge Putnam of the United States and Mr. Justice King of the Supreme Court of Canada, appointed arbitrators, July.

Budget Speeches—The first Dominion Budget Speech was made by Hon. John Rose, 28th April, 1868. Succeeding Budget Speeches were made:—

Hon. John Rose	7th May, 1869
Hon. Sir F. Hincks	7th April, 1870
" " "	3rd Mar., 1871
Hon. S. L. Tilley	30th April, 1872
Hon. R. J. Cartwright	1st April, 1873
" " "	14th " 1874
" " "	16th Feby., 1875
" " "	25th " 1876
" " "	20th " 1877
" " "	22nd " 1878
Hon. S. L. Tilley	14th Mar.,* 1879
Hon. Sir Leonard Tilley	9th " 1880
" " "	18th Feby., 1881
" " "	24th " 1882
" " "	30th Mar., 1883
" " "	29th Feby., 1884
" " "	3rd Mar., 1885
Hon. A. W. McLellan	30th " 1886
Hon. Sir Charles Tupper	12th May,† 1887
" " "	27th April, 1888
Hon. George E. Foster	3rd Mar., 1889
" " "	27th " † 1890

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 30th Mar., 1883
 29th Feby., 1884
 3rd Mar., 1885
 30th " 1886
 12th May,† 1887
 27th April, 1888
 3rd Mar., 1889
 27th " † 1890

Hon. George E. Foster	23rd June, 1891
" " "	22nd Mar., 1892
" " "	14th Feby., 1893
" " "	27th Mar., † 1894
" " "	3rd May, 1895
" " "	31st Jany., 1896
Hon. William Fielding	22nd April, 1897

Saving and Loan Societies—First in Canada, the Lambton Loan and Investment Co., 1844. First established by law, 1846. First in Nova Scotia, 1850; first in Quebec, 1858.

The capital employed in 1867 amounted to \$2,110,404, and in 1895 to \$40,504,504. The current loans on real estate amounted, in 1867, to \$2,831,074, and in 1895 to \$115,901,568. The deposits in 1867 were \$577,299; in 1895 they were \$19,945,944. There was no reserve fund in 1867; in 1895 there was a reserve fund of \$11,131,306. Of existing (1896) institutions, numbering 96, Ontario has 85; Quebec 7; Nova Scotia 3, and Manitoba 1. Of these, 8 were established before 1860; 8 between 1860 and 1869; 3 between 1870 and 1879, and 14 between 1880 and 1889.

Merine—First prohibition of manufacture and sale of, in Canada, 1886.

Bureau of Industries for Ontario—First created by Act of Provincial Legislature, 1882. The first report was for 1882. Respecting the farming industry, the Report gives for 1882 as the value of Ontario farms, \$632,342,500; of farm buildings, \$132,711,575; of farm implements, \$37,029,315; and of farm stock, \$80,540,720, making a total value of \$882,624,610. In 1895 the total value was given at \$931,989,574, divided into farm lands \$572,938,472; buildings, \$204,148,670; implements, \$50,944,385; live stock, \$103,958,047. The average value of—

Farm lands per acre in 1833 was	\$30.56;	in 1895,	\$24.79
Buildings " " 1883 "	7.61;	" 1895,	8.83
Implements " " 1883 "	2.03;	" 1895,	2.20
Live stock " " 1883 "	4.67;	" 1895,	4.50

The average value of all per acre was, in 1883, \$44.87, and in 1895 it was \$40.32 per acre, a decrease of \$4.55. Land decreased in value \$5.77 and live stock 17 cents per acre. Implements increased 17 cents and buildings \$1.22 per acre.

Bureau of Mines, Ontario—Created by Act of Legislature, March 4th, 1891. It was the outcome of the work of a Commission appointed in 1888 to enquire into the financial resources of the Province. In 1890 the Commission published an elaborate report of the mineral wealth of Ontario. The Bureau published its first report for 1891. Mr. A. Blue was appointed first Director.

Cable—The first submarine cable laid in Canada (and in North America) was that between New Brunswick and Prince Edward Island. It was laid in 1851 and is ten miles long. The second cable laid in North America was also in Canada—between Cape Breton and Newfoundland in 1856; length, 85 miles. This cable was projected by F. N. Gisborne, who conceived the idea of connecting Newfoundland with Ireland while carrying out his idea of connecting Newfoundland with Nova Scotia.

Communication with Bermuda—Officials at Halifax received a cable message from Bermuda, 1st July, 1890, stating that the steamer *Westmeath* had successfully laid the cable and that connection with the shore end of the Island fortress would be made next day, which was accordingly done.

Communication in Canada—The Government of Canada in 1880 entered upon a system of cable communication designed to connect the

* Tariff resolutions, March 18th.

† And Tariff resolutions.

fishing islands of the Gulf of St. Lawrence and the Bay of Fundy with mainland for the purpose of giving speedy information about the weather, the strikes of fish and the arrival of steamers, etc. Since that date the Government have established 21 cables with a total length of 207 nautical miles. In addition they have laid down and transferred by sale or gift 65½ miles of cable—making in all 273 miles of cable in Canada, including a telephone cable laid (in 1897) across the inlet between Moodyville and Vancouver, which is about a mile in length.

Cabot—A tablet affixed in June, 1897, to the Legislative Building in Halifax gives the information: "The two Cabots discovered the north-east of this continent." The particular locality to which belongs the honor of being the landfall of the Cabots in 1495 and 1497, is a subject of dispute. Wisely, therefore, the promoters of the Cabot celebration of 1897 enter into no fuller particulars. The Cabots are entitled to the glory of having given the first information to Europe of the existence of a vast continent far to the northward of the islands discovered by Columbus in 1492. Wisely, also, the promoters of the Cabot celebration limited their statement to the north-east shores of this continent. It took more than a man to discover Canada. That is a glory to be portioned among many men. The Cabots discovered the north-east coast of Labrador, the Newfoundland and the Cape Breton coasts. Fisher and fur traders opened up the Gulf of St. Lawrence to the extreme north of Gaspé; Cartier explored the River St. Lawrence as far as Montserrat, having seen the mouths of the Saguenay, the St. Maurice and the Ottawa. Champlain ascended the Ottawa and discovered Lake Nipissing, Lake Simcoe, Georgian Bay and Lake Ontario. Verendrye traversed the regions west of Lake Superior. Capts. Cook and Vancouver discovered the north-west coast of Canada in British Columbia, and Alexander Mackenzie's double laurels are that he first reached the Arctic ocean by way of the river that bears his name, and first reached the Pacific Ocean overland through British North America. Sebastian Cabot discovered Hudson Bay and the Jesuit Albnel, James Bay; while all along the Arctic sea coast are place-names which are the tablets telling of the discoverers of the vast regions within the Arctic Circle which the "Land of the Snows" has selected as her throne-room.

Canada—Name as applied to this country, first appears in "*Bref récit de la navigation faite en 1535-36 par Capt. Jacques Cartier.*" Five derivations have been suggested, (1) from the Algonquin word *Canatahs*, meaning "welcome," supposed to be the greeting the Indians gave Cartier from the Iroquois word *Canatha*, meaning "a collection of huts," being the word the Indians applied to their chief town; (2) from a Spanish word *Acanada*, meaning "there is nothing there," and indicating that the Spaniards considered the country of little value as they saw no gold along the coasts and shores of the gulf and river; (3) from a Basque word meaning "canal," and (4) from a Portuguese word meaning a "narrow, constricted passage."

The 4th and 5th seem to have the greatest weight.

The Basques, the Portuguese and the Spaniards call a narrow passage between two wider spaces "Canada." The aboriginal Indians called a narrow passage between two wider bodies of water, at the foot of the Diamond, "Quebec." It is probable, therefore, that Quebec and Canada are respectively Indian and Basque for the same thing—the distinctive feature of the St. Lawrence river between Quebec city and the Levies. The Indian name being applied to the city, and the mariners' name to New France, then (2) in the run of years to Upper and Lower Canada and then (3) by Act of Imperial Parliament, 1867, to the whole of British North America.

FIRST THINGS IN CANADA.

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Provinces and Districts.	Date of Organi- zation or Admission.	Authority—Statute or Order-in-Council.	Area, Square Miles.		
			Water.	Land.	Total.
<i>Original Confederation—</i>					
Ontario.....	July 1st, 1867.....	} Act of Imperial Parliament, 1867, and } Imperial Order-in-Council.....	2,350	219,650	222,000
Quebec.....	" " ".....		3,300	344,950	347,350
Nova Scotia.....	" " ".....		50	20,550	20,600
New Brunswick.....	" " ".....		100	28,100	28,200
<i>Provinces Admitted—</i>					
Manitoba.....	July 15th, 1870.....	Imperial Order-in-Council; Act Federal Parlt., chap. 3. Acts 1870; and B. N. A. Act, 1871.....	9,890	64,066	73,950
British Columbia.....	July 20th, 1871.....	Imperial Order-in-Council, 16th May, 1871, on address of the Legislature of B. Col- umbia, and address of Fed. Parlt., sess. 1871 Act Fed. Parlt., chap. 21, 1876.....	1,000	382,300	383,300
Prince Edward Island.....	July 1st, 1873.....	.....	.....	2,000	2,000
<i>Districts Created—</i>					
Keewatin.....	April 12th, 1876.....	} Minute of Canadian Privy Council, con- } curred in by Fed. Parlt., May 17, 1882	15,000	267,000	282,000
Assiniboia.....	May 17th, 1882.....		1,001	88,534	89,535
Saskatchewan.....	" " ".....		6,000	101,092	107,092
Alberta.....	" " ".....		745	105,355	106,100
Athabasca.....	" " ".....	.....	.....	.....
Arctic Archipelago.....	Sept. 1st, 1880.....	Imperial Order-in-Council.....	1,200	103,300	104,500
Ungava.....	.....	.....	.....	.....	.....
Franklin.....	.....	.....	.....	.....	.....
Mackenzie.....	Oct. 2nd, 1895.....	Order-in-Council, Privy Council of Can- ada.....	52,700	1,589,650	1,642,350
Vukon.....	.....	.....	.....	.....	.....
Great Lakes and Rivers.....	.....	.....	47,400	.....	47,400
Total.....	.....	.....	140,736	3,315,647	3,456,383

Canadian Chess Association—Organized at a meeting held in the city of Hamilton on the 24th September, 1872, with Mr. Wm. Taylor, President, and Dr. Ryall acting as chairman. The first president, elected at the meeting, was Prof. Chas. De L. Playing, the framing of rules to guide clubs and more particularly to govern Telegraphic matches, and the holding of chess tournaments. Annual meetings have been held in Quebec, Montreal, Toronto, Ottawa and Hamilton.

Canadian Electrical Association—On the 17th September, 1891, 21 persons met in Toronto and appointed a Committee to arrange a basis of organization. On the 21st September, the Committee reported and it was agreed to organize under the name of the Canadian Electric Association. The first convention was held in Hamilton, June 14th, 1892, the Association then numbering 100 members. The object of the Association is to conserve the interests of the Industry both from a commercial and scientific standpoint. Conventions have been held in Hamilton, Toronto, Montreal and Ottawa.

Canadian Government Railways—Hon. Joseph Howe, in 1850, pressed upon the Home Authorities the necessity of providing a railway from Halifax to Quebec. On September 14th, 1853, the first sod was turned of the Railway from St. John to Moncton. On the 13th June, 1854, the first section of the Intercolonial proper was turned near Halifax. 1st section was opened for traffic, February, 1855; 2nd section of 94 miles completed from Halifax to Truro and Windsor, December, 1858. Government of New Brunswick completed line from Shediac to St. John, 1860.

The Government of the Province of Canada in February, 1863, by Order in Council proposed a survey to be carried on by three engineers, one of them to be appointed by the Imperial Government, one by Canada, and one by the Maritime Provinces. The Canadian Government appointed Mr. (now Sir) Sandford Fleming. The Maritime Provinces also nominated Mr. Fleming. The Imperial Government followed suit and also selected Mr. Fleming, who accordingly on 5th March, 1864, began work at Rivière du Loup.

Confederation took place on July 1st, 1867, and the whole work carried under the direction of the Public Works Department at Ottawa. The following gives a brief history of important events connected with the Government Railway system :

1867. Minister of Public Works instructs Mr. S. Fleming, Engineer in Charge, to proceed at once with surveys, July, 1867.
1868. Battle of the routes through New Brunswick fought. Commission appointed to manage construction : A. Walsh, Hon. E. B. Chandler and Hon. A. W. McLelan, Commissioners.
- 1870-1871. Battle of iron *versus* wooden bridges waged. Windsor Branch 32 miles, transferred to Windsor and Annapolis Railway for operating purposes.
1871. Prince Edward Island Railway begun.
1872. Railways in New Brunswick and Nova Scotia reconstructed and called Intercolonial Railway by Order in Council 9th November, 1872.
1873. Prince Edward Island Railway became the property of the Dominion Government under the Imperial Order in Council making Prince Edward Island a member of the Canadian Confederacy.
1874. Canadian Government railways transferred to the Public Works Department by Act of 1874.
1875. Prince Edward Island Railway completed in May. Change of gauge between Halifax and St. John, 18th June.

at a meeting held in the city of Montreal, with Mr. Wm. Taylor, President, and Dr. Ryall acting as chair, and Dr. Chas. J. Smith as secretary. The object of the meeting, was Prof. Chas. J. Smith's encouragement of the construction of a railway from Montreal to Toronto, and more particularly to the construction of a line of chess tournaments. Arrangements were made for a meeting to be held in Hamilton, Toronto, on 7th September, 1891, 21 per cent of the cost to be arranged on a basis of organization. A committee reported and it was decided to form a Canadian Electric Association, which was organized on June 14th, 1892, the Association having as its object the promotion of the construction of a railway from a commercial and industrial point of view. Meetings have since been held in Hamilton, Toronto, and Montreal.

Mr. J. P. Howe, in 1850, pressed the idea of providing a railway from Halifax to Montreal. The first sod was turned on 13th June, 1854, the first section was opened on 1st July, 1854. The first section was 24 miles completed from Halifax to Montreal. The Government of New Brunswick, in 1860, began the construction of a railway in February, 1863, by Order in Council, and by three engineers, one by the Government, one by Canada, and one by the British Government appointing the latter. Arrangements made with the Maritime Provinces also nominally approved. The Government followed suit and a railway was opened on 1st March, 1864, began work on 1st July, and the whole work completed on 1st September. The department at Ottawa. The railway was then placed in the Supply Bill a sum sufficient to test by a tentative experiment the value of the proposed arrangement to the Intercolonial.

Mr. J. P. Fleming, Engineer in Chief, was appointed to the position. Mr. J. P. Fleming fought. Commissioner of the Public Works Department. Hon. E. B. Chandler as Minister of the Public Works Department. The Windsor Branch of the Intercolonial Railway for operation was opened on 1st November, 1872. The railway was the property of the Dominion Government. The Public Works Department was then making Prince Edward Island a railway. The Public Works Department. May. Change of gauge.

Whole line of Intercolonial opened 1st July. Purchase of Rivière du Loup line, 126 miles, from Grand Trunk Railway, for \$1,500,000, 1st August. Department of Railways and Canals, organized with ministerial head, on 20th May, 1879.

Eastern Extension (80 miles) purchased from the Government of Nova Scotia, 9th January. Cost on 30th June, 1884, of line and equipment, \$1,284,311.

Cape Traverse Branch (13 miles) completed. St. Charles Loop Line (14 miles) completed. Dalhousie Branch (7 miles) completed. Rivière du Loup (town) branch (4 miles) completed. Dartmouth (town) branch (4 miles) completed.

Carleton Branch incorporated with Intercolonial Railway by Order in Council, 8th October.

Pictou (town) branch (14 miles) completed. Cars lighted with electricity and heated by steam. Oxford Branch opened for traffic.

Accounts for maintenance and operation of Eastern Extension merged in similar accounts of the Intercolonial Railway, 1st July, 1890.

By Act 54 Vic., chap. 50, the following works were, together with Eastern Extension, embodied with the Intercolonial system: Oxford Junction (72½ miles), opened on 15th July, 1890; Cape Breton Railway, 52½ miles of which were opened on 24th November, 1890, and 46 miles on 1st January, 1891.

Carleton Branch transferred to City of St. John for \$40,000, on 3rd September, 1892, and leased to the Canadian Pacific Railway for 999 years. The deed was confirmed by Act of 1893, chap. 6.

Intercolonial Railway train began 1st January to run daily over the Baie des Chaleurs Railway, but ceased after a few months' trial.

Arrangements made with the Drummond County Railway Company and the Grand Trunk to extend the Intercolonial into Montreal, the Government holding it to be an axiom of true railway management that the largest possible terminals should be secured for a trunk line like the Intercolonial even at the expense of extra distance. These arrangements were ratified by the House. But the Senate threw out the Bill. The Government then placed in the Supply Bill a sum sufficient to test by a tentative experiment the value of the proposed arrangement to the Intercolonial.

Canadian Institute—Was founded in Toronto in 1849 and incorporated by Royal Charter, 4th November, 1851. The first President was the Hon. H. H. Killaly, and the charter members were William E. Logan, John S. Browne, Sandford Fleming, Fred. F. Passmore, Kivas Tully, William Thomas, and Thomas Ridout. Its objects are: the encouragement and general advancement of the physical sciences, the arts and manufactures in Canada. With it was amalgamated in 1885 the Natural History Society of Toronto, which, founded in 1878, with Professor Henry H. Croft as its first President, was incorporated in 1882, its object being the study and promotion of the sciences of zoology and botany, with all departments of knowledge and pursuits collateral thereto. It is now known as the Biological Section of the Institute, retaining still, however, its separate corporate existence. There are two other sections devoted specially to geology and mining, and history respectively. The Institute began publishing its proceedings in August, 1852, and has up to the present (March, 1897) issued 173 numbers, forming 30 volumes. It issues two concurrent series—(1) The Proceedings, containing short papers and abstracts of long papers which it is desirable to publish soon after being read; and (2), at longer

FIRST THINGS IN CANADA.

intervals, the "Transactions," containing papers in full. It excels with all the leading scientific societies of the world, and by this means forming one of the most valuable scientific libraries in America. There is also a museum in charge of the Biological Section, containing a large number of mounted birds, unmounted bird-skins, snakes and reptiles in the birds' eggs, insects and plants.

Canadian Loan (3 per cent.).—Effected in London, Eng., 1888. First issued at this rate of any British colony. It netted £95 1s. per £100 with sinking fund.

The several Canadian Loans since Confederation are stated following table:—

LOAN.	Total Issue.	Rate.	Duration.	Minimum.	Price Realized.	Net Amount Realized.	Actual Rate of Interest Paid.
£. guaranteed u. unguaranteed	£		Years.		£ s. d.	£	
1869, I. C. R. B.	1,500,000	4	35	105	12 11 ½	2,083,049	4.12
1869 " u.	500,000	5	30	104	7 8	1,845,521	3.91
1873 " g.	1,500,000	4	30	90	3 3	3,546,233	4.87
Kupert's Land, g.	300,000	4	30	99	1 8	2,434,221	4.16
1874.	74,000,000	4	30	91	0 0	2,217,877	4.75
1875, g.	1,500,000	4	30	96	11 9	2,861,049	4.30
1875, u.	1,000,000	4	30	95	1 10 ½	2,804,805	4.50
1876.	1,500,000	4	30	91	2 2	4,459,436	4.23
1877.	1,000,000	4	30	101	1 8	3,901,317	4.08
1878.	2,500,000	4	30	95	1 0	6,355,583	4.10
1878.	1,500,000	4	30	92	0 10 ½	3,734,497	3.27
1879.	1,500,000	4	30	97	9 2	2,024,583	3.43
1884.	3,000,000	4	30	95		2,430,972	3.16
1885.	5,000,000	3 ½	20	95			
1885.	4,000,000	4	25	91			
Canada reduced.	4,000,000	4	25	99			
1888.	6,443,136	4	24 ½				
1892.	4,000,000	3	50	92 ½			
1892.	2,250,000	3	46	91			
1894.	2,500,000	3	44	95			

- said "it would constitute the most important link in that great line of communication which may be destined, at no remote period, to connect the Atlantic with the Pacific ocean, and to conduct to the British seaport, from those to which it is now forced, that vast stream of trade, not of our own western possessions alone, but of the rich and extensive wheat and grain growing districts of central North America."
12. Robert Christie, in the 4th Chapter of Vol. I., History of Lower Canada, wrote: "Who can say that before the end of the century an overland trip to the Columbia or California and voyage thence to the blooming isles and Edens of the Pacific . . . en route for Europe to China and India, to spend the winter in St. Petersburg or Paris, may not be fashionable and of more frequent and easy accomplishment than is at the present time a voyage to Naples or Gibraltar, Madeira or Tenerife. When the whole may be done in fewer weeks, peral venture days, than it took Sir George Simpson months to perform his famous overland expedition; and a tour of the globe from Quebec by that route, looking at London and the lions on the way home in the spring, but an agreeable excursion during winter of four months at most, including stoppage at Delhi, Tobolsk, Constantinople, Vienna and Berlin."
13. Major Carmichael-Smyth, R.E., in 1848, wrote an "open letter" to Thos. C. Haliburton (Sam Slick) urging the construction of an inter-oceanic railway from Halifax to the mouth of the Fraser River. He published a pamphlet in February, 1849, dealing most minutely with the question. In that pamphlet there is a map which gives his proposed routes of the Intercolonial and the C.P.R. almost identical with those subsequently adopted. This was the first real effort to demonstrate the practicability of a railway "from ocean to ocean." It is a curious fact that on Major Carmichael-Smyth's map the projected C.P.R. leaves the 50th parallel at the same point the actual C. P. R. does, and goes through the Rockies by the very pass so many years after selected by the C.P.R.
14. Lieut. Synge, R.E., when stationed in Ottawa (then Bytown), wrote a pamphlet entitled "Canada in 1848," in which he broached the idea of an utilization of the water stretches on a large scale for continuous communication across the continent, somewhat after Mr. McTaggart's plan. His proposal was a railway from Halifax to Quebec, the adoption of the existing steam communication between Quebec and Montreal; the construction of a ship canal between Montreal and Lake Huron via the Ottawa River, Lake Nipissing and French River (the Sault Ste. Marie to be overcome by a canal two miles long); steam to the Kaministiquia River; a railway thence to the Lake of the Woods; rail to the head of the first rapid of the Winnipeg River; water again to the mouth of the Saskatchewan River, at which point he proposed to "call a halt" till the Indians had been civilized off the face of the country, when further advances could be made up the 1,400 miles of the Saskatchewan that were navigable; thence a railway to pierce the Rockies to the Pacific Ocean
15. Major Carmichael-Smyth's pamphlet produced a great effect upon the English mind. Thus the London (Eng.) *Morning Herald* of the 7th February, 1849, dealing with the Canadian Pacific Railway, said: "At this moment when renewed attention is turned to all the routes which, during ages past, have from time to time been talked about as best fitted for a link of communication between the Atlantic and

important link in that great line
 destined, at no remote period,
 to unite the Atlantic and Pacific
 ocean, and to conduct to the
 Pacific coast, is now forced, that vast stream
 of population, but of the rich and
 fertile valleys of central North America.
 of Vol. I., History of Lower California
 before the end of the century
 California and voyage thence to the
 Pacific. . . . en route for Europe
 in St. Petersburg or Paris, may
 be effected in a rapid and easy
 and accomplished in a few
 Naples or Gibraltar, Madeira
 done in fewer weeks, perhap
 six or seven months to perform his
 of the globe from Quebec by
 routes on the way home in the
 of winter of four months at
 St. Petersburg, Constantinople, Vienna

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 of the *Halifax Herald* of the 7th
 of the Pacific Railway, said:
 "I have returned to all the routes
 that have been talked about as
 connecting the Atlantic and

Pacific Oceans, we call upon the people of Great Britain and Her
 Majesty's Government to reflect that the best and shortest link of
 communication—the great link required to unite all her dominions in
 one powerful chain—is now in her own possession." The London
Economist, March 17th, 1849, with great faith in the enterprise of the
 people of British North America, said: "The project of a railway
 from Halifax to Fraser's River well deserves to be kept in view, but
 is rather for the colonists to execute than for the mother country." 1849
 F. A. Wilson and A. B. Richards published a book in London, Eng.,
 entitled "Britain Redeemed and Canada Preserved." As a means to
 these ends they proposed a railway from Halifax to Quebec, thence to
 stretch out to Fort Langley on Fraser River by a line that on the
 sketch-map appears as straight as the crow flies, seemingly in sublime
 indifference to Rocky Mountain barriers, great lakes and capacious
 muskeags. 1850
 Hon. Joseph Howe at a public meeting in Halifax, 15th July, 1851,
 said: "I believe that many in this room will live to hear the whistle
 of the steam engine in the passes of the Rocky Mountains, and to
 make the journey from Halifax to the Pacific in five or six days." . . . 1851
 Asa Whitney, one of the fathers of the United States' inter-oceanic
 railway system, read a paper before the Royal Geographical Society
 in 1851, in which he refers favorably to Majer Carmichael-Smyth's
 advocacy of an inter-oceanic railway, and states that the most feasible
 route is that through British territory. 1851
 Alan MacDonell, of Toronto, presented a petition and a Bill to the
 Legislature of the Province of Canada for the incorporation of the
 Lake Superior and Pacific Railway Company. He read a valuable
 paper before the Railway Committee and afterwards published it as a
 pamphlet. The incorporators named in this, the first Canadian
 Pacific Railway Bill, were Alan MacDonell, Angus D. McDonell,
 James McGill Strachan and Joseph D. Ridout. The capital was
 placed at £1,000,000 currency, in shares of £25 currency. The
 gauge was 5 feet 6 inches; and the incorporators asked for aid in the
 form of a belt of land of the width of thirty miles on each side of the
 railway. The Railway Committee said in their report that they
 "reluctantly report against the Bill on the ground that the claims of
 the Indian tribes had first to be adjusted. * * * At the same
 time your Committee feel bound to state their impression that the
 scheme ought not to be regarded as visionary or impracticable.
 * * * Your Committee are strongly inclined to believe that
 this great work will at some future day (should this continent continue
 to advance as heretofore in prosperity and population) be undertaken
 by Great Britain and the United States. * * * Your Com-
 mittee indulge the hope that the Imperial Government will be led to
 entertain the subject as one of national importance." 1851
 Rev. J. C. Nicholay, in a letter to Mr. Gladstone in 1853, proposed a
 Missionary College for British Columbia, quoted Asa Whitney's state-
 ment before the Royal Geographical Society, and endorsed its accuracy
 from his own observations. 1853
 In 1854 Hon. John Young, of Montreal, presented, to the Legislature
 of Canada, a petition asking for a charter by the name of the Northern
 Pacific Railway Company, with power to construct and maintain a
 line of railway from Montreal by the way of Bytown (Ottawa) and
 the Valley of the Ottawa River to the western boundary of the Pro-
 vince of Canada, with the further right to construct and maintain,

- for the use of said railway, a bridge across the St. Mary's River. Among the incorporators were A. N. Morin, A. T. Galt, John Young, Ira Gould, John A. Poor, and others living in Canada and in the United States.
22. Chief Justice Draper, of Canada, in his evidence before the English House of Commons on the Hudson Bay Territory in 1857, said: "British hope to see, or at least that my children will see, a railway wholly British territory from the Atlantic to the Pacific Oceans."
23. Lord Bury in *Fraser's Magazine*, urged upon the British Government the duty of the immediate construction of the railway.
24. Hon. John Ross, Inspector-General of Canada, and President of the Grand Trunk Railway, said: "if any project were set afloat for carrying a railway across the Continent, I believe it is conceded that the portion over which the Queen's government extends has the most feasible route that can be adopted."
25. Sir E. B. Lytton, in a speech introducing the Bill founding the Colony of British Columbia, referred to the railway as "that great viaduct which we hope one day to connect the harbours of Vancouver with the Gulf of St. Lawrence." Mr. Roebuck, Viscount Bury and Lord Russell spoke in favour of the railway. Mr. Roebuck said: "Plans have been laid before Lord Lytton for carrying a railway completely across the continent, so that a direct communication would be established between England and Vancouver by way of Halifax. This is a magnificent scheme, the accomplishment of which would unite England to Vancouver and with China."
26. Samuel Cunard took an active part in 1858 in promoting a scheme for the construction, by means of a company, of a railway from Halifax to Quebec, and further on—offering to convey letters and passengers from Liverpool to British Columbia. He calculated that the journey would take 35 days. (See Sir E. B. Lytton's speech introducing the Bill for founding a colony in British Columbia).
27. In the Queen's speech proroguing Parliament in 1858, Her Majesty said: "The Act to which Her Majesty has assented, for the establishment of the Colony of British Columbia, was urgently required in consequence of the recent discoveries of gold in that district. Her Majesty hopes that the new Colony on the Pacific may be but one step in the career of steady progress by which Her Majesty's dominions in North America may ultimately be peopled in an unbroken chain from the Atlantic to the Pacific, by a loyal and industrious population of subjects of the British Crown."
28. The Legislature of the Province of Canada incorporated the North West Transportation, Navigation and Railway Company, which was "empowered to construct links of railway between navigable lakes and rivers, so as to provide facilities for transport from the shores of Lake Superior to Fraser's River."
29. James Anderson, writing to the *Montreal Gazette*, October, 1858, says: "The progress of improvement has at length pointed to a railway across the continent, within the British dominions, having its western terminus at Fucus Straits. * * * The prospectus of the Pacific Railway is already issued."
30. Earl Carnarvon, on the occasion of the presentation of the Royal Geographical Society's Medals to Capts. Burton and Palliser, 23rd May, 1859, said: "It is not unreasonable to look forward to the establishment of a regular system of transit, commencing from Nova Scotia and the shores of New Brunswick, passing through Canada

ge across the St. Mary's River, reaching upon the Red River Settlement, crossing the prairies to the
 . Morin, A. T. Galt, John Youermillion Pass (where we know that the inclination is so moderate
 ers living in Canada and in that nature has placed no insurmountable obstacles to the construc-
 ..tion of a railway) till it reaches the gold-bearing Colony of British
 ..this evidence before the English Columbia, creating fresh centres of civilization, and consolidating
 Bay Territory in 1857, said: British feeling and interest."
 ren will see, a railway wholly Governor Stevens, of Minnesota, before a Committee of the State
 the Pacific Oceans." Legislature, said: "The most desirable route to the Pacific will be
 ed upon the British Governm found in the possession of Great Britain, and there will be the place
 on of the railway. for a great inter-oceanic railway."
 of Canada, and President of Alexander Rattray, M.D., in a book published by him in 1861, writes:
 y project were set afloat for carrying The formation of a trans-American railway and telegraph to connect
 I believe it is conceded that the Atlantic with the Pacific is a project intimately connected with
 ernment extends has the ma the commercial interests of both the Colonies and of Great Britain.
 ..The commercial interests are weighty. The tea, silks and other valu-
 ..ing the Bill founding the Colo- able products of China and Eastern Asia, find their way to Europe by
 ..ilway as "that great viaduct various channels—over land through Siberia; by sea round the Cape
 ..the harbours of Vancouver and of Good Hope, or by the Isthmus of Suez. A Euphrates Valley rail-
 ..eluck, Viscount Bury and Way way is also projected. All of these have their advantages and dangers.
 ..Mr. Roebuck said: "Plan The Cape route is tedious and the cargoes are liable to suffer, especially
 ..r carrying a railway complete by the double passage through the tropics. The Suez route is quicker
 ..munication would be estab- and will be facilitated by the DeLessep's Canal now in progress, but
 ..r by way of Halifax. This is considerable part of the voyage is inter-tropical and therefore
 ..nt of which would unite Eng unfavourable. The Siberian route is shut to all but Russia. Some
 ..858 in promoting a scheme safer, more rapid and cheaper route is, therefore, much required, and
 ..y, of a railway from Halifax this, steam comunicasion between China and British Columbia, in
 ..convey letters and passenger connection with a trans-American railway, will supply." Dr. Rattray
 ..He calculated that the journe also pointed out that the trans-American railway would have coal
 ..(Ston's speech introducing the fields in close proximity both at the Nova Scotian and the British
 ..Columbia). Columbian terminal points.
 ..ment in 1858, Her Majesty Henry Yule Hind, in his "Overland Route to British Columbia,"
 ..has assented, for the establish- advocated the construction of the railway.
 ..ia, was urgently required in Sandford Fleming, in a pamphlet published in 1862, said: "A con-
 ..gold in that district. Be- tinuous line of railway, with electric telegraph, is better calculated to
 ..ny on the Pacific may be hee meet the permanent wants of this country, and serve the interests of
 ..ss by which Her Majesty the Colonial Empire, than any other means of communication between
 ..ely be peopled in an unbroken the two oceans." Can. Pamp. 584. (Mr. Fleming tells me that his
 ..t, by a loyal and industriou attention was first turned to the subject by Major Carmichael-Smyth's
 ..n." pamphlet, which he read soon after its publication and became satisfied
 ..la incorporated the North the plan was feasible). The next year the people of the Red
 ..ilway Company, which was River Valley at a meeting held in Red River settlement passed resolu-
 ..y between navigable lake tions in support of an inter-oceanic railway in British territory, and
 ..ansport from the shores of appointed Sandford Fleming to represent their interests. Mr. Fleming
 .. prepared a statement which, with the memorial of the people of the
 ..al *Gazette*, October, 1858, Red River Settlement, he submitted by special request to the Governor-
 ..at length pointed to a rail General, Lord Monck, and then proceeding to England submitted it
 ..ish dominions, having in to the British Government, the Duke of Newcastle then being Colonial
 ..* The prospectus of the Minister, with whom Mr. Fleming had several interviews. Mr.
Fleming's memorial is an interesting document, and is to be found in
 ..presentation of the Roy the Sessional Papers of 1863 (No. 83).
 ..Burton and Palliser, 23 In 1862, the Committee on Foreign Relations of the House of Repre-
 ..e to look forward to sentatives in the Congress of the United States reported favourably
 ..t, commencing from Nova upon a project for the annexation of the British North American Pro-
 ..passing through Canada vinces. There were twelve fundamental Articles in this overture to
 ..the Provinces, one of which was that the United States would aid the

1859

1860

1861

1862

1862-3

- construction of a railway from Nova Scotia to the St. Lawrence River, and of a railway from Ottawa by way of Sault Ste. Marie, Bayfield and Superior in Wisconsin, Pembina and Fort Garry on the Red River of the North, to the Pacific Ocean, by granting 12,000 acres per mile and by guaranteeing dividends of 5 per cent., providing such guarantee of stock did not exceed \$30,000 a mile.
36. In the debates on Confederation, the public men of British North America declared that before very long the inter-oceanic railway would become a commercial and a political necessity
37. Milton and Cheadle in "North-West Passage to British Columbia and British Columbia, the whole distance from Halifax to some point, accomplished in 36 days."
38. Alfred Waddington urged the construction of a railway from Ottawa to the Pacific Ocean in a paper read before the Royal Geographic Society, in pamphlets and in numerous newspaper articles. Waddington, by his efforts, aroused public attention and created in the public mind of British Columbia the determination to make the construction of the trans-continental railway a *sine qua non* in the terms of Union. The British Columbian Legislature voted him a town site at Burord Inlet, in recognition of his unremitting efforts in behalf of the project and shortest route to the interior and to the Pacific.
39. A. J. Russell wrote a pamphlet in which he says: "We (Canada) must command, for the purpose both of defence and commerce, the best and most direct route to the interior and to the Pacific."
40. Malcolm McLeod, under the *nom de plume* of *Britannicus*, wrote many letters published in the *Ottawa Times*, *Ottawa Citizen*, *Montreal Gazette*, &c., urging the construction of the inter-oceanic railway.
41. British Columbian delegates proposed, and the Dominion Government (Sir John Macdonald, Premier) agreed to, the construction of a rail of the way connecting the Pacific and the Atlantic Oceans as part of the Union pact
42. In the 1871 Session of the Dominion Parliament, Sir George Cartier moved, seconded by Sir Leonard Tilley, a resolution that the railway referred to in the Address concerning the Union of British Columbia with Canada, adopted 1st April, 1871, should be constructed and worked by private enterprise, and that the public aid should consist of such liberal grants of land, and such subsidy in money or other aid, not unduly pressing on the industries and resources of the Dominion, as Parliament should determine, 11th April
43. In 1871, Jay Cooke entered into correspondence with Hon. Mr. (later Sir Adams) Archibald, then Governor of Manitoba, with a view to secure an international railway. The proposal was that such railway should have four divisions, three of which were to be Canadian and one United States. The first division, to be called the "Ottawa" division, was to extend from Montreal to the "Soo;" the second, called "Duluth," from the "Soo" to Pembina via Duluth; the third "Saskatchewan," from Pembina by Forts Garry and Edmonton to the Rockies, and the fourth "Columbia," to the Pacific Coast north of latitude 49°. There was to be a land grant by each Government, and a joint governmental guarantee of 6 per cent. at the rate of \$30,000 per mile, for 25 years. The Canadian charter was to contain a clause authorizing consolidation with a railway from Lake Nipissing, north of Lake Superior to Fort Garry, whenever the British Government should undertake to aid its construction by sufficient

IN CANADA.

ova Scotia to the St. Lawrence. A draft Bill was prepared, entitled "Act for organizing
 wa by way of Sault Ste. Marie Canadian Pacific Railway Company." The land grant was to be
 Pembina and Fort Garry on 4,000 acres per mile, the rate of construction 50 miles a year, or the
 Pacific Ocean, by granting 12,000 acres per mile before July 1st, 1886, and a guarantee of the capital stock
 dividends of 5 per cent., providing the amount of \$10,000 per mile for 25 years at 5 per cent. It is
 \$30,000 a mile. and the sudden and dangerous illness of Sir John Macdonald pre-
 g the public men of British North America the further consideration of this draft Bill. 1871
 necessity Sandford Fleming appointed Engineer-in-Chief of Surveys in 1871.
 Passage to British Columbia Canadian Pacific Railway general charter passed the Canadian Parlia-
 ment from Halifax to some point east, authorizing construction by a Company. 1872
 from Hong Kong would inter-Oceanic Railway Company applied for, and obtained a charter.
 Hon. D. Macpherson and others, incorporators 1872
 ction of a railway from Ottawa to the Pacific was authorized by the British Parliament, and obtained, by Sir Hugh
 before the Royal Geographical Society, Hon. J. J. C. Abbott, D. A. Smith, and others. 1872
 newspaper articles. Waddington and Joseph Tassé published an able pamphlet in advocacy of *Chemin de*
 and created in the public mind the idea of a railway from the Atlantic to the Pacific. 1874
 ation to make the construction of the Inter-Oceanic and the Canadian Pacific Companies failing to
 ua non in the terms of Union. the Dominion Government undertook to build the
 efforts in behalf of the railway. Act passed confirming agreement with Geo. Stephen respecting com-
 which he says: "We (Canada) have the right to the railway from Selkirk to the boundary line, and the line
 the Pacific. from Emerson to Duluth and Sarnia. 1879
 volume of *Britannicus*, written by Sir John Macdonald and other members of the Government went to
 times, Ottawa Citizen, Montreal Gazette, and other papers, to promote the Canadian Pacific Railway 1880
 ction of the inter-oceanic railway. Contract signed with the Canadian Pacific Railway Company; Sir
 Charles Tupper signed on behalf of the Government; and Geo.
 d the Dominion Government. Stephen, Duncan McIntyre, J. S. Kennedy, R. B. Angus, J. J. Hill,
 the construction of a rail of the Company, 21st October 1880
 atic Oceans as part of the Canadian Pacific Railway. *Items of interest relating to the C. P. R.*
 OF INCORPORATION—passed by Parliament of Canada, 1881.
 Parliament, Sir George Cartier. The first inter-oceanic railway Bill was submitted to the Canadian
 resolution that the railway be authorized by the Legislature in 1851. The Railway Committee reported on it adversely,
 Union of British Columbia but suggested that Great Britain, the United States and Canada might,
 should be constructed and operated by a union of their financial strength and engineering skill, accomplish the
 public aid should consist of a loan of money, and the Government should undertake, and
 y in money or other aid, and the Government should undertake, and
 resources of the Dominion, CABINET MINISTER—The first Cabinet Minister to cross to the Pacific
 Coast by the C. P. R. was Hon. Thomas White, Minister of the Interior,
 ence with Hon. Mr. (later Sir) John Macdonald followed shortly after, arriving at Port
 Manitoba, with a view to the construction of the railway. July, 1886. Sir John Macdonald followed shortly after, arriving at Port
 sal was that such railway should be constructed. Moody on 23rd July, the same day of the same month on which, 50 years
 ere to be Canadian and the first railway in Canada was opened. As he steamed into
 be called the "Ottawa and St. Lawrence" Victoria, intelligence was conveyed that the first tea ship from China, for
 the "Soo;" the second, DIRECTORS—The first were George Stephen, Duncan McIntyre, John S.
 mbina via Duluth; the third, Kennedy, Richard B. Angus, James J. Hill, Henry Stafford Northcote,
 rts Garry and Edmonton of London, Esquires; Pascoo du P. Grenfell, of London, Merchant, and
 "to the Pacific Coast" Baron J. de Reinach, of Paris, Banker.
 grant by each Government. EASTERN BOUND—The first eastern bound train arrived in Montreal from
 6 per cent. at the rate of interest. Port Moody, July 12th, 1886, "sharp on time."
 anadian charter was to be authorized by the British Parliament. ENGINEER—The first Engineer-in-Chief of Surveys of the C. P. R. was
 h a railway from Lake Superior to the Pacific. appointed March 4th, 1871, Mr. Sandford Fleming receiving the appoint-
 y, whenever the British Government should be authorized to construct the railway by sufficient

- ENGINEER**—"Sir Alexander Mackenzie inscribed in large letters in vermilion, this brief memorial on the rocks of the Pacific ocean on the first Engineer to inscribe upon the Rocky Mountains: 'On this day of . . . 18.. A B piloted the first locomotive engine across the Rockies.'" So wrote Major Carmichael-Smyth in 1849. The first Engineer to pilot a locomotive across the Rockies *via* the C. P. R. was Robert Mee, who crossed July 15th, 1884, ninety-one years, almost a day, after Mackenzie had painted—not the town, but—the rocks, **FIRST DEPOSIT**—Sir Leonard Tilley, as Minister of Finance, certified that the C. P. R. Company had deposited one million of dollars with the Government under and by virtue of the Act and of the Letters Patent, 16th February, 1881.
- FREIGHT TRAIN**—First freight train (16 cars) of wheat from Manitoba left Portage la Prairie, December, 1885.
- FREIGHT TRAIN**—First freight train (19 cars) of flour from St. Paul, P. R. over the C. P. R. bridge at Sault Ste. Marie into Canada, 9th October, 1888.
- FREIGHT TRAIN**—The first loaded train that passed over the entire length of the C. P. R., from ocean to ocean, was freighted with naval stores belonging to the Imperial Government, transferred from Quebec to the first car-load of ordinary merchandise consigned to British Columbia on the C. P. R. was a cargo of Jamaica sugar, refined in Halifax, and shipped overland to the Pacific terminus, nearly four thousand miles in one day, under the flag of Great Britain.
- GENERAL MANAGER**—The first general manager of the C. P. R. was Van Horne, appointed November, 1881.
- GOVERNOR-GENERAL**—The first Governor-General of Canada to be appointed the Pacific *via* the C. P. R. was Lord Stanley of Preston, August, 1881. As Secretary of State for the Colonies, Lord Stanley of Preston sent his first official despatch from the Imperial Government congratulating the C. P. R. on the completion of the railway. Lord Lansdowne crossed the Pacific had to use horses for about 60 miles.
- HALIFAX**—The C. P. R. cars first entered Halifax City, June 3rd, 1881.
- LACHINE BRIDGE**—The first stone of the first railway bridge constructed with the C. P. R. to span the St. Lawrence was laid March 18th, 1853. This bridge is the second railway bridge over the St. Lawrence, the first at the Coteau being the third. The Lachine bridge has a length of 1,100 feet. Its elevation is 60 feet above the water, which flows under it at a rate of 15 miles an hour.
- LETTERS PATENT**, witnessed by Lord Lorne, were granted 16th February, 1881, to the C. P. R. Co.
- MAIL**—The first through mail from China and Japan *via* the C. P. R. was carried between Rimouski August 22nd, 1888. The number of letters carried between the East and the West *via* Canada, in 1896 was 229,738; of newspapers 98,757; of parcels 453; and of miscellaneous matter 73,558.
- PAMPHLET**—The first pamphlet written in advocacy of the inter-oceanic railway from Halifax to the Pacific Ocean was published in London in February, 1849. The author, Major Carmichael-Smyth, dedicated it to Thomas C. Haliburton, author of "Sam Slick." The second edition was published in 1885, announcing the completion of the railway. The author died at an advanced age in 1888.
- PASSENGER TRAIN**—The first passenger train for Winnipeg left Montreal, 1881.

enzie inscribed in large letters on the rocks of the Pacific ocean-land, 22nd July, 1793.' Who discovered the Rocky Mountains: 'On the first locomotive engine accident Michael-Smyth in 1849. The first across the Rockies via the C. P. R., 1884, ninety-one years, almost not the town, but—the rocks, as Minister of Finance, certified one million of dollars with the Letters Patent, 16th February, 1885.

6 cars) of wheat from Manitoba, 1885.

9 cars) of flour from St. Paul, Marie into Canada, 9th October, 1888.

one that passed over the entire ocean, was freighted with navigation, transferred from Quebec to British Columbia, refined in Halifax, 1886.

four thousand miles in one day manager of the C. P. R. was General of Canada to Stanley of Preston, August, 1883, Lord Stanley of Preston Government congratulating Lord Lansdowne crossed before Halifax City, June 3rd, the first railway bridge over the St. Lawrence, the machine bridge has a length of water, which flows under the

ne, were granted 16th February, 1889.

and Japan via the C. P. R. number of letters carried between 1896 was 229,738; of news papers matter 73,558.

an advocacy of the inter-oceanic was published in London by Michael-Smyth, dedicated to "Slick." The second edition of the railway. The main for Winnipeg left Montreal November, 1885. The first regular through passenger train from Montreal to Burrard Inlet left Montreal June 28th, 1886, and reached its destination in 5 days and 19 hours. The first through passenger train for Paul via the Sault Ste. Marie left Montreal June 3rd, 1889.

IDENT—The first President of the C. P. R. was George Stephen, who was created a baronet by the Queen in 1886, and a baron, title Mount-Stephen, in 1891, in recognition of the Imperial character of his services as one of the leading spirits of the enterprise. He was succeeded as resident by Mr. W. C. Van Horne (now Sir William, Hon. K.C.M.G.), September, 1888.

WAY RETURNS—The C. P. R. first appears in the Returns made by the Railways to the Government of Canada, of 1880-81. Its earnings for that year were \$388,527, and the mileage 229 miles. The earnings for 1896 were \$20,175,385, and the mileage 6,211½.

ORT LINE—The short line across Maine to New Brunswick, built for the C. P. R., was examined and approved by the State of Maine Commissioners, October, 1888. It was opened for traffic, June 2nd, 1889.

—The first sod of the C. P. R. main line was turned May 2nd, 1881; the first spike was driven by Sir Donald Smith, in the Rockies, November 7th, 1885.

QUEBEC SHIP—The first sailing ship from Japan, consigned to the C. P. R. was the ship *W. B. Flint*, which arrived at Port Moody, July 1886.

ANDARD TIME—The C. P. R. was the first railway to adopt the 24-hour system, which it did on opening its Western Section. The Intercolonial Railway adopted the system in 1887. (See Standard Time.)

AMERS—The C. P. R. Steamers were first placed on Lake Superior, to connect Owen Sound and Port Arthur, in December, 1883.

GRAPHIC OFFICE—The first telegraphic office of the C. P. R. system, in Halifax, was opened January 11th, 1890, on the birth-day of Sir John Macdonald.

TERMINAL STATION—The terminal station of the C. P. R. on Windsor street, Montreal, was opened for passenger traffic, February 4th, 1889.

LEGRAPH SYSTEM—The C. P. R. telegraph system opened an office in St. John, N.B., 29th January, 1889. The Maritime Provinces were thus for the first time brought into communication, by one continuous telegraphic system, with the Pacific Coast, thus forming an electric connection between the Atlantic and Pacific Oceans.

LEGRAPH SYSTEM of the C. P. R. reached Canso, Nova Scotia, and connected with the Atlantic cables, *direct*, for the first time, on December 2nd, 1889.

ian Pacific Railway—The Process of Evolution was, therefore:—
 A great road (waggon).
 A water highway.
 A combined water and rail way.
 Railway from the western shore of Lake Superior.
 An all-rail way from Montreal to the Straits of Georgia.
 As a railway, it was at first to have been built by the combined efforts of Great Britain, the United States and Canada; 2nd, by Great Britain and Canada; 3rd, it was built by Canada alone. It was at first to have been constructed by convict labor, at the rate of a few miles a year; 2nd, at the rate of 50 miles a year; and 3rd, in ten or twelve years. Under the energetic management of the incorporators and Mr. Van Horne, backed

- by the Dominion Government, it was built in four years and finished from the day on which the contract with the C. P. R. Company became a reality.
- Canals**—The first canals in Canada—to overcome the Cedar, Case, and Coteau Rapids—were begun in 1779 and finished in 1781. They were enlarged in 1804 and 1817, and were abandoned in 1845. (See *Canadian Account* in *Canadiana*, January, 1890.) The canal system of the River is composed of four branches: (1) the River St. Lawrence; (2) the Richelieu and Lake Champlain; (3) the Rideau River; and (4) the Welland and Lake Erie.
- 1. ST. LAWRENCE RIVER SYSTEM:—**
- | | | |
|------------------------|----------------|-----------------|
| (a) The Lachine Canal, | begun in 1821, | opened in 1825. |
| (b) Beauharnois “ | “ “ | 1842 “ 1845. |
| (c) Cornwall “ | “ “ | 1834 “ 1843. |
| (d) Williamsburg: | | |
| Farran's Point “ | “ “ | 1844 “ 1847. |
| Rapid Plat “ | “ “ | 1844 “ 1847. |
| Galops “ | “ “ | 1844 “ 1846. |
| (e) Welland “ | “ “ | 1824 “ 1829. |
- (First enlargement of the Welland begun in 1841, and completed in 1887 to 14 feet. Second enlargement begun in 1873, completed in 1883 to 12 feet.)
- (f) Sault Ste. Marie, begun in 1887, opened in 1895.
- Connectors of the St. Lawrence system:**
- | | | |
|--------------------------|----------------|-----------------|
| Burlington Bay Canal, | begun in 1825, | opened in 1832. |
| St. Clair Channel “ | “ 1855 “ | 1872. |
| Murray Bay Canal “ | “ 1882 “ | 1889. |
| Trent River Navigation “ | “ 1837 “ | —. |
- 2. OTTAWA RIVER SYSTEM:**
- | | | |
|-----------------------------|----------------|-----------------|
| (a) Ste. Anne's Lock, | begun in 1840, | completed 1843. |
| (b) Carillon Canal “ | “ “ | 1826 “ 1833. |
| (Enlarged in 1871-92.) | | |
| (c) Chute à Blondeau “ | “ 1826 “ | 1832. |
| (d) Grenville Canal “ | “ 1819 “ | 1833. |
| (Enlarged in 1871-92.) | | |
| (e) Culbute Locks and Dam “ | “ 1873 “ | 1876. |
- 3. THE RIDEAU RIVER CANAL SYSTEM:**
- This system might be called more properly the Rideau and Case Navigation, for it consists of the conversion of the two rivers into a continuous navigable channel. The work was begun in 1826 and on May, 1832 a steamer passed through from Bytown (Ottawa) to Kingston.
- 4. RICHELIEU AND LAKE CHAMPLAIN SYSTEM:**
- | | | |
|-----------------|----------------|-----------------|
| St. Ours Lock, | begun in 1844, | opened in 1849. |
| Chambly Canal “ | “ 1831 “ | 1843. |
- 5. St. Peters Canal,** opened 1854, completed 1869, and enlarged 1873. The St. Lawrence Canals are 74 miles in length, and have 52 locks, 200 feet by 45 feet to 900 feet by 60, and with from 9 feet to 25 feet water on the sills.
- The new Soulanges Canal which takes the place of the Beauharnois, Richelieu and Lake Champlain, 12 miles; making in all 118 miles of canal.
- Since its opening to 1895, the Welland Canal has carried 47,000,000 tons of shipping, of which 22,744,707 tons were Canadian, and 25,000,000 tons were from the United States.

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 t with the C.P.R. Company he
 to overcome the Cedar, Case
 1779 and finished in 1781.
 ere abandoned in 1845. (See
 y, 1890.) The canal system
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 (4) the Richelieu and Lake Cl

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 1882 " 1889.
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1840, completed 1843.
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and Canal has carried 47
 s were Canadian, and 25

The total cost of the canals of Canada to 30th June, 1896, was
 9,925,522, of which \$20,692,244 was spent before Confederation,
 173,921 being expended by the Imperial Government. The policy of
 present Government is to enlarge the canals to a minimum depth of 16
 ft. all through, as speedily as possible.

S. STE. MARIE—This canal was surveyed in 1797. Harmon, in his
 Journal, under date "Sault Ste. Marie, May 30th, 1800," says "Here the
 North-West Company have built locks to take up loaded canoes."

CHINE Canal—The first vessel passed through in 1825.
KINGSTON BAY Canal opened by Lieut.-Governor, 1st July, 1826. It
 is the occasion of the first public celebration to commemorate the open-
 ing of any public work in Upper Canada.

LAND Canal—First sod turned 30th November, 1824, by George
 Peffer. First vessel through from Lake Ontario to Lake Erie was the
Marie & Jane, November 30th, 1830.

EAU Canal—The first stone of the Rideau Canal Locks at Ottawa (then
 Bytown), was laid by Capt. Franklin, the celebrated Arctic explorer
 (afterwards Sir John) August 16th, 1827. The *Montreal Gazette*, of
 October 23, 1827, quoting from the *Montreal Herald*, gives an extract
 from a letter written by a correspondent at the Rideau Canal, dated
 August 16th: "I have this evening to communicate to you one of the
 most important events that ever occurred in the Canadas—an event which
 will doubtless form an era in the history of this country for ages to come.
 It was no less than the depositing of the first stone of the locks of the
 Rideau Canal. Yesterday evening at a late hour, Capt. Franklin, the
 celebrated traveller, arrived at the headquarters of the detachment of the
 1st Regiment, now doing duty here. Colonel By decided upon welcome-
 ing this enterprising traveller to the regions of hospitality and civilization
 in a way that would identify his return with a grand undertaking so highly
 beneficial to the continent he had spent so long time and labor in explor-
 ing, viz.: the laying the first stone of the locks of the Rideau Canal. * *
 This morning all was bustle to get ready. At 4 o'clock a.m., the stone,
 weighing above 1¼ tons, was brought to its bed, when the Captain gave
 the final knock to the stone in due form." Earl Dalhousie laid the
 foundation stone of the lowest lock of the Rideau Canal, 29th September,
 1827. It was finished in 1834, and cost \$3,860,000. The *Plumper* was
 the first steamer to pass through from Bytown to Kingston, 29th May,
 1832. The canal was transferred by the Imperial Government to the
 Canadian authorities, January, 1857.

This canal was built by Colonel By, R.E., after whom Ottawa City
 was for some years called Bytown. 'Tis said that Colonel By prepared
 his plans, went to Quebec to lay them before the Governor-General, who
 said, "Come to dinner to-night, By; bring the plans, and we will discuss
 them after dinner." When the guests had left, the Governor-General
 said, "Now, By, bring out your plans." "Excuse me," said Colonel
 By, "the plans are private, and there is still a gentleman in the room
 besides ourselves." "Oh," said His Excellency, "he's an officer and a
 gentleman; that's all right." The plans were produced and discussed.
 Next morning the "officer and gentleman" posted off to Bytown, and
 bought the Flats—now called, after him, the Le Breton Flats—through
 which, by the original plans, By proposed the canal should run into the
 river, just below the Chaudiere Falls. Colonel By, on discovering the
 treachery, swore a great soldier-like oath that Le Breton should not make

- a stiver out of his purchase, and accordingly turned the course of the River, on the lower side of Parliament Bluff.
- CORNWALL CANAL**—First steamer through, the *Highlander*, 1842.
- MURRAY CANAL**—First vessel to pass through from Bay of Quinte to Ontario was the yacht *Surprise*, August 15th, 1889. The Canal is five miles long, 50 feet wide, and 13½ feet deep.
- Cape Breton** was annexed to Nova Scotia in 1763. In April, 1771, the Assembly of Nova Scotia, that as the inhabitants of the Cape Breton had no title to the lands they held other than licenses of occupation, no writ should issue for Cape Breton, but that the members of the Council of Halifax should represent the Island in the Nova Scotian Legislature. In 1784, Cape Breton was separated politically from Nova Scotia. Thomas Townsend (Lord Sydney) was Colonial Secretary. Mr. Scoble was Governor and Council till 1820, when it was re-annexed to Nova Scotia by order of the British Government (August 15th). In 1820, an Act was passed extending the laws of Nova Scotia to Cape Breton. In the same year a petition numerously signed was sent to the Government protesting against the annexation. Mr. Hume presented the petition, making a strong speech on the occasion. In 1843, a petition was sent to the Sovereign, asking for the restoration of the Constitution of Cape Breton. The reply (June 2nd, 1846) was that the Island was not entitled to a separate constitution. It was signed by Hon. W. E. Gladstone. Cape Breton formed part of Nova Scotia ever since.
- Cantilever Bridge** over Niagara River, first of its kind in Canada, December 20th, 1883.
- Cardinal**—First Cardinal in Canada, Mgr. Taschereau, on whom the rank was conferred July, 1886.
- Carnival**—The first winter Ice Palace Carnival in Montreal was held in 1883.
- Cartier**—First landing in Canada, in the Miramichi region, 8th July, 1535.
- Cartridge Factory**—First Government Cartridge Factory in Canada established in Quebec City by Order in Council, September 9th, 1877.
- Cavalry**—First organized body of, in Canada, No. 1 Troop Mounted Cavalry, 1812. Several Montrealers volunteered to serve as a troop of Cavalry wherever and whenever their sovereign needed them. The General, Sir George Prevost, accepted their offer and in recognition of their public spirited offer obtained for them permission to bear the name of the Royal Montreal Cavalry.
- Card Money**—First circulated in Canada between 1685 and 1717. It was very scarce in the earlier years of New France, owing to the drain for payment of imported articles from the mother country. To prevent this scarcity the government of France issued in 1670 an instance of *La Compagnie des Indes*, special coins of five sols and ten sols denominations. By edict these passed current in Canada at more than their face value—the five sols passing for six sols, eight and the fifteen for twenty sols. The payment of the troops had, by 1717, been fixed for the month of January, but as the money did not arrive in France till after the opening of navigation, and often much later, de Meulles, Chevalier Councillor of the King in Councils, Seigneur of Source, Grand Bailly d'Orleans, Intendant of Justice, Police and Prisons in Canada, Acadia, Newfoundland and other countries in France,

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America, conceived the idea of paying the men in bills to be redeemed when the ship came in," and as he had nothing else that would better ut his purpose he took playing cards cut into four quarters, stamped each with an impression in wax of a crowned *fleur de lis*, wrote on them their value, and had them signed by the Clerk of the Treasury and the attendant. As de Meulles had promised to redeem them in metal currency, they were popularly known as *papier aux metaux*—"Paper with metal behind it."

The first issue was withdrawn as soon as the money came from the French Treasury. M. de Champigny, successor of de Meulles, issued them again in November 16th, 1690, and each year after they were used for the temporary purpose till 1700, when they ceased to be issued. They were renewed in 1708, and abolished in 1717 and coins used. Commercial considerations seeming to justify their use, an ordinance of the King, March 2nd, 1729, ordered the making of card money, and specified the precautions to be taken. After that the issue went on at an accelerating rate till October, 1759, when the capitulation of Quebec and subsequent events put an end to their issue after an existence of nearly seventy years. Paper money was first issued in Acadia in 1708, the Governor issuing it "because he had seen it done in Canada." Paper money was sometimes resorted to in Ontario for specific purposes. Thus in 1842, there was a small local circulation in Toronto and in Kingston, caused by the respective corporations issuing one and two dollar bills payable one year after date with interest, for effecting local improvements. Thirty-six private individuals and trading firms issued paper money during the years 1837-38. The value was chiefly from one to sixty sous, with a few bills of larger denominations.

First official census of Canada was taken in 1665. It was not a formidable undertaking, the population numbering only 3,251.

First taken in P. E. Island, 1798. Population, 4,372.

First complete census taken in Nova Scotia, 1817. Population, 81,351. There were previous census takings, more or less imperfect, in 1770 and previous years.

First complete census taken in New Brunswick, 1824. Population, 74,176.

Census of the Dominion—The first census of the Dominion of Canada was taken in 1871. The population of what now forms the Dominion was 3,635,024 in 1871; 4,324,810 in 1881, and 4,833,239 in 1891. The urban population of Canada in 1871 was 18·8 per cent. of the whole; in 1881, 21·1 per cent., and in 1891, 28·8 per cent. The males in 1891 numbered 2,460,471, and the females, 2,372,768. 4,185,877 of the total population were born in Canada, and 647,362 in other countries. British-born constituted 96·7 per cent. of the whole population. The religions of the people were: Roman Catholic, 1,992,017; Methodists, 847,765; Presbyterians, 755,326; Anglicans, 646,059; Baptists, 302,565; other denominations, 289,507. The single persons of both sexes numbered 3,053,392, or 63·8 per cent.; the married, 1,588,055, or 32·85 per cent., and the widowed, 191,792, or 3·97 per cent. Over three-fifths were single, nearly one-third married, and not quite one-twentieth widowed. There were 458,876 men who were bachelors, and 330,628 women who were spinsters. About 40 per cent. of the men of marriageable age were unmarried in 1891, and about the same in 1881. About 36·7 per cent. of the women 20 years old and over were unmarried in 1891, and about 37·1 per cent. in 1881.

There were 2,562,366 persons of the population of working age, 2,207,759 other persons in 1891, and 2,258,573 persons since 1881. The supported in 1891 were 86·16 per cent. of the supporters, and in 1881 they were 88·88 per cent. Just above half of the whole population was under 21 years of age. In 1881 the death rate in 1891 was 14·10 per thousand of the living. The birth rate was 28·3 per thousand of the population. In 1881 the death rate was 14·80 and the birth rate 31·80. 70·83 per cent. of the people of the adult population over 20 years old could write. 80 per cent. of children from 10 to 19 years, and over 24 per cent. of children under 9 could read. Over 87 per cent. from 10 to 19 years old were numbered 855,555, of which 81 per cent. were of wood, 15 per cent. of stone. The average number of inhabitants per house was 5·6. The average number of persons to a family was 4·6. Prince Edward Island had the largest families, viz., 5·8 persons per family. Quebec had 5·5 to each family. The N. W. Territories had the smallest, 4·6.

Cheese—See Dairymen's Convention.

Cheese Factory—The first in the Canadian territories bordering on the foot-hills of the Rockies was established in the season of 1888. In 1897, there were 60 cheese factories in Manitoba and 30 creameries in the North-West Territories there were 19 creameries, of which 11 were under the management of the Minister of Agriculture, Hon. Mr. Foster.

Chief Justices—The first was Jonathan Belcher, Chief Justice of Nova Scotia, appointed October, 1754. The first Chief Justice of Quebec, was John Gregory, appointed August, 1764; of Upper Canada (King's College), William Osgoode, appointed July, 1792; of New Brunswick, the P. Ludlow, appointed November, 1784; of Prince Edward Island, the P. Dupont, appointed September, 1770; of Manitoba, Alexander Cameron, appointed July, 1872; of Vancouver Island, David Cameron, appointed 1853; of British Columbia, Matthew B. Begbie, appointed 1859. The first Chief Justice of Canada was W. B. Richards, appointed 8th October, 1875.

Chinese Commission—A Royal Commission to examine into the question of Chinese immigration into Canada was appointed 4th July, 1884. The members composing the Commission were Hon. J. A. Campbell, Secretary of State, and Hon. J. H. Gray, one of the Judges of the Supreme Court of British Columbia. Their report, with the evidence, was presented to Parliament in the Session of 1885. N. F. Davin was the Secretary of the Commission.

Chinese Immigration Act, 1885—First of its kind in Canada imposed a tax of \$50 a head on Chinese entering the Dominion, and exempting tourists, merchants, men of science and students from the tax, and also (by amendment of 1887) the wife, being a Chinese, of any person not of Chinese origin. It was passed on 3rd, 1889. Its members believe in physical healing by the power of prayer.

Christian Endeavourers—First meeting in Canada, held in Montreal, 5th, 1893. Fifteen thousand delegates from all countries attended. The Catholic residents, as well as Protestant, opened their houses to the guests. Mayor Desjardins delivered the address of welcome. Through the efforts of the Christian Endeavourers, the first meeting of the International Convention of the Christian Endeavourers was held in Montreal, 1876.

of the population of working age world there are about 47,000 circles, and 300,000 members. The meeting of 1897 was held in San Francisco, U. S. A., July 1st.

1891, and 2,258,573 persons in 1897—The first church edifice erected in Canada, was built by the Huguenot in 1604, on an island in Passamaquoddy Bay, New Brunswick.

supported in 1891 were 86.16 per cent. Just after the war were 88.88 per cent. In 1898 supporting pillars were living trees. The first Roman Catholic church in Nova Scotia, was built in Port Royal, in 1608. The first Roman Catholic church in Quebec, was that of Notre Dame de la Victoire, built in 1615. The first church in Ontario was built by the Mohawks who still preserve the communion service presented to the tribe by Queen Anne, in 1710. The first celebration of the Divine offices according to the Church of England, in this Western world, was held in Newfoundland, in 1710, when Humphrey Gilbert, on August 4th, 1583, in the Harbour of St. Johns, issued the first proclamation and declaring that the Church of England should be the accepted religious settlement. When Nova Scotia became English in 1710, the first Church of England service of which there is record was held in the Garrison church, at Annapolis, October 10th, 1710, Rev. John Harrison, the Military Chaplain, being the officiating clergyman. In 1749 two clergymen of the Church of England were sent out with the first body of English settlers who founded Halifax. The first church in connection with this denomination (outside of the Garrison church in Annapolis) of Christians in Canada, was St. Paul's, Halifax, N.S., erected in 1750 and still used. The first in Quebec was at Berthier, built by the Seigneur Cuthbert in 1786. Rev. Dr. Bechlesle, a Church of England clergyman, was brought out from England by the few churchmen who settled in Montreal in 1776, in which year he commenced the first register for his congregation. The services were held in the Récollet's chapel, which was used for the purpose. For 20 years the Protestant congregation of Montreal, as it was called, worshipped in the Récollet's chapel at hours when the chapel was not required for mass. The first Episcopal conference of the Protestant church in Quebec, was held in the Récollet church, Quebec city, 5th August, 1789, on which occasion Bishop Inglis held a confirmation, the first in Quebec. The first Protestant dissenting church in Canada, was built in Halifax, N.S., in 1751. The Imperial authorities laid the foundations of St. Paul's church for adherents of the Established Church of England, in Halifax, and before that edifice was completed they laid the foundations of an equally spacious church for Protestant dissenters. Its first minister was Rev. Aaron Cleveland, who ministered for four years to a congregation composed of Congregationalists, Presbyterians, German Lutherans, Wesleyans and others. Rev. Mr. Cleveland (an ancestor of President Cleveland of the United States) formed the nucleus of a library, the present library of St. Matthew's church as it is now called. Its original name was 1st Protestant Dissenting church, then Mather's church, after a celebrated New England divine, and finally, after the Presbyterians obtained control, St. Matthew's church, which latter designation appears upon the minutes for the first time on the 8th December, 1815. In 1769 there were in Nova Scotia nine Protestant dissenting churches, six of which subsequently became Presbyterian, and the others Congregational; so Presbyterianism and Congregationalism had one common cradle in Nova Scotia. The first Presbyterians of Montreal worshipped for some time in the Récollet's church, and when the congregation moved they presented the chapel with candles for the high altar and wine for the mass, as the Récollet's "politely refused to take any remuneration." The first Presbyterian church in Montreal was St. Gabriel's church, the centenary

celebration of which took place March 12th, 1886, though it was more the centenary of the first Presbyterian service than of the edifice, which was opened for public worship in 1792.

The oldest Baptist church in Canada is in Sackville, New Brunswick. It was built in 1763, the year in which Acadia and New France became permanent possessions of the British Crown. Governor Lawrence of Nova Scotia, soon after the Peace of Paris (1763), issued a proclamation giving full religious and civil liberty to all who desired to become residents of Nova Scotia, in which Province the present Province of New Brunswick was then included. A company of Baptists of Massachusetts took advantage of the offer, went to Tantramar (as Sackville was at that time called) and secured a large grant of land. This was the beginning of the Baptist denomination in the Maritime Provinces.

The first Lutheran church in Canada was built in Halifax in 1761, is still in existence. The first in Upper Canada was the Lutheran church in the Township of Williamsburgh, County of Dundas. It was dedicated in 1790. Its first pastor was Samuel Schewerdfeger, who came from Albany, New York.

The first Methodist church in what is now Canada was built in Sackville, N.B., 1790. The first in Ontario was erected near the south end of Hay Bay, Township of Adolphustown. It was begun in the spring of 1792, and finished early in the summer of the same year. The cost was £108, Halifax currency. William Losee, the first regular Methodist preacher in Upper Canada, was the pastor, and in this church the regular class meeting was organized. Near by the first camp meeting was held. The first Methodist church built in Halifax, N.S., was in 1792 and was called *Zoar*—the congregation having been turned out of a temporary building by a hostile owner. The first stone Methodist church was built in Montreal in 1807-9, and stood upon St. Sulpice street. The first service held in Victoria, B.C., was on February 13th, 1859. The corner stone of the first Methodist church on the Pacific slope of Canada was laid 15th August, 1859.

The census of 1891 showed that there were 10,480 church edifices in Canada—an increase of 1,828 over 1881. In 1891, there were 3,100 Methodist churches, 1786 Roman Catholic, 1764 Presbyterian, 1764 Church of England, 1208 Baptists, and 651 churches belonging to other denominations. Canada has 22 churches to each 10,000 of the inhabitants or one church for every 452 persons. The Roman Catholic denomination has a church for each group of 1,115 adherents; the Methodists one for each group of 253 adherents; Anglicans one for every 386; Presbyterians one for every 428; Baptists one for every 239. There were at last counted 633 churches in Canada, west of Ontario; 197 being in B. Columbia, 145 in Manitoba and 145 in the North-West Territories. The number of churches in the three western regions increased in ten years by 378 per cent., while in the provinces east of Manitoba the increase was only about 19 per cent. There was a church for each 500 of the population of Canada in 1881.

Church of England Annals—The first Colonial See established in the British Empire was that of Nova Scotia, 1787. Its first Bishop was Right Rev. Dr. Charles Inglis, who had spiritual charge of all British North America in behalf of the Church of England. In 1793, the Canadas were erected into a separate See, Right Rev. Dr. Mountain being placed in charge of the designation of Bishop of Quebec. In 1839 the See of Toronto

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established, its jurisdiction being conterminous with the then boundaries of Canada West. Its first Bishop was Right Rev. Dr. John Strachan. During the past 60 years Upper Canada (Ontario) has been divided into five Sees; Toronto, 1839; Huron, 1857; Ontario, 1861; Algoma, 1873; Niagara, 1875; and Ottawa, 1896. New Brunswick became a See independent of Nova Scotia in 1845, Right Rev. Dr. John Medley being appointed its first Bishop. Montreal became an independent See in 1850, and was placed under charge of Bishop Fulford. Prince Edward Island remains attached to Nova Scotia as an Archdeaconry. In 1849, Rupert's Land received its first Bishop, Right Rev. Dr. Anderson. It has been divided into the See of Moosonee, 1872; Saskatchewan, 1874; Mackenzie River, 1874; Qu'Appelle, 1884; and Athabaska, 1884. In 1859 British Columbia received its first Bishop, Right Rev. Dr. Hills. In 1879 it was divided into two Sees: New Westminster, Right Rev. Dr. Sillitoe, Bishop; and Caledonia, Right Rev. Dr. Ridley, Bishop. The first Anglican clergyman who ministered in Upper Canada was Rev. Dr. John Stuart, a United Empire Loyalist of Virginian birth, who arrived in 1786. With Joseph Brant he translated the Prayer-Book into the Mohawk language. In 1817 the first Bible and Prayer-Book Society was established. In 1818 the Society was divided into two, one becoming a Bible Society which was the original of the Upper Canada Bible Society. In 1841 a Church of England Tract Society was formed in Toronto, and in the same year a Theological College in Cobourg, afterwards merged in Trinity College. The Church Society of the Diocese of Toronto was incorporated in 1842, and merged in the Synod of the Diocese in 1870. In 1851 Bishop Strachan invited lay delegates from the various parishes to meet with the clergy and discuss matters relating to the common welfare of the Church, thus inaugurating a memorable change in the constitution, which, after successive years of successful showing became, in 1857, under Act of the Legislature, a legally constituted Church of England Synod, the first election taking place in 1858. The Bishops were for the first time *electi* by votes of clergy and laity in 1857. As late as 1857, Bishops had to go to England for consecration; since that date they have been consecrated in Canada. The Bishop of Ontario was the last (1862) to receive Imperial Letters Patent of appointment after election. The Church Woman's Mission Aid Society was formed in 1878; the Church of England Temperance Society and the Girls' Friendly Society in 1882. The first Church Congress was held in Hamilton, June 7th, 1883, and the second in 1884. The Society of the White Cross Army was founded in 1886. The Church of England Jubilee for Ontario was celebrated in Toronto in November, 1889, being the 50th anniversary of the first Bishop of Upper Canada. In September, 1893, the General Synod of the Church in the Dominion was formed in Toronto, and the Metropolitans of Canada and Rupert's Land were made Archbishops, the former Provincial Synods maintaining their autonomy. The first Archbishops were Right Rev. Dr. Lewis and Right Rev. Dr. Machray.

The census of 1891 gave the Anglican Church in Canada 546,059 adherents. By provinces these were distributed:—

British Columbia	23,619	New Brunswick	43,095
Manitoba	30,852	Nova Scotia	64,410
N. W. Territories, ..	13,008	Prince Edward I'd. . .	6,646
Ontario	385,999	Quebec	75,472

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British Columbia Methodist Conference held its first session May 11th. 18

The census of 1891 gave the number of Methodists in Canada as 839,819 of Bible Christians, 7,183, and others 767. These were distributed in the following provinces:—

British Columbia....	14,298	New Brunswick....	35,494
Manitoba....	28,437	Nova Scotia.....	54,197
N. W. Territories... ..	7,932	Prince Edward I'd..	13,596
Ontario.....	653,993	Quebec.....	39,544

Church Annals—PRESBYTERIAN—In 1750-52 a Protestant Dissenters' meeting house was built in Halifax by the Imperial Authorities, and for some

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years it was a joint Presbyterian and Congregational Church. Rev. Aaron Cleveland, a Congregational Minister from Connecticut, conducted the services for a time. The Presbyterians became the dominant force and the Protestant Dissenters' meeting house ultimately became St. Matthew's church in connection with the Church of Scotland.

Col. Alexander McNutt, a north of Ireland Presbyterian, having secured grants of land in the township of Onslow, attracted to the district immigrants who were chiefly Presbyterians. The population increased and in 1764 decided to have a Minister. Application was made to the Presbytery of New Brunswick, in the Province of New Jersey, and, in response, Rev. John Lyon was sent late in 1764, being the first Presbyterian Minister to "wag his pow in a pulpit" in Nova Scotia, or in any part of Canada as it is to-day.

The first ordination of a Presbyterian Minister in the Dominion took place in the Halifax Protestant Dissenters' meeting house on the 3rd July, 1770. The ceremony was performed by two Congregational and two Presbyterian Ministers. The candidate was ordained as Pastor of the Dutch Calvinistic Presbyterian congregation of Lunenburg. His name was Bruin Romeas Comingoe. His congregation was a Huguenot colony.

In 1786 the first Presbytery in Nova Scotia was formed at Truro. In 1795 the Presbytery of Pictou was formed.

In 1817 the first Synod was formed at Truro, by a union of the Presbyteries of Truro (7 ministers), Pictou (8), and Halifax (4). At the same time the united body assumed the name of the Presbyterian Church of Nova Scotia. Burghers, Antiburghers and Established Church joining together. In 1820 a Presbytery was formed in New Brunswick, in connection with the Synod of Nova Scotia, and in 1821 the Presbytery of Prince Edward Island in connection with Nova Scotia was formed.

In the other Provinces the planting of Presbyterianism began by the organization of a Presbyterian congregation in Quebec city, in 1759, immediately after the capitulation. Its first pastor (1765) was Rev. George Henry. He was a Minister of the Church of Scotland, had been a military chaplain, and was present at the capture of Quebec. The congregation met for worship in an apartment of the Jesuits College till 1807.

The first Presbyterian Minister of Montreal was Rev. John Bethune, 1786. He held the first Presbyterian service in Montreal on 12th March, 1786, and removed from there after a year to Glengarry, becoming the first Presbyterian Minister in Upper Canada. The church in Montreal was connected with the Presbytery of Albany, till 1793, when the Presbytery of Montreal was formed as the first Presbytery in Upper and Lower Canada.

In 1831 a Synod of the Presbyterian Church of Upper and Lower Canada in connection with the Church of Scotland, was organized with 19 members on the roll. The united Presbytery organized as the United Synod of Upper Canada.

In 1832 the Presbytery of the Reformed Presbyterian Church of Nova Scotia and New Brunswick organized.

In 1833 the Presbytery of Niagara was formed. It consisted of ministers from the United States. The Presbytery of New Brunswick and of Nova Scotia, in connection with the Church of Scotland, was organized in the same year.

In 1834 a missionary Presbytery of the Secession Church was organized for the Canadas.

In 1835 the Presbytery of New Brunswick organized as a Synod.

In 1836 the Presbytery of Stamford, of the Associate Church of North America, had its being.

In 1840 the Synod of 1831 was united with the United Synod of U. Canada.

In 1844 came the disruption of the Church of Scotland, the seceding Ministers organizing the Synod of the Free Presbyterian Church, both in Canada and Nova Scotia, that of New Brunswick being in 1845.

In 1847 union was effected between the Associate Secession Synod and the Relief Senate, forming the Synod of the United Presbyterian Church.

In 1860 came the union of the Synod of Nova Scotia and the Synod of the Free Church of Nova Scotia, under the name of the Synod of the Presbyterian Church of the Lower Provinces of British North America.

In 1861 the union of the Free and the United Presbyterians of Canada became an accomplished fact; the united bodies taking the name of the Canada Presbyterian Church.

In 1866 the Synod of New Brunswick (Free Church) united with the Synod of the Lower Provinces.

In 1869 came the organization of the Presbytery of Manitoba, (Black, first Presbyterian Minister in the North-West Territories, and at the Red River in 1851).

In 1870 first General Assembly of the Canada Presbyterian Church met June 7th-16th.

On June 15th, 1875, general union of the Presbyterian bodies throughout the Dominion was consummated, the name adopted being "The Presbyterian Church in Canada."

The census of 1891 gave the Presbyterians 755,326 adherents in Canada, distributed by provinces:—

British Columbia	15,284	New Brunswick	40,639
Manitoba	40,001	Nova Scotia	108,952
N. W. Territories	12,507	Prince Edward I'd.	33,162
Ontario	453,147	Quebec	52,673

Church Annals—ROMAN CATHOLIC—The Jesuits came to Port Royal (Nova Scotia) in 1611, and began to christianize the Indians of Acadia.

The Récollets, the first teaching order of the church to arrive in Canada, came to Quebec in May, 1615.

The Jesuits arrived at Quebec in 1625, left in 1629 on the capture of Quebec, and returned in 1632.

The Ursulines arrived at Quebec, August, 1639, and the Hospitaliers in Montreal in August, 1639.

The Sulpicians arrived in Montreal, July 29th, 1657.

On July 5th, 1658, Canada was made a Vicariate Apostolic.

Mgr. Francois de Laval was consecrated Vicar Apostolic of New France and Bishop of Petrée, December 8th, 1658. He landed in Quebec, November 16th, 1659.

Diocese of Quebec founded October 1st, 1674, and Mgr. Laval became its first Bishop. His diocese comprehended all the French possessions in North America.

Chapter of Quebec, formed November 6th, 1684. (The last Session of this Chapter was held December 3rd, 1772.)

In 1760 three grand Vicars were chosen to administer ecclesiastical affairs. M. Joseph Perrault, for Three Rivers; M. Etienne de Montigny, for Montreal; and M. Jean O. Briand, for Quebec.

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Beginning with 1818, a series of appointments evidenced the develop-
 ment of the church organization to suit the requirements of the times.
 The diocese of Quebec was erected tentatively into an ecclesiastical
 Province. Edmund Burke was appointed Vicar Apostolic of Nova Scotia,
 July 5th, 1818; Alexander McDonell, Vicar Apostolic for Upper Canada,
 December 31st, 1820; Bernard McEachran, Vicar Apostolic for New
 Brunswick, Prince Edward Island and Cape Breton, June 17th, 1821;
 and Joseph Provencher, Vicar Apostolic for the North-West, May 12th,
 1822; the first parish in which was that of St. Boniface, named after
 Boniface the Apostle and Patron Saint of German Roman Catholics. J.
 Lartigue was consecrated as auxiliary to the Bishop of Quebec, for the
 district of Montreal, January 21st, 1821.

In 1841 the Chapter of Montreal was formed.
 In 1844, the Ecclesiastical Province of Quebec was definitively erected;
 Joseph Signay, being consecrated 1st Archbishop, July 12th, 1844.
 The first Provincial Council was held in Quebec, in 1851.
 In 1874 the diocese of Quebec was subdivided into eight dioceses.
 The first Cardinal was appointed, June 7th, 1886, being Archbishop
 Taschereau.
 In 1890 there were 25 dioceses in Canada, 3 Vicariates Apostolic, and 1
 Prefecture Apostolic, 2,491 Priests, 454 missions, and 1,171 parishes, &c.
 According to the census of 1891, there were in Canada, 1,992,017
 Roman Catholics, or 41.21 per cent of the whole population.

Provinces.	Roman Catholics.	Total Population.	Per cent.
British Columbia.....	20,843	97,173	21.23
Manitoba.....	29,571	152,506	13.50
New Brunswick.....	115,861	321,293	36.10
Nova Scotia.....	122,452	750,396	27.20
Ontario.....	358,300	2,114,321	17.00
Prince Edward Island.....	47,837	109,078	44.70
Quebec.....	1,291,709	1,488,535	86.80
The Territories.....	13,008	66,799	19.40
Unorganized Territories....	1,336	32,168	4.15

Upper Canada received its first Bishop in 1826.
 New Brunswick " " " 1843.
 Nova Scotia " " " 1846.
 Manitoba " " " 1847.
 British Columbia " " " 1847.
 Nova Scotia received its first Archbishop in 1852.
 Ontario " " " 1870.
 Manitoba " " " 1871.
 Montreal " " " 1886.
 Ottawa " " " 1886.

Civic Loan—The first colonial city to float a civic loan at 3½ per cent.
 interest, was Montreal, 1888. Hon. Sir John Abbott, Mayor.
Engineers, Canadian Society of—The preliminary meetings for the
 formation of this Society were held in Montreal, Toronto and Ottawa in
 1886. The Society was incorporated June 23rd, 1887. The headquarters
 are in Montreal. The purposes of the Society are: to facilitate the
 acquirement and interchange of professional knowledge among its mem-
 bers, and particularly to promote the acquisition of that species of know-
 ledge which has special reference to the profession of civil engineering.

The membership numbered 591 on 1st January, 1897. The first president was T. C. Keefer.

Civil Service—Board of Examiners of, established by Act of Session of which took effect 1st July, 1882. The first members were Dr. Thos. and Messrs. DeCelles and LeSueur.

Civil Service—Superannuation of members of the Canadian Civil Service was first authorized and provided by Act of Parliament, 1870. Since that system was put in operation, the payments have been \$4,364,626, and receipts from the Civil Service, \$1,364,771. In 1893 an Act was passed authorizing the creation of a superannuation fund, No. 2.

Clearing House—(See "Banks.")

Clergymen were excluded from holding seats in the Provincial Assembly of Canada by the Constitutional Act of 1791. The Union Act of 1867 and Parliamentary Acts of the Dominion do not exclude clergymen from seats in the House of Commons. Several have been members.

Clock Factory—First established at Côte des Neiges, near Montreal, in 1830. It was driven by water power. The proprietors were J. and W. T. A clock factory was established in Whithy, Ont., 1871.

Club—The first club in Canada was the "Order of Good Times." This was organized in Port Royal, Nova Scotia, in 1606, by Champlain. L'Escarbot. Instead of a president, it had a steward at its head, and the office was held in succession by each of the fifteen persons who composed the membership. The head of the club for the time being did not so much prepare masterly discourses on agriculture, trade, fisheries or other important subjects, but his duty was the more difficult one of providing a better dinner than his immediate predecessors had done. One rule of the club was that at each dinner there should be one new dish. The organizers called it "L'Ordre de bon temps." Poutrincourt and other famous in the early annals of the country were members. It has had many successors. At present the principal clubs in Canada are the Albany and the National, Toronto; the Metropolitan and the St. James, Montreal; the Garrison and the Union, Quebec; the Halifax, the Hamilton and the Vancouver in the cities of the same names; the Manitoba in Winnipeg; the Rideau in Ottawa, and the Union, Victoria, B. C.

Coal in British Columbia—One day in December, 1849, a Hudson's Bay Company's officer in Fort Victoria, was informed by the foreman of a blacksmith's shop, that an old Nanaimo Indian chief had just stated that he knew where there was stuff like the white man was using in the blacksmith's fire. The Indian was told that if he would bring some piece of the "stuff" he should have his gun repaired free and receive a bottle of rum. The Chief reappeared in the following April (1850) with his gun laden with coal. The prospecting party found the coal where the Chief says Nanaimo now stands.

In 1874 the production of coal from the Nanaimo mines amounted to 81,000 tons, and in 1896 to 1,002,268 tons.

Coal in Nova Scotia—First recorded mention of is in the year 1650, when it was gathered in Nova Scotia at a very early date without mining, merely being made of it in 1721. Coal was shipped to France from Cape Breton in 1743, as stated in letter from M. Duchambon to the French Minister. Mention is made in a letter of M. Desherbiers, Louisburg, to the French Minister, dated September 30th, 1749, of the working and use of coal discovered by the English near Indian Cove, Cape Breton. Coal was mined at Sydney, C. B., by license from the Crown in 1785. In 1798 the coal in

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county attracted the attention of the authorities, and Admiral Sawyer ordered a small cargo to be sent to Halifax for the use of the Admiralty. In 1807, licenses to dig for sale were granted by the Crown. A demand for Pictou coal sprang up during the war of 1812, and in 1815, 650 chaldrons were exported. In the year 1825, the British Government leased all the reserved mines of Nova Scotia for sixty years to the Duke of York. The Duke's lease was transferred to Messrs. Rundell, Bridge & Rundell, London, Jewellers, in payment of his debts, and this firm transferred it to the General Mining Association. This association purchased some leases held by other persons in Pictou county, and in Sydney, Cape Breton, and thus became possessed of all the coal mines in Nova Scotia. In prosecution of their work they employed two steamers, a small one built in Pictou for the river and a larger one built in England for more extended trips. The Pictou-built one was launched, 17th July, 1830. In 1830, the General Mining Association resolved to employ railways. The first was planned in that year; work was begun in 1836, and the first railway in Nova Scotia was opened 29th September, 1839. It was about six miles long. It had three locomotives—the Sampson, the Albion and the Hercules. One of them, the Albion, was exhibited at the Chicago world's fair, 1893. In 1856 the monopoly of the General Mining Association was brought to a close through the efforts of Hon. J. W. Johnston and Hon. (afterwards Sir) Adams Archibald.

The total coal sales of Nova Scotian mines in 1868 amounted to 458,624 tons, and in 1896, to 2,047,133 tons. The growth of inter-provincial travel is seen in the fact, that in 1869 the coal sales to neighbouring Provinces were 102,814 tons, somewhat under one-fourth of the whole output, and in 1896 they amounted to 1,204,589 tons, or more than half the whole output.

Coasting Trade—Provision made for reciprocity in coasting trade, 1870. Italy (1873), Germany (1874), the Netherlands (1874), Sweden and Norway (1874), Austria-Hungary (1876), Denmark (1877), Belgium (1879), the Argentine Republic (1881), reciprocating, were for the first time admitted to the privileges of Canada's coasting trade, in the years mentioned, under an Act (now Chapter 83, Consolidated Statutes, Canada), which the Parliament of Canada was empowered to pass by Imperial Act, 32 Vic., Cap. 11, an Act which came into operation in Canada, on 23rd October, 1869, by Governor-General's Proclamation.

Coasting Trade Statistics of Canada were first collected in 1876. In that year the tonnage arrived and departed in the Ontario Division was 6,360,588 tons: in the Gulf and Atlantic Division, 6,812,344 tons, and in the Pacific Division, 128,007 tons, making a total of 10,300,939. In 1896 the tonnage employed was, in the Ontario Division, 11,687,217; in the Gulf and Atlantic Division, 12,908,859, and in the Pacific Division, 4,835,677, making a total of 27,431,753 tons. It will be seen that in the twenty years the tonnage of coasters employed in the Gulf and Atlantic Division increased so greatly as to exceed the total tonnage employed in the coasting trade of all the Divisions in 1876. The tonnage of steamers employed in 1896 amounted to 22,514,499 tons, and of sailing vessels to 6,917,254 tons.

—First Canadian coin issued was in 1858.

Upper Canadian—Was founded by Sir John Colborne, in 1829, after the model of Elizabeth College in the Island of Guernsey, and was opened January, 1831.

Colonial Conference—The first conference between the Colonies of the Empire was held in Ottawa, opening on the 28th June, 1894; and to the conference were:—

The Earl of Jersey,	representing the Imperial Government.	
Hon. F. B. Sutor,	"	New South Wales.
Sir Henry de Villiers,	}	" Cape Colony.
Sir Charles Mills,		
Ian H. Hofmeyer,	}	" South Africa.
Hon. Thomas Playford,		
Alfred Lee-Smith,	}	" New Zealand.
Sir Henry Dixon,		
Hon. N. Fitzgerald,	}	" Victoria.
Hon. Simon Fraser,		
Hon. J. Thynne,	}	" Queensland.
Hon. Wm. Forrest,		
Hon. M. Bowell,	}	" Canada.
Hon. Sir Adolphe Caron,		
Hon. George Foster,		
Sandford Fleming,		

The discussions were mainly confined to three subjects specified in the Canadian Government when inviting the conference in 1888, viz., (a) the construction of a submarine cable from Vancouver, Canada, to Australia and Australasia *via* Canada; and, (b) the trade relations of the Colonies with Great Britain and one another.

Resolutions were passed, (1) that a customs union was advised which trade within the Empire should be placed on a more favourable footing than that carried on with foreign countries; that until the day when the country could see her way clear to enter such customs union with the Colonies, these should aim to place each other on a more favoured tariff basis. (2) That improved steamship communication was desirable of paramount importance to the development of intercolonial trade and the unity and stability of the Empire. (3) That immediate steps should be taken to provide telegraphic communications by cable, free from government control, between Canada and Australia.

Early in 1896 Hon. Sir Mackenzie Bowell and Mr. (now Sir) S. F. H. were appointed to represent Canada, at a Pacific cable conference held at the Imperial Government. This was adjourned and met again November 9th, 1896, Sir Donald Smith and Hon. A. G. Jones, P.C., representing Canada; and Sir Saul Samuel and Mr. Duncan Gillies, representing Australia; Lord Selborne, Under Secretary of State for the Colonies, and Mr. S. Fleming attending as a cable expert.

Conferences were held in connection with the Diamond Jubilee of the Empire and the Premiers of several of the self-governing dependencies discussed the subjects with Right Hon. Joseph Chamberlain, Her Majesty's Secretary of State for the Colonies; one result being notice, on 30th July, 1897, of the denunciation of the Treaties with Belgium and Germany to take effect in twelve months from that date.

Colonial Representatives—First formal reception of representatives of the self-governing colonies (Canada included) by Earl Derby, the Secretary of State for the Colonies, January, 1883. Sir A. T. Galt represented Canada as High Commissioner. The second formal reception of the Colonies was at the Diamond Jubilee June, (1897), when Right Hon. Joseph Chamberlain, the Secretary of State for the Colonies, received the representatives of the Colonies.

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of State for the Colonies, received Right Hon. Sir Wilfrid Laurier, G.C.M.G., Premier of Canada, and all the Premiers of the self-governing Colonies of the Empire.

ombines Committee first appointed in 1888. The results of their labours were: 1st, a blue book of 750 pages; and 2nd, an Act relating to trade combinations, passed in Session of 1889.

Commercial Travellers' Association of Canada, founded in Toronto, 1871. Included in the five Associations in the Dominion are 5,000 members. The Commercial Travellers' Association, Montreal, is an off-shoot from the Commercial Travellers' Association of Canada, and was organized 21st February, 1875. Andrew Robertson was the 1st president. In 1894 the membership was 2,314. The objects of the Association are: (a) to promote the welfare and interests of its members by making provision against sickness, misfortune, accident or death and relieving the widows, orphan children or representatives of deceased members; (b) to promote the intellectual and material welfare of its members.

Commercial Union—Genesis of:

Mr. Ira Gould brought before the Montreal Board of Trade a proposed memorial to Lord Elgin, Governor-General of Canada. The gist of the memorial was the advocacy of "complete and entire free trade with the United States, the only practicable way of securing which is by the adoption, by the Provincial Government, of the American tariff of duties on all importations from sea, and by the free admission of the products and manufactures of each country into the other." The chief argument advanced by Mr. Gould was the difference in the value of farm lands. He said "you will find improved farms on the American side worth from \$25 to \$50 an acre. On the Canadian side of equally good soil, under equally good climate, they are worth from \$3 to \$15 an acre." The discussion which followed is contained in the Montreal Gazette of February 18th and following days. Gould's proposition was negatived. For, 4; against, 18. Mr. Andrew Allan occupied the chair

Motion in Board of Trade, Montreal, that any Treaty of Reciprocity with the United States should embrace an entirely free trade in manufactures as well as in natural products. Lost—15 against; 6 for. 1852

The Montreal Gazette (February 22nd) commenting on Gould's proposal, said: "It is no less a proposal than a complete transfer to the United States of the power to regulate the internal commerce now held by Canada, and the external commerce now held by Canada and Great Britain jointly. We know of no instance in the history of diplomacy where a people forming a portion of one empire have proposed to denude themselves, and deprive their parent Government, of all authority in the levying of foreign taxes, and to give it to a foreign and rival empire; at the same time that the political sovereignty and the obligation and expense of defense rest still on the parent country." 1852

A Select Committee composed of Hon. H. Merritt, Hon. Mr. Cayley, Solicitor-General Rose, Messrs. Dorion, Simard, Buchanan, Malcolm Cameron and Howland, appointed by the Canadian Legislature, reported 27th July, 1858, recommending "that the principle of reciprocity be extended to manufactures, the registration of Canadian and United States built vessels, and to the shipping and coasting trade, in the same manner as to the productions of the soil." 1858

5. Isaac Buchanan, one of the above committee, during the Liberal Party Convention held at Toronto in 1859, wrote a series of letters suggesting what the policy of the Convention should be. In one occurs the following: "Let it therefore be resolved that for our commercial system the principle should be adopted by Canada of an American Zollverein, or in other words, *Free Trade with America, but not with Europe.*"
6. James W. Taylor, an agent appointed by the Treasury Department of the United States to investigate the workings of the Reciprocity Treaty of 1854, threw out a suggestion (which a subsequent committee (1862) said "has long engaged the attention of many intelligent men on both sides of the frontier") "to extend the principle of reciprocity to manufactures as it now exists in raw and unmanufactured products, and to establish an American Zollverein, each country adopting the policy of unlimited free trade with the other."
7. The Oswego Board of Trade and the Chicago Board of Trade advocated a Zollverein in substitution of the Treaty of 1854.
8. The Committee of Commerce of the House of Representatives (United States Congress), through Mr. Ward, urged the suppression of the Reciprocity Treaty of 1854, and the substitution of a Zollverein, Toll Alliance, or Customs Union.
9. Hon. A. T. Galt, as Minister of Finance, reported to His Excellency the Governor-General, that having had referred to him the report of the House Committee (United States) on Reciprocity, and the memorial of the Chamber of Commerce of St. Paul's (Minn.), he cannot recommend His Excellency to submit the subject of a Zollverein to the favourable consideration of Her Majesty's Government.
10. W. H. Seward, Secretary of the United States Treasury, proposed Zollverein on the ground that if a perfect union could not be effected, the plan of a Zollverein is a near approach to it; "A Zollverein has been successful in Germany. Under its influence Kingdoms, States and Principalities have been blended into one"
11. E. H. Derby, in a report to the United States Government on the relations of Canada with the United States, proposed a Zollverein. He asked: "Is not America for the Americans, and are not Asia, Africa and Australia sufficient for Great Britain?"
12. Ira Gould, in 1868, wrote a letter in which he modified his views of 1852 very considerably. He advocated Reciprocity as thus defined. Complete free trade in breadstuffs, no matter in what country grown. The same in all other kinds of food for man or beast; also coal and iron ore, and perhaps pig iron and puddled bars, these being considered raw material for purposes of manufacture; and, finally, wood, hemp, flax and cotton. For all manufactures made on either side of the line from material grown or produced in either country, a small duty, say 5 per cent. *ad val.* The same duty to apply to furs and all kinds of oils, lumber and many kindred articles.
13. Hon. Mr. Huntingdon, March 16th, 1870, moved in the Canadian Commons: "That a continental system of commercial intercourse, other commercial arrangements, bringing under one general custom union, with this Dominion, the countries chiefly interested in its trade would tend to expand our commerce, develop its resources, and multiply our productions; that such a system should place in a position of commercial equality and reciprocity all the countries being parties thereto." This was lost, 100 to 58.

- tee, during the Liberal Party
 14. J. N. Learned, appointed by the United States Government to investigate the relations of Canada and the United States, wrote: "No reciprocal trade relations are practicable unless they comprehend such an adjustment of the trade that the Provinces shall not buy what they have to buy in Great Britain." If annexation could not be had, he suggests a Zollverein or Customs Union as leading to annexation. . . . 1870
15. Hon. John Young, a Canadian Liberal, at the time chairman of the Canadian delegation, advocated a Zollverein in a meeting of the National Board of Trade of the United States, held in St. Louis. . . . 1871
16. Hon. John H. Gray wrote strongly against Commercial Union in a work entitled "Confederation" 1872
17. A Committee of the United States Congress defined a Zollverein to be "the association of a number of States for the establishment of a Common Customs law and a Common Customs line, with regard to outside countries, and the suppression of both in the intercourse of the States within the border line. Under the Zollverein the same duties are collected everywhere on the outside frontier thus established." It advised that such a union would suit for the United States in respect to Canada. 1876
18. A Committee of the United States Congress, appointed to consider the advisability of appointing Commissioners to investigate the best way of improving trade relations between Canada and the United States, reported in favor of Commercial Union. 1880
19. Wharton Barker wrote a letter to James Garfield urging him to oppose reciprocal trade by treaty, and to advocate Commercial Union, which would mean for Canada if adopted "a final settlement of her continental sympathies and her farewell to Imperial aspirations." 1880
20. A committee of Congress reported against Reciprocity and offered arguments in favour of Commercial Union. 1884
21. Mr. Butterworth introduced a bill into the United States Congress for the purpose of providing for free admission of goods from Canada, or what he termed "absolute reciprocity"—or discrimination against British trade, accompanied by the pooling of revenues and the withdrawing of matters of tariff and taxation from the representatives of the Canadian people 1886
22. The New York Chamber of Commerce passed a resolution for the appointment of a committee to investigate the possibility of a material expansion of the commerce of New York with Canada by means of a Commercial Union. Their efforts resulted in letters from Hon. James Young (against), Goldwin Smith (in favour); and Mr. Edward Atkinson, urging the purchase of Canada from Great Britain. 1887
23. E. Wiman, Goldwin Smith and others advocated Commercial Union in Canada, the former making many speeches in favour of it, the first having been delivered in Cardwell County on the 1st July, 1887. 1887-8-9
24. Several farmers' unions in Ontario endorse Commercial Union 1887
25. Right Hon. Joseph Chamberlain in a speech delivered at Toronto said "separation from England must precede Commercial Union" 1887
26. Mr. Hitt (Rep. of Congress), wrote that "under a Commercial Union, with a common tariff and the border free, probably a larger part of the imports of Canada would enter by way of New York and the New England ports, and the receipts at Canadian ports would correspondingly fall off. * * We can at any time withdraw from a Commercial Union if it works unfairly, and no power can be taken from Congress, or be even limited, except by the action of Congress itself" . . . 1887
27. The Treasury Department of the United States, in a report of the Reciprocity Treaty Commission, subsequent committee (1862), urged the suppression of the principle of reciprocity to manufactured products, and to the country adopting the policy of the Chicago Board of Trade advocated in the Treaty of 1854.
28. The House of Representatives (United States) urged the suppression of the principle of a Zollverein, Toll
29. The report to His Excellency the Governor-General referred to him the report of the Commission on Reciprocity, and the views of St. Paul's (Minn.), the Canadian Chamber of Commerce, the subject of a Zollverein in the United States, the Majesty's Government
30. The United States Treasury, proposed a Commercial Union which could not be effected, and referred to it; "A Zollverein has a tendency to influence Kingdoms, States, and Colonies one"
31. The United States Government on the subject of Reciprocity, proposed a Zollverein in Canada, and are not Asia, Africa, and Britain?
32. Mr. Hitt modified his views on Reciprocity as thus defined, and stated that matter in what country grown, whether man or beast; also coal and iron, and other minerals, these being considered as raw materials; and, finally, wood, hemp, and other articles, made on either side of the border, and either country, a small duty to be levied on goods to apply to furs and all kinds of articles
33. Mr. Hitt, in 1870, moved in the Canadian House of Commons for commercial intercourse, and a Commercial Union under one general custom, and a Zollverein chiefly interested in its trade, and a Commercial Union to develop its resources, and a Commercial Union to place in a position to apply to all the countries bringing goods to the United States

27. Mr. Edgar, M. P. Canadian Parliament, suggested that the term *Unrestricted Reciprocity* would best define the thing meant King
28. Commercial Union discussed at a meeting of the Associated Chambers of Commerce of the United Kingdom. A motion was unanimously adopted that the movement (Commercial Union) might have immense consequences on the commerce of the United Kingdom, and the Council of the Association were directed to watch vigilantly its development. February 21st Sir C.
29. Hon. Senator Macdonald at a meeting of the Toronto Board of Trade said: "Commercial Union meant that the millions of dollars, now sent far beyond a hundred millions, invested in manufactures in Canada, would not be worth 33½ cents on the dollar. Commercial Union of both meant ruin and ruin only." Senator Macdonald's motion was carried unanimously.
30. Hon. Judge Gray published in *Overland Monthly* an article condemning Commercial Union. February
31. Sir Richard Cartwright introduced a resolution in the Canadian Commons, that arrangements should be effected with the United States for the purpose of having full and unrestricted trade between the two countries
32. Resolution passed House of Representatives, but failed to pass Senate of United States, authorizing President of United States to appoint commissioners to meet similar commissioners from Canada to prepare plans for the assimilation of customs duties and internal revenue taxation and division of receipts under a Commercial Union, whenever it should be certified to him that the Government of Canada had declared a desire to secure Commercial Union
33. On motion, in Canadian House of Commons, to go into Supply, Sir Richard Cartwright moved in amendment, 19th March, 1889: "The project in the present condition of affairs, and in view of the recent action of the House of Representatives of the United States, it is expedient that steps should be taken to ascertain on what terms and conditions the best arrangements can be effected with the United States for the purpose of securing full and Unrestricted Reciprocity of trade therewith. British Amendment lost—77 yeas, 121 nays.
34. The United States House of Representatives' Committee on Foreign Affairs, by unanimous vote, instructed its Chairman to report to the House a joint resolution to the effect that the President of the United States "shall appoint three Commissioners to meet representatives of the Government of Canada, whenever Canada desires to enter into such commercial arrangements with the United States as would result in the complete removal of all duties on trade between the two countries"
- Company**—The first chartered company to begin business in Canada was Monts & Co., 1604. It was followed by the Company of the 100 of Kenton, 1627.
- Companies (Colonial Registers) Act**—An Imperial Statute, which requires probate or letters of administration to be taken out, both in the Colonies (or in the United Kingdom, in respect to the wills or estates of colonial shareholders holding shares in the colonial registers of banks or Canadian companies. An amendment to this Act was passed in 1889, which provides that the share of a member who shall have died domiciled elsewhere than in the United Kingdom, shall, so far as relates to British property

nt, suggested that the territories, not be deemed to be part of his estate situated in the United Kingdom, in respect of which probate or letters of administration are to be granted. (See "Succession Dues.")

ederation—The first notice of Confederation, as applicable to British North America as at present bounded, is to be found in a report made by Colonel Robert Morse, R. E., who was sent in 1783, at the instance of Sir Guy Carleton (then commander of His Majesty's forces in North America, with headquarters at New York), to report on the military defences required for Nova Scotia. In his report (1784) Colonel Morse says: "In the course of this examination my mind has been strongly impressed with the idea of uniting these provinces to Canada to the advantage of both, since by establishing the same laws and inducing a constant intercourse and a mutual interest a great country may yet be raised up in North America." The first to propound a scheme of confederation for the British North American Provinces was William Smith, a loyalist who came to Canada and became Chief Justice in 1785. While in England in 1784, he proposed and urged a plan for the union of the colonies. It was approved by the Ministry, but was not submitted to Parliament. Chief Justice Sewell, who in 1814 propounded a plan of union that met with the approval of Queen Victoria's father, married a daughter of Chief Justice Smith, and thus carried forward the idea of union promulgated by Mr. Smith, who may be considered the great-grandfather of Confederation.

ederation—As the Confederation of the British Provinces of North America is the great event of recent times in Canada, the history of the genesis and development of the idea is given in considerable detail:—

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ons, to go into Supply, Sir Sir Francis Nicholson propounded the idea for this continent. (His 19th March, 1889: "The project was to unite all the Anglo-American Colonies in a nation, the view of the recent action of object of which was the defence of these Colonies against the encroachment of the French on the North, and against the hostile Indians on a what terms and conditions the borders 1690

ited States for the purpose of Bownal, Hutchinson and Franklin proposed Confederation for the 1754-55

rocity of trade therewith. British possessions in North America 1754-55

ves' Committee on Foreign General. 1774

Chairman to report to the William Smith proposed a plan of Union but was banished and came to the President of the United to Canada as a refugee Loyalist. He became Chief Justice of Canada 1775

s to meet representatives and was the grandfather of Confederation. 1775

Canada desires to enter into. Colonel Morse proposed a Union of all British North America "for 1783

ited States as would result the preservation of the fragments of British power on this Continent" for 1783

n trade between the two R. J. Uniacke, in the Legislature of Nova Scotia, advocated a 1809

gin business in Canada was Chief Justice Sewell propounded to His Royal Highness the Duke of Kent a scheme for the Federal Union of the Provinces. [The Chief

Justice's proposal included a general representative assembly to consist of 30 members. In his reply to the Chief Justice, His Royal Highness (our Queen's father) suggested that there should be but two

ne, wills or estates of col divisions for local government purposes, one to consist of the two

al registers of banks or Canadas and the other of the four Maritime Provinces, which should,

was passed in 1889, which thought, be formed into one union as preliminary to the greater

have died domiciled elsewhere. The Duke was the first to suggest a Maritime Union. The

r as relates to British pro Capital of the two Canadas for local purposes should be Montreal,

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- he thought, and that of the four Maritime Provinces, either Annapolis Royal or Windsor, as would prove most convenient. Quebec city was of course, to be the capital of the Federation.]
- 8th. Chief Justice Sewell and Messrs. Robinson & Strachan prepared and presented, in pamphlet, to the British Government, a scheme for a Federal Union of the Provinces. (Chief Justice Sewell married the daughter of Chief Justice Smith, and was largely influenced by Smith.)
- 9th. Neilson's *Gazette*, May 11th, 1824, published a rumour in circulation in Quebec that His Majesty's Ministers proposed to submit to Parliament a Union of all the British Provinces in North America. The *Canadian Spectator*, November 6th, mentions that a letter had been received from England, stating that a "a system of Confederation of the British North American Provinces is on the anvil."
- 10th. Mr. McCollogh, then publishing the *Montreal Free Press*, advocated in its columns a Federal Union as a "stock" subject for editorial work.
- 11th. Robert Gourlay, wrote a pamphlet in advocacy of a Federal Union. (Gourlay was in prison in London, owing to an assault on a Member of Parliament in connection with grievances against Canada. He wrote from "House of Correction, Cold Bath Fields, London.")
- 12th. The *New York Albion* of 25th November, 1826, announced that His Majesty's Government had formed a plan for uniting the Provinces of British North America into one confederate system.
- 13th. William Lyon McKenzie advocated a Union of the Provinces in speech.
- 14th. The British Imperial Parliament passed a resolution in favour of Union.
- 15th. The Upper Canada Assembly and Legislative Council recommended a Federal Union.
- 16th. Rev. Dr. Strachan wrote in favour of Union.
- 17th. The Legislature of Nova Scotia voted against the plans proposed to the Upper Canada Legislature, on the ground that they had not been submitted to the Nova Scotia Legislature.
- 18th. Lord Durham prepared his report on Canada, proposing a Union of the Colonies, distinguishing between a Federal and a Legislative union, and thus divided the Unionist into two Camps, the Federal and the Legislative Unionists.
- 19th. George R. Young, of Nova Scotia, wrote a pamphlet in favour of Union of all the Provinces.
- 20th. Simond's Magazine published in London, England, gave extracts from several colonial newspapers showing growth of the sentiment for a Federal Union.
- 21st. Major C. Warburton, M.P., wrote "Hochelaga or England in the New World" (1846) and "The Conquest of Canada" (1849). In his former work he said, "I should rejoice to see all the British North American Provinces, Newfoundland included, united under a central colonial government and represented in a common legislature, each, however, retaining its own Assembly for local purposes. It would have the effect of nationalizing England in the new world as distinguished from 'America.'"
- 22nd. Major Robinson and Captain Henderson, in their report on

SUBJECT.	DATE.
time Provinces, either Annapo at convenient. Quebec city was eration.]	1848
binson & Strachan prepared a sh Government, a scheme Chief Justice Sewell married nd was largely influenced	1849
ublished a rumour in circulati s proposed to submit to Parli nces in North America. T entions that a letter had be "a system of Confederation is on the anvil." Montreal <i>Free Press</i> , advocat "stock" subject for editor	1849
advocacy of a Federal Union ng to an assault on a Mem evances against Canada. E d Bath Fields, London.") ber, 1826, announced that B an for uniting the Provinces erate system	1851
Union of the Provinces in sed a resolution in favour of gislative Council recommend Union.	1851
against the plans proposed ground that they had not be re Canada, proposing a Union a Federal and a Legislati to two Camps, the Federal ote a pamphlet in favour don, England, gave extra ng growth of the sentiment	1851
ochelaga or England in st of Canada" (1849). In th to see all the British No cluded, united under a cen a common legislature, eath for local purposes. It was in the new world as disti erson, in their report on	1851
Intercolonial Railway, advocated Union on military grounds.	1848
Lord Elgin discussed Union in a dispatch in connection with the Intercolonial Railway project.	1848
The Legislative Council of Canada in an address advocated Union.	1849
The British North American League adopted Confederation as a plank in their platform in convention assembled. (Hon. Mr. Morris states that "the league was composed for the most part of young and enthusiastic members of the Conservative party belonging to the ad- vanced wing that rallied around John A. Macdonald.")	1849
Meeting held in Montreal in which a resolution was passed urging Union, attended by Hon. John A. Macdonald	1851
Henry Sherwood published a pamphlet advocating a general Govern- ment, two Chambers and a Viceroy, and for each province a Provincial Legislature.	1851
The Earl of Derby, in the Imperial Parliament, urged "a prompt action and a liberal course of action which would cement a closer Union between our North American Colonies."	1851
Hon. Hamilton Merritt introduced a resolution into the Canadian Legislature looking to a convention of fifty persons from the several provinces to frame a constitution to be submitted to the several provincial legislatures	1851
Colonel Rankin advocated Union in the Canadian Legislature.	1851
Hon. Jas. W. Johnston, leader of the Conservative party, advocated Legislative Union in the Nova Scotia Legislature. "I wish to see such a union as would unite all the parts into one homogenous whole, and make a people worthy of the sources from whence they sprung, and perpetuate from all time to come the character, name, honour and institutions of the country of which we are all proud to form a part."	1854
P. S. Hamilton, Nova Scotia, wrote a pamphlet in which he ad- vocated Legislative Union. ("The time has now arrived when British America must cease to walk in leading strings. . . . She has now attained her national majority and possesses a degree of strength and vigour which entitles her to stand besides the mother country. . . . British America may then become a member of another Confedera- tion upon the vast and widely scattered territories on which 'the sun never sets'—a Confederation the greatest that the world ever saw."— <i>The Confederation of the British Empire</i> .)	1855
Hon. J. H. Grey, in the New Brunswick Legislature, supported Federal Union. ("It would become necessary to check the repub- licanism of the one section in the Province of Canada and the radicalism of the other by an infusion of the determined loyalty of the truly British provinces of New Brunswick and Nova Scotia, by means of a Federal Union of all the North American Provinces.")	1856
Hon. J. W. Johnston and Hon. A. G. Archibald brought the subject before the Colonial Secretary in London, under authority of the Pro- vincial Government of Nova Scotia.	1857
J. C. Taché wrote in support of Union. Mr. Taché wrote a series of articles in the <i>Courrier du Canada</i> in 1857, and these were repro- duced in 1858 in a pamphlet in French and English	1857
Hon. A. T. Galt advocated Federal Union in speeches delivered in Toronto and Sherbrooke.	1858

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- 37th. Hon. A. T. Galt advocated Federal Union in the Canadian Legislature. should
- 38th. Hon. T. D. McGee supported Mr. Galt in favour of a Federal Union, in the Legislature of Canada. the pu
- 39th. Governor-General Sir Edmund Head, in closing the session of the Canadian Legislature, said, "I propose during the recess to communicate with Her Majesty's Government and with the Governments of the sister colonies. I am desirous of inviting them to discuss with us the principles on which a bond of a federal character uniting the provinces of British North America, may perhaps hereafter be practical." Hon. Dele
- 40th. Messrs. Cartier, Ross and Galt were sent to England as a delegation to urge the home Government to appoint delegates from all the provinces to discuss the Union. How's
- 41st. Hon. Alexander Morris delivered a lecture in Montreal in advocacy of a Federal Union. It was published under the title "Nova Britannia, or British North America, its extent and future." The *Canadian Nature* says, "the lecturer sees in the future a fusion of races, a union of all the existing provinces with new provinces to grow up in the West, and a railway to the Pacific." Hon. M
- 42nd. James Anderson published a letter in the *Montreal Gazette*, during 1858, under the *nom de plume* "Obiter dictum," urging Union of the Provinces. In it, referring to Sir John A. Macdonald, he says, "the primary mind of the Canadian Legislative Assembly was long ago prepared for the incorporation of the British American Provinces." Hon. M
- 43rd. Nova Scotian delegates, in an interview with Mr. Labouchere, the Colonial Secretary, were informed that the Imperial Government would interpose no obstacles to the Union. Mr. Labouchere himself thought a union of the Maritime Provinces would be highly beneficial. Hon. M
- 44th. George H. Macaulay, in an address before the Hochelaga Debating Club, urged Confederation after the plan of the United States, Dec. Hon. M
- 45th. Bristol (England) merchants urged upon the Imperial Government the importance of the Intercolonial Railway with a view to advance the Union question. Hon. M
- 46th. Liberal Convention held in Toronto, in November, 1859, passed a resolution against the union of the Provinces. Hon. M
- 47th. The *Halifax Reporter* published editorials favouring Federal Union. An elaborate one appeared in the issue published on the day the Prince of Wales landed in Halifax, and elicited from His Royal Highness an expression of approval. Hon. M
- 48th. The Canadian Legislature discussed the question of Union in connection with the question of a fixed seat of Government. Hon. M
- 49th. Hon. Sir Charles Tupper (now Sir Charles Bart.) delivered a lecture in favour of Confederation, in St. John's. Hon. M
- 50th. Sir John A. Macdonald, in an address to the electors of Kingston, said, "The Government will not relax its exertions to effect a Confederation of the British North American Provinces." Hon. M
- 51st. Hon. Joseph Howe moved a resolution in the Nova Scotian Assembly, requesting the Lieutenant-Governor to communicate with the Colonial Secretary, the Governor General and the several Lieutenant-Governors, in order to ascertain their views. Hon. M
- 52nd. Duke of Newcastle, then Colonial Secretary, in a despatch to the Hon. M

	ACTION.	DATE.
Union in the Canadian Legislature	Governor General, said, "If a union, either partial or complete, should hereafter be proposed with the consent of all the provinces united, I am sure the matter will be weighed in this country by the public, by the Parliament and by Her Majesty's Government, with no other feeling than an anxiety to discern and promote any course most conducive to the prosperity, the strength and the harmony of the British communities in it."	1862
Galt in favour of a Federal Union	Hon. George Brown, from a Committee of the Canadian Legislature, reported in favour of a Federal Union.	1864
in closing the session of the House of Commons	Delegates from the Maritime Provinces, under authority of Mr. Howe's resolution, met at Charlottetown to consider Maritime Union.	
during the recess to communicate with the Governments of the several Provinces	Hon. Mr. Tupper for Nova Scotia, Hon. Mr. Tilley for New Brunswick, and Hon. Mr. Pope for Prince Edward Island, were instrumental in having a resolution passed by the several legislatures, authorizing the appointment of delegates.	1864
desirous of inviting them to discuss the merits of a federal character for the Dominion of America, may perhaps hereafter be adopted	Delegates from the Province of Canada appeared at the Conference in Charlottetown and applied for admission. Those delegates were Messrs. John A. Macdonald, George Brown, G. E. Cartier, A. T. Galt, T. D'Arcy McGee, H. L. Langevin, William McDougall and Alexander Campbell.	1864
sent to England as a delegate	From the representations of the Canadian delegates came the announcement of the discussion, and the meeting of delegates at an International Conference held in Quebec.	1864
appointed delegates from all the Provinces	The following are the names of delegates usually called the "Fathers of Confederation," who met at Quebec, Oct. 10th, 1864:—	
held in Montreal in advocacy of the Union		
under the title "Nova Britannia: the past, the present, and the future." The <i>Canadian</i> published the following article in its issue of the 10th of August, 1864, in favour of a fusion of races, and of the future of the new provinces to grow up in the future.		
the <i>Montreal Gazette</i> , during the session of the Legislature, published a dictum, "urging Union of the Provinces."		
A. Macdonald, he says, "The future of the Dominion of America is a question of the future of the British American Provinces."		
with Mr. Labouchere, then Secretary of the Imperial Government		
Mr. Labouchere himself said, "The Union of the Provinces would be highly beneficial to the Dominion of America, and would be highly beneficial to the Hochelaga Debating Society of the United States, Dec. 10th, 1864."		
the Imperial Government, and the several Lieutenants-Governors, in a despatch to the Secretary of State, dated the 10th of November, 1859, passed a resolution in favour of a Federal Union.		
published on the day that the <i>Canadian</i> elicited from His Royal Highness the Prince of Wales, in a question of Union in connection with the Government.		
(Part.) delivered a lecture in favour of a Federal Union.		
to the Directors of Kingston and Cornwall, in order to effect a Confederation of the Provinces."		
the Nova Scotian Association, to communicate with the several Lieutenants-Governors, in a despatch to the Secretary of State, dated the 10th of November, 1859, passed a resolution in favour of a Federal Union.		

CANADA.

- Hon. Sir Etienne P. Taché, Premier.
- John A. Macdonald, Attorney General, West.
- George E. Cartier, Attorney General, East.
- Wm. McDougall, Provincial Secretary.
- George Brown, President of Council.
- A. T. Galt, Minister of Finance.
- Alexander Campbell, Commissioner of Crown Lands.
- Oliver Mowat, Postmaster General.
- H. L. Langevin, Solicitor General, East.
- T. D. McGee, Minister of Agriculture.
- J. Cockburn, Solicitor General, West.
- J. C. Chapais, Commissioner of Public Works.

NOVA SCOTIA.

- Hon. Charles Tupper, Provincial Secretary.
- W. A. Henry, Attorney-General.
- J. McCully.
- A. G. Archibald.
- R. B. Dickie.

NEW BRUNSWICK.

- Hon. S. L. Tilley, Provincial Secretary.
- J. M. Johnston, Attorney-General.
- P. Mitchel.
- Charles Fisher.
- E. Chandler.
- W. H. Steeves.
- J. H. Gray.

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PRINCE EDWARD ISLAND.

- Hon. Col. Grey, President of Council.
 " E. Palmer, Attorney-General.
 " W. H. Pope, Provincial Secretary.
 " G. Coles.
 " T. H. Haviland.
 " E. Whalen.
 " A. A. McDonald.

NEWFOUNDLAND.

- Hon. F. B. S. Carter, Speaker House of Assembly.
 " Ambrose Shea.
- 57th. Hon. Joseph Cauchon wrote a Pamphlet in favour of Confederation.
 58th. Union resolutions carried in Canadian Legislature in the Council 45 to 15; in Assembly by 91 to 33. The 91 who voted for Union comprised 54 from Upper Canada and 37 from Lower; 25 from Lower Canada and 18 from Upper Canada composed the minority in the Legislative Assembly.
 59th. The Legislatures of New Brunswick and Nova Scotia referred subject to the Imperial Government.
 60th. Delegates from all the Provinces—Canada, New Brunswick and Nova Scotia, in accordance with the terms of the resolutions passed by the Legislatures of the Maritime Provinces, proceeded to England, organized in London, with Sir Joan A. Macdonald as chairman.
 61st. Union Act, as framed by the Conference, passed by the Imperial Parliament and received the Queen's assent, March 3, 1840.
 62nd. Queen's Proclamation of the Union issued from Windsor Castle, 22nd July.
 63rd. The Union proclaimed throughout the four Provinces which became the Dominion of Canada, July 1st.
 64th. Imperial Order in Council issued transferring Rupert's Land and North-West Territories to the Dominion, the franchises of the Hudson's Bay Company being purchased by Canada for £300,000 (with consideration) and other considerations.
 65th. Manitoba created a Province by Act of Canadian Parliament, July 15th.
 66th. British Columbia joined the Union, 20th July.
 67th. Fortifications and Military lands, excepting Halifax and Victoria, B. C., transferred by the Imperial Government to the Dominion Government, by Orders in Council.
 68th. Prince Edward Island joined the Confederation, 1st July.
 69th. North-West Territories made a government separate from Manitoba, October 1st.
 70th. Islands of the Arctic Archipelago transferred to Canada by the Imperial Government, 1st September.
 71st. Boundaries between Ontario and Manitoba defined by decision of Judicial Committee of the Privy Council of England.
 72nd. North-West Territories given representation in Federal Parliament, Act of 1870.
 73rd. North-West Territories given Elective Assembly, Act of 1871.
 74th. Northerly, westerly and easterly boundaries of Ontario defined in Imperial Parliament. (See Dominion Acts, 1890).

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 Acts, 1890).

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Right of appeal from decision of the Supreme Court of North-West
 Territories to Her Majesty in Privy Council, granted by Order in
 Council, 30th July. 1891

Right of appeal from decision of Court of Queen's Bench, Manitoba,
 to Her Majesty in Privy Council, granted by Imperial Order in Council,
 6th November. (See Order in Council in Dominion Statutes, 1894) 1892

Disagreement between Upper and Lower House—The first disagreement on
 record between Upper and Lower House is that between the Legislative
 Council and the House of Representatives of Nova Scotia. The Council
 introduced a Bill for "quieting possessions of land" indorsed, "*Soit Baillie aux
 Communes.*" The Assembly immediately returned it saying they neither
 agreed or disagreed to the subject matter therein contained, but requested
 that the Council would be pleased to inform them for what purpose they
 had sent that paper to them. The Council replied that what the Assembly
 had thought proper to term a paper was in fact a bill which they (the
 Council) had prepared and sent to Assembly for concurrence in passing
 into a law, and that the indorsement was made in strict accordance with
 the usage of Parliament, it being customary with that august body when a
 bill was sent from the Lords, to indorse it "*Baillie aux Communes*" and
 in like manner when one was sent to the Lords to indorse it "*Baillie aux
 Communes.*" The House replied that they intended to adopt the course
 pursued by the other Colonial (New England, &c.) Legislatures; that
 they saw no necessity for adopting the French language, and that they were
 by no means certain that either a Provincial Council or House of Assembly
 could claim the privileges or conform to the practices of the Lords and
 Commons. A conference followed at which the forms of communication
 with each other, etc., were settled and peace reigned.

Chambers of Commerce of the Empire—First one held was in
 London, Eng., opened July 6th, 1886; the second, also held in London,
 opened June 28th, 1892, and the third opened in London, June 9th, 1896.
 In the latter 172 Chambers of Commerce were represented, of which 32
 were Canadian. The following subjects were discussed (arranged alpha-
 betically):—

- (1) Arbitration for International Disputes. ‡
- (2) Bills of Exchange—Uniform Procedure ‡
- (3) Bills of Lading Reform.*
- (4) Boards of Labour—Conciliation and Arbitration. †
- (5) Codification of Commercial Laws of Empire.*
- (6) Consultative Imperial Council. †
- (7) Copyright. ‡
- (8) Decimal System—Weights, Measures and Currency. †
- (9) Emigration.*
- (10) Imperial Commercial Relations. †
- (11) Inter-imperial Postal and Telegraph Routes.*
- (12) Light Dues on Shipping. †
- (13) Postal Facilities. ‡
- (14) Railway Extension in S.W. China. ‡
- (15) Rates of Freight to South Africa. ‡
- (16) Rules of the Road at Sea. ‡

* Discussed in each of the three Congresses.
 † Discussed in the 1892 and the 1896 Congress.
 ‡ Discussed in the 1896 Congress only.

Conspiracy Laws, first repealed in 1872 by Sir John Macdonald, who doing, was presented by the workmen of Ottawa with a gold cane, and by the workmen of Toronto with a gold watch.

Controverted Elections, trial of, first transferred from House of Commons to Special Judges, by statute, 1873; first tried to Judges of Superior Courts by Act of 1874. There have been (to October 31st, 1895) 208 trials under these Acts, 115 of which resulted in the seats for corrupt practices. The total number of elections (and bye) from, and including, the General Elections of 1874, to December 31st, 1895, was 1,440. Thus 8 per cent of all the Federal elections during 22 years, have been voided owing to corrupt practices under the Act.

Copyright—The first copyright granted by the Province of Canada was entered 1st December, 1841. It was for a work prepared by Alexander Davidson, of the District of Niagara, published by Henry Roswell, Toronto, 1840. Its title is "The Canadian Spelling Book, or, as an introduction to the English language, consisting of a variety of lessons progressively arranged in three parts, with an appendix containing several useful tables; the outlines of geography; a comprehensive of grammar, with morning and evening prayers for every day of the the words divided and accented according to the purest mode of pronunciation." This book was registered pursuant to the provisions of the Act of 4 and 5 Victoria, ch. 61, at Kingston. The second copyright is for the "Boys' Own Book, being a digest of the British Constitution for the use of schools and private families, by John George Bridges; at the Ottawa Advocate office, District of Sydenham, Province of Ontario, 1842."

The third copyright is "The War of 1812, containing a full and narrative of the operations of the Right Division of the Canadian Army, by Major Richardson."

The fourth is "Plan of the Military and Naval Operations under the command of the immortal Wolfe and Vice-Admiral Saunders at the Siege of Quebec, by Alfred Hawken."

The first in the French language is "Statuts et Reglemens de la ville de Québec, de la paroisse de l'Immaculé cœur de Marie, établie dans le quartier de Québec, avec l'approbation de Mgr. L'Evêque de Québec, Augustin Côté."

One copyright was registered in 1841, three in 1842, and four in 1843. The copyrights issued in 1896 were as follows: works on

Poetry.....	20	History.....	19
Education.....	71	Agriculture.....	3
Medicine.....	9	Mining.....	1
Music.....	167	Trade.....	33
Law.....	33	Literature.....	113
Religion.....	41	Biography.....	7
Sundries.....	109		

Total, 626. In 1895 the total was 588.

Copyrights are registered and regulated in accordance with the provisions of the Canadian Copyright Act, such being Chapter 62 of the Statutes of Canada. Under this Act a copyright in Canada may be granted to "any person domiciled in Canada or in any part of the Dominion, or any citizen of any country which has an international copyright treaty with the United Kingdom." The meaning of this clause

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the interpretation of the Department of Justice, is held not to include the United States, on the ground that the fact of the United States Act granting copyright to British subjects or those of other nations, on certain conditions, does not constitute an "International Copyright Treaty with the United Kingdom." The Canadian Act requires the printing in Canada of the work as a condition of copyright and it excludes all foreign reprints of works so copyrighted, but it does not exclude "importation from the United Kingdom of copies of any work lawfully printed there." British copyright works not copyrighted in Canada are admitted by the terms of the Canadian law to be imported, and large numbers of such reprints are in consequence imported from the United States. The reciprocal clauses of the Canadian Act are in terms the provisions on which the Berne Convention is based. The importation of American reprints of English copyrighted works was expressly sanctioned by Imperial legislation, and such importations, in virtue of the provisions of the Copyright Act and the Customs Act, were subjected to a duty of 12½ per cent. to be collected for the benefit of British authors; such collection being made under the provisions of Chapter 10 of the Consolidated Orders-in-Council of Canada. The collection of this duty for authors, however, came to a close in 1895. Literary, scientific and artistic work or compositions, including music, are the subject of copyright. The Canadian Copyright law now being administered was amended by the Copyright Act of 1889, which, however, by the terms of Section 7, does not come into effect until proclaimed by the Governor-General in Council, and it was explained by the Minister of Justice in the House of Commons, in charge of the Bill, that this proclamation would be subject to an agreement with the Imperial authorities. Such agreement has not yet been obtained, objection being taken by English authorities. The copyright holders to certain of its provisions.

The Copyright Law of Canada is:—
Imperial Act 10 and 11 Vic., c. 95. An Act to amend the law relative to the protection in the Colonies of works entitled to copyright in the United Kingdom.

1850—13 and 14 Vic., c. 6, (approved by Imperial O. C., 12th Dec., 1850) provided that it should be lawful for the Governor in Council to impose an *ad valorem* duty not exceeding 20 per cent. on foreign reprints of British copyright works. Act to commence by proclamation.
1859—22 Vic., c. 81, Consolidated Statutes. An Act respecting Copyrights, re-enacted the above provision.

1861—Table of Duties. Foreign reprints of British copyrights are subject to 12½ per cent. of duty by Order in Council, under authority of 13 and 14 Vic., c. 6.

1868—Sept. 24, proclamation declaring Act 31 Vic., c. 56 (1868) to be in force from Sept. 28, and imposing "a uniform *ad valorem* duty throughout the Dominion of 12½ per cent., being the rate fixed and collected in the Province of Canada previous to the Confederation of the Provinces."
1875—38 Vic., c. 88 to be found in Acts 1876). This Copyright Act makes no reference to the above duty. It makes it a condition for obtaining copyright in Canada that the literary work shall be printed and published or reprinted and republished in Canada contemporaneously or subsequently to the publication or production elsewhere.

1879—The Customs Act provided for the imposition on British copyright works, reprints, of 6 cents per pound, and in addition thereto 12½ per cent. *ad val.*

1881—Schedule of prohibited articles added to by this: "Foreign copyrighted works." All rights reserved.

1883—Free list. Books bound which shall have been printed more than seven years at the date of importation, except foreign reprints of copyrighted books, which shall remain subject to the copyright duties on a new edition.

1886—Chap. 32, R. S. C. Dutiable—British copyright books, reprints of 15 per cent. *ad val.*, and in addition thereto 12½ per cent. *ad val.*

Prohibited—Reprints of Canadian copyright books, and reprints of British copyright works which have been also copyrighted in Canada.

1889—Act of 1889 not in force, having been "reserved."

1894—Customs Duties Act. British copyright works, reprints of 6 per cent. *ad val.*, and in addition thereto 12½ per cent. *ad val.*, until the next session of Parliament, and thereafter 6 cents a pound. *Prohibited*—same wording as in 1886.

1897—Customs Act prohibits importation of reprints of Canadian copyright works, and reprints of British copyright works which have been copyrighted in Canada, like all other printed works (excepting those prohibited), admitted (1) free, (2) or with a 10 per cent. *ad val.*, (3) or with a 15 per cent. *ad val.*, according to classification of their contents and as provided for by the Customs Act.

Under these provisions from 1868 to, and including, 1893, the amount collected and sent to the British Government under the royalty was \$24,572; for 1894, \$1,424; for 1895, \$3,124; for 1896, \$777. Total, \$30,011.

Copper—The first mention of a copper mine in Canada is by Lescaur, who says, on arriving at Isle Percé, on 16th August, 1609, he met a man named Prevert, of St. Malo, "just come from a copper-mine." The first shipment of copper bullion and matte, from Western Canada to England, took place in June, 1897, when eight carloads were shipped from Revelstoke, British Columbia, to Montreal, Ontario.

Coteau Bridge—The third railway bridge built across the River St. Lawrence; the Victoria Bridge, by the Grand Trunk being the first, and the Lachine, by the C.P.R., the second. The Coteau bridge was built by the Canada Atlantic Railway Co. The distance from shore to shore is 1.5 mile and three quarters. There are seventeen fixed spans—one of 100 feet, two of 175 feet each, ten of 217 feet each, and four of 223 feet each. The swinging span of the north channel covers 355 feet. It was opened in March, 1890.

Counties—The first Province to establish the old Norman division of counties was Nova Scotia, whose Legislature in 1759 divided the Province into five counties:—Halifax, Lunenburg, Annapolis and Kings. These elected representatives who sat as such for first time in 1761. Prince Edward Island was divided into three counties in 1768—King's, Prince and Queen's. The same divisions and names as at present. New Brunswick was divided into counties in 1785—Charlotte, York, Sunbury, Queen's, King's, and John, Westmoreland and Northumberland.

Lower Canada was divided into twenty-one counties by proclamation of the Governor-General in 1792. These were named:—

Gaspe,	Richelieu,	Devon,
Cornwallis,	Bedford,	Hartford,
Surrey,	Kent,	Dorchester,
Huntingdon,	Buckingham,	Effingham,

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- Hartford,
- Dorchester,
- Effingham,

York,
Warwick,
Quebec,

Montreal,
St. Maurice,
Northumberland,

Leinster,
Hampshire,
Orleans.

All excepting six were English names. Of the fifteen English names then given Huntingdon and Dorchester alone remain. Leinster appears on a map of 1826 and corresponded to the Montcalm County of to-day. Upper Canada was divided into nineteen counties by the Lieutenant-Governor in 1792. Ridings, divisions peculiar to Yorkshire and Lincolnshire in England, were also introduced in a few instances. The 21 divisions were: *District of Lunenburg*—(1) Lancaster, (2) Charlottenburg, (3) Cornwall, (4) Osnabruck, (5) Williamsburg, (6) Matilda, (7) Edwardsburg, (8) Augusta, (9) Elizabethtown. *District of Mecklenburg*—(1) Pittsburg, (2) Kingston, (3) Ernestown, (4) Fredericksburg, (5) Adolphustown, (6) Marysburg, (7) Sophiasburg, (8) Ameliasburg, (9) Sydney, (10) Thurlow, (11) Richmond, (12) Camden. *District of Nassau*, comprised the district from Trent to Long Point on Lake Erie; and *District of Hesse*, the rest of the Province to Lake St. Clair.

The Legislature of Upper Canada changed the District names in 1892 into Eastern, Midland, Home and Western. These were subsequently enlarged and, Johnstown, New Castle, Niagara, London and Gore districts added. The *Eastern District* according to Darcy Boulton's "Sketch of His Majesty's Province of Upper Canada" in 1805, comprised at that date, Glengarry, Stormont, Dundas, Prescott and Russell. *Johnstown* comprised Grenville, Leeds and Carleton. The *Midland District* was composed of Frontenac, the incorporated Counties of Lenox and Addington, Hastings and Prince Edward, and all northern region to the Ottawa. The *District of New Castle* embraced the Counties of Northumberland and Durham, with all the land behind them. The *Home District* included the Counties of York and Simcoe. The *District of Niagara* embraced the Counties of Lincoln and Haldimand, the beach at the head of Lake Ontario and the Township of Saltfleet. The *District of London* comprised the Counties of Norfolk, Oxford and Middlesex. The *Western District* comprehended the Counties of Essex and Kent.

The County as the unit of division has been retained in the Province of Ontario. In the Province of Manitoba the County was adopted as a unit in 1883, but in the Revised Statutes of Manitoba, 1891, the Act of 1883 appears among the repealed Acts, and by other legislation the Province is subdivided into judicial districts, cities, towns and villages and rural municipalities, the municipality being the unit. For representation in the Legislative Assembly, the unit is the Township, a number of which compose an electoral district. For the Dominion representation the unit is the Township (or Parish), an aggregation of which forms an electoral district of which there are six. In British Columbia the municipality is the unit, and from it are formed judicial districts of different kinds, Provincial and Dominion electoral districts.

Judicial Courts—These were established in Ontario in 1845, by Chap. 13, 18th Vic., and were enlarged by Act of 1853, and other Acts which were consolidated in Chap. 15 of the Consolidated Statutes of Upper Canada, 1856. They were established in New Brunswick by Chap. 10 of 30th Vic. (1867); in British Columbia in 1872; in Nova Scotia in 1876, and in Manitoba in 1882. (See "Judges County Court.")

County Model Schools—were established in Ontario in 1843. The Model Schools were established in 1850.

Courts—A Supreme Council was established in 1663 in Quebec, and exercised judicial powers, giving judgments in civic and criminal cases, according to the Royal Ordinances and the *Coutume de Paris*. The Council, after 1703, the Conseil Supérieur, had the power to establish subordinate courts throughout the colony. After the conquest of 1760, the government of Canada was entrusted to military men. In 1763 authority was passed to the governors, with the consent of the Council and the representation of the people, to make laws for the good government of the colony. Other governors were also empowered to establish Courts of Judicature; however, no Assemblies met (the French Canadians being unwilling to take the oaths required), there were no laws. In February, 1764, Governor Murray received instructions to modify the practice of the courts. He was directed to pass an ordinance admitting Canadians of British origin to serve on juries. In suits affecting British contestants and Canadian, the jury was to be a mixed one. When both parties were French Canadian, the jury was to be wholly of French Canadian. French Canadians were likewise admitted to practise as advocates in the Courts.

Courts—In 1721 a Court of Judicature was established at Annapolis, Nova Scotia. At a meeting of the Council, held on the 10th April, 1718, it resolved "that the Governor and Council do sit as a general Court of judicature four times a year." The royal instructions to Governor Cornwallis in 1749 required him to erect and commission Courts of Judicature in Nova Scotia. After consultation with his Council he erected three Courts. The first was a Court of General Sessions, similar in its organization and conformable in its practice, to the courts of the same name in England. The second was a County Court, having jurisdiction over the whole province (which at the time was but one county), and the third was a Court of Assize and general jail delivery, in which the Governor and Council sat as judges. It assembled twice a year. In 1752 the County Court was abolished, and a Court of Common Pleas erected in its place. The plan of the Superior Courts of Common Pleas in New England.

Court—Supreme Court of Canada first established 1875. W. B. Ewing was the first Chief Justice. The first sitting was on 5th June, 1876.

Crickets—First international match between Canada and the United States was played in Montreal, 1845.

Criminal Statistics—The collection of, was ordered by the Parliament of Canada in the session of 1876. The first report under the Act was given in the year 1880. These statistics are divided into six classes. Class 1st, offences against the person; class 2nd, offences against property; class 3rd, offences against public order; class 4th, offences against the currency; class 5th, forgery and offences in relation to the currency; class 6th, other offences not included in the other classes.

Total Convictions—Comparison per 10,000 inhabitants:

	1881-85.	1887-92.	1893-94.
1st class	10.66	10.45	9.19
2nd "	0.43	0.53	0.84
3rd "	11.36	12.32	7.04

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4th class.....	0.93	0.52	0.77
5th "	0.07	0.08	0.09
6th "	54.00	60.10	54.67

in the class including the higher crimes, such as murder, manslaughter, bigamy, assault, etc., there has been a reduction in the number of convictions. In the three classes including offences against property, there has been a decrease in the malicious offences. There has been an increase in class 2 ; a decrease in classes 3 and 4. Forgery and offences against the currency show an increase. Other offences show a tendency to increase. In the indictable offences the total convictions in 1884, were 2,506 ; in 1888, 3,747 ; and in 1895, 4,477—an increase in 1895 over 1884 of about 5 per thousand of the population. The proportion of convicted persons using liquor immoderately was, in 1884, 50 per cent of the total convictions ; in 1888, 37.7 per cent, and in 1895, 53.4 per cent. The proportion of those unable to read and write was, in 1884, 28.6 per cent ; in 1888, 15 per cent, and in 1895, 14 per cent. Of those having elementary education, 1884, 67.5 per cent ; 1888, 77 per cent, and 1895, 71 per cent. Of those having superior education, 1884, 1.12 per cent ; 1888, 1 per cent, and 1895, 1.65 per cent. The number of charges in 1895 for indictable offences, was 7,730, of which, 5,474 or 70.8 cent. resulted in convictions. In 1890 there were 319 charges and 3,934 convictions, or 67.7 per cent. In 1885 there were 518 charges and 3,797 convictions or 68.8 per cent.

Animals, Canadian Society for Prevention of, was organized at a public meeting, 8th February, 1869. Sir John Young, K.C.B. (Governor General), Sir N. F. Belleau, Sir John A. Macdonald and Hon. P. J. Schoups were the first patrons. The first president was William Workman, and the society confines its operations to the Province of Quebec, and the City of Montreal. The inspectors during 1895 attended to 17 prosecutions, gave 257 warnings, and destroyed 31 animals. The game was first played in Canada in Montreal, 1807. Quebec was the next city to institute a club. The Scots in Fergus, Ont., were the first club in the West in 1834. Then in order named came West Flamboro in 1835, the old Toronto Club in 1837, and Guelph and Hamilton in 1838. All the Canadian clubs at first affiliated with the Royal Caledonian Curling Club of Scotland, but the Ontario Branch of the Royal Caledonian was launched on December 22nd, 1874. There are now about 100 clubs in this branch. The Halifax Curling Club was organized on 12th January, 1854.

Sir Samuel, (a Canadian born), was the first to conceive and to carry to a successful conclusion, in 1840, the idea of a regular ocean steamship service between Canada and Great Britain. The idea was suggested to him by the successful trip of the *Royal William* from Nova Scotia to London. In the early days all sorts of coin were current in British North America. The first ordinance passed by the British authorities in Canada was in 1764, and by it the French Louis d'or and the French crown were cited above their normal value for the purpose of retaining them in circulation in the colony. The first step taken in Canada for a revision of the currency was in 1795, when, to remedy the evils resulting from the coined money in circulation being reduced in weight, debased in value, and composed of every variety of pieces peculiar to all countries trading with this continent, an Act was passed fixing a standard of value founded upon

the average intrinsic worth of the gold and silver coins of Great Britain, Portugal, Spain and the United States. Some assistance was given in measure, but the increasing business of the country demanded improved facilities for exchange.

Canadian, or, as more frequently called, Halifax, currency was established by an ordinance of 1765, which changed the monetary nomenclature from French to English, but adopted as the money unit a shilling, equal in value to the old French livre. The denominations were dollars, pence, shillings and pence, 20 shillings being equal to 5 dollars, the dollar originally the Spanish pillar dollar coined before 1772, and containing 375 grains fine silver.

From August, 1812, to near the close of 1820, the people of Canada used a currency composed for the most part of promissory legal tender "army bills,"* originally issued by the Government as a financial expedient in the war with the United States, relieving the authorities of any need to run the risk and incur the expense of importing specie from England.

Various subsequent acts of the legislatures established a valuation of the coin current in British North America.

Finally, in 1858, the Province of Canada adopted dollars and pence, shillings and pence as the only moneys of account.

In 1871 the Federal Parliament passed the Act (Chap. 4, Acts of the Dominion) respecting the currency which gave to the Provinces of the Dominion uniform currency.

Under this and other acts there are seven different kinds of money in circulation in the Dominion, namely: gold coins; subsidiary gold and bronze coins; provincial notes (issued prior to Confederation); Dominion notes; bank notes and fractional notes.

GOLD COIN—The single gold standard adopted by Canada under the Act of 1871 was that of the British sovereign of the weight and fineness prescribed by the laws of the United Kingdom to pass current at \$4.86. Provision was also made that, until otherwise ordered by Her Majesty's proclamation, the gold eagle of the United States should be legal tender in Canada at its face value when it is up to the standard weight and fineness of tolerance (remedy of the mint) prescribed by law, viz.: fixed weight, pennyweights and 18 grains Troy, and of the fineness fixed by the United States Act of 1834, *i.e.* .899'225, and that of 1837, that is, .900.

The Canadian Act of 1871 provided for a special gold coin for Canada, but none has been minted under the Act.

SILVER COINS—The silver piece are of the denomination of 50, 25, 10, and 5 cents; and the copper piece of one cent is the only minor coin.

The largest silver piece weighs 179.31 grains, and is .925 thousandths fine. The smaller pieces are in proportion. These are legal tender for any amount of 10 dollars. The copper coin is tender to the amount of 5 cents in any one payment.

In addition to the coin used, the Canadian Government issues Government notes, first issued by the Legislature of the Province of Canada in 1866. The authority was limited to \$5,000,000 on general account.

* The total amount of these bills issued was £3,447,953. They were issued in denominations of \$400, \$100, \$50, \$25, \$10, \$5, \$3, \$2, and \$1, each dollar being considered equal to 20 shillings, Halifax currency. They were finally withdrawn and the books destroyed in April, 1821.

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seven different kinds of money: gold coins; subsidiary silver coins (issued prior to Confederation) and notes.

adopted by Canada under the authority of the weight and fineness of the gold to pass current at the same value as otherwise ordered by Her Majesty in Great Britain. The United States should be legal tender to the standard weight and fineness of the fineness fixed by the Act of 1837, that is, '900.

and for a special gold coin issued under the Act.

the denomination of 50, 25, and 10 cents is the only minor coin. The denominations of 1, 2, 5, 10, 20, 50, and 100 grains, and is '925 thousandths.

These are legal tender. The gold coin is tender to the amount

Canadian Government issues of the Province of Ontario, \$1,000,000 on general account.

1847-1853: They were issued in each dollar being considered as legal tender and the banks withdrawn and the books

\$3,000,000 to replace notes of banks surrendering their power of issue.* It was provided that 20 per cent. of the notes issued should be covered by specie reserve, and the remainder by Provincial debentures.

On the formation of the Dominion, the permitted issue was enlarged, by the Act of 1868, to \$8,000,000, any amount in excess of \$5,000,000 to be covered by 25 per cent. in specie, or in specie and Canadian securities guaranteed by the Imperial Government. For the remainder the security provided was unguaranteed bonds issued by authority of Parliament.

In 1870 the issue was fixed at \$9,000,000, with a 20 per cent specie reserve—any excess over the \$9,000,000 to be fully covered by specie.

In 1872, in consequence of the growing demand for paper currency, the issues in excess of the \$9,000,000 were required to be covered by specie only to the extent of 35 per cent.

In 1875, 50 per cent. specie reserve was required for \$3,000,000 over the \$9,000,000; and for any excess over the \$12,000,000 a full cover of specie.

In 1880 the law authorized the issue of \$20,000,000 to be covered by at least 15 per cent. in gold, 10 per cent. additional either in gold or in Dominion securities guaranteed by the Imperial Government, and the remainder in unguaranteed Dominion bonds; any excess over \$20,000,000 to be fully covered with gold.

In 1894 an Act was passed providing that the issue might exceed \$25,000,000. This Act, however, did not provide for any additional security, and was therefore replaced by Chap. 16, Acts of 1895, which provides that Dominion notes may be issued in excess of the sum of \$20,000,000, provided that the Minister of Finance, in addition to any amount required to be held by him in gold under the Act of 1890 (Revised Statutes 1886, Chap. 31), holds gold sufficient to cover fully any excess over the \$20,000,000.

These notes are full legal tender, redeemable in specie on demand, and are of the following denominations: \$1, \$2, \$4, \$5, \$10, \$20, \$50, \$100, \$500, \$1,000 and \$5,000 (the latter first issued in October, 1896, and chiefly used for clearing house purposes).

Provincial notes issued by the several provinces prior to Confederation are still unredeemed to the amount of about \$29,000. They are \$5, \$10, and \$20.

Under the general authority of the Act of 1868, the Government issued notes for 25 cents in 1870, when Sir Francis Hincks was Minister of Finance, the chief object of which was to provide the country with fractional currency, and thus relieve the strain consequent on the enforced removal from circulation of United States silver with which the country had been flooded.

The several Acts, therefore, require: 1st. That there shall be held by the Dominion Government 15 per cent. of \$20,000,000 in gold; 2nd. 10 per cent. additional, either in gold or Dominion securities, guaranteed by the Imperial Government; 3rd. 75 per cent. in unguaranteed Dominion bonds; 4th. Gold, dollar for dollar, of any excess of issue over \$20,000,000.

The average amount of Dominion notes in circulation in 1895 was \$31,397,750.

To protect there had to be held by law:—

The banks were offered 5 per cent. on their circulation, and one-half the estimated value of their unissued notes as inducements to surrender their power of issue. The Bank of Montreal was the only one which agreed to do so. In consequence the Act was repealed in 1896.

1st. 15 % on \$20,000,000	\$ 3,000,000
2nd. 10 % on \$20,000,000 gold or guaranteed security	2,000,000
3rd. 75 % on \$20,000,000 gold, unguaranteed security	15,000,000
4th. Gold for excess over \$20,000,000	1,397,750
Total	\$21,000,000
The amount held was :—	
Gold	\$ 9,634,312
Guaranteed securities	1,946,667
Unguaranteed securities	17,250,000

Total

Thus of gold and guaranteed securities there was held \$11,500,000 against \$6,397,750 required by law, or \$5,183,229 more than the law requires of gold and guaranteed securities, and \$2,150,000 more than of unguaranteed securities, or in all \$7,433,229 more than required.

Thus the amount of gold actually held constitutes over 45 per cent of the whole circulation.

Dark Days—"On the 14th October, 1780," says Haight, "a most remarkable phenomenon occurred. At noon a pitchy darkness completely obscured the light of the sun, continuing for about ten minutes at a time, and frequently repeated during the afternoon. In the interval between the mysterious eclipse dense masses of black clouds streaked with yellow athwart the darkened sky, with fitful gusts of wind. Thunder, lightning, black rain and showers of ashes added to the terrors of the scene." Similar demonstrations were witnessed in July, 1814.

Dairymen's Association of Canada—The first Convention was held in Ottawa, April 9th, 1889, for the purpose of securing uniformity throughout the Dominion in the manufacture of butter and cheese for export. An Executive Committee was elected, and a resolution was passed that the Government should vote \$3,000 in aid. The beginning of the cheese factory industry dates back to 1863. In 1865 there were ten in operation in Upper Canada. The repeal of the Reciprocity Treaty in March, 1866, gave cheese-making a powerful impulse. At the close of the season of 1866 there were 180 factories in Canada West, and 12 in Canada East. In 1868 Ontario had 180, Quebec 17. In 1890 there were 1565 factories in the Dominion. In 1860 Ontario had 893, and Quebec, 617. In 1860 the value of the total production of domestic cheese by the United States was \$1,563,630, and in the same year in the Dominion it was \$3,091,914. In 1860 the value of the export of Canadian cheese was \$13,675, and in 1896 it was \$13,956,571. Of the total exported 164,689,123 lbs., in 1896, of Canadian made cheese, 164,410,940 lbs. were sent to Great Britain. That market requires an import from other countries to the value of 2,300,000 cwt., valued at \$24,000,000. Canada supplies 56 per cent of the whole requirements of Great Britain. The total butter production in Canada, in 1890, was 115,938,165 pounds.

Dates old and new—The first instance of the recognition of the new style in an English document is in Kirk's summons, from Tadoussac, Champlain to surrender Quebec, 1628. The new style had been introduced by the French from 1582. It was not used by the English till 1752.

Deaf and Dumb, Education of—First appropriation for by any Government in the Dominion was made by the Legislature of Nova Scotia in 1857.

.....	\$ 3,000,000
guaranteed	2,000,000
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.....	\$21,000,000
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imal System of coinage first adopted in Canada in 1858; of currency, first adopted for public accounts 1858.

Water Terminus of Intercolonial Railway at Halifax, completed February, 1880.

Defence Commission—A Royal Commission was appointed in 1862, to enquire into the measures to be taken for the Defence of Canada. The outcome of its report presented in that year and of certain political events occurring about that time was the embodiment, in the Militia Act, of a form of organization based upon the requirements and resources of the British North American Colonies as then existing. A defence commission met at Ottawa, February, 1889. It consisted of General Sir Fred Middleton, Major General Cameron, Col. Walker Powell, and Lt.-Col. Irvine.

Dental Journal—The first Dental journal in Canada was the *Canadian Journal of Dental Science*, founded June, 1868, by Dr. W. G. Beers, Montreal.

Dental Surgeons—The Ontario Royal College of Dental Surgeons was founded in 1868.

Department of Marine and Fisheries—First organized with Ministerial head, 1st July, 1867.

Department of Interior—First organized with Ministerial head, 1st July, 1873.

Department of Railways and Canals—First organized with Ministerial head, 20th May, 1879.

Speaker of the House of Commons, first provided by Chapter 1, Acts of 1885. M. E. Daly elected 1st Deputy Speaker, 10th February, 1885; Hon. C. C. Colby elected April, 1887, and served to December, 1889; John F. Wood, 21st January, 1890; J. H. Bergeron, 22nd May, 1891; L. P. Brodeur, 27th August, 1896.

Directory—The first Directory of Montreal was issued 1819.

Millery—The first was Mauger's in Halifax, 1750.

Supreme Court—Was first established in Nova Scotia in 1759 (32 Geo. II.) It consisted of the Governor or Commander-in-Chief and the members of Executive Council. By the Act of 1866 the Judge in Equity became Judge Ordinary of the Court. New Brunswick's Court of Divorce was established by Act 31, Geo. III, cap. 5. It consisted of the Governor and five members of the Council. In 1835 a Judge of the Supreme Court was added. In 1860 a Court of Divorce and Matrimonial Causes was created. In British Columbia the Lieut.-Governor and Council. For Ontario and Quebec, Mani-

and the North-West, proceedings are initiated by Bill introduced in the Senate of the Parliament of Canada. The Commons passes upon the Senate's bill in each case. In all since 1868 there have been 214 divorces granted, of which 57 were by the Dominion Parliament, and 167 by the several Provincial Courts. Prince Edward Island has not granted a single divorce in 28 years.

Penitentiary—The first established was in Halifax, 1758. The date on the gate refers to the year the wall enclosing it was built.

Live Stock Association, first annual meeting held in Toronto, February 6th, 1886.

Confederation—Canada first called a Dominion in 1774, in address of the American Colonies in assembly at Philadelphia. Name first officially given by the Imperial Parliament in the Union Act passed in 1867, and proclaimed throughout Canada on 1st July, 1867. It was offered as a substitute for that proposed by Sir John Macdonald, viz., "Kingdom of Canada." The

designation "Kingdom" was first proposed by Rev. Dr. Strachan in a memo addressed to the British Government, 1824.

Dominion Alliance for the total suppression of the Liquor Traffic. In 1875 sixteen members of the House of Commons of Canada, united in a petition for a National Prohibition Convention. The meeting thus summoned was held in Montreal on September 15th, 16th and 17th, 1875, and the convention was called at first the Dominion Prohibitory Council. It was coincident with changes of the constitution it was called the Dominion Alliance. In its plan and purpose it is a federation of the societies of Canada favourable to the suppression of the liquor traffic. This Prohibition Parliament meets annually to consult and advise with respect to all methods of general work. A Legislative Council is appointed annually and meets at Ottawa during the Session of Parliament to watch all legislation connected with the traffic. Hon. Senator Vidal has been President of the Alliance from its inception. (See Temperance.)

Dominion Artillery Association—First general meeting held in Parliament Buildings, Ottawa, on the 22nd February, 1876. This meeting was the result of several others held at important centres where the object of the Association was explained and members enrolled. The aim of the Association is the development of gunnery skill and the dissemination of Artillery knowledge throughout the Dominion. The first President was General Selby Smyth, followed by General Luard in 1880, Lieut.-Col. Oswald 1885, Lieut.-Col. Macdonald 1888, General Sir Fred M. Ton 1890, Lieut.-Col. A. A. Stevenson 1891, Lieut.-Col. J. R. Armstrong 1893, Lieut.-Col. A. Curren 1892, and Lieut.-Col. E. G. Prior 1894. The Dominion-Governors-General in succession have been Patrons, Lord Dufferin being the first. Lord Dufferin presented medals for firing competitions. The Marquis of Lorne was the first to present prizes for general efficiency. These have been continued by his successors. The Association has sent four teams to England to compete in the National Artillery Association competitions at Shoeburyness. The first team was commanded by Lieut.-Col. Oswald, who gave \$1,000 towards the expenses. The first team was sent in 1881, the second in 1883, the third in 1886, and the fourth in 1889. The Association offered prizes for the best essay written by officers of the Militia on Military subjects. The first prize, a medal presented by the Earl of Dufferin, was won by Lieut.-Col. Montizambert.

Dominion Day—1st July, 1867, Canada by Queen's Proclamation became the Dominion by the Union of Ontario, Quebec, Nova Scotia and New Brunswick. The Birth Day of the Canadian Confederacy is celebrated in all parts of Canada with great *eclat*.

Dominion General Elections—(See "Simultaneous Polling.")

Dominion Notes Act extended throughout the whole Dominion, 1876.

Dominion Lands Survey—Arranged for in 1869; actual work of the survey began 1871. In 1874 and 1875 a system of triangulation was undertaken. Since 1875 the ruling points of the survey have been established astronomically and telegraphically. In 1884 the system of surveys was extended to include the 40 mile railway belt in British Columbia as far as Manitoba and the North-West. In 1886 topographical surveys of the western mountainous region was begun. In 1887 the phototopographic method of survey was introduced. The total area set out for settlement at the end of 1886 is 78,500,000 acres.

Dual Language—Neither in General Murray's manifesto of 22nd March 1840, nor in the Articles of Capitulation of Montreal, of the 8th September 1763, was the

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General Amherst's proclamation of the 22nd September, 1760, nor in the ordinances issued by General Gage in the same year, is there any specific mention of the retention of the French language by the Canadians, or of enforced substitution of the English language. The form of government introduced by General Amherst was based upon justice administered through common sense and honesty. The proceedings of the courts established under Gage's ordinances were carried on in French, because, outside of the British garrison, everybody spoke only French.

The first meeting of the Legislature of Lower Canada, under the Act of 1791, took place on the 17th December, 1792, when the Lieut-Governor, who had summoned the Assembly to the Legislative Chamber, desired them to return to their own chamber and elect a Speaker, "which speech," the Journal of the day's proceedings says, "was repeated in the French language by order and in presence of His Excellency the Governor-General." The motion to postpone the election for a day was repeated in French, and Mr. Panet's amendment, moved in French, was repeated in English. On the 27th December, Mr. Grant moved that the Journals be in the English language as necessary for the original record, and that translations be made into French for the use of those who desired them. Mr. Papineau moved in amendment to insert after the word "English," the words "or French language as it may have been entered in the original minutes, without drawing into precedent for the future." This carried, 21 to 14. Shortly after by a vote of 26 to 13, it was resolved that the House should keep two registers—one in French and one in English. The rule for the introduction of Bills was decided as follows: Bills relative to the criminal laws of England in force in the Province, and to the rights of the Protestant clergy as specified in Chapter 31, Acts of 31st, George III., to be introduced in the English language, and Bills relative to the laws, customs, usages and civil rights of the province to be introduced in the French language—in order to preserve the unity of the texts.

In 1793, the Legislature of Upper Canada passed a resolution that for the benefit of the French people in the west part of the province, the resolutions of the House should be translated into French. Nearly fifty years after, Lord Durham, in his report of 1839, recommended that, as one of the conditions on which the two provinces should be united, English alone should be the official language. The Union Act of 1841 abolished the employment of the French language "in all documents having to do with the new Legislature and its proceedings." The clause in the Act was practically a dead letter from the first, so far as the proceedings in the chamber were concerned, since the French members spoke in their mother tongue when they pleased. "In fact during the interdict the French language was heard far more frequently in the debates than it has been in the regime of equality." An address to the Queen in favour of the restoration of the language was presented in 1845. Mr. Gladstone, in a despatch dated February 3rd, 1846, authorized Earl Cathcart to inform the Legislature at the opening of the session that Her Majesty was inclined to entertain the prayer of the address. An Act was passed by the Imperial Parliament in 1847, to give effect to the Queen's wishes and to remove the restriction. Lord Elgin was the first Governor-General to read the speech from the throne in both English and French (1847). The British North America Act recognized the equality of the two languages. **Representation** abolished 1873, the Act providing that any member of the House of Commons elected and returned to any Legislative Assembly,

or appointed to any Legislative Council, shall thereby void his election to the House of Commons.

Earthquake—First recorded as happening in Canada, 1638. The one called in Quebec "Le jour de St. Barnabé. The earthquake of 1638 is called the "Great Earthquake," and well deserves the distinction. It took place on the 26th January, and it is said of the effects produced "the doors opened and shut of themselves, with a fearful clatter; the bells rang without being touched; the walls split asunder; the ground separated and fell down; the fields put on the appearance of precipitous mountains, and the mountains seemed to be moving out of their places. Many rivers and fountains were dried up; in others, the water became subterranean, and in some the channel in which they ran before was so altered that it could not be distinguished. Many trees were torn up and thrown a considerable distance, and some mountains appeared to be much broken and moved. Half way between Tadousac and Quebec two mountains were shaken down and formed a point of land which extended a quarter of a league into the River St. Lawrence. The Island aux Colons became larger than it was before, and the channel of the river itself was much altered."

Education—See *School Annals*.

Education—Ladies' Society for promoting Education and Industry in Canada founded 21st October, 1826, at Montreal; Countess Dalhousie, patroness.

Education of Women—Sir Donald Smith (Lord Strathcona and Mount Royal) is the first founder of a university annex for women in Canada, 1887.

Eight Hours a day system first adopted in Canada by the Public Printing Bureau, May 1st, 1896.

Eisteddfod—The first, in Canada, was held in Montreal, 1st March, 1887.

Elections, General, Dominion—The first General Elections for Members of the House of Commons, were held in September, 1867. Subsequent

General Elections were held in most of the electoral districts as follows:

July 29th, 1872.	June 20th, 1882.
January 22nd, 1874.	February 22nd, 1887.
Sept. 10th, 1878.	March 5th, 1891.

The General Elections of 1887 were held on the same day in the Provinces, with the exception of British Columbia. Subsequent General Elections were held on the same day in all the Provinces. (See "Simultaneous Polling.")

Elections-General, Provincial—Dates at which held since Confederation:

For Ontario.

September	1867.
14th March	1871.
11th January	1875.
5th June	1879.
27th February	1883.
28th December	1886.
11th June	1890.
19th June	1894.

For Nova Scotia.

September	1867.
May	1871.

For Quebec.

Aug. and Sept.	1867.
June and July	1871.
30th June	1875.
24th April	1876.
25th November	1881.
14th October	1886.
17th June	1890.
8th March	1892.
11th May	1897.

For New Brunswick.

June	1870.
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December 1874.
10th September . . 1878.
13th June 1882.
21st April 1890.
15th March 1894.
20th April 1897.

For Manitoba.

27th December . . 1870.
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9th December . . . 1879.
23rd January . . . 1883.
9th December . . . 1886.
11th July 1888.
July 1892.
15th January 1896.

New Brunswick—Con.

June 1878.
15th June 1882.
26th April 1886.
21st January 1890.
22nd October 1892.
16th October 1895.

For British Columbia.

October 1871.
September 1875.
May 1878.
July 1882.
7th July 1886.
13th June 1890.
July 1894.

For North-West Territories.

31st October 1894.

For Prince Edward Island.

April 1883.
10th August 1873.
2nd April 1879.
1st May 1883.
30th June 1886.
30th January 1890.
13th December . . . 1893.
21st July 1897.

Electoral Franchise—The bill giving the Dominion generally the same electoral franchise was introduced in the House of Commons by Sir John Macdonald on 19th March, 1885; motion for second reading, 16th April. On 3rd July bill passed its third reading after 30 divisions, thus contributing to make the session of 1885 the longest in the history of the Confederation—24 weeks and 4 days.

Electricity—Railways. Electricity was first used as a motive power, in Canada, in 1883. A short piece of track was laid on the grounds of the Toronto Industrial Exhibition. The motor did not "mote" to any extent owing to the dynamo used on the car being a double armature one, with only one pole piece to each armature. The following year, 1884, produced the first practicable road. In comparison with the modern electric car it would be thought a crude affair, but it "got there," though with the expenditure of a considerable amount of fuel and supplies. The current was taken from copper slips laid in a wooden box between the rails. In 1885 the track was lengthened, and the overhead wire and trolley-arm used. In 1891 the possibility of combating the real old-fashioned winter in the deep snow area which includes Quebec, Montreal and Ottawa was successfully demonstrated by the Ottawa Electric Railway Co. Montreal followed in 1892, and Quebec in 1897.

In 1896 there were 30 railways in Canada the motive power of which was electricity, with 569 miles of railway, and an equipment of 947 motor cars, 360 trailers, 62 sweepers, and 1,315 motors. The number of miles ~~run~~ during the year was 22,772,631, and the number of passengers carried was 73,972,414, giving 3¼ passengers carried to each mile run.

ELECTRIC HEATER—The first city in Canada and in the world to have

- established in it a special electric heating service from a central was Ottawa, Ont. It was built by Mr. Ahearn of Messrs. Ahearn Soper, Ottawa, for the foreman's office, Ottawa water works, in 1892. Three of the electric street railway cars were equipped each with a 500-volt stove in February, 1892.
- ELECTRIC BANQUET**—An electric banquet was served to 75 guests at the Windsor Hotel, Ottawa, in 1892, the entire bill of fare being cooked in an electric oven, resembling a baker's oven, the invention of Mr. Ahearn. This was the first time an electricity cooked banquet was provided.
- ELECTRIC MAIL CARS**—First used in Ottawa Nov. 9th, 1893, to carry Her Majesty's mails from the central post office to the several stations of the city.
- ELECTRIC MOTOR CARRIAGE**—A "horseless" carriage made in Ontario first appeared in Toronto Dec. 5th, 1896.
- ELECTRIC MOTIVE FORCE**, first employed in connection with newspaper printing in Canada by the St. Catharines *News*, October, 1887.
- ELECTRIC STREET LIGHTING**—In July, 1886, the streets of Montreal were first lighted by electricity. In 1888, the first incandescent lights were supplied.
- The first arc lights used for street lighting in Ottawa were started in 1883.
- ELECTRIC LIGHT** first used in Montreal in 1877 by the Montreal Light and Power Commissioners.
- Electricity** first applied as a motive power to canals in the Sault Ste. Marie (Canadian) canal in 1895.
- English Law** introduced into Upper Canada, 1788.
- Engravings on Wood**—A psalter of David, printed in Montreal by J. Mesplet, contains some small wood engravings, said to be the first in Canada.
- Entomological Society of Ontario**—Organized in Toronto, 16th August, 1863. On 1st August, 1868, the society began the publication of a monthly magazine—the Canadian *Entomologist*, which has been reissued ever since. In 1870 the Society began the publication of a series of annual reports on economic and popular entomology, which are presented to the Legislature of Ontario by the Society. Twenty-seven volumes with copious illustrations have been published. The headquarters of the Society are in London, Ont. Active lists have been formed in Montreal and Toronto. The Society is always ready to investigate any outbreak of destructive insects that may be reported.
- Epworth League**—Formed 15th May, 1889, and embraces the adherents of the Methodist denomination in the United States and Canada. It has about 1,860 chapters in Canada, with a membership of 80,000. The membership is now (1897) about two millions. Its badge is a cross, and the motto, "Look up; Lift up." The first convention held June 29th to July 2nd, 1893, in Cleveland, U.S.A. Its second convention was held June, 1896, in Chatanooga, U.S.A., and its third in July, 1897, in Toronto, Canada.
- Esquimalt and Nanaimo Railway**—First railway on Vancouver Island, opened by Sir John Macdonald, August, 1886.
- Evangelical Alliance**—Dominion Evangelical Alliance, formed in Montreal, October, 1888. Its model is the British Evangelical Alliance, 1846.
- Exchange, Grain and Produce**, of Winnipeg, formed Nov. 1887.
- Exhibitions**—First Provincial, held in Toronto, October 1846.

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hibitions held in Canada of a Dominion character which received Federal Government grants, are:—

Year.	Amount of Grant.	Held at
1878.....	\$ 5,000.....	Ottawa
1880.....	5,000.....	Montreal
1881.....	5,000.....	Halifax
1882.....	5,000.....	Kingston
1883.....	10,000.....	St. John, N.B.
1884.....	10,000.....	Ottawa and Montreal (5,000 each)
1885.....	10,000.....	London
1886.....	10,000.....	*Sherbrooke, P. Q.
1887.....	10,000.....	Toronto
1891.....	10,000.....	Sherbrooke
1895.....	25,000.....	Regina

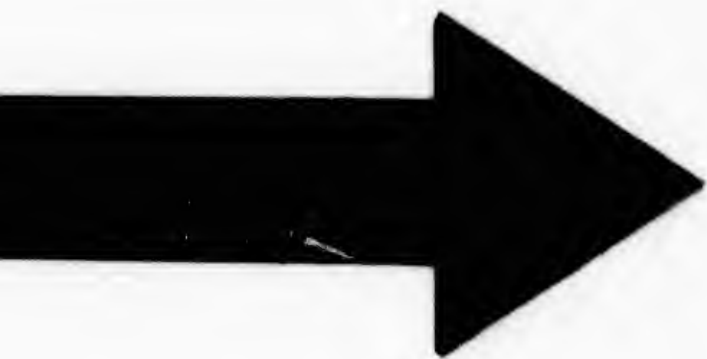
hibitions—The first on record is one promoted by Gilles Hocquart, Intendant of New France (1731-1748). He was a model Governor. He encouraged ship-building, facilitated communication between Quebec and Montreal and opened roads so that in 1734 M. de Boisclerc was the first one to make the journey between the two centres entirely by land. He sent explorers for minerals as far as Sault Ste. Marie. He developed the export trade in lumber, encouraged tobacco-growing, and finally decided upon having an exhibition to give a general view of the resources of the Province. In order to make it scientific as well as industrial and statistical, he deputed Abbe Gosselin and Dr. LaCroix to classify and name the trees and plants. Products of the mines, and the fisheries; the forest wealth, woods and furs; fruits of durable kinds and grains were on exhibition. After exhibiting them for a sufficient time, Hocquart sent the whole exhibition to France. The exhibition took place in 1737, thus antedating, and possibly suggesting, the earliest Industrial Exhibition in Europe, that of France in 1798. In 1747 M. de la Galissonnière made a large collection of the flora and fauna of Canada, as well as of its minerals. He collected information as to the uses to which the Indians put the plants, &c. The collection was exhibited in France.

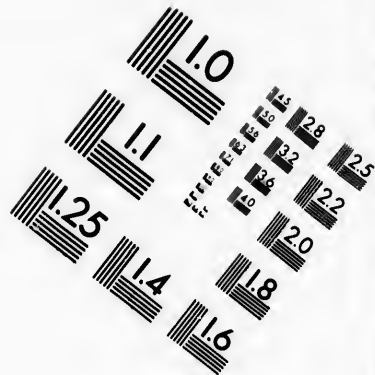
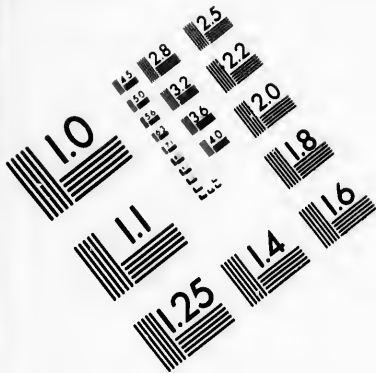
hibitions—Have been held in various countries; those specially interesting to Canada which took place outside of Canada, are:—

Place.	Date.	Character.
London.....	1851	International, General.
New York.....	1853	" "
Paris.....	1855	" "
London.....	1862	" "
Dublin.....	1865	" "
Paris.....	1867	" "
Vienna.....	1873	" "
Philadelphia.....	1876	" "
Sydney, N. S. Wales.....	1877	" "
Paris.....	1878	" "
Sydney, Australia.....	1879	" "
Melbourne.....	1880-1	" "

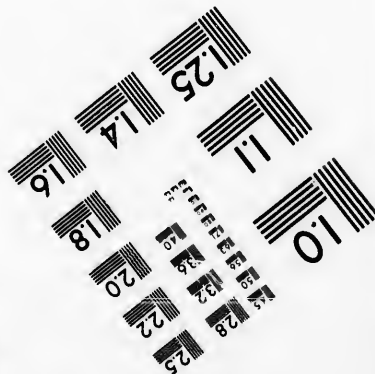
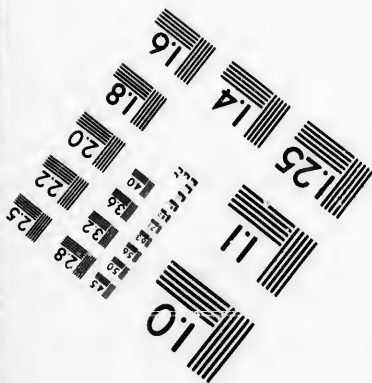
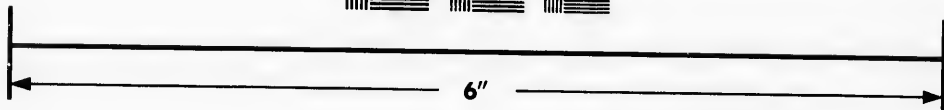
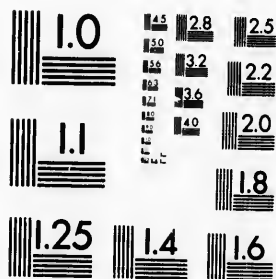
* The Exhibition at Sherbrooke, in 1891, was a Dairy Exhibition.







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Place.	Date.	Character.
South Kensington	1883	International, Special (Fishes)
Antwerp	1885	" " "
London	1886	Special (Colonies Indian.)
Liverpool	1887	Jubilee.
Saltaire	1887	" " "
Glasgow	1888	Special.
Jamaica	1891	International, General.
Chicago	1893	" " "

In the London Exhibition of 1851, the several Provinces were separated, the exhibits being all placed under the head of North American Colonies. The division was into groups, as follows :

- Group 1. Raw material and produce—(a) of the Mineral (b) Vegetable (c) Animal Kingdoms.
- Group 2. Machinery—(a) Machinery for direct use and (b) Manufactured machines.
- Group 3. Manufactures finished and fit for use—(a) Textile fabrics Metallic, vitreous and ceramic manufactures, and (c) Miscellaneous.
- Group 4. Fine Arts.

There were 195 Exhibitors from British North America, 92 of whom were in group 1 ; 29 in group 2 ; 72 in group 3, and 2 in group 4. 33 medals and 147 honourable mentions were secured ; 15 medals and 147 honourable mentions going to group 1 ; 1 medal and 1 honourable mention to group 2 ; 9 medals and 16 honourable mentions to group 3 ; and 1 medal and no honourable mentions to group 4. Of the prizes to group 1, Mineral products secured 3 medals and 3 honourable mentions ; stances used as food gained 10 medals and 12 honourable mentions. Vegetable and Animal products, 2 medals and 15 honourable mentions. Group 2 secured 9 medals and 16 honourable mentions in group 3, 6 medals and 5 honourable mentions were for textile fabrics ; 8 honourable mentions for metallic, vitreous and ceramic manufactures, and 3 medals and 3 honourable mentions for miscellaneous manufactures.

In the New York Exhibition, 1853, there were 152 Exhibitors from the Provinces. These secured 1 silver medal, 19 bronze medals and 46 honourable mentions. Nova Scotia obtained 2 bronze medals ; Prince Edward Island, 1 bronze medal ; New Brunswick, 1 honourable mention ; and others going to the Province of Canada. The silver medal was obtained by W. Antrobus Holwell, Quebec, for an ingeniously constructed gatharer.

In the Paris Exhibition of 1855, there were 321 Canadian Exhibitors. These obtained 1 grand medal of honour, 1 medal of honour, 13 1st medals, 30 2nd class, and 43 honourable mentions ; in all 88 prizes. The Exhibitors were from the Province of Canada.

In the London Exhibition of 1862, there were 306 Exhibitors from the Provinces now forming the Dominion of Canada, divided as follows :

Province of Canada	199
New Brunswick	30
Nova Scotia	65
British Columbia	5
Vancouver Island	6
Prince Edward Island	1

Character.
 International, Special (Fishes)
 " " " " " " " " " " " "
 Special (Colonial Indian.)
 Jubilee.
 " " " " " " " " " " " "
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the several Provinces were under the head of North America, as follows :

of the Mineral (b) Vegetable direct use and (b) Manufact

for use—(a) Textile fabrics, (b) Minerals, and (c) Miscellaneous.

in North America, 92 of which in group 3, and 2 in group 4 were secured; 15 medals and 1 medal and 1 honourable mention to group 3; and group 4. Of the prizes to group 3 and 3 honourable mentions; and 12 honourable mentions. 15 honourable mentions. Group 3, 6 medals and 5 honourable mentions for medals and 3 honourable

ere were 152 Exhibitors from 19 bronze medals and 46 honou bronze medals; Prince Edward, 1 honourable mention; and The silver medal was obtained an ingeniously constructed

ere were 321 Canadian Exhibitors 1 medal of honour, 13 1st mentions; in all 88 prizes. Canada.

ere were 306 Exhibitors from Canada, divided as follows:

.....	199
.....	30
.....	65
.....	5
.....	6
.....	1

306

These secured 100 medals and 50 honourable mentions. Canada obtained 63 medals and 28 honourable mentions; New Brunswick, 9 medals and 9 honourable mentions; Nova Scotia, 19 medals and 11 honourable mentions; Prince Edward Island, 5 medals and 1 honourable mention; British Columbia and Vancouver Island, 4 medals and 1 honourable mention. The total number of Exhibitors was 26,348, of which 8,487 belonged to the British Empire. In all 7,017 medals, and 5,304 honourable mentions were distributed. Taking all the Exhibitors, each 100 received 27. Taking the Canadians, each 100 exhibitors received 32.

In the Dublin Exhibition of 1865, there were 204 Exhibitors from the Provinces now forming the Dominion; 132 from the Province of Canada, 69 from Nova Scotia, and 3 from Vancouver Island. These received 45 medals, and 47 honourable mentions; 25 medals going to Canada, and 20 to Nova Scotia; of the honourable mentions, 25 went to Canada, and 22 to Nova Scotia.

In the World's Fair, Paris, 1867, there were 599 Exhibitors from the Dominion. These received 123 prizes, viz., medals, 3 gold, 21 silver and 33 bronze, the remainder (66) were honourable mentions. The total number of exhibitors was 50,226, and of the awards 15,702.

In the Vienna Exhibition of 1873, Canada took no part as exhibitor. She sent representatives whose reports are to be found in the report of the Minister of Agriculture for 1873.

In the Philadelphia Exhibition of 1876, 564 Centennial medals were taken by Canadians. The Canadian Government, with the object of inducing Canadians to exhibit in Philadelphia, offered gold, silver and bronze medals as prizes. Of these 423 were awarded, viz., 13 gold, 178 silver, and 232 bronze.

In the Sydney, New South Wales, Exhibition of 1877, Canada sent a large number of exhibits from the Philadelphia Exhibition, but no awards were given.

In the Paris Universal Exposition of 1878, there were 534 Canadian Exhibitors, and they received 264 awards, viz., 2 grand medals, 24 gold, 46 silver, 92 bronze, and 100 honourable mentions.

In the Sydney (Australia) Exhibition of 1879, Canadians secured 23 awards, consisting 1 gold medal, 2 first degrees of special merit, 11 first degrees of merit, 6 highly commended, and 3 "commended."

In the Melbourne Exhibition of 1880-1, it does not appear that Canada sent any exhibits.

In the Fisheries Exhibition of 1883, held in South Kensington, the exhibits from the Dominion were almost all entered and shown in the name of the Dominion of Canada. The awards to Canada consisted of 31 gold medals, 23 silver, and 6 bronze, and 6 diplomas.

In the Antwerp Universal Exhibition of 1885, Canada's share of awards numbered 110, divided into 3 diplomas of honour, 13 gold medals, 30 silver medals, 33 bronze medals, and 31 honourable mentions.

In the Colonial and Indian Exhibition held in London, in 1886, there were no awards, but each exhibitor received a commemorative medal and diploma. Canadian Exhibitors received 2,830 of these out of a total of 10,652 distributed.

In the Royal Jubilee Exhibition held in Liverpool, (England) in 1887, and in the Exhibition held in the same year in Saltaire, the Canadian exhibits consisted mainly of a selection made from the collection previously shown at the Colonial and Indian Exhibition.

In the Exhibition held in Glasgow, in 1888, the Canadian exhibit consisted for the most part of a collection previously shown at the Colonial and Indian Exhibition.

In the Jamaica Exhibition of 1891, the awards to Canada numbered viz., 16 diplomas of honour, 51 gold, 70 silver, and 15 bronze medals, 14 honourable mentions. The total awards to all countries numbered 1,148.

In the Chicago World's Columbian Exposition of 1893, Canada received 2,229 awards, 1,103 bronze medals, and 1,126 diplomas.

The space allotted to Canada (British Provinces)—

In 1851, formed a total of	10,368	square feet.
1876	“	“ 48,520 “ “
1886	“	“ 108,725 “ “
1893	“	“ 106,526 “ “

The following is a statement of the cost of the several Exhibitions Dominion Government since Confederation :—

1876 Philadelphia Exhibition	.....	\$93,549
1877 Melbourne	“	27,592
1878 Paris	“	116,024
1886 Antwerp and Colonial and Indian Exhibition	.....	314,656
1891 Jamaica Exhibition	.....	21,867
1893 Chicago	“ (to June, 1896)	242,514
Total	.....	\$815,902

Explorers connected with Canada :—

John Cabot	.....discovered Cape Breton	.....	140
Jean Denys	“ “ of St. Lawrence	.....	150
Sebastian Cabot	“ “ on Bay	.....	150
Jean Verrazano	“ “ Nova Scotia	.....	150
Jacques Cartier	“ “ River St. Lawrence	.....	150
Samuel de Champlain	“ “ Lakes Champlain, Huron, Ontario and Nipissing	.....	160
Pere Nicolet	“ “ Lake Michigan	.....	160
Peres Brebœuf and Champlainot	“ “ Lake Erie	.....	160
Peres Jogues and Raymbault	“ “ Lake Superior	.....	160
Pere Albanal	“ “ James Bay	.....	160
Verandrye	“ “ The Western Prairies	.....	170
James Cook	“ “ Vancouver Isl'd (west coast)	.....	170
Alexander Mackenzie	“ “ The Mackenzie river	.....	170
George Vancouver	“ “ British Columbia (mainland)	.....	170
Simon Fraser	“ “ Fraser and Columbia rivers	.....	180
A. R. C. Selwyn	.....explored The Valley of the N. Thompson	.....	180
A. R. C. Selwyn	“ “ The Peace River region	.....	180
George Dawson	“ “ Fraser River and Coast Ranges	.....	180
Robert Bell	“ “ Eastern Hudson Bay region	.....	180
George Dawson	“ “ Queen Charlotte Islands	.....	180
Robert Bell	“ “ Nelson and Hayes rivers	.....	180
George Dawson	“ “ Northern British Columbia	.....	180
A. P. Low	“ “ Labrador Peninsula	.....	180

1888, the Canadian exhibit previously shown at the Col
awards to Canada numbered
silver, and 15 bronze medals
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Exposition of 1893, Cana
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Provinces)—
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ce Erie.....	16
ce Superior.....	16
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Ranges.....	18
stern Hudson Bay region.....	18
een Charlotte Islands.....	18
elson and Hayes rivers.....	18
stern British Columbia.....	18
brador Peninsula.....	18

George Dawsonexplored Yukon Territory.....1887
 Wm. Ogilvie " Upper Porcupine region...1888
 R. G. McConnell..... " Liard River region.....1888
 R. G. McConnell..... " Athabaska region.....1889-90
 Robert Bell " Region round James Bay ..1895
 Henry O'Sullivan " Beyond sources of Ottawa..1895

Expedition—First military expedition sent out by the Dominion was under Garnet Wolseley, arriving at Fort Garry Sept. 24th, 1870. (See "Rebellion.")

Experimental Farms—The establishment of these was authorized by Act of Parliament, 1886, under the direction of Hon. Sir John Carling, the Minister of Agriculture.

These farms are five in number, and contain in all about 3,200 acres of land. There are a central farm located at Ottawa, and branch farms in Nappan, Nova Scotia, for the Maritime Provinces; at Brandon, for Manitoba; at Indian Head, for the North-west Territories; and at Agassiz, for British Columbia. At all these farms the work consists largely in submitting actual observations in the field to scientific tests, and in the application of the best results of scientific knowledge to matters of every-day importance on every farm throughout Canada. The principal officers are the Director, Agriculturist, Horticulturist, Chemist, Entomologist, Botanist, Foreman of Forestry, and Poultry Manager.

Export Duty—New Brunswick, in 1814, imposed an export duty on pine lumber of 1/- for every 40 cubic feet; on spruce, juniper and hardwood timber and masts and spars, of 9d for every 40 cubic feet; of 1/- on every 1,000 superficial feet of saw logs or sawed lumber, and of 2/- on each and every haematac or juniper knee, root or futtock shipped or otherwise exported from the province. This was done for the purpose of providing revenue from the timber, logs and lumber floated down the St. John river for export, under the Treaty of 1842; the revenue thus derived being largely spent in making the river navigable for rafts, etc. When the Reciprocity Treaty of 1854 was negotiated, the people of Maine, interested in using the River St. John for their logs, etc., succeeded in having the Act put in abeyance. It revived on the abrogation of the Reciprocity Treaty. In the negotiations for the Washington Treaty of 1871, it was arranged that the export duty imposed by New Brunswick on Maine logs should be given up, one of the *quids pro quo* being that the transport trade then to be carried on under Article XXX of the Treaty of 1871 might be suspended in the event of a year elapsing without the renewal of the export duty. In 1873, the Federal Parliament passed an Act by the terms of which the Province of New Brunswick was offered the sum of \$150,000 annually as indemnity for the loss of such duties and of the right to impose them. Sir Leonard Tilley, in 1873, stated that, judging from the reduction in the amount of duties collected after the Treaty of 1871 came into force, he thought the loss of revenue amounted to \$200,000 a year. Parliament offered \$150,000, and the Legislature of New Brunswick accepted the offer.

Extradition Treaties—The earliest Extradition Treaty affecting Canada is that made between Great Britain and the United States. The extradition proceedings in Canada are governed by the Extradition Act, Chap. 142, Revised Statutes of Canada, 1886. This Act applies to any foreign state with which there is an extradition arrangement.

The Imperial authorities, by Order in Council, exempt Canada from the operation of the Imperial Acts of 1870 and 1873, so long as the Can-

adian Extradition Act remains in force. The following are the countries with which the United Kingdom has extradition arrangements which apply to Canada :—

Argentine Republic.....	May 22, 1889
Austria-Hungary.....	Dec. 3, 1873
Belgium.....	May 20, 1876
Belgium.....	July 23, 1877
Belgium.....	April 21, 1887
Brazil.....	Nov. 13, 1872
Columbia.....	Oct. 27, 1888
Denmark.....	Mar. 31, 1873
Ecuador, ratified.....	Feb. 19, 1886
France.....	Aug. 14, 1876
Germany.....	May 14, 1872
Guatemala.....	July 4, 1885
Hayti.....	Dec. 7, 1874
Italy.....	Feb. 5, 1873
Italy.....	May 7, 1873
Liberia.....	Dec. 16, 1892
Luxembourg.....	Nov. 24, 1880
Mexico.....	Sept. 7, 1886
Monaco.....	Dec. 17, 1891
Netherlands (India only).....	June 19, 1874
Orange Free State.....	June 20, 1890
Portugal.....	Nov. 30, 1892
Roumania.....	Mar. 21, 1893
Russia.....	Nov. 24, 1886
Salvador.....	June 23, 1881
Spain.....	June 4, 1878
Spain.....	Feb. 19, 1889
Sweden and Norway.....	June 26, 1873
Switzerland.....	Nov. 26, 1880
Tonga*.....	Nov. 29, 1879
Tunis.....	Dec. 31, 1889
United States (Art X).....	Aug. 9, 1843
United States.....	July 12, 1889
Uruguay.....	Mar. 26, 1884
Uruguay.....	Mar. 20, 1891

Factory Cotton—The first cotton mill in Canada was established at Brookfield, Province of Quebec, in 1844, an incorporated company having been formed to operate it with a capital of £12,000. Among its promoters was A. T. Galt (afterwards Sir Alexander). The mill had 1,200 spindles and manufactured cotton sheetings. Adam Lomas was manager, and running successfully for several years the mill was destroyed by fire and never rebuilt. The next cotton mill in Canada was started, in 1858, at Montreal by F. W. Harris. It had a capacity of 1,500 spindles and looms, and made tickings, denims and seamless bags. The first wadding and batting mill was started by the same man, in 1855, as an adjunct to his cotton mill. It had 13 carding machines, and produced 6,000 pounds of wadding and 1,200 pounds of batting a day. The oldest cotton

*Tonga subjects escaping to British Territories on'y.

The following are the extradition arrangements with

.....	May 22, 1889
.....	Dec. 3, 1873
.....	May 20, 1876
.....	July 23, 1877
.....	April 21, 1887
.....	Nov. 13, 1872
.....	Oct. 27, 1888
.....	Mar. 31, 1873
.....	Feb. 19, 1886
.....	Aug. 14, 1876
.....	May 14, 1872
.....	July 4, 1885
.....	Dec. 7, 1874
.....	Feb. 5, 1873
.....	May 7, 1873
.....	Dec. 16, 1892
.....	Nov. 24, 1880
.....	Sept. 7, 1886
.....	Dec. 17, 1891
.....	June 19, 1874
.....	June 20, 1890
.....	Nov. 30, 1892
.....	Mar. 21, 1893
.....	Nov. 24, 1886
.....	June 23, 1881
.....	June 4, 1878
.....	Feb. 19, 1889
.....	June 26, 1873
.....	Nov. 26, 1880
.....	Nov. 29, 1879
.....	Dec. 31, 1889
.....	Aug. 9, 1843
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.....	Mar. 26, 1884
.....	Mar. 20, 1891

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 day. The oldest cotton

Canada to-day is that of Wm. Parker & Son, St. John, N.B., which was established in 1861. The census returns of 1891 showed that there were in Canada, at that date, 22 cotton mills. Of these, nine with an annual average output of \$300,000 each, were in Ontario; five in Quebec with an annual average output of \$726,000 each; five in New Brunswick with an annual average output of \$350,000 each; two in Nova Scotia with an output averaging yearly \$213,400 each.

The first export of cotton goods of Canadian make was in 1886, on the completion of the Canadian Pacific Railway. In 1887, the total export was 19,568,000 yards, of which 30 per cent. was Canadian, and 70 per cent. United States. In 1896, the total export was 51,390,000 yards, of which 29 per cent. was Canadian. The whole went to China via Canadian Pacific Railway.

Farmer—The first farmer in Canada was Louis Hébert, who came from Acadia to Quebec in 1617, with his family, maintaining himself and them by tilling the soil. He was the first to utilize the salt water marshes of the Bay of Fundy by building dykes to keep out the tides.

Irish Invasion, first threatened in 1866; first actual conflict June 2nd, 1866, at Ridgeway, on the Niagara frontier. A large body of Fenians assembled at Ogdensburg, but the Canadian forces and a gun-boat reduced them to inaction. On the 8th June some 2,000 Fenians crossed the frontier near St. Albans, but beat a precipitate retreat when the Canadian forces came within touch. Canada had 40,000 volunteers under arms. The Habeas Corpus Act was temporarily suspended, and the country speedily cleared of the Fenian element, several Fenians being convicted and sentenced to death.

Legal System established in Canada 1627. It remained in force till 1854, when it was abolished.

Fire Engine—The town of Côte St. Paul, Quebec, has an engine built in 1774 by Phillips, London, England. Berthier recently sold a fire engine built in 1776. The town of Shelburne, Nova Scotia, possesses a fire engine presented to it by King George III in 1786. It was landed at the port by an English man-of-war. His Majesty presented it to mark his appreciation of the loyalty of the United Empire Loyalists who left their possessions in the revolted American colonies and settled in Shelburne.

Fire Insurance—The first company to offer insurance against fire to the people of British North America was the Phoenix of London, which began business in Canada in 1804. The Quebec Fire Insurance Company began business in 1818, and has continued ever since. The Halifax Fire Insurance Co. began in 1819. The first bill relating to fire insurance, in Upper Canada, was passed, 1831. In the first year of Confederation (year ended 30th June, 1868), the amount at risk in the several companies reporting to the Dominion Government was equal to \$56 per head of the then population. In 1871 it was \$53 per head; in 1881, \$107, and in 1891, \$158. Thirty-five companies reported themselves as doing business in Canada in 1895, against 28 in 1875. Eleven companies that were in business in 1875 had gone out of it in the 20 years. From 1869 to 1895 inclusive, the total value of the policies taken out amounted to \$12,274,414,888; the total premiums paid, to \$119,011,003, and the total losses paid to \$82,821,995. Of these amounts, Canadian companies took \$201,939,273 of the risks, received \$30,537,874 of premiums, and paid out \$21,890,005 for losses; United States companies took \$1,162,876,605 of risks, received \$11,639,196 premiums, and paid out \$7,940,328 for losses; British companies took \$7,909,549,010 of risks, received \$76,-

831,156 premiums, and paid out for losses \$52,991,622. The Canadian companies have taken 26.08 per cent. of the risks, received 26.00 per cent. of the premiums, and paid 26.40 per cent of the losses. The United States companies have taken 9.50 of the risks, received 9.80 per cent. of the premiums, and paid 9.60 per cent. of the losses; the British companies have taken 64.42 per cent. of the risks, received 64.20 of the premiums and paid 64 per cent of the losses. Taken together, the fire insurance companies have received \$36,189,048 more than they have paid out for losses by fire. During this period there were only two years in which the losses paid for were more than the premiums—1869 and 1877, the latter the year of the St. John fire, when the losses paid were about 2¾ times the premiums of the year. 1893 was the year with the largest fire risk, 1895 was the year with the largest cash premiums received by the companies, and the year with the largest aggregate of losses paid by the companies.

Fisheries—The first grant of the fisheries of Canada was made by the King of France to de Monts in 1603. The coast line of the Atlantic provinces covers a distance of 5,000 miles and that of British Columbia 7,200 miles. The Great Lakes (Canadian portion) cover an area of 36,500 square miles, and over all the land are innumerable lakes and rivers well stocked with excellent fish. During the period 1869-95 the total value of the yield of the fisheries of Canada amounts to \$339,766,000, an average of \$14,800,000 a year. By provinces the value of the catch during the period 1869-95 was distributed as follows:—

Ontario.....	6.64 per cent.	Quebec.....	13.00 per cent.
Nova Scotia...	43.70	N. Brunswick	19.20
P. E. Island...	6.04	Manitoba and	
B. Columbia..	10.04	N. W. T....	1.38
Nova Scotia had in 1885	46.8 per cent.,	and in 1895	30.7 per cent.
British Columbia	6.0	"	21.8

The total value of fishing vessels, boats, nets and other fishing material in 1895, was \$9,253,848. Over 1,200 schooners and steam tugs valued \$2,318,300, and manned by 9,800 sailors; and 61,500 fishermen, employing 34,268 boats, were engaged in the fisheries in 1895.

Value of Codfish taken in period 1869-95....	\$102,813,832
" Herring " " "	51,463,298
" Lobsters " " "	46,759,098
" Salmon " " "	41,738,791

Fisheries, Canadian—First claimed in 1877 by the United States as belonging to them, in common with British subjects, on the ground that Massachusetts had helped to wrest the Maritime Provinces from the French. This claim was advanced by the counsel employed by the United States to present their case before the Halifax Commission (1877) appointed under the Washington Treaty of 1871. It was met by the counsel for the Canadian side, showing that the Massachusetts Legislature presented the bill for services rendered, and that the British Parliament voted, and the British Government paid, £15,000 for the same. He suggested that the United States would pay back the £15,000, with 125 years' interest (compounded), his clients would be fully satisfied to allow the United States' claim. They did not accept his offer. The money sent for Massachusetts to repay the cost of the Louisburg expedition, was sent out in silver, and the people of Boston saw seventeen trucks dragged up King street to the Treasury Office, laden with 217 chests full of Spanish dollars. (See Hutchison's life, giving an account of what was done with the money)

\$52,991,622. The Canadian risks, received 26.00 per cent. of the losses. The United States risks, received 9.80 per cent. of the losses; the British companies received 64.20 of the premiums together, the fire insurance companies than they have paid out for losses in only two years in which the losses—1869 and 1877, the latest years paid were about 23 per cent. a year with the largest fire risk companies received by the companies a large percentage of losses paid by the companies.

Canada was made by the King's line of the Atlantic provinces and British Columbia 7,200 square miles over an area of 36,500 square miles. The lakes and rivers well stocked with fish. In 1869-95 the total value of the catch was \$339,766,000, an average value of the catch during the period

..... 13.00 per cent.
 Brunswick 19.20 "
 Nova Scotia and
 New Brunswick 1.38 "
 and in 1895 30.7 per cent.
 " 21.8 "

boats and other fishing mater-
 ials, and steam tugs valued
 at \$1,000,000, and 61,500 fishermen, employ-
 ed in 1895.

1895.... \$102,813,832
 51,463,298
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by the United States as before
 mentioned, on the ground that Mas-

Provinces from the French
 employed by the United States
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 Massachusetts Legislature presented
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 satisfied to allow the United States
 offer. The money sent for the
 expedition, was sent for the
 fifteen trucks dragged up King's
 chests full of Spanish dollars
 that was done with the money

Fisheries, Canadian—These fisheries have been the subject of discussion between the United States and Great Britain from the date of the separation. In the Treaty of 1783, which recognized the independence of the United States, it was provided that the people of the United States should enjoy unmolested the right to take fish of every kind on the Grand Bank, and all the other banks of Newfoundland, and also in the Gulf of St. Lawrence, and at all other places in the sea where the inhabitants of both countries used at any time before to fish, and also that the inhabitants of the United States should have liberty to take fish of every kind on such parts of the coast of Newfoundland as British fishermen used (but not to dry or cure the same on that island), and also on the coasts, bays and creeks of all other of His Britannic Majesty's dominions in America; and also that the American fishermen should have liberty to dry and cure fish in any of the unsettled bays, harbours and creeks of Nova Scotia, so long as the same remained unsettled. This stipulation gave the United States fishermen the right of practising their calling in the deep sea fisheries, but conveyed to them liberty to take and cure fish only on certain defined portions of the British North American coasts under expressed limitations.

This Treaty continued to be the United States fishermen's charter until it was annulled by the War of 1812. The Commissioners of Ghent, in 1814, discussed the question whether the fishing liberties had been forfeited by the War of 1812. Mr. Adams suggested to his associates, and Mr. Clay embodied in a proposition to be presented to the British Commissioners, the principle that the United States held their rights of fishing by the same tenure that they held their independence; that, unlike another class of treaties, the Treaty of 1783 should be regarded as perpetual, and of the nature of a deed in which the fisheries are an appurtenant of the soil conveyed or parted with, and that therefore no stipulation was necessary or desirable to secure the perpetuity of the appendage more than of the territory itself. The British Commissioners refused to deal with the United States on that basis, holding that complete forfeiture of the rights and liberties, under the Treaty of 1783, resulted from the War of 1812. In the Treaty of Ghent, therefore, nothing is said about the Fishery question.

After the peace, an American vessel was warned off the coast of Nova Scotia by an armed British ship in June, 1815, when about 45 miles from Cape Sable, and her papers were endorsed "warned off the coast, and not to come within 60 miles." This proceeding led to protest and discussions which ended in the treaty of 1818. This treaty was a compromise between the extreme views of both parties.

By the terms of this convention United States fishermen have secured to them forever the liberty, 1st, To take fish (a) on the southern coast of Newfoundland from Cape Ray to the Rameau Islands; (b) on the western and northern coasts of Newfoundland, and from Cape Ray to Quirpon Islands; (c) on the shores of the Magdalen Islands, and (d) on the southern coast of Labrador from Mount Joly to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast. 2nd. To dry and cure fish in any of the unsettled bays, harbours and creeks of the southern coast of Newfoundland and the coast of Labrador as described in the Treaty. 3rd. To be admitted to the bays and harbours of His Britannic Majesty's dominions in America, for the purpose of (a) shelter, (b) repairing damages, (c) purchasing wood, and (d) obtaining water, and for no other purpose whatever.

The distinguishing features of this article, as compared with the stipulations of 1783, are : (1) That the Americans gave up the catching at certain shores, and (2) secured increased facilities for drying and curing their catch. In effect they surrendered the inshore fisheries, except at certain shores, and secured the deep sea fisheries.

In 1823, after an interval of comparative quiet, difficulties arose from the different interpretations given to the Treaty. In that year the American fishing vessel, "Charles of York," was seized and sent to trial. In the "Dotterel" seized nine American fishing vessels. The United States authorities protested against the seizure of the "Charles," and Mr. Adair answered ; " By report of Capt. Arabin, it appears that the schooner was found at anchor in Shelburne Harbour, into which she had not been driven by stress of weather." The vessel was detained under Act of George III., Chap. 38, passed for the protection of the British fisheries in conformity with the stipulations of the Convention of 1818, and subsequently condemned by the Vice-Admiralty Court at St. John's.

The British Government having complained of the encroachment on the vessels seized by the "Dotterel," the United States Secretary of State in 1836, brought the correspondence to an end by addressing a letter to the British authorities, stating that " the President, desirous of avoiding grounds of complaint on the part of the British Government, has directed the Secretary of the Treasury to instruct collectors of Customs to inform the masters, owners and others of vessels engaged in the fisheries, of the limits assigned for taking, drying and curing fish by American fishermen, under the convention of 1818."

In 1839, the President of the United States called upon the United States Department of State " to report to him the Treaty stipulations which bear upon the subject (the seizure of American vessels on the coast of Nova Scotia) ; the conflicting questions of right, if any, which have arisen under them ; and the nature and circumstances of the cases which have been presented to the United States Government by its citizens as violations of rights, on the part of the British authorities."

Subsequently the President ordered Lieut. John Payne to proceed to the United States' war vessel to the Nova Scotian coast and report. He reported in December, 1839, that " the questions on which dispute has arisen are : (1) the meaning of the word " bay " in the convention of 1818 ; (2) the right of resorting to ports for shelter and to procure wood and water. As to the first point the Nova Scotians claimed a right to exclude the Americans from all bays, including such large ones as the Bay of Fundy and the Baie des Chaleurs, and also to draw a line from headland to headland, the Americans not to approach within three miles of such line, the other hand the Americans believed they had a right to fish any where not nearer than three miles to the land. With regard to the second point the Nova Scotians claimed a right to exclude vessels unless in actual distress. The Americans claimed the right under the Convention to resort to the ports for shelter, whenever from rough weather, calms or fogs they could not prosecute, without risk or inconvenience, their calling at the ports. The Nova Scotians insisted that the American fishing vessels should be supplied, on leaving home, with wood and water for their immediate cruise. The Americans affirmed that by the terms of the Convention they could resort to the ports to procure wood and water at their convenience and without having to prove that untoward circumstances had compelled them to use up their wood by extending their cruise.

cle, as compared with the stipulations gave up the catching and facilities for drying and curing the inshore fisheries, except fisheries.

quiet, difficulties arose in the treaty. In that year the American vessel was seized and sent to trial. In the trial the United States sent the vessel "Charles," and Mr. Adams, in it, appears that the seizure, into which she had not been, was detained under the protection of the British fisheries Convention of 1818, and the Admiralty Court at St. John's, claimed the encroachment. The United States Secretary of State, on the other hand, addressed a letter to the President, desirous of avoiding the British Government, has directed the collectors of Customs to insist upon all a strict observance of curing fish by American

the United States called upon the United States in the Treaty stipulations which American vessels on the coast of Nova Scotia, if any, which have instances of the cases which the Government by its citizens as the authorities."

Lieut. John Payne to proceed to the Nova Scotia coast and report upon the questions on which dispute existed between the United States and "bay" in the convention of 1818, and to procure wood for the shelter and to procure wood for the Nova Scotians claimed a right to fish in the large ones as the Bay of Fundy. A line was drawn from headland to headland within three miles of such line, and they had a right to fish any where within that line.

With regard to the 2nd article of the Convention, which excluded vessels unless in actual possession under the Convention, in case of rough weather, calms or fog, for convenience, their calling at the Nova Scotia fishing vessels should be allowed to land and water for their provisions and water for their crews, and the terms of the Convention should be observed and water at their convenience, and circumstances had come up in their cruise.

Lieut. Payne reported that the contention of the Nova Scotians, if carried out, would drive the Americans from those parts of the coast where were the most valuable fisheries, while if the ground maintained by the Americans were asserted it would be difficult to prevent them from procuring articles of convenience and particularly bait, from which they were precluded by the Convention.

The receipt of Lieut. Payne's report was followed by action on the part of the State Department at Washington. A series of communications passed between the two governments during 1843 and 1844 and closed with a despatch from Lord Aberdeen of March 10th, 1845, in which he said "the undersigned will confine himself to stating that after the most deliberate consideration * * * Her Majesty's Government are constrained to deny the right of the United States' citizens under the Treaty of 1818 to fish in that part of the Bay of Fundy which from its geographical position may properly be considered as included within the British possessions." Earl Aberdeen, however, stated that while holding to the right to exclude, the Imperial Government had decided to relax that right in favour of American fishermen. In reply to Lord Aberdeen's suggestion that a corresponding concession might be made by the United States to British fishermen by the admission of fish duty free, the American Minister gave as a reason against it that the British fishermen had advantages because they were "able to use the net and seine to greater advantage in the small bays and inlets along the shore from which the United States fishermen are excluded."

The next six years were years during which the fishery question remained quiescent in diplomatic circles though England retraced no step after opening the Bay of Fundy.

The encroachments on the inshore fisheries however, were numerous, and by 1851 had become so many that the Colonial Government determined to protect the fisheries. A convention of Colonial delegates was held in Toronto, and an agreement signed on the 21st June, 1851, by which Canada, Nova Scotia and New Brunswick joined in the policy of protecting their fisheries by means of fast sailing schooners, the Imperial Government agreeing to co-operate. The United States' Government was informed of the concert and Daniel Webster, the then Secretary of State, drew up a paper in which he said "it would appear that by a strict and rigid construction of Article I of the Treaty of 1818, fishing vessels of the United States are precluded from entering the bays or harbours of the British Provinces except for the purposes of shelter, repairing damages and obtaining wood and water."

The Treaty of 1854 put an end to the quarrels, and American fishing vessels entered British North American ports on the same terms as British fishing vessels.

The United States Government having given notice of intention to abrogate the Treaty of 1854, delegates from the British North American Provinces went to Washington in January, 1866, to hold a conference with the authorities there on the subject, but were obliged to leave without any settlement, for the future, of the questions that would be revived on the expiry of the Treaty.

In 1868 a committee of the United States House of Representatives succeeded to Prince Edward Island to effect an exceptional arrangement by legislative enactment by virtue of which United States' fishermen should obtain fishing and other privileges from the Island Province that would

enable them to do without such privileges in the other Provinces. A proposition made by the committee took it for granted that the Convention of 1818 regulated the fisheries.

The Provincial authorities resorted at first, on the repeal of the Treaty to a licensing system, each Province issuing licenses recognized by all the American fishermen refused to avail themselves of the permission given them to use the British North American fishing area. The system of protection by fast sailing schooners was resorted to in 1870. Order in Council dated January authorizing the commission of five fast sailing schooners. The Imperial authorities co-operated as previous the Treaty of 1854 and many seizures were made, the United States fishermen disregarding the warning given them by Secretary Boutwell circular dated 16th May, 1870, in which he directed the several customs collectors in the United States seaports, "to inform all masters of fishing vessels at the time of clearing that the authorities of the Dominion terminated the system of granting fishing licenses, and that all fishermen in the United States are prohibited from the use of the inshore fisheries except so far as permitted in the first article of the Treaty of 1818."

President Grant, in his annual message to Congress in 1870, criticised severely the action of the Canadian Government in falling back upon stipulations of the Treaty of 1818. Negotiations were begun, resulting in the Treaty of 1871, under which United States fishermen were admitted to the inshore fisheries, to liberty to tranship their fares at Canadian ports, provision being made for an assessment of the amount of money to be paid by the United States Government for the privileges ceded. ("Fishery Commission.")

In the presentation of their case before the Commissioners, the United States Counsel said, "The United States maintain that the various mutual and reciprocal advantages of the Treaty (1871), such as the freedom of traffic, purchasing bait and other supplies are not the subjects of compensation, because the Treaty of Washington (1871) confers no such compensation on the inhabitants of the United States, who now enjoy them without suffering, and who can at any time be deprived of them."

The Treaty of 1871 was abrogated as to its fishing clauses by the Congress of the United States, and ceased to be an operative instrument on the 1st July, 1885, the President, by proclamation dated 1st January, 1885, announcing that articles 18, 19, 20, 21, 22, 23, 24, 25, 30 and 32 terminate on that date.

Since the abrogation in 1885, of the Treaty of 1871, the American Government set up the plea that the Treaty of 1818 was modified by "the understanding and agreement of 1830." Contending that "the Arrangement of 1830 is the charter of American vessels for trading purposes, the United States Government authorized the issue of Touch and Trade permits to the fishing vessels, and Article XXIX of the Treaty of 1871 being retained, the non-abrogated clauses, they believed that they had successfully secured one great source of loss to their fishermen, viz., the necessity of sailing away to a port in the United States to discharge their cargoes of fish. Canadian Parliament passed in 1886 an Act regulating fishing by American vessels, under which vessels found in Canadian waters for any purpose not permitted by Treaty or Convention should be forfeited. This Act, as interpreted by the Queen-in-Council of 1830, so as to include it plain that fishing vessels were not included in the category of vessels permitted to enter Canadian waters for trading purposes. (See

in the other Provinces. An Act was passed for granted that the Com-

missioners, on the repeal of the Treaty of 1818, recognized by all themselves of the permission American fishing area. The Government was resorted to in 1870, for the commission of five persons to co-operated as previously were made, the United States Government by Secretary Boutwell directed the several commissioners to inform all masters of fishing vessels of the Dominion of the privileges, and that all fishermen should use of the inshore fisheries of the Treaty of 1818. In 1870, to Congress in 1870, criticism of the Government in falling back upon the fisheries were begun, results of the United States fishermen were advised to pay their fares at Canadian ports of the amount of money for the privileges ceded.

The Commissioners, the United States (1871), such as the provisions are not the subjects of the Treaty of 1871 confers no such privilege now enjoy them men- tioned of them."

to its fishing clauses by the Treaty of 1871, be an operative instrument dated 1st January, 1871, 2, 23, 24, 25, 30 and 31st

Treaty of 1871, the American provisions modified by "the understanding that "the Arrangement of fishing purposes, the United States and Trade permits to the Treaty of 1871 being retained that they had successfully secured, viz., the necessity of charging their cargoes of fish by the act regulating fishing by the Canadian waters for any purpose to be forfeited. This Act, a Council of 1830, so as to be included in the category of fishing for trading purposes. (See

1887, last Chapter being Chap. 114 of Acts of 1886 reserved for signature of the Queen's pleasure.)

In 1887 Great Britain and the United States, by the Queen and President, named plenipotentiaries to negotiate a treaty with the object of removing the difficulties that had arisen concerning the interpretation of Article 1 of the Convention of 1818. This Treaty (Feb'y., 1888) fell through, the United States Senate refusing to ratify it. The protocol attached to it provided as a *modus operandi*, pending the ratification of the Treaty, that for a period of two years from the 15th Feb'y., 1888, the privileges of entering the harbours and bays of the Atlantic coasts of Canada and Newfoundland should be granted to the United States fishing vessels by annual license at a fee of \$1.00 per ton, (1) for the purchase of bait, ice, seines, lines and all other supplies and outfits; (2) transshipment of catch and shipping of crew. (See Fishery Licenses.)

Fishery Commission—under Articles 22 and 23 of the Washington Treaty of 1871, first met in Halifax, June 15th, 1877. The result of their investigations was the award (dated 23rd November, 1887) to Canada and Newfoundland of \$5,500,000 as a return for privileges granted the United States, under Article 18 of the Treaty. The amount was paid by the United States in December, 1878, Canada obtaining as her share \$4,490,882.

Fisheries Commission, International—An agreement was entered into between the Government of Great Britain and that of the United States of America under date Dec. 6th, 1892, for the appointment of a Commission of two experts, one on behalf of each Government, to consider and report on the regulations, practices and restrictions proper to be adopted in concert for the preservation of the fisheries in waters contiguous to Canada and the United States. Richard Rathbun was appointed Commissioner on behalf of the United States, and Commander Wm. Wakeham on behalf of Great Britain (Canada). The first meeting was held at Washington, 2nd March, 1893. Their joint report was signed Dec. 31st, 1896, and was published in Blue Book in 1897 by order of the Parliament of Canada. They make about 100 recommendations, and give information about anadromous fishes and fishes not so gifted; about salmon (*salax*), shad, alewives, sturgeon, smelts, striped bass, trout, whitefish, white and yellow perch, suckers, small-mouthed black bass, white bass, blue bass; pike, wall-eyed pike, grass pike, blue pike; humpback, dog, sock-eye, silver, quinnat and steel-head salmon; candlefish, squid, channel cats, catfish, herring, hake, pollock, haddock, lobsters, bull-heads, ling, eels, saugers, sheep's-heads, sturgeon, maskinongé, etc.

On the Great Lakes seines were used for the capture of whitefish in Lake Ontario as early as 1807. Gill nets first came into use in 1847. Lake Erie, though one of the smallest of the Great Lakes, has in some years yielded a greater catch of fish than all the others combined. Lake Ontario is the only one of the Great Lakes in which there has been an alarming decrease in trout. Lake Erie has 15 varieties of market fishes. There has been a great falling off in the abundance of the whitefish in Lake Erie. The herring is by far the most abundant of the market species inhabiting Erie. Pound nets were used for the first time in Lake Erie in 1850. Seine nets were first used in 1815. In Lake Huron trout is the most important species taken in the fisheries. In the early history of the lake, whitefish was the most important species. The first fishing tug

employed in Lake Huron was in 1860. There are about 145 millions of pounds of fish taken out of the Great Lakes annually.

Fishery Licenses—In consequence of representations from Newfoundland the Dominion Government decided, March 22nd, 1889, to grant licenses to United States fishermen for the season of 1889, under the *modus operandi* protocol of the Draft Treaty of 1888, which was made operative though the Treaty itself was, through the action of the United States Senate, a defunct instrument. In 1890, the Canadian Parliament passed an Act authorizing the issuing of licenses to fishing vessels for the purchase of supplies and outfits, the transhipment of catch, and the sharing of crews for the calendar year 1890. A similar Act was passed in 1891, and in the calendar year 1891, and in the year 1892 without a time limit. In November, 1895, the Governor-General issued a proclamation declaring the Act of 1888 to be no longer in force, and licenses for the year 1895 under Chap. 3 of the Acts of 1892.

Under the arrangements licenses were granted to United States fishermen as under, at \$1.50 per ton:—

1888.....	36	vessels.
1889.....	78	“
1890.....	119	“
1891.....	98	“
1892.....	108	“
1893.....	71	“
1894.....	53	“
1895.....	46	“
1896.....	77	“

The total catch made for these licenses is \$79,620.

Flag—The first English flag to float over Canada in token of sovereignty that flew on the “Matthew,” Captain John Cabot, June, 1497, was abundantly proved by recent investigators, HARRISSE to the contrary notwithstanding.

Flag—The tricolour flag was first used in Canada as the flag of the Allan Line steamers in 1854.

Flag—The Lords Commissioners of the Admiralty, under power vested in them by the Imperial Merchants Shipping (colours) Act of 1889, issued their warrant, dated Feb. 2nd, 1892, authorizing the merchantmen of the Dominion to use the red ensign of Her Majesty's fleet, with the Canadian coat of arms on the flag. Of course they may use the plain red ensign of the Empire if they wish, but since the permission to fly the Dominion flag was issued, Canadian merchant vessels the world over generally fly the flag of the Dominion. Canada is the first of the Queen's Commonwealth dominions to which such privilege has been accorded.

Flag—The flags of the Dominion and of the four original provinces of the Canadian Confederacy of 1867 were assigned by Her Majesty's warrant of assignment of armorial bearings, bearing date 26th May, 1868.

Flax Mill—The first power loom linen factory in Canada was established in 1861, by John Elliott, of Almonte, George Stephen (now Lord Mount Stephen) and John Hunt, of Glen Williams, who formed a partnership in the mill. The firm erected a mill in Preston, Ont., at a cost of over \$125,000, including land for growing the flax. The products of the mill were duck, seamless bags, bleached and unbleached sheetings, and tow-ropes and twine. The favorable conditions which ruled in 1861, consequent upon the civil war in the United States, were reversed at the close

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struggle, and the first flax mill erected in Canada became a failure. The census of 1891 supplied returns showing that there were 40 flax mills in Canada in that year, with an aggregate capital of \$418,180, employing over 1,400 hands, paying \$204,290 yearly wages, and having an annual output of \$555,450. These flax mills were almost all small, the largest one of them having an output of \$75,000 a year.

Flour Mill—The first mill in Canada for grinding wheat into flour was built in Port Royal (now Annapolis, N.S.) in 1607. It was worked by water power, and from that date to the present there has always been a mill on that site. The census of 1891 gave the statistics of the flour and grist mills of Canada. They numbered 2,550 with a capital of over 23 million dollars, employed 6,300 persons, paid out in yearly wages \$2,367,000, and produced a total of finished products of the year of a value of \$52,423,000. The reason why the first mill was built was because nothing could induce the Indians to grind the wheat in the hand mills then in use.

Shore—The Supreme Court of Canada having some years ago given a decision that all the harbours of the Dominion, whether natural or otherwise, were vested in the Dominion, and that having been followed by other decisions holding that the Provincial Governments are incapable of granting even a site for a wharf, the Dominion Government, finding it a constant source of friction between itself and the different Provincial Governments, asked Parliament in Session of 1890 to pass an Act (chap. 7), empowering the Governor-General-in-Council to transfer without pecuniary consideration to the several Provinces all the interest of the Federal authority in the foreshores and beds of streams, lakes, open seas, or other bodies of water, together with all the gold and silver in such foreshore or bed—reserving Indian, Ordnance or other Dominion lands and also all rights in respect to navigation and shipping and in respect to fisheries.

Forests of Canada—One of the earliest publications respecting the forests of Canada is a paper prepared by Hon. James Skead and read at the Detroit Convention of 1865. This paper heads the list, of which the accompanying is a continuation:—

Forests of Canada	J. B. Hurlburt	1872
Woods and Forests of New Brunswick	Bailey & Jack	1876
Timber Supply	Jas Little	1876
Report on Forests and Forestry	Hon. H. G. Joly	1877
Evidence on Forests, Canada	S. Thayne	1878
Timber Resources of Canada	U.S. Dep. Agricl.	1878-9
Canadian Timber Trees	A. T. Drummond	1879
Report on Forestry, Canada	T. B. Hough	1878-9
North Western Ontario, its Resources	Dymond	1879
Report on Forests, Hudson Basin	Barron	1880-1
Forests of Canada	Marler	1882
Geographical Distribution of Forest		
Trees of Canada	Dr. R. Bell	1882
Destruction of American Forests	Wm. Little	1883
Timber of Canada	J. K. Ward	1883
Canadian Forests—Forest Trees, etc.	H. B. Small	1884
Reports to British Government	Dr. Lyons, M.P.	1885
Forests of Nova Scotia	Austin	1885
Forests of Canada	A. J. Russell	1885
Forests of Nova Scotia	W. A. Hendry	1885

Forests of Canada..... J. H. Morgan 180
 Forests of Canada..... Dr. R. Bell 180
 Hard Woods of Canada..... G. N. Hooper 180
 Reports on Forestry, Ontario..... R. W. Phipps 180
 "How to Get Rid of the Timber"..... Wm. Little. 180
 Forestry and Forest Schools..... A. Kirkwood..... 180
 British Columbia Forests..... "Commercial"..... 180
 "Our Forests in Danger"..... E. J. Toker, Can. Mag., July..... 180
 Forests of Canada and their Distribution. John Macoun..... 180
 Forest Wealth of Canada George Johnson... 180
 Timber of Canada..... J. K. Ward..... 180
 Report on Forest Trees, Ontario..... T. Southworth..... 180
 Wood Industries of Canada..... Timber Trades Jnl 180

Other sources of information are the Reports of the Geological Survey of Canada, the Reports of the several provinces, and the Reports of the Department of the Interior for several years.

Forestry Commission appointed by the Ontario Government in 1884 to investigate and report upon the subject of restoring and preserving the growth of white pine and other timber in the province; composed of W. Rathbun, John Bertram, A. Kirkwood, J. B. McWilliams and T. Southworth.

Forestry, Department of—Established by the Provincial Government in Ontario, 1884.

Forts—The first fort built in Canada, 1541, was the fort at Cap Royal (Quebec), by Cartier, who named it Fort Charlesburg. It was destroyed by Roberval in 1543. In 1604 the fort of Port Royal (Nova Scotia) was built by Poutrincourt, and reconstructed by D'Aunay in 1605. In 1605 Louis, or Lomeron, near Cape Sable, N.S., followed in 1615. In 1617 Champlain built the fort of St. Louis, on Cape Diamond, near Quebec city. The fort at the mouth of the St. John River was built by La Tour in 1627. In 1628 Sir William Alexander, a baronet of Nova Scotia, built the Scotch fort at the head of Annapolis Basin. Champlain built a fortified station on the St. Maurice river. Montreal fort was built in 1632. Four new forts were erected on the Richelieu, soon after the Oneida War. The Associates were persuaded by Colbert, in 1663, to restore to the French the property and lordship of New France. These new forts were Forts Sorel, Champlain, Ste. Thérèse and La Mothe.

In 1673 Frontenac built a palisade fort at Cataragui, which was destroyed by de la Salle in 1674, and called Fort Frontenac.

In the eighteenth century fort building was active. Louisiana was built in 1720, and before it went to ruins ten million dollars were expended on it. In 1763, in pursuit of their claims to the watershed of the St. Lawrence and the Great Lakes, and that of the Mississippi and the French—in addition to Louisburg at the gateway of the St. Lawrence and the forts along the St. Lawrence river and its tributaries—had erected forts along the shores of the lakes, such as Fort Rouillé (Toronto), 1749, and Ponchartrain (Detroit), and others in Ohio, such as Le Breuf, Venango, Duquesne (now Pittsburg), Sandusky, Miami, St. Joseph (near Lake Michigan), Machilimackinac, Cahoon (La grande baie), Crèvecoeur, Fort St. Louis on the Illinois, Fort Kaskaskia, and at the mouths of the Wabash, the Ohio and the Mississippi, their purpose being to hem in the English by their vast semi-circle.

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Their opponents were as active. Halifax was founded in 1749 as the great arsenal of the Atlantic. Fort Lawrence frowned at Fort Beauséjour. Fort Frederick obliterated the ruins of Fort de la Tour. Forts Edward, George and William Henry watched Forts La Mothe, St. Jean and Ste. Therese. Fort Oswego stood on guard against Fort Frontenac, and so all along the line.

Throughout the land—nestling by salt water bays, perched on lofty heights, sentinelling isthmuses and promontories, guarding portages, protecting lake traders, welcoming fur buyers at all places convenient for trade from the debouchure of stream or valley, sending out sallying parties to harass the foe, receiving the wild charges of the enemy suddenly springing from the concealment of dense forests—there were more than one hundred forts of all sorts, from the *chef d'œuvre* of French engineering at Louisburg, to the simple, palisaded forts of the distant interior.

Wars, Early—Marquis de Gamache established the Jesuits College, Quebec, in 1635. Noel Brûlard de Sillery founded the first home for Indians, near Quebec City, in 1637. The Duchess d'Aiguillon founded Hotel Dieu, Quebec, in 1639. Madame de la Peltrie founded the Ursuline Convent, August 1st, 1639, and Mme. Mance and Madame de la Rivière founded the Hotel Dieu, Montreal, in 1644.

Treaties. (See Treaty.)

Electoral, first made uniform throughout the Dominion in 1885. (See Electoral Franchise.)

Printing Privilege—By Act of Canadian Legislature, 1855, the postage charge on newspapers was removed, and in order to simplify and facilitate the transaction of public business the franking privilege was accorded to members of the Legislature and to the public departments of the Government. In both cases it came into operation July 1st, 1855.

Delivery of Postal Matter put in operation in Toronto, Ottawa, Quebec, Halifax, Hamilton, and St. John, N.B., 1875. Since then Montreal, London, Kingston, Victoria, Winnipeg and Vancouver have been added to the list. In 1896 the post cards, letters and newspapers were numbered 53,723,237, of which post cards and letters were 27,5927. Nearly 38 per cent. of this total was in the City of Toronto.

Coins—First launched in New Brunswick in 1843.

Gardening—The first gardener in Nova Scotia was Champlain, who, in 1605, founded himself with a garden near the first fort built at the upper end of Annapolis Basin, Nova Scotia. The site can still be traced though two mountain streams which bounded it, east and west, have long disappeared. It is on the property of Robert Mills, Esq., and is called even yet the "French Gardens." Haldimand may be mentioned as one of the earliest scientific gardeners and florists in Canada, as he commenced in 1777 to form a garden near the Montmorency Falls, near Quebec. Subsequently he built the house in Montmorency known as the Haldimand House, still in perfect order and admired for its romantic situation, overlooking the Falls of Montmorency. Madame Riedesel, wife of Major-General Riedesel, who commanded the Hessian troops in General Burgoyne's expedition, visited Governor Haldimand at Quebec, and in return for civilities received, she tells that "she taught Haldimand and Canadians generally how to pickle cucumbers." It is to be hoped she rests in peace; many of the living descendants of those she taught the art of pickling cucumbers cannot, by reason of the indigestibility of pickled cucumbers.

Gardens—The first public garden was Adlan's Garden in Halifax, 1753. The present public gardens are the admiration of the people of Canada and all tourists.

Gardening—The first effort to cultivate the soil of Canada was made by Jacques Cartier, who, in 1541, had an acre and a half of land cleared, where Quebec stands, and had it planted with turnips, cabbage and beans.

General Elections. (See Simultaneous Polling.)

Geological Survey—In 1832 Dr. Rae presented a petition to the Legislature of Upper Canada, praying for pecuniary assistance to enable him to execute a geological and statistical survey of the Province. It was referred to a Committee of Supply, but received no consideration.

In 1842, the general annual report on the state of the colony submitted to the Imperial Secretary of State, contains the following: "Proposals for a grand Geological Survey have been made which are under consideration of the Government. Mr. W. E. Logan, who was selected as the Provincial Geologist by the Governor-General, upon the recommendation of several eminent geologists in England, has made a preliminary report upon the subject, and, should the plans be adopted, will commence the survey next year."

In his preliminary statement, Mr. Logan pointed out the existence of an immense limestone ledge. "He judges that the country will yield marble, hydraulic limestones, gypseous marl and pure gypsum, springs, fossiliferous iron ore, and various other materials of high importance to agriculture and useful to the arts. He anticipates the occurrence of magnetic oxide of iron in abundance, the existence of plumbago, the presence of copper, lead and zinc ores below the limestone. He does not hold any flattering ideas respecting coal beds."

The Geological Survey of Canada was, accordingly, instituted by the Provincial Government in 1843, a grant of £1,500 having been voted for that purpose on the motion of Hon. J. S. B. Harrison, in consequence of petitions presented by the Natural History Society of Montreal, the Literary and Historical Society of Quebec. In 1881 the office of the Museum of the Survey were removed from Montreal to Ottawa. The total average annual expenditure in connection with the Survey since 1843 is \$52,000. The first report published was the Report of Progress, 1843. This report, and also those for the years 1844-57, are out of date. To and including the year 1860, the Geological Survey Reports were also, printed as appendices to the Journals of the Legislative Assembly and may be found in the Parliamentary and other libraries.

In 1862 a descriptive catalogue of a collection of the economic minerals of Canada, sent to the London International Exhibition, was prepared by the Survey. In 1864 was published *Geology of Canada*, 1863, Report of the Geological Survey from its commencement to 1863. This volume includes the more important facts published in the previous reports. Accompanying this is an atlas of maps and sections, showing the sources of topographical information, a catalogue of the maps and charts used, and the sources of geological information for the geology of Canada. Other reports are, Reports of Progress, 1863-66, 1870-71, 1871-72, 1872-74, and for each succeeding year to 1879; also for 1880-1-2, and for 1882-3-4-5.

In the 1884 session of Parliament, the Commons appointed a Committee to obtain information as to the methods adopted by the

Garden in Halifax, 1753; the people of Canada

soil of Canada was made and a half of land cleared. Turnips, calbage and

and a petition to the Legislature to enable him to settle in the Province. It was referred to the consideration.

the state of the colony contains the following: "The lands which are unoccupied by the Indians."

E. Logan, who was Secretary-General, upon the recommendation of the Governor, has made a proposition to be adopted, will come

pointed out the existence of the country will yield of coal and pure gypsum, and other materials of high value. He anticipates the occurrence of plumbago below the limestone. "The beds."

Accordingly, instituted a fund of £1,500 having been voted by the House of Commons. Harrison, in consequence of the Society of Montreal, in 1881 the office of Surveyor-General in Montreal to Ottawa. The Report of Progress, 1844-57, are out of the Geological Survey Reports of the Legislative Assembly of the Province of Ontario.

tion of the economic mineral Exhibition, was prepared by the Geological Survey of Canada, 1863. The commencement to 1863. The reports published in the form of maps and sections, and a catalogue of the minerals. Information for the general use of Progress, 1863-66, 1867, succeeding year to 1873;

Commons appointed a committee to inquire into the methods adopted by the

ological Surveys of Canada and of other countries in the prosecution of their work, with a view to ascertain if additional technical and statistical records of mining and metallurgical development in the Dominion could not be procured and observed. Their report and the evidence occupy over 200 pages of the regular Blue Book size. The Annual Report, new series, Vol. I., began with the year 1885, and has been published since, annually, as the title indicates. Lists of publications of the Geological Survey have been published from time to time—the latest being 1895.

Immigrants—First German immigration into Canada was in September, 1760, when 1,300 German Protestants from the Palatinate came to Nova Scotia. In 1881 the census gave 25,328 persons in Canada, whose birth places were in Germany. The census of 1891 gave 27,752 persons of German birth in the country. There are about 300,000 persons of German origin in Canada.

Gold—(See Treaties.)

The first recorded discovery of gold, in the Province of Quebec, was made in a stream flowing into the Chaudiere, in 1823, by a woman named Gilbert. Its existence in the Province, as the result of scientific investigation, was first made known in 1835 by Samuel Baddeley, R.E. In Nova Scotia it was first found in 1858 by Capt. Lestrange while moose hunting. In 1860 auriferous quartz veins were discovered.

The first record of the discovery of gold in Ontario is in General Report of the Geological Survey, 1866-69. The Richardson mine was the first one worked for gold, Madoc township, Ontario, where the precious metal was discovered by a man named Powell in August, 1866. The first discovery of gold in notable quantity was made in 1871, by Mr. Peter McKellar, near Jackfish Lake, in the Township of Moss. Gold was discovered on Lake of the Woods in 1878.

In British Columbia gold was first publicly known to exist in the valley of the Columbia River in 1856, and of the Fraser River in 1857.

While gold is very widely diffused throughout Canada, practically no production has been confined, heretofore, to the Provinces of British Columbia and Nova Scotia. In the latter province 24,867 ounces were produced in 1865, and 26,113 ounces in 1896. The number of mines in 1896 was 40, and the tons of quartz crushed were 67,249. In British Columbia, in 1865, the value of the gold produced was \$3,491,205, and in 1896 it was \$1,788,206. The total yield of gold in Canada in 1896 was valued at \$2,810,206, showing that the value of the yield in all the other provinces, outside of British Columbia and Nova Scotia, amounted to \$11,500.

In 1897, the Yukon region was reported as "full of gold." An immense number of miners evidenced the eagerness for gold. The Canadian Government took prompt measures to establish authority, regulate mining and bring the far off region into touch with the seat of Government.

Responsible Government—Introduced in 1841, and granted to all the older provinces between that date and 1854.

Although Champlain laid the foundations of Quebec in 1608, it is only after the conquest of Kirke had been restored to France (1632), that the history of the Government of Canada can be said to begin. The Governor exercised all the powers of civil and military government without any control of his council, which was merely a consultative body. In 1648 the Council obtained a greater measure of control, and consisted of the Governor, the previous Governor (if in the colony), the chief of the

Jesuits (if there was no bishop), two councillors elected by the council and the syndics of Quebec, Three Rivers and Montreal. In 1663, Canada was constituted by Colbert, a royal government, and placed under the control of the Governor and the Intendant. Associated with these was the Bishop and five councillors. An Attorney-General sat in the council. This body was called the Supreme Council, and it exercised legislative, executive and judicial powers. During the period from Sept. 1760 (when Montreal capitulated), to 1763, the Government, though spoken of as military Government, was conducted in accordance with the old custom of the province and in conformity with the laws which had been in force previous to the change. In 1763 King George III. issued a proclamation establishing four new governments, Quebec, East Florida, West Florida and Grenada. The Government of Quebec was carried on, in actual practice, by the Governor-General and an executive council composed of the two Lieut.-Governors of Montreal and Three Rivers, the Chief Justice, the Surveyor-General of Customs and eight others chosen from leading residents, one of whom was a native French Canadian. In 1774 the Quebec Act was passed by the Imperial Parliament, which then for the first time intervened in Canadian matters, the Crown having previously managed the colonies without the Parliament. From 1774, the Government was vested in a nominated Legislative Council of 23 members, of whom eight were Roman Catholics. This body sat with closed doors, debated in both languages, and drew up its ordinances in French and English. In 1776 an advisory council of five members, the Lieut.-Governor and four members of the Legislative Council, was appointed by the Governor-General. In 1791, George III. sent a message to the Imperial House of Commons stating that it would be for the benefit of the province to divide it into Upper and Lower Canada. The result was the Constitutional Act of 1791, which established in each province a Legislative Council, appointed by the King, and an assembly of representatives elected by the people. This Act was the fundamental law of the two provinces till 1841, when the Union Act of 1840 came into force, and with it the era of Responsible Government.

In Nova Scotia the French colonial system was in force till 1713. From that date to 1758 the government was vested in a Lieut.-Governor and Council. A legislative assembly was first convened 2nd October, 1758. In 1838 the executive authority was separated from the Legislative Council. In 1840 the principle of responsible government was recognized, and in 1841 it was fully adopted.

New Brunswick was separated from Nova Scotia and a government established, consisting of a council of twelve members in 1784 and an assembly of twenty-one, in 1786. In 1842 the executive authority was made distinct from the Legislative Council. In 1848 responsible government was woven into the governmental system. Prince Edward Island created a separate province in 1769, with a Lieut.-Governor (who served in 1770), and a combined executive and legislative council in 1773, and responsible legislative assembly in 1773, and responsible government in 1850-1. (See Responsible Government.)

Governor—The first nominal Governor of Canada was Sieur de Roberval, who, on 15th January, 1540, was appointed by Letters Patent from the King of France, Lord of Norembege, Viceroy and Lieut.-General.

* Norembege was the original name for the territory subsequently called Acadia.

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Canada, Hochelaga, Saguenay, Newfoundland, Belle Isle, Carpunt, Labrador, the Great Bay and Baccalaos. The first real Governor of Canada was Samuel de Champlain, whose term of office began October 15th, 1612. The first nominal English Governor of Canada was General Jeffrey Amherst, 1760. The first real English Governor-in-Chief was General Murray, 1763. The first Governor of Montreal Island was Maisonneuve. The first Governor of P. E. Island was Walter Patterson, 1769. The first French Governor of Acadia was Pierre de Monts, 1605 to 1607. The first Governor of Nova Scotia was Colonel Vetch, 1710. The first Governor-General of the Dominion was Lord Monck, 1867. The first Lieutenant-Governors after Confederation were: For Quebec, Sir N. Belleau; Ontario, Major-General Stisted; Nova Scotia, Sir F. Williams; New Brunswick, Major-General Doyle; P. E. Island, Hon. W. Robinson; Manitoba and the North-West, Hon. A. G. Archibald; British Columbia, Hon. J. W. Trutch.

Governor-General—The first Governor-General was Sir Guy Carleton, Lord Dorchester, who, in 1786, was made Governor-General over Quebec, Nova Scotia and New Brunswick. The titles of the governors of Nova Scotia and New Brunswick were changed to Lieut.-Governors, and in 1791, when Upper and Lower Canada were created, the governor of each was styled Lieut.-Governor.

Governor-General—The office of Governor-General of Canada was first permanently constituted by Letters Patent in 1878. Since then a brief commission is all the Governor-General requires. His general instructions are in the document of 1878.

Governor's Speech—The first Governor's speech to "Gentlemen of the Council and House of Representatives," within the present bounds of Canada, was made by Governor Lawrence to the Council and Assembly of Nova Scotia "in his own house," Oct. 2nd, 1758.

Governor-General's Instructions—The first revision of these by the British Government, after Confederation, was made in 1876, at the instance of Hon. Edward Blake, when Minister of Justice. Lord Lorne was the first Governor-General to act under the revised instructions.

Grand Trunk Railway—The first proposals to build were made by Mr. Peto to the Hon. Francis Hincks, in London in 1851.

Grand Trunk Railway—The original Act of Incorporation passed in the Canadian Legislature, in 1851, proposed only a railway from Toronto to Montreal, 333 miles, with a capital of £3,000,000. The Amalgamation Act was passed in 1852, to enable the companies chartered to build railways, (a) from Montreal to boundary line towards Portland, (b) from Quebec to Richmond, (c) from Toronto to Sarnia, and (d) from Quebec to Trois Pistoles, to unite in one general scheme. Under the provisions of this Amalgamating Act, the Atlantic and St. Lawrence Railway from Portland (Maine) to the Canadian boundary, was leased for 999 years. The amalgamation was confirmed in 1854, the company being known as the Grand Trunk of Canada. The sections were opened—from Portland to Montreal, 1853; from Richmond to Quebec, with a branch to Three Rivers in 1864; from Montreal to Toronto in 1856; from Toronto to Sarnia in 1858, and the original system was completed Dec. 16th, 1859, when the Victoria bridge was opened for traffic. The line from Detroit to Port Huron was leased in 1859; the Champlain lines in 1863; the Buffalo and Huron in 1867. In 1868 the International bridge was leased.

In 1879 the Dominion Government purchased from the Grand Trunk the line from Levis to Riviere du Loup (124 miles), paying therefor a sum of \$1,500,000. With this money the Grand Trunk purchased railways in Michigan, and formed the Chicago and Grand Trunk. In 1881 the Georgian Bay and Lake Erie system of 171 miles was incorporated into the Grand Trunk. In 1882 amalgamation with the Western Railway, including 904 miles, took place. In 1883 the Welland line was leased, the Champlain lines extended, and the Midland system of 473 miles absorbed. The Northern Railway was leased in January, 1884. The Grand Trunk system now consists of a total of 4,186 miles, of which 3,153 miles are in Canada, 172 miles in the Eastern States, and 861 miles in the State of New York and the western states. The cost of the line and its equipment including rolling stock, to 30th June, 1896, is given in the Railway Statistics at \$331,451,492. In 1867 the Grand Trunk, with the then existing roads now under Grand Trunk control, carried 2,350,535 passengers and 2,018,769 tons of freight. In 1896 the Grand Trunk system carried 5,077,671 passengers and 7,587,148 tons of freight. In 1867 the Grand Trunk system (including railways then in existence and since amalgamated) did 84 per cent. of the passenger traffic and 72 per cent. of the transportation by railways. In 1896 it did 34 per cent. of the passenger and 31 per cent. of the freight carrying business by railway borne.

Graphic Statistics of Canada, first prepared by George Johnson, and published by the Government of Canada in 1888, showing Canada's growth since the Queen's Jubilee year of 1887.

Graving Dock in Esquimalt, British Columbia, finished in June, 1886. First on the Pacific coast.

Graving Dock at Quebec, finished in 1887. First on the St. Lawrence River.

Graving Dock, Halifax, opened September, 1889. First on the Atlantic coast of Canada, and the largest on the continent. It is 601 feet long and 102 feet wide. The "ocean greyhound," the *Teutonic*, is 582 feet long. The *City of New York* and the *City of Paris* are each about 580 feet long. The *Great Eastern* was 692 feet long and 83 feet wide. The first United States man-of-war ship to be docked in a Canadian graving dock was the *Indiana*, in this graving dock, August, 1897. There was no available dock large enough in the United States.

Graving Dock, Kingston, was begun 1889 for the Great Lakes, and finished November, 1891. The first vessel to be docked was the S.S. *St. Lawrence* of the 1,000 Islands Steamship Co., on 28th November, 1891.

Graving Docks—The graving docks under the Government charge—Levis, Kingston and Esquimalt—cost \$2,591,844, of which the Imperial Government contributed \$243,353 towards the Esquimalt dock.

The number of vessels which used the docks from the time of their opening to June, 1895, was: Esquimalt, 121; Kingston, 141; Levis, 12. The receipts from the three amounted in 1895 to \$21,193.

Grist Mill—The first in Canada was built by Poutrincourt near Port Royal, Nova Scotia, 1607. The remains of the old dam are plainly visible to this day, and so judicious was the choice of the place that there has been no need to build a mill on the spot from 1607 to the present date. There were 100 grist mills in Canada in 1891, 2,550 flour and grist mills, with an annual output of \$52,423,286.

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George Johnson, and showing Canada's growth

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Great Lakes, and finished was the S. S. *St. Lawrence*, in December, 1891.

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at Lakes—Champlain was the first white man (1615) to stand on the shores of Lake Ontario. He called it Lake Entouhoronon. In 1635 it is spoken of as the Lac des Iroquois. On Sanson's map (1679) it appears as "Ontario ou Lac St. Louis." LaSalle and Hennepin call it (1678) Lake Frontenac. On De L'Isle's maps, 1700 and 1703, it appears as Lac Ontario. On Bowen's map of 1764 (setting forth the British, Spanish and French dominions in North America, according to the treaty of 1763), the lake bears the name "Ontario or Cataragui." Ontario is said to be a corruption of *Ontario*, Indian for "beautiful waters." The first white man to ascend the River St. Lawrence to Lake Ontario was Pere le Moyné, 1654; the first European to descend the St. Lawrence from Ogdensburg was Pere Poncet, 1653.

Lake Huron was discovered by Champlain in 1615. He called it *Mer douce*. Father Membre called it Lake Hurons. So also did Hennepin. On De L'Isle's map, 1700, it appears as *Lac des Hurons*, said to be derived from *hure*, freely translated "shock of hair," and indicating the profusion of hair which adorned the heads of the Indians around the lake.

Lake Michigan was discovered in 1634. Marquette, Dablon and LaSalle call it the Lake of the Illinois. Claude Allouez, in 1676, reached the lake on the eve of St. Joseph's day, and said: "We give it the name of that great saint, and shall henceforth call it Lac St. Joseph." Allouez was the first to give it the name of Lake *Machiganing*. Pere Membre called it Lake Dauphin. St. Come called it Miesigan, and also Missigan. Marest was the first to call it Michigan. On Bowen's map of 1764 the name given it is Lake Michigan or "Illinois." Simon Pokagon, of the Pottawatomie Indian tribe, says *Mi-shi-gan* means "monstrous lake."

Lake Erie was discovered by Brébeuf in 1640. The name is derived from the tribe of Eries on the south shore, whose country was also called the country of the wild cats, from the number of those animals found there—the Lake of the Wild Cats. Some think the translation more correctly to be *raccous*. Hennepin calls it *Erie* and also *Conty*. Sanson's map gives it Erie Lac. Membre calls it Lac de Conty. On de L'Isle's map it is Lac Erie. Bowen's map gives it Lake Erie.

Lake Superior was discovered by Peres Jogues and Raybault in 1640. Its name denotes that it is the chief of the five great lakes, as well as at the head of the chain.

Lake St. Clair, so named by LaSalle because he reached it in 1679 on the date of the feast of Saint Claire. Bowen's map gives it Lake St. Clare. Time with its effacing finger has rubbed off the final "e." Otherwise the original spelling is retained.

Lake Nipissing, discovered by Champlain in 1615, received its name from Indian words meaning "diminutive," the body of water being small in comparison with the great lakes.

Beards, Society of—Formed 1775, consisting of men who had been in Canada in 1760.

Halifax was founded in 1749, at the expense of the Imperial Government, under the direction of the Lords of Trade and Plantations, and was named in compliment to George Montague, Earl of Halifax, under whose immediate auspices the settlement was undertaken. The scheme for a settlement on the shores of Chebucto Bay is said to have originated with the people of Massachusetts, who, in calling the attention of the British Government to the claims of the French on the territory of Acadia, suggested the necessity of, as well as the great commercial advantage to be derived

from, such an undertaking. A plan was submitted to Government in the autumn of 1748, and was warmly supported by Lord Halifax. Parliament voted £40,000, and supplied 13 transports and a sloop of war, by which Colonel the Hon. Edward Cornwallis, designated Captain-General and Governor of Nova Scotia, his suite and 2,576 settlers were conveyed to the Bay. The registry book of settlers gives the date of the arrival of Governor Cornwallis as the 8th June.

Hanging—The first on record in Canada took place under de Roberval, when Michel Gaillon was disposed of in that way.

High Commissioner for Canada—First appointed, 1880. Sir A. T. Gait first to fill the office, the date of his appointment being May 11th. Sir Charles Tupper succeeded him, the appointment being dated April 30th, 1883. Hon. Sir Donald Smith (now Lord Strathcona and Mount Royal) was appointed April 24th, 1895.

Hansard—(So called after Mr. Hansard, who provided the Parliamentary Debates for Great Britain with the official report of speeches made by its members) first adopted by the Canadian Parliament in 1875, on motion of Sir Charles Tupper, Bt. (then Hon. C. Tupper) and has been continued ever since. The title is really "Official Report of the Debates of the House of Commons," etc., but it is commonly known as Hansard.

Historical Society—That of Quebec was founded 1824; of New Brunswick, 1874; of Nova Scotia, 1878-9; of Manitoba, 1879, and of Prince Edward Island, 1881. Respecting the Historical Society of Quebec, it is remarked that Lord Dalhousie, the Governor-General, took a prominent part in its establishment and presided at the first meeting, held on June 6th, 1824, at the Chateau St. Louis, when the Society was organized. The Nova Scotia Society has published nine volumes of papers connected with the history and development of that province.

Historian—The first historian of Canada was Gabriel Sagard, who here in 1623. Denys wrote and published "Description Historique de l'Amerique Septentrionale, Paris, 1672." Bacqueville de La Perouse wrote "Histoire de l'Amerique Septentrionale," and published it in 1722. Early French writers are Cartier, Roberval, L'Escarbot, Champlain, Charlevoix (1744), Boucher, Creuxius; those who wrote the Relations, beginning with Charles Lalemant, who wrote the first series from Quebec in 1626; (these were published in France to suit the taste of modern times they have been continued to 1679); Bibaud, Roy, Gaultier, Brasseur de Bourbourg, Ferland, Heriot, Smith, Christie, McMillin, Sulte, Roger, Parkman, Casgrain, Dussieux, Faribault, Burton, Taylor, Sanson, Winsor, Bliss, Hogan, Morris, Haliburton, Mackenzie, Campbell, Kingsford, Greswell, Hannay, Withrow, Brice, Dent, Bourinot, Roberts, etc. William Smith was the first English historian of Canada (after Heriot) of Canadian history. He was the son of Chief Justice Smith, who may be deemed the grandfather of Confederation. William Smith (2nd) published his book in Quebec in 1815. Its title is "A History of Canada from its first discovery to the peace, and from the establishment of Civil Government in 1764 to the establishment of the Constitution in 1791."

Historical Treatise—The first concerning Canada was published in 1764, in the form of a memorial of Boucher to Colbert, in advocacy of the retention of Canada by France, after its conquest by Kirk, and is entitled "Le Veritable et Naturelle des Moeurs et Productions de la Nouvelle France vulgairement dit le Canada."

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Holey Money—Prince Edward Island, suffering from the drain of her silver money to the neighboring provinces, at one time adopted the plan of punching a hole in the centre of the silver dollar and quarter dollar. The punched dollar was known as the holy (or holey) dollar, and had to be taken at its face value. Of course such "holey" silver remained in the province, and the use of paper money was avoided.

Horse—The first horses brought to Canada, of which there is record, were those left on Sable Island by Baron de Léry and his Portuguese associates in 1539. The descendants of these horses paw the sands of the island for fresh water, just as the breed have been doing for over 350 years. They are wild and have never had any admixture of other blood.

Horse—The first one arrived in New France 20th June, 1647, and was presented to the Governor, M. de Montmagny. It was a present from *La Compagnie des Habitants*. Horses were brought to Acadia in 1613.

Horses—First lot of horses purchased in Canada by the British authorities as remounts for British cavalry was shipped September 27th, 1886.

Hotel Dieu, of Quebec, first hospital, established 1639. The Hotel Dieu in Montreal was established in 1644.

House—The first stone house in Canada was erected in Tadousac, in 1599, by Chauvin, a fur trader. Of the 855,535 houses in Canada found by the census of 1891 to be inhabited, 3 per cent. were stone, 16 per cent. brick, and 81 per cent. wood.

Hudson Bay—First authentic account of the exploration of the straits and bay is that of Henry Hudson, who gave his name to both in 1610. Previous to that event, Sebastian Cabot is declared to have visited the straits in 1517. After Hudson, Captain Thomas Button (afterwards knighted) wintered in Nelson River, 1612-13, and took possession in the name of the King of Great Britain. Capt. Gibbons was sent in 1614, but missed the strait and returned without adding to the knowledge already secured. Capt. Robt. Bylot, who had been in the three previous expeditions, was sent out in 1615 and again in 1616. Capt. Luke Fox entered the bay in 1631. Capt. James, of Bristol, who like others was in search of a north-west passage to the Pacific Ocean, and had letters from His Majesty Charles I to the Emperor of Japan, not finding the Emperor at home (or anywhere else) returned to England in 1632. After that, the treaty of St. Germain-en-Laye and the conviction of English navigators that there was no passage across the continent *via* Hudson Bay, induced English merchants and their sovereigns to give the Hudson Bay a wide berth, till 1668, when Capt. Z. Gillam, acting for English merchants and for two French Canadians, De Grozelier and Radisson, made the first trading voyage to Hudson Bay—one, too, which led up to the formation of the Hudson's Bay Company in 1670. The Jesuit Albanel made the first overland expedition to James' Bay, arriving there from Quebec in June, 1671. The first expedition sent by the Canadian Government to examine the navigability of Hudson straits for purposes of commerce, left Halifax 22nd July, 1884, in S.S. Alert, Lieut. Gordon, R.N., commanding. Lieut. Gordon was sent out again in 1885 and 1886. His reports are to be found: that of 1884 in Appendix No. 29 to the Report of the Department of Marine for 1885; that of 1885 in sessional papers 11c of 1886, and that of 1886 in sessional papers 15b of 1887. Other sources of information respecting Hudson Bay are Henry Yule Hind's paper on Central British North America, read before the Royal Statistical Society in 1864; the same explorer's evidence before the Canadian Committee on Immigration

and Colonization, 1878; Col. Dennis' navigation of Hudson Bay, 1878; the Reports of the Geological Survey (being chiefly results of Dr. Robert Bell's investigations) for 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, and 1886. Chas. N. Bell, in 1884, prepared "Our Northern Waters," a report regarding the Hudson Bay and Straits. It was published by the Winnipeg Board of Trade. In 1897 the Dominion Government equipped and sent an expedition to the straits and bay, under Commander Wakeham. The vessel—the "Diana"—sailed from Halifax June 2nd.

Hudson's Bay Company—(See Trading Companies.)

Hudson Bay Railway—First sod turned October 9th, 1886.

Hudson Bay Territory—Transferred to Canada by deed of Queen, dated November 19th, 1870.

Huguenots—The Huguenots first came to Canada in 1604. De Monts, who obtained from Henry IV. a patent covering Acadia, was the first Huguenot. Then came the DeCaens, the de la Tours and others. When the paramount lordship was transferred to the company of the 200 Associates in 1627, the company was expressly forbidden to allow Huguenots to come into New France or Acadia.

Icelanders—First colony of, settled in the North-West Territories, 1875.

Immigrants, Early—The first party of the Selkirk settlers gathered at Stornoway, Scotland, in July, 1811, to the number of 125, having been engaged in Iceland, the Highlands of Scotland, the Orkneys, Glasgow and London. Capt. Macdonell was in charge, having been inducted by the Earl of Selkirk. The vessels were the "Eddystone," the "Prince of Wales" and the "Edward and Anne," with a man-of-war for a convoy. Before the vessels left the dock, the Collector of Customs read the clause of the Emigration Act regulating the conveyance of emigrants, and announced that if any were unwilling to remain on board they might go ashore. Many went ashore, although it was claimed that as they were indentured servants they had no option but to remain. On the 26th July, 1811, the ships sailed for York Factory, Hudson Bay. The voyage covered 61 days. The Hudson Bay Co. officials received them with kindness and afforded every assistance. The colonists were sent from York Factory to the Nelson river, where huts were built for their use. On the 21st January, 1812, twenty-three men were down with scurvy, but a liberal use of spruce juice banished the evil. Supplies of provisions were hauled on sleds every week from York Factory. On the 5th July the party left for Red River, which they reached September, 1812, having taken about fourteen months in getting to their destination. Thus began the Selkirk settlement of the Red River.

Imperial Conference held in London, April 1st, 1887. Canada was represented by Hon. Sir Alexander Campbell, K.C.M.G., and Sandford Fleming, C.M.G. Matters connected with the defence of the Empire and the subjects generally of Imperial importance were discussed. The union of Canada with Australia by cable was considered. (See also Life Insurance, Letters of Administration, and Companies Colonial Register Act.)

The conference held in London in June, 1896, Hon. Sir Mackenzie Bowell and S. Fleming represented Canada. This Conference was adjourned and met again in October, 1896, when Sir Donald Smith, High Commissioner, and Hon. A. G. Jones represented Canada, and Mr. Sandford Fleming was present as an expert.

During the sittings of the Commission an exhaustive enquiry was made (See Sessional Papers of 1897.)

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Imperial Federation—First proposed in 1764 by Thomas Pownall, Governor, Captain-General, Commander-in-Chief and Vice-Admiral of His Majesty's Provinces, Massachusetts Bay and South Carolina, and Lieut.-Governor of New Jersey. He proposed a scheme by which "Great Britain may be no more considered as the Kingdom of this Isle alone, with many appendages of provinces, colonies, settlements, and other extraneous parts, but as a grand marine dominion, consisting of our possessions in the Atlantic and in America united into one Empire." (See Organization of the Empire.)

Hon. Joseph Howe advocated Imperial Federation in 1855, in a speech on "The Union of the B.N.A. Provinces and the right of British colonists to representation in the Imperial Parliament;" in 1863, in a letter to C. B. Adderley on the relation of England with her colonies, and again in 1863, in a speech "On the Organization of the Empire."

Imperial Federation League, first formed in Canada at a meeting held in Montreal, May 9th, 1885. The preliminary conference was held in London, Eng., July 24th, 1884. The formation of the Imperial Federation League was consummated at a meeting held in London, Eng., Rt.-Hon. W. E. Forster, chairman. At a meeting held on June 20th, 1887, Imperial Reciprocity was suggested as the trade policy favored by the League in Canada, as the best trade policy for Great Britain and her colonies. The Canadian Imperial Federation League changed its name, 4th March, 1896, to the British Empire League in Canada, on motion of Sir Charles Tupper, Bart.

Imperial Treaties—Right to decide whether Canada should be included in any treaty Great Britain may make, first given to Canada by the mother country (Earl Carnarvon's despatch), 22nd January, 1878.

Incorporated Towns of Ontario—The first to be incorporated was Hamilton, February 13th, 1833. Others early to be incorporated were Toronto (as a city), Belleville, Cornwall, Port Hope, Prescott, and Cobourg, all on March 6th, 1834.

Indians—The Indians in Canada are the descendants of the first inhabitants of the country. They are divided into 4 races, (1) the Esquimaux, (2) the Déné-Dindjé, (3) the Algonquins, and (4) the Huron-Iroquois. In the first census of the Dominion the subject of the Indian population received careful attention. There were found to be 36 tribes, divided into Esquimaux, 1; Déné-Dindjé, 19; the Algonquins, 11; the Huron-Iroquois, 5.

As regards numbers there were:

Of the Esquimaux race	4,028
" Déné-Dindjé "	42,000
" Algonquin "	46,000
" Huron-Iroquois "	10,330

Total..... 102,358

As regards mode of living:

Chiefly by fishing	23,000
In camps by prairie hunting	18,000
In villages in settled districts	17,358
By families in the woods	44,000

As regards the general geographical distribution:

West of the Rockies	26,000
East " "	76,000

As regards political divisions :

Province of Prince Edward Island	323
“ Nova Scotia	1,666
“ New Brunswick	1,403
“ Quebec	6,988
“ Ontario	12,978
“ Manitoba	500
“ British Columbia	23,000
“ Rupert's Land	33,500
“ Labrador and the Arctic watershed.	22,000

A report of a Special Committee of the British House of Commons in 1857 gives interesting information respecting the Indian tribes in the country now called Canada. The Report of the Superintendent-General of Indian Affairs for 1896 gives the number of Indians at 100,027, of whom 28,498 were Protestants, 42,454 Roman Catholics, 16,812 Pagan, and 12,263 “unknown.”

In the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, P. E. Island and British Columbia there has been an increase of 11,009 in the Indian population in 25 years, or nearly 24 per cent. The decrease in Manitoba, the North-West and the North-Eastern Territories in the same period was 13,336. The increase in the older provinces has nearly counterbalanced the decrease in the newer territories. The building of the C. P. R. and the extermination of the buffalo were prime factors in the decrease of the Indians in the great prairie region of Canada.

The Indians are provided with schools, common, boarding and industrial. There were 288 of these in 1896, with 9,684 pupils, 5,161 being boys, and 4,523 girls. The average attendance was 55.34 per cent. of the total on the rolls, which is just about the average attendance of white children in Ontario. The Indians have to their credit in the Indian Fund the sum of \$3,913,615, moneys accrued from annuities and from sales of land, timber, etc. The Parliamentary grant for 1896 was \$902,308, and the expenditure \$880,410, of which latter \$700,540 was expended in behalf of the Indians of Manitoba and the North-West Territories.

Indians—First admitted to vote in Federal elections, 1885. The Indians included among voters are those resident in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick and Prince Edward Island. The Indians in the other provinces are disqualified. The Indians qualified in the provinces named are those in possession and occupation of a separate and distinct tract of land (in a reserve) on which the improvements are valued at \$150, and, of course, all other Indians possessed of the qualifications entitling whites to vote.

Indian Famine Fund, Canadian—In the early part of 1897, India was faced with famine caused by reduced rainfall and a consequent shortage in the crops. An appeal was sent forth within the Empire for help for the one member thus afflicted. The Canadian Indian Famine Fund was started by Lord Aberdeen, and Canada sent as her contribution to the general fund the sum of nearly \$200,000. Of this sum \$173,682 was passed through the hands of the treasurer of the fund, J. M. Courtney, the remainder being sent through other channels. By provinces the contributions to the Fund were :—

Ontario	\$61,878	Manitoba	\$20,813
Quebec	48,323	B. Columbia	7,293
Nova Scotia	14,600	P. E. Island	6,105
New Brunswick	11,705	N. W. Territories.	6,319

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Indian Lands, ownership of (in North-Western Ontario), obtained by treaty before Confederation, decided by Privy Council of England to be vested in the Provincial Government and not in the Dominion Government, December, 1888.

Institution for Deaf and Dumb and Blind in Toronto, founded 1858. The first blind pupils were admitted September, 1861. The Institute for the Deaf and Dumb in Halifax, N.S., was founded in 1860. It is a school and provides for the education of the deaf mutes of the Maritime Provinces. The census of 1891 gave eight institutions for the deaf and dumb and blind in Canada, with 754 inmates.

Institute of Natural Science of Nova Scotia, founded 1862.

Insurance Companies—First required to make deposits with Government for the security of the Canadian people insured, in 1858. The amount deposited with the Government was on 1st July, 1896, \$24,344,826, and that with Canadian trustees \$6,475,697, making in all \$30,820,523 held for the protection of policy holders. This amount was distributed: Fire, inland and marine, \$6,074,455; life, \$24,033,678; accident, etc., \$712,390. Of the amount deposited with the Government about 48 per cent. is invested in Municipal securities, the remainder being in Dominion stock, Provincial debentures, United States bonds, British Government securities, C. P. Ry. bonds, etc.

Insurance Statistics. See Fire, Life, etc.

Intercolonial Conference. See Colonial Conferences.

Intercolonial Railway—First opened from Quebec to Halifax 1876. First steamship, with ocean freight to be transported via Intercolonial, arrived at Halifax, November, 1876. (See Canadian Government Railways.)

International Deep Water-ways Association—The first annual convention of, met in Cleveland, Ohio, September 24th, 1895. The organizing convention met in Toronto, September 19th, 1894. The Cleveland platform declared (a) that the public welfare demands the deepest practicable channels between the several lakes and the seaboard; (b) that at least 21 feet in all channels with permanent structures for a possible 26 feet of navigable depth seem to be required; (c) that prompt action by the United States and Canada is needed; (d) that the broadening of the channels through the connecting shallows between Lakes Erie and Huron and Lakes Huron and Superior is urgently demanded. Mr. O. A. Howland, M.P.P., Toronto, was appointed the international President of the Cleveland permanent organization, and was the first president of the organizing convention in Toronto. The results of the Toronto and Cleveland meetings were the passage of an Act by the Congress of the United States, authorizing the President to appoint three persons to form a Commission, with three others appointed by Great Britain and (or) Canada, to investigate and report upon the feasibility of building canals to enable vessels engaged in ocean commerce to pass to and fro between the Great Lakes and the Atlantic Ocean. On November 5th, 1895, President Cleveland announced the appointments under the above mentioned Act, of James B. Angell, Lyman E. Cooley and John E. Russell. The Dominion Government appointed Hon. O. A. Howland, Thos. Munro, C.E., and Thos. C. Keefer, C.E. The joint commission studied the questions involved, and on January 18th, 1897, the United States Commissioners' report to President Cleveland was made public. It may be found in the report of the Canadian Minister of Railways and Canals for 1896. The report of the Canadian Commissioners was made public in September, 1897.

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International Park at Niagara Falls. United States side opened July, 1885, and called Prospect Park. Canadian side opened on the Queen's birthday, 1888. It is called Queen Victoria Park. To the Earl of Dufferin, when Governor-General of Canada, is due the first public suggestion and the first official action in connection with Queen Victoria Park. In 1878, meeting the Governor of New York State, Lord Dufferin suggested joint action by the government of that State and the Province of Ontario, in order to preserve to the public the Falls of Niagara in all their natural beauty, undimmed by the greed and bad taste of money grabbers. In 1880 a memorial, signed by several hundreds of eminent men in England, Canada, and the United States, was presented to the Governments of Canada and New York requesting united action. In 1881 the State of New York secured 107 acres of land on the New York side of the Falls at a cost of about one and a half million dollars. The legislature of Ontario, after waiting for the Dominion Government to initiate the movement and finding that constitutional difficulties connected with federal control prevented action, passed an Act in 1885 "for the preservation of the natural scenery about Niagara Falls." The commissioners appointed under the Act secured about 675 acres of land including 12 acres of Queenston Heights on which stands the monument erected to the memory of General Brock. An electric railway was built, which in 1896 carried 475,000 passengers. Other plans were adopted and the commissioners succeeded in bringing up the receipts to about \$45,000 a year, thus making the Park so nearly self-sustaining that only a small toll is exacted from visitors wanting to go to points where guides or other special assistance are needed.

Interoceanic Railway—First proposed as a practical measure by Major Carmichael-Smyth in 1848. His map gives the route through the Rockies exactly as, years after, the railway crossed that range. Lieut. Synge, in 1848, proposed a combination of railway and water from Halifax to the foot of the Rockies—an utilization of the water stretches on a vast scale.

Interprovincial Conference—The first conference of Premiers of the Provincial Governments was held in Quebec City in October, 1887. It was attended by all the Provincial Premiers excepting the Premier of British Columbia. It passed a number of Resolutions in amendment of the Union Act of 1867.

Interprovincial Trade—The first grant of money (£1,500) by Canadian Legislature for steam service, was given by Lower Canada in 1825 to promote trade between Halifax and Quebec. The Nova Scotian Legislature responded in the same year by voting £750 a year as a premium for a steamer of not less than 500 tons. The *Royal William*, 1370 tons, plied between the ports during the seasons of 1832 and 1833, but was withdrawn, the business done not being sufficient. (See Steamer, *Royal William*.)

Interprovincial Trade—The first Committee of the Commons of Canada to consider the subject met during the session of 1877. The attention of the Committee was more particularly directed to the state of the Coal trade. Much valuable information was obtained respecting the commercial benefits of Confederation in the direction of interprovincial trade. In the session of 1883 a select committee of the Commons was appointed to take into consideration and report how interprovincial trade may best be promoted and the earnings and enlarged traffic of the Intercolonial Railway be further increased by interchange of products. The evidence pointed to a very considerable growth of interprovincial trade. The report of 1877

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was known as the McKay Committee Report and that of 1883 as the Paint Committee Report.

Interprovincial Trade—In 1865, the trade between the Province of Canada and the Maritime Provinces was half a million dollars less than it had been in 1853, the Treaty of Reciprocity with the United States operating injuriously. In 1865 the Provincial interchange amounted to about \$2,000,000. The interprovincial trade between the St. Lawrence River Provinces and the Maritime Provinces in the East, and the other Provinces to the West, at present amounts to about one hundred million dollars a year, or about the same as the total trade between the Dominion and the United States.

Inventors and Patentees, Canadian Association of, was organized in Toronto 8th July, 1890. The first President was John Galt, C.E. The chief objects of the Association are (1) to agitate for amendments of the Patent Law (2) to form a fund to aid by loan Canadian inventors, who are financially unable to secure patents for their inventions themselves.

Iron Duties—Tariff readjusted to develop the production of iron in Canada in Session of 1887; Sir Charles Tupper, Minister of Finance. Still further changes were made in the customs duties on the various manufactures of iron during the Session of 1894. The total imports of iron and steel and manufactures of, during the first five years immediately preceding the Tariff of 1887, amounted to \$75,251,232, or \$15,050,250 per annum. During the six years after the new duties were imposed, the average annual imports amounted to \$13,714,000. In 1885 they were \$9,249,749, and in 1889, \$10,952,607. The Tariff of 1897 made considerable modification in the iron tariff. (See bounties on Pig Iron.)

Iron Smelting—The first smelting of iron in Canada took place at the St. Maurice Forges (P.Q.) in 1733. The lower portion of the St. Maurice River valley is historic ground in the annals of iron smelting on this continent. In 1681 the Government of France made official examinations of the deposits of bog ore in this valley. A blast furnace and a wallon hearth were erected in 1742, and enlarged in 1752, the latter still standing, with the date and the *fleur de lis* of France on it. The old furnace was in use in 1883, and in that year the oldest blast furnace on this continent was closed, operations being transferred to Radnor, a few miles distant. A score of miles up the St. Maurice River is Lac a la Tortue, a body of water 4 miles long by $1\frac{1}{4}$ miles wide. It occupies the centre of a large area of swamp lands, largely composed of sand. These sandy lands produce a rank vegetation, which decaying furnishes organic acids in solution in the waters draining into the lake. As these waters percolate through the sand they come in contact with the iron rust in the sand, dissolve it, and carry it into the lake. The air in contact with the surface of the lake turns the protosalt of iron into a persalt, which being insoluble in water forms a film upon the surface, and at length sinks to the bottom and there forms "cake ore." This is gathered and conveyed to the Radnor Furnaces, and being smelted with charcoal produces, when mixed with bog and magnetic ores, a charcoal iron of the very best kind. Of course the lake is constantly receiving fresh accretions of iron, the chemical processes going on without cessation. It is thus a continually replenished iron mine.

Irrigation in the North-West—In the 1894 Session of the Federal Parliament, an Act was passed entitled "The North-West Irrigation Act." It provides for careful supervision by the Government of the first distribution, and for subsequent administration, of the available water supply in the arid

region. At the close of the season of 1896 there were 157 completed ditches and canals, with a total length of about 350 miles. These completed systems are capable of irrigating 65,000 acres. A general report on irrigation in the North-West forms Part III of the Report of the Department of the Interior for 1896, and contains evidence showing that there is no reason to doubt that through irrigation a large portion of Assiniboia and Alberta will be rendered fruitful every year, and the element of uncertainty caused by variations in the rainfall altogether eliminated from the calculations of those engaged in extensive agricultural operations.

Jesuits—First Jesuit missionaries in Canada arrived at Port Royal, Acadia, in 1611. They did not have a very enjoyable or successful time of it. One of them was killed at Mount Desert defending his countrymen against the attacks of the Virginian, Capt. Argall. Another was sent adrift in an open boat, but was picked up and, after terrible sufferings, managed to find his way to France. The third was carried off captive by Argall.

Jesuits Estates' Bill—Passed by Legislature of Quebec and allowed to become law, the Dominion Government deciding not to disallow it; was discussed in Canadian Commons in March, 1889. The decision of the Government was upheld by a majority of 175 in a house of 202 members, 13 voting against the Government and 188 for. The money (\$400,000) was paid over in accordance with the decision of the Pope of Rome (the arbitrator between contending parties in the Roman Catholic church), on the 5th November, 1889. The Equal Rights Association had its origin, in 1889, in connection with the discussion of this question.

Jesuit Mission—The first established in the present Province of Ontario was founded by the Jesuits Brûbeuf, Daniel and Davoust, near Penetanguishene, in 1640.

Jesuit Relations—The annual reports on New France, called the Jesuit Relations, began to be transmitted from Canada in regular succession in 1632. Charles Lalemant, the Jesuit, wrote the first of the Relations, from Quebec in 1626. They were published in France to 1672; in modern times they have been continued to 1679.

Jews, Russian—First colony to N.W. Canada came in 1882, and numbered 1,375 persons.

Journal of the Canadian Bankers' Association, first issued September, 1893.

Jubilee Year—The first Jubilee connected with our sovereigns, celebrated in Canada, was that of King George III. It was observed in Halifax, Oct. 25th, 1809, "with every demonstration of joy," although its actual occurrence was 25th October, 1810. The Legislature of Lower Canada passed an address (1810) congratulating the King on his having attained his 50th year as a sovereign. The Legislature of Upper Canada did the same. The next jubilee year was in 1887, when the Queen had reigned fifty years. The Diamond Jubilee was celebrated, 22nd June, 1897, in commemoration of the fact that the Queen had reigned longer than any of her predecessors on the throne of England. The presence of the premiers of the self-governing colonies of the Empire was one of the chief features of the demonstration. The social keynote of the jubilee of 1897 was development and foundation of charitable institutions.

Jubilee—In 1837, forty days elapsed before the city of Quebec learned officially that William IV. was dead and that Victoria had been proclaimed, in London, Queen.

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Judges—Excluded from sitting in the Legislature, 1811.

Judges, County Court—Act of 1868 provides for the payment of the salaries of County Court Judges in Ontario and New Brunswick; Act of 1869 fixes the salaries of these judges by statute; Act of 1872 fixes the salaries of County Court Judges in British Columbia; Act of 1876 fixes those of the County Court Judges of Nova Scotia, and Act of 1882 those of the Judges of Manitoba. County courts were established in England in 1849, and an eminent writer says of them that they are one of the most useful of the institutions, the establishment of which marks the Victorian age, touching more people and more diversified interests than almost any other. (See County Courts.)

Judicial Committee of the Privy Council of England—This Committee is composed of members of the Privy Council, qualified under certain Acts. In 1897, the Chief Justice of Canada was sworn in a member of the Committee, being the first colonial judge to occupy the position, as a direct representative of the dependency.

Justice, Chief—First in Upper Canada, William Osgoode, 1792; in Quebec, William Gregory, 1794; in Nova Scotia, Jonathan Belcher, 1754; in P. E. Island, John Duport, 1770; in New Brunswick, George Ludlow, 1784; in Manitoba, Alex. Morris, 1872; in Vancouver Island, D. Cameron, 1853.

NOTE.—Chief Justice Belcher was, like many of the first English officials after the founding of Halifax, a native of Massachusetts. He arranged and revised the laws of Nova Scotia as they appear in the first statute book of the Province.

Justices of the Peace—The first formal commission for Nova Scotia was issued May, 1727. Messrs. Adams, Skene and Sherriff were appointed to form a Civil Court. François Richard, a *habitant*, was made High Constable, 5th May, 1727.

Keewatin—District of, formed, 1876. (See page 23.)

Kindergarten—The first in Ontario were established 1882-4.

King's College, Windsor, N.S., founded November, 1788.

King's Daughters—Circles were first formed of this religious organization, in Canada, in 1887. They have spread all over Canada since that time. The badge is a silver maltese cross, having on it "I.I.N.," the initials of the watchword of the organization, "In His Name." The membership in Canada is reported as 6,000. Hospitals, homes for aged men and women and for dependent children have been founded in Chatham, Windsor and Cobourg in Ontario, and in St. John, New Brunswick. The first Dominion Convention was held in Toronto, Oct. 16th, 1891. Eight

conventions, two of them for the whole Dominion and the others provincial, have been held. The full title is The International Order of the King's Daughters and Sons. From New York, which was its birthplace, May 13th, 1886, it has spread over the world, and the total membership is 400,000.

Kingston—Was first called Cataraqui, afterwards Fort Frontenac. On the gate of the barracks appear the following inscriptions: "Frontenac, 1672;" "Tete de point, 1798." La Salle called it Frontenac in 1674, after his patron, de Frontenac.

Knights-Banneret of Nova Scotia, first created by Charles I, 1625.

Knights Commander of St. Michael and St. George, first Canadian member, Sir F. Hincks, 1869. The Knights Commanders of this Order in Canada are (July, 1897):

Sir Mackenzie Bowell,	1895	Sir James A. Grant, M.D.,	1887
" John Carling,	1893	" William P. Howland,	1879
" Adolphe Caron,	1885	" Henri Joly,	1895
" Adolphe Chapleau,	1896	" Hector L. Langevin,	1881
" Louis H. Davis,	1897	" Joseph Trutch,	1889
" Sandford Fleming,	1897	" Charles H. Tupper,	1893
" Casimir Gzowski,	1890	" Wm. Van Horne (Hon)	1894

Knitting Machines—First set up in Belleville, 1857.

Labour—First Royal Commission to enquire into the relations of Capital and Labour in Canada was appointed in 1887. It took evidence in the principal cities in Ontario, Quebec, New Brunswick and Nova Scotia, and made the first report on labour questions to Parliament in Session, 1889.

Labour Day—First Labour Day in Canada was celebrated in Toronto in 1885, on which occasion nearly all the Labour Associations of Canada were represented. At Montreal the first Labour Day was held in 1886, and the first at Quebec in 1891. Sir John Thompson introduced into the Commons in the Session of 1894 an Act making the first Monday in September Labour Day. The eight hours a day system was adopted in the public Printing Bureau, on 1st May, 1896, Sir Charles Tupper, Bart., Secretary of State.

Labrador was first discovered in 986 by the Northman Berni, who called it "Helluland in Mikla," or "Great Sea Land," from the stratified rocks (secondary limestone) seen on its coast. It was re-discovered by Sebastian Cabot, and five years afterwards, in 1500, it was visited by Corte Real, who, with less accuracy, called it "Terra Labrador," "cultivable, or laborers' land," believing it to be so from the growth of trees he saw upon it.

Lachine Bridge—(See C. P. R.)

Lachine was first settled in 1667. It was called St. Sulpice.

Lachine Canal—The first contract for the construction of a canal in Canada was made in 1700, between M. Dollier de Casson and Sieur Catalogne. The canal was to connect Lachine with Montreal to overcome the rapids.

Lachine Rapids—The first steamer to go down these rapids was the *Ontario*, Captain Hilliard, 1840.

Lacrosse—Is first mentioned in Sagard's "Voyages au pays des Hurons" (Paris, 1632). The first game between white players only took place in Montreal, 1859. The clubs were the Montreal and the Hochelaga.

The first work written specially on lacrosse was by W. George Beers, Montreal, 1860. The first tour to Great Britain and Ireland was organized May, 1876. The teams were received by the Queen, 26th June, 1876.

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Ladies' Medical College—Two were inaugurated in 1883; one in Toronto and the other in Kingston.

Lakes—(See Great Lakes.)

Land—The first dry land on this continent was the Laurentian range.

Land—Champlain cleared the first land for cultivation in Montreal, in 1611, and called it Place Royale. It is now known as Point à Callières, after the governor of that name.

Land—The first sale of land on the Island of Montreal was made 4th January, 1648. The parcel was 40 acres, where the St. Anne's Market now stands. The deed was from Maisonneuve to one Gadois, and the consideration was one-quarter of a sou per acre annually.

Land Tenure—In 1627, Richelieu introduced, in a modified form, the old feudal tenure of France into Canada, with the object of creating a Canadian nobility. It lasted till 1854.

Landowner—The first landowner in what is now the Province of Ontario, was Robert René Cavalier, Sieur de la Salle, who, in May, 1675, received from Louis XIV. a patent of nobility and a grant of land, comprising Fort Frontenac and the islands in front. The land thus granted became a seignory of Canada, and La Salle became the first seignior in what is now Ontario.

Land in the 40 Mile Belt in British Columbia. By an arrangement effected in February, 1890, the Governments of Canada and British Columbia agreed as follows:—

(a) The Government of Canada will not hereafter make any leases or dispositions of any minerals in the Railway Belt in British Columbia, excepting coal, other than by patent in fee simple of the lands wherein they lie, to the intent that the minerals in said belt, other than coal, may be administered under the mining laws of the Province.

(b) All lands of the Dominion which may be for sale from time to time within the Railway Belt, containing minerals within the meaning of the Mineral Act (B.C.), not being Indian reserves or settlements, or portions thereof, and not being under license or lease from the Dominion Government, shall be open to purchase by the Provincial Government at the price of \$5.00 per acre.

A later agreement was made by which lands containing stone quarries are administered by the Dominion Government.

Land Question in Prince Edward Island—When Prince Edward Island was surveyed it was divided into allotments, which were distributed by the Lords of Trade and Plantations (the predecessor of the Colonial Office), by lottery, 1767. Certain duties of settlement and the prepayment of a small annual quit rent were among the stipulations. In 1780, the Governor decided to enforce the payment of these dues, and several properties were sold for non-compliance. The proprietors petitioned, and the Home Government disallowed the sales and ordered that the lands should revert to their previous owners. A long struggle took place between the governor and the dispossessed owners. In 1814-24, enforced sales were extensive. In 1859, the land question was still of absorbing interest. Sir Samuel Cunard and other proprietors suggested the appointment of an Imperial Commission. The assembly agreeing thereto, Hon. Joseph Howe, Hon. J. H. Gray and Hon. J. W. Ritchie were appointed. They recommended the purchase of the proprietary lands on fair terms to be fixed by arbitration, and their reallocation at as low rates as possible to the old tenants. The assembly accepted the recommendations, but the

colonial office rejected them. When the province entered Confederation in 1873, a loan of \$800,000 was guaranteed it to purchase and re-allocate these estates. In 1875, commissioners were appointed to determine the value of the estates, whose sale under the provisions of the Act was made compulsory.

Law—Criminal Laws, in the four provinces originally composing the Dominion, assimilated 1869. An Act consolidating the Criminal Law of Canada was passed in the session of 1892. It contains 983 sections.

Law Courts—First Courts of Law in Canada, 1663; in Nova Scotia, 1747.

Law and Lawyers—The Law Society of the Province of Upper Canada was incorporated in 1797 "for the purpose of securing to the Province and the profession a learned and honourable body to assist their fellow subjects as occasion might require, and to support and maintain the Constitution of said Province." An Act was passed in 1794 authorizing the Lieutenant-Governor to license 16 practitioners in the law, so that Upper Canada might have its own lawyers. The first annual meeting of the Bar Association of the Dominion was held in Halifax, August, 1897. Their object is to assimilate the laws of the Dominion in certain particulars. (See "Bar Association.")

Legislative Intervention—The British Parliament intervened for the first time in Canadian affairs in 1774, passing the Quebec Act. Previous to that date the British Government by Orders-in-Council regulated the Colony.

Legislature, First meeting of, in Nova Scotia, 1758; in Prince Edward Island, 1773. Legislature of New Brunswick first met in St. John on 3rd January, 1786.

Legislature—The first meeting of the Legislature of Lower Canada, on 17th December, 1792, was held in the chapel of the Bishop's Palace, Quebec. The Legislature continued to assemble in the Palace until 1838, when Montreal was selected as the seat of government. The first in Nova Scotia was held in a grammar school house in 1758.

Legislature of Upper Canada—The first meeting of the Upper Canada Legislature was on September 17th, 1792. It sat till 13th October, same year. The first Act (passed in 1792) provided that the common law of England should be acknowledged as the rule in all matters of controversy.

Legislature of Quebec—First statute after separation. (See Quebec.)

Legislatures, Provincial—After Confederation, the Local Legislatures met for the first time on following dates:

Ontario, December 27th, 1867.

Quebec, December 27th, 1867.

Nova Scotia, January 30th, 1868.

New Brunswick, February 13th, 1868.

The first meeting of the Legislature of Manitoba after its creation was March 15th, 1871. After admission to the Canadian Confederation the first meeting of the Legislature of British Columbia was on February 16th, 1872; of Prince Edward Island, March 5th, 1874. The first meeting of the North-West Territories Legislature was October 31st, 1888.

Library—The first circulating library was opened in Halifax, 1824. The first public libraries in Ontario were in Kingston and Ernestown, 1811.

Libraries in Canada—The first *Public Library* opened in the Dominion was that of Montreal College, 1767, followed by King's College, N.S., 1799. Free Libraries were first opened in the following places: Halifax, 1864; Galt, Febr., 1883; Toronto, March 6th, 1884; Montreal (Fraser Institute) Oct. 15th, 1885.

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The oldest date given for any library in Canada is 1668, the library being that of *Le Petit Seminaire*, Quebec City, founded by Bishop Laval. Haldimand, in 1779, made an effort to establish a library in Quebec City. The money having been collected, he wrote to Richard Cumberland, the dramatist, asking him to procure the books. Five cases were sent from London in 1780, and they formed the nucleus of the library, which subsequently came into the possession of the Literary and Historical Society of Quebec.

The latest returns show that there are 480 libraries of a more or less public character in Canada. These are classified as follows:

KIND.	No.	No. of Pamphlets.	No. of Books
Law	21	1,929	105,788
Legislation ..	9	48,834	309,395
Public	325	17,535	663,125
Collegiate, &c. *	62	24,894	627,246
Others†	29	15,224	96,918
Special‡	2	14,330	18,500
Y. M. C. Associations ..	32		23,560
Total	480	122,746	1,874,632

By provinces the 480 libraries are distributed:

PROVINCE.	No.	No. of Pamphlets.	No. of Books
Ontario	374	32,922	942,187
Quebec	39	31,841	531,356
Nova Scotia	26	17,756	97,521
New Brunswick	15	2,689	54,787
Prince Edward Island ..	3	500	8,528
Manitoba	8	5,014	34,730
British Columbia	10	1,554	11,303
N. W. Territories	1	140	2,150
Dominion	476	93,416	1,682,572
	4	29,330	192,060
Total	480	122,746	1,874,632

In Ontario, free public libraries are in the following cities: Berlin, Brantford, Chatham, Guelph, Hamilton, Ingersoll, Simcoe, St. Catharines, St. Thomas, Toronto, Waterloo and Windsor.

For a long time the other public libraries of Ontario were called Mechanics' Institutes, but by an Act passed by the Ontario Legislature these have been called Public Libraries since 1895. Of the 374 libraries, 314 are transformed Mechanics' Institutes, about 140 of which have over 1,000 volumes each. The Toronto Free Library has about 90,000 volumes, and the Hamilton Free Library about 23,000 volumes. Among "others" in Ontario, is a medical library with 3,800 volumes.

Of the libraries of Ontario, one was founded in 1797; one in 1815; one in 1825; 17 between 1830 and 1850; 28 between 1851 and 1860; 17 be-

* Libraries in Colleges, Universities, Educational Departments, etc.

† Libraries such as Medical, Historical and others belonging to special societies.

‡ "Geological Survey" and "Archives" at Ottawa.

tween 1861 and 1870; 50 between 1871 and 1880; and 97 between 1881 and 1896. The others have not given the date of their foundation.

In the Province of Quebec, the dates of foundation as given are: 1760, one; 1767, one; 1792, one; 1803, one; 1818, one; 1824, one; 1829, one; 1829, one; 1834, one; 1845, one; 1848, one; 1850, one; 1851, one; 1860, seven; 1861-1870, four; 1871-1880, eight; 1881-1889, two; and 1891-1896, two.

In the Province of Nova Scotia, libraries were founded: one in 1790, one in 1817; one in 1820; one in 1822; one in 1838; one in 1839; two in 1854; one in 1858; one in 1859; six in 1860-1870; one in 1872; one in 1875; one in 1886; and one in 1894.

The dates of the foundations in New Brunswick are: one in 1800; one in 1840; one in 1846; one in 1847; one in 1862, one in 1864; one in 1876; one in 1878; one in 1882; one in 1883; and one in 1890.

In the Province of British Columbia the dates of foundation are: one in 1863; one in 1871; one in 1888; one in 1889; two in 1890; one in 1891; and one in 1894.

In the Province of Manitoba, the dates of foundation are: one in 1871; one in 1872; one in 1877; one in 1885; and one in 1895.

In connection with the Dominion Government Departments are libraries of considerable size, each Department having a valuable and extensive equipment for the purpose of reference.

Throughout the Dominion the Boards of Trade and Chambers of Commerce have special libraries (open to members), principally relating to matters connected with trade and transport. The Sunday Schools throughout the Dominion have a large library equipment. The Public Departments at the several Provincial Capitals have also very considerable libraries, and in many of the Public Schools throughout Canada there are libraries for the use of the scholars.

Life Insurance—The first life insurance corporation established in Canada and now doing business in Canada was the Canada Life, established 21st Aug., 1847. The Scottish Amicable Life Assurance Society commenced business in Canada in 1846, but its license expired in 1878, so far as new business is concerned. The Standard Life was established in 1847.

The Canada Life began operations with a capital of \$400,000. In 1848 it had 303 policies in force covering the sum of \$500,100. In 1895 it had 30,259 policies in force, representing the sum of \$65,097,537. The income increased from \$15,508 to \$2,721,270. The average value of each policy in 1848 was \$1,653, and in 1895 it was \$2,150. The company was 30 years before (in 1878) it reached 19 millions of insurances.

In 1869 the total amount of life insurance effected by all the companies then doing business in Canada amounted to \$12,854,132, and in 1895 to \$44,781,584. The largest year in the history of Canada was 1894, when life insurances to the value of \$49,525,257 were effected. In the first year of Confederation the net amount of life insurance at risk among the several companies reporting the business done in Canada was \$10 per head of the population. In 1871 it was \$12.60; in 1881, \$23.60; in 1891, \$54.00; and in 1895, \$63.00 per head. The number of policies in force in 1871 (the first year in which the information was obtained) was 50,830. In 1895 they numbered 245,507. The average amount of each policy in 1871 was \$1,685, and in 1895 \$1,325.

Life Insurance—Letters of administration for sums of money due on life insurances effected with companies having their head offices in England

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were first rendered necessary to be taken out in England, in the case of Canadians, in 1889, an amendment to the Imperial statute providing that, in the case of a person who shall die domiciled elsewhere than in the United Kingdom, the production of a grant of representation from a court in the United Kingdom shall not be necessary to establish the right to receive the money payable.

Life-Saving Stations—In 1853 a fearful storm swept the coasts of Newfoundland and Nova Scotia. Miss Dix, a philanthropic lady interested in the care of the insane, was on a mission to Halifax, and became acquainted with some details of the ravages of the storm on Sable Island. She went to the island, and while there witnessed the wreck of a United States vessel, and noted that the life-saving apparatus was far behind the age, there being nothing but heavy, clumsy surf-boats. When she arrived at her home in the United States she appealed to her friends and succeeded in obtaining funds for three life-boats with necessary apparatus; Philadelphia, New York and Boston each supplied one. Two of these reached their destination 11th Nov. 1854, and on the 27th the passengers and crew of a Maine ship, numbering 168, were all saved. Canada has now 25 life-boat stations fully equipped—chiefly with self-righting and self-bailing boats, 25 ft. over all, 8 ft. beam, Dobbin's pattern. In Sable Island the equipment includes one Beebe surf-boat and carriages and one Beebe-McLellan self-bailing life-boat. Of the 25 stations, 14 are in Nova Scotia, 10 on the Great Lakes and 1 in New Brunswick.

Lighthouses—When Capt. Bayfield's survey was completed in 1834, there were only four lights between the Atlantic and Quebec City, viz., Green Island, Point du Monts, St. Paul's Island and Anticosti. Two more were added shortly afterwards—Heath Point in 1835 and Lower Traverse light-ship, 1836. There were then no fog alarms, no gas buoys, no lightships. There are to-day between Belle Isle or Cape Race and Quebec, 70 light stations and four light ships, from which 87 lights are shown. Three of the light ships are equipped with steam fog whistles; fog horns are established at seven stations, and explosive signals at nine. The fourth light-ship has a bell as a fog horn signal. This list does not include any of the lights in the Gulf of the St. Lawrence south of Gaspé, or on the Cape Breton coast, but only those under the control of the Dominion of Canada, which would be used by a vessel sailing between Quebec and Ireland, by either the Straits of Belle Isle or Cape Race. Besides the regular lights there are eight gas buoys (two of which are equipped with bells) and over 50 can buoys. The new charts show soundings through the Straits of Belle Isle, the approaches to Anticosti and up the River St. Lawrence, and the route has been aptly described as a "well-marked and well-lighted lane."

Lighthouses—The first lighthouse erected in Canada was at Louisburg in 1734. M. de St. Ovide, the Governor, writing to the French Minister, Oct. 21st, 1734, says, "the lighthouse light was kindled on the 1st of April. It was perfectly visible for six leagues out at sea." This lighthouse is referred to as "projected" in a letter, dated Nov. 3rd, 1728. In a letter of Oct. 15th, 1733, a lighthouse keeper is mentioned, and the imposition of light duties as established. On Jan. 23rd, 1734, the report of St. Ovide is that in order to light up the lantern in the lighthouse they are only waiting for the arrival of the glasses. The lantern tower was burned Nov. 10th, 1736, and reconstructed in 1738. The first lighthouse erected in Halifax Harbour was the Sambro lighthouse in 1758. A lottery was

proposed by Cornwallis in 1751 to raise £450 for the purpose of building this lighthouse. There were in 1850, in all, 89 lights in Canada, 59 of them in the Province of Canada; 10 in New Brunswick; 19 in Nova Scotia, and one in Prince Edward Island. On January 1st, 1896, there were in all 629 light stations, 770 lights, 13 fog whistles, and 40 automatic fog horns, an increase since December, 1868, of 431 light stations, 543 lights, 20 fog whistles, and 40 automatic fog horns.

Listerism—The Montreal General Hospital was the first hospital in Canada to employ the antiseptic methods of treatment with which Lord Lister is so closely identified.

Literary and Scientific Society, of Ottawa, was incorporated in 1869, when the Mechanics' Institute and Atheneum (inc. 1862) and the Natural History Society (inc. 1866) were merged into one. The Mechanics' Institute was apparently based on a still older society, for the present society has in its possession a corner stone with "Bytown Mechanics' Institute, 1853," cut in it. The first annual report of the amalgamated societies—that of 1870—gives a membership list of 121 persons, with 97 books in the library, of which 320 were taken out during the year. Its first president was E. A. Meredith, L.L.D. It now (1897) numbers about 400 members, and has about 4,000 volumes (bound or unbound), and during the year 1895-96, 5,532 books were taken out. After the Geological Survey Museum was established in Ottawa, the museum of the societies lost its usefulness and was disposed of, the library, the lectures and the reading room being retained. The lectures are given every other week (during the winter), alternating with those of the Field Naturalists' Club.

Locomotive—The first imported into Canada was called the "Kitten," from certain eccentricities in its disposition, which interfered with the regular discharge of the duties assigned to it. The second, used on the Montreal and Lachine Railway, was named the "James Ferrier," after Hon. Senator Ferrier, who died in 1888, having lived to see the one locomotive on a mile railway become 1,773 locomotives and powerful engines, drawing over 17,000,000 tons of freight and 12,000,000 passengers a year, on over 12,000 miles of railway.

Logan, Sir William, was the first native Canadian elected, for work done in Canada, a fellow of the Royal Society.

Lord Bishop—The first bishop of the Anglican Church in Canada to receive the title "Lord Bishop" was Dr. Jacob Mountain, appointed Lord Bishop of Quebec by letters patent dated 28th June, 1793. The Bishop of Nova Scotia, who was the first bishop appointed in British North America (1784) received the title of Lord Bishop at a date subsequent to 1793.*

Loyalists—The first ship-load of Loyalists arrived in St. John, New Brunswick, 10th May, 1783. Twenty vessels arrived between the 10th and 15th

* The story is told that on one occasion early in the "fifties" Bishop Binney, then recently appointed Lord Bishop of Nova Scotia, sent word to a gentleman of Dutch descent living in Ritcey's Cove and following the ancient and honourable craft of fisherman, that on a given date he would pay the Cove an episcopal visitation. The worthy Dutchman, in a perturbation of soul, hurried off to the shire town of Lunenburg and made diligent inquiry respecting the proper mode to receive a Lord Bishop. He was told not to be disturbed by spirit over the visit of the chief pastor, but to address him, "Yes, my Lord," and "Na, my Lord," and to give him the best of everything. In due time his Lordship the Bishop appeared and was promptly shown into the best room and given the best chair. Shortly after the Bishop appeared with a black bottle and a tumbler and reverently addressed the visitor, "O, my God, will you have a glass of whiskey?" The good man had got the titles sadly mixed, but he was sure that whiskey was the best thing he had in his house for a traveller.

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20th of May, loaded with Loyalists from New York. The first framed house finished by them was a place of worship.

Macdonald, Sir John, was first appointed a Cabinet Minister on 11th May, 1847. He celebrated his 40 years in Parliament in 1884, on which occasion banquets were tendered him in Toronto and Montreal.

Mackenzie, Sir Alexander, was the first who penetrated the Rocky Mountains. In the year 1793 he crossed them in about latitude 54°, discovered Fraser's river, descended it for about 250 miles, then struck off in a westerly direction and reached the Pacific in latitude 52° 20'. He inscribed, in large characters with vermilion, on the rocks of the Pacific, this brief memorial: "Alexander Mackenzie, from Canada by land, 22nd July, 1793." On July 22nd, 1886, just 93 years after, Sir John Macdonald was standing in Yale with the eternal mountains closing him in on all sides, and saying: "Here, with the grand memorials of the great Creator surrounding me, I could spend the rest of my days in content." Mackenzie was in the employ of the North-West Company, and was the first white man to cross the northern continent.

Mackenzie River Basin—First Parliamentary report on, was laid before the Dominion Parliament during the Session of 1888, being the results of an inquiry by a committee of the Senate, Hon. J. Schultz, chairman. The limit of the committee's inquiry covered an area of 1,260,000 square miles—about the size of Europe, exclusive of Russia. The region has a coast line of over 5,000 miles, a river navigation of 2,750 miles, and a continuous lake and river navigation of 6,500 miles, or over twice the distance from New York to Liverpool. The Mackenzie River is 2,500 miles long. The committee reported that "within the scope of its inquiry there is a possible area of 650,000 square miles fitted for the growth of potatoes, 407,000 square miles suitable for barley, and 316,000 square miles suitable for wheat; that on the head waters of the Peace, the Liard and Peel Rivers there are from 150,000 to 200,000 square miles which may be considered gold-bearing; that silver, copper, iron, graphite and other minerals are found in abundance; that the petroleum area is extensive enough to supply the wants of the whole continent, and that the wealth of the region in fish and furs is enormous."

Madras School—These schools were first conducted in Madras, India, by the founder of the system, Rev. Dr. Bell. The first Madras School in Canada was opened in Halifax, 1816, by Mr. West, to whom the Society for the propagation of the Gospel paid a salary of £200 a year. He opened the first Madras School in New Brunswick in 1818, at York Point, St. John. In August, 1819, a Provincial charter was granted to the Madras Schools in New Brunswick and money voted. The system was rapidly adopted, and in 1819 Madras Schools were established in Fredericton, Kingston, Sussex, Georgetown and St. John. The Madras School in St. John is still in operation.

McClure, Captain, was the first and only man who ever took a ship's crew from Behring's Straits to Davis' Straits by water, 1850-51.

McGee, Hon. D'Arcy, was assassinated in Ottawa on the night of the 7th of April, 1868. A thrill of horror ran through the whole Dominion and for the first time after Confederation men felt the next day that east and west they were brothers. They shared a great sorrow in common.

McGill College—Hon. Mr. McGill in 1813 left by will 46 acres of land in Montreal and £10,000 as an endowment to found a college. In 1821

McGill College was made a University by Royal Charter, and was reorganized under an amended charter in 1852.

Magazine—Among early magazines published in Canada are (1) "The Quebec Magazine, or useful and entertaining repository of science, morals, history, politics, etc., particularly adapted for the use of British America, by a society of gentlemen in Quebec." The first number appeared on 1st August, 1792, published by Samuel Neilson. (2) In the *Halifax Gazette*, 1806, there is an advertisement of a periodical published in Halifax and called the "Nova Scotia and New Brunswick Magazine or Historical Library." The literary shores of Canada are strewn with the wrecks of hundreds of Periodicals.

Manitoba—Created a province of the Dominion July 15th, 1870 and obtained better terms, including swamp lands, (see Swamp Lands) in 1885.

Manitoba—The official *Gazette* appeared for the first time printed wholly in English, in September, 1889. Previously it had been printed in English and French.

Manufactures—Canadians first granted leave to engage in manufacturing pursuits in 1704. By the census of 1891, the output of manufacturing establishments was \$476,198,886 for the year 1890, and for 1880 \$309,731,867. Of these amounts the sum of \$260,795,190 represented the output of establishments in 1890 having each a yearly output of \$50,000 or more, and \$153,767,771, the output of establishments with a similar output in 1881. By provinces the total output was :

	Output 1890	Increase over 1880
British Columbia.....	\$ 11,999,928	\$ 9,073,144
Manitoba.....	10,155,182	6,742,156
New Brunswick.....	23,849,655	5,336,997
Nova Scotia.....	31,043,392	13,468,066
Ontario.....	239,781,926	81,736,257
P. E. Island.....	4,345,910	945,702
Quebec.....	153,195,583	48,533,325
N. W. Territories.....	1,827,310	1,631,372
Totals.....	\$476,198,886	\$166,467,019

Map—The first map of Montreal is to be found in Ramusio, edition 1556.

Mariners' Association—First formed in Halifax for the benefit of trade, 1786.

Marriage—Clergymen of all denominations in Upper Canada were first authorized by law to perform the marriage ceremony in 1831. Previous to that year only Ministers of the Church of England, or of the established Church of Scotland, could legally solemnize marriage in the Province. Marriage by Church of Scotland clergymen in Canada was declared legal by Act passed at Quebec in 1827.

Marriage—The first marriage in Canada was that of Etienne Couillard and Anne Hébert, at Quebec, 1617.

Marriage with deceased wife's sister made legal by Act of the Canadian Parliament in May, 1882. In the Commons the vote for the "6 months' hoist" stood 36 for and 113 against. The Bill carried by a majority of 38.

Masonic—First Masonic Lodge in Canada was established, and officers installed, 1700. It was St. Paul's Lodge, Montreal. A Masonic Temple was built in 1805, half in Canadian territory, and half in Vermont. The war of 1812 destroyed the harmony. The first in Nova Scotia was organized in Annapolis Royal in 1738. It received its charter from the Grand

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Lodge of Massachusetts, and was named the Annapolis Royal Lodge. It has had a continuous existence to the present day.

Masonic Lodges—First united under one jurisdiction, 14th July, 1858.

Mass—First Mass celebrated in St. Lawrence River district was by Jamay and Le Caron, at the outlet of Riviere des Prairies, on 24th June, and by d'Olbeau and du Plessis, in Quebec, 25th June, 1615. These priests were Récollet Fathers, brought over by Champlain. After the re-possession (1632) of New France by the French, the first act was the performance of the mass in Hébert's house, which had remained intact.

Mayor—The first mayor in Canada was M. Jacques Viger, Montreal, 1832. The first mayor in Upper Canada was Wm. Lyon Mackenzie, of Toronto, 1834.

Mechanics' Institutes—The first in Ontario were established, 1830. First grant to, by Upper Canada Legislature, 1835. The libraries connected with these institutes were made public libraries by Act of the Ontario Legislature, 1895. (See Libraries.)

Medals—The first war medals issued, since 1812, were those issued by the British Imperial Government, at the instance of the Canadian Government, to commemorate the stamping out of the Riel Rebellion, 1886. About 6,000 were issued and distributed to the Canadian volunteers. An engraver in Toronto also issued medals in connection with the event, for sale to the public. One of the three kinds he issued had a wreath similar to that on the half dollar, with a beaver on top, and an inscription, "The Dominion must and shall be preserved, 1885."

Medical Associations, Canadian—The physicians of Canada met in Laval University in the summer of 1867, and formed themselves into an Association. The Hon. (now Sir) Charles Tupper, of Nova Scotia, was elected first president, and Alfred G. Belleau first general secretary. The association has had a successful career. The meeting in Montreal in 1897 was the largest and most enthusiastic in the annals of the body in Canada.

Medical Degrees—The Medical Council of Great Britain first decided, in May, 1877, to recognize Canadian degrees in Medicine.

Medical Journal—The first was published in Quebec, 1835, *Le Journal de Médecine de Quebec*. Dr. X. Tessier was its editor.

Mennonites—First colony of Russian Mennonites came to North-West Canada in 1874, and numbered 1349. The second colony came in 1875, and numbered 3258. The third colony, coming in 1876, numbered 1357. The amount to aid them advanced by the Federal Government was \$96,400, and their sum was paid off by them in full with interest.

Merchant Vessels—First in Lake Ontario in 1793.

Merchants—First convention of Ontario retail merchants was held in Hamilton, August, 1889. They considered questions relating to business, particularly the question of bankrupt stocks.

Medical Association, British, first met in Canada August 31st, 1897. Place of meeting, Montreal. First Canadian President, T. G. Roddick, M.D., M.P., 1897. This is the first occasion on which the meeting was held out of the United Kingdom. Seven Branches of the British Medical Association have been formed in Canada, the first to be formed being that in Halifax in 1887; followed in 1891 by Branches in Montreal, Toronto, British Columbia, Manitoba; and in Ottawa and Quebec City in 1897.

The medical profession in Canada has (1) the Canadian Medical Association for Canada. (2) Each Province has a College, or Medical Board, with the necessary equipment for securing proper registration, etc. The

profession has fourteen publications, such as *The Canadian Practitioner*, Toronto, *L'Union Medicale du Canada*, etc. According to the census of 1891 there were in Canada 4,448 physicians and surgeons, of whom 76 were women. There are 8 medical men in the Senate and 19 in the House of Commons. At the meeting of the Canadian Medical Association held in Montreal, Aug. 30th, 1897, a scheme of interprovincial registration was adopted by the Medical Councils of all the Provinces except Ontario.

Medical School—The first in Canada was started in October, 1822, when five doctors met for the purpose of taking into consideration the expediency of establishing a medical school in Montreal. The school was called the Montreal Medical Institution, and was approved by the Governor-General, Earl Dalhousie, who appointed the members of the Institution the first Board of Examination for the District of Montreal. The first course of lectures was given in 1824. In 1828 the Medical Institution became the Faculty of Medicine of McGill University. There are 11 medical schools in Canada, including one for women only. These all have the power to grant degrees, and all are connected, directly or by affiliation, with University bodies. During the winter session of 1896-97 there were in all Canada 1,736 medical students receiving instruction from 286 teachers, professors, lecturers and demonstrators.

Meteorological Service—The Observatory at Toronto was first established in 1839 as one of the British Colonial Observatories at the instance of the British Association for the Advancement of Science and the Royal Society, as a part of a general system of magnetic research on sea and in the colonial possessions of Great Britain. The first director was Lieut. Riddle, R.A., who was succeeded by Lieut. Lefroy, R.A. The Observatory after being maintained by the Imperial Government for 14 years was transferred to Canadian control in 1853. While meteorological observations had been made from the time of the first establishment, concurrently with magnetic observations, it was in 1871 that the Canadian Government made its first grant (of \$5,000) for a meteorological service. The Bureau was first established on its present basis in 1877, in which year reports were received from 115 stations. Daily forecasts of the weather and storm warnings were first issued in 1876. To 30th June, 1895, there have been 17,959 storm warnings issued, of which 14,839, or 83.00 per cent. were verified. The Meteorological Service also issues a monthly map with a view of keeping the agricultural and other interested portions of the community posted as to the meteorological conditions prevailing. Signal discs showing the weather expected are displayed on the railway trains from June to September for the benefit of farmers.

Methodists—First united into one ecclesiastical organization in Canada, September 5th, 1883. (See Church Annals, Methodist.)

Military College, Kingston. (See Militia.)

Military Cartridge Factory. (See Militia.)

Militia—The records of the Militia of Canada date back to 1627, when the inhabitants of the Banlieue of Port Royal were required to assist the soldiers in garrison if occasion demanded it. In the Province of Old Canada the record of the Militia dates back to 1648, when a few companies were organized. In 1649-51 there was a *camp volant* of about 100 volunteers patrolling between Three Rivers and Montreal. One of the early military organizations in Canada was the Fraternity of la Tres Sainte Verge, in 1653, with a strength of 63 men. In 1664 the whole of the men in Montreal able to carry arms were enrolled as volunteers. In 1665

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the Carnigan regiment came to Canada and assisted in developing the militia system. In 1674 Count de Frontenac gave the militia a definite form; each parish or *cote* formed a company to be brigaded in time of war only. After the conquest the militia was entirely disbanded, but a kind of reorganization took place in 1775 on the threatened approach of the Republican Army commanded by Major-General Richard Montgomery and Benedict Arnold. In 1812 the militia was organized and equipped and, with the few British regulars then in the country, defeated the United States armies at Detroit, Queenston Heights, Lundy's Lane, Chrysler's Farm, Chateauguay, etc., and captured General Hull. After 1815 the force was practically disbanded. No call was made for the services of the militia till the rebellion of 1837-8. On that occasion numerous corps were hurriedly organized and acted in concert with the regulars. In 1855, after the departure of most of the regulars for the Crimea, the Legislature of the Province of Canada voted the necessary amount for the equipment and pay of 5,000 volunteers, who were styled Class "A," authority also being granted to furnish arms to Class "B," but these men were to clothe themselves and receive no pay. In May, 1862, the Legislature of Canada passed an Act for the increase of the militia with an expenditure of \$250,000. The Trent affair, which happened in November, 1861, roused great enthusiasm throughout the British Provinces, and materially assisted the development of the volunteer movement. In 1863 the Canadian Legislature passed an Act to muster and drill 100,000 men during six days at 50 cents a day. The expenditure amounted to \$450,000. Military schools were established at the time. A Commission sat to discuss military matters, and proposed to assemble 50,000 men for 28 days every year; to enrol a reserve of 50,000 more; to divide the country into military districts, and to have an armory in each. In 1864-5 the Legislature voted an appropriation of \$384,000, but the St. Albans and Fenian Raids, in 1864, caused the expenditure to reach \$774,000. In 1865 the appropriation was \$470,000, and the expenditure \$1,285,000. In 1866-7 the appropriation was \$1,887,000, and the expenditure \$1,700,000. At Confederation the Parliament of Canada established a Department of Militia and Defence, the first minister being Sir George E. Cartier. The first Militia Act of the Dominion was passed in 1868, in accordance with the provisions of the 15th section of the Union Act, 1867. In April, 1869, the Imperial authorities began to withdraw their troops from Canada, and in the autumn of 1870, the Citadel at Quebec was handed over to the Canadian authorities and Halifax then remained the only Imperial military station in Canada.

The Royal Military College at Kingston was established by Act of Parliament, passed in May, 1874. It was opened in 1875.

In 1882 a Government cartridge factory was established at Quebec. In 1896 the Government ordered 40,000 Lee-Enfield rifles from the British authorities.

In 1893 the Militia Act received emendations of a substantial character. In 1897 some of the regular forces in Halifax exchanged places with some of the volunteer forces in Fredericton.

The regimental establishments of the permanent and active militia of the Dominion consisted, in 1896, of 802 officers and men of the first, and 34,812 of the second branch, making a total of 35,616, of whom 3,040 were officers, 2,490 staff-sergeants and sergeants, and 30,085 rank and file.

The total expenditure for militia purposes since Confederation is \$36,684,034, or a yearly average of \$1,310,000.

The Royal Canadian Artillery was formed 20th October, 1871; the Royal Canadian Dragoons and the Royal Regiment Canadian Infantry, on 21st December, 1883.

Mineral Lands in the 40 Mile Belt. (See Lands in B. Columbia.)

Militia, Active, called out in defence of the country—(1) Anticipated Fenian raid, when 6,000 men were under arms for ten days, April, 1870. (2) Manitoba contingent under Colonel Wolsely, May, 1870; 750 men afterwards increased to 1,000. (3) Fenian raid (Eccles Hill, etc.) May and June, 1870; 13,488 men with 18 guns were under arms for about ten days. (4) Fenian raid into Manitoba, 3rd October, 1871; 942 men for a few days. (5) In anticipation of disturbance at the interment of M. Guibord (under Imperial Privy Council decision), in Roman Catholic cemetery at Montreal, November 16th, 1875; about 1100 men for a few hours. (6) Anticipated riot in St. John, N.B., July 12th, 1876; 45 men, one day. (7) Grand Trunk Railway disturbance, December 31st, 1876; 240 men, two or three days. (8) Quebec, riot between ship labourers, June 20th, 1878; 1,300 men two or three days. (9) Montreal, to maintain peace on 12th July, 1878; 3,000 men for a week. (10) Montreal, riots on Ottawa & Occidental Railway, August 31st, 1878; 239 men, four days. (11) Anticipated riot, St. Andrew's, N.B., January 17th, 1879; 45 men two or three days. (12) Quebec, riots ship labourers, August 15th, 1879; 800 men, three days. (13) Anticipated riots, Long Point, County Norfolk, Ont., prize fight, January 18th, 1880; 71 men, one day. (14) Port Dover, County Norfolk, one day. (15) Riot at Lingan Mines, Cape Breton, Nova Scotia, miners, March 24, 1883; 100 men, 2½ months. (16) Anticipated election riot at Rat Portage, September 25th, 1883; 42 men, one day. (17) Pontiac and Pacific Railway, near Aylmer; anticipated disturbance between farmers and labourers, July 28th, 1884; 45 men, one day. (18) Disturbance at Tamworth, Ont., Railway labourers, October 6th, 1884; 45 men, one day. (19) Anticipated riot in Winnipeg, November 11th, 1884; 247 men, one day. (20) North-West rebellion, on actual service, March, 1885; 5,400 men about three months. Besides these, 1,140 men were held in readiness under canvas, and 942 (at different dates during the rebellion) in barracks at Toronto, Kingston, Prescott and Quebec. (21) Visit to Skeena river, B.C. (from Victoria); anticipated Indian trouble, July 16th, 1888, C Battery, Canadian Artillery, 41 days. (22) Strike of Italian labourers at Hereford Railway, September 27th, 1888; detachment of 58th Battalion and one troop Cavalry, 7 days. (23) Anticipated riot between Red River Valley and Canadian Pacific Railways, October 31st, 1888; Mounted Infantry school corps, seven days. (24) Anticipated riot consequent on strike at lumber mills, Hull, P.Q., Sept. 15th, 1891. (25) Suppression of smuggling on the lower St. Lawrence river, July 7th, 1892; detachment of "B" Battery, Canadian Artillery, 20 days on revenue cutter "Constance." (26) Similar errand same place, August 9th, 1892; sergeant and four men "B" Battery, Canadian Artillery until October, 1892. (27) Anticipated riot of sailors and fishermen at Souris, P. E. I., 19th August, 1893; P. E. Island Battery Garrison Artillery for a few hours. (28) Disturbance between ratepayers and county officials in Township of Lowe, P.Q., 20th November, 1895; 113 officers and men for a few days.

Mining Bureau—First established in Ontario, March, 1891. Archibald Blue first director. First established in British Columbia, January, 1896. W. A. Carlyle, Provincial Mineralogist, and Herbert Carmichael, Assayer.

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Mining Lease—A mining lease for copper, on the north shore of the Gulf of St. Lawrence, was granted to a nephew of Jacques Cartier in 1590.

Ministering Children's League—The first meeting held in Canada was in Toronto, September, 1885, when Lady Meath, then Lady Brabazon, explained the aims of the League to a large and representative assembly of ladies interested in philanthropic work. Officers were elected, committees arranged, and meetings held. Children are being trained to acts of thoughtful kindness. Work done by them is sent to mission centres. Beds and cots in hospitals are maintained. The League, which is world wide, publishes a magazine in which interesting news is recorded.

Ministers of the Crown—First Ministers after Confederation: Minister of Justice, Sir John Macdonald; of Militia and Defence, Sir George E. Cartier; Marine and Fisheries, Hon. P. Mitchell; Public Works, Hon. W. Macdougall; Customs, Sir Leonard Tilley; Agriculture, Hon. C. J. Chapais; Finance, Sir Alex. Galt; Inland Revenue, Sir W. Howland; Interior, Sir A. Campbell; Railways and Canals, Sir Charles Tupper; Postmaster-General, Sir Alex. Campbell; President of the Council, Hon. A. J. Blair; Receiver-General, Sir Edward Kenny; Secretary of State for Canada, Sir Hector L. Langevin; Secretary of State for the Provinces, Sir Adams Archibald.

Mint—The first established in Canada was at New Westminster, B.C., in 1862. It was only a short time in operation. A few coins were minted, and they are now at a high premium, \$100 having been offered and refused for a \$20 gold coin.

Admiral Sir Isaac Coffin, Bart., called himself King of the Magdalen Islands, and when he visited the island in 1815, he took with him what he called his little mint, a powerful coining press and machinery, and dies ready engraved. He issued copper pennies, having on the obverse, a seal, and on the reverse, a split codfish.

Missions—First Canadian Mission established by Canadian churches, was the New Hebrides Mission, 1848, by Rev. Dr. Geddie, Presbyterian Minister, Nova Scotia.

Missionary—The first colonial missionary to the heathen, sent from Canada, was Rev. Mr. Burpee, from the Baptist body of Nova Scotia, 1848. He went to Burmah. The first Canadian missionary to Uganda, Africa, was Rev. Mr. Borup, Church of England Missionary Society, 1897.

Missionary Society, Methodist—The first organized in Canada was in Montreal, 1818.

Money—The first paper money emitted in America was issued by Massachusetts to defray cost of conquest of Acadia.

Money Order—System established in the several Provinces, 1855-63. It was established in the Province of Canada on the 1st Feby., 1855, and commenced operations at 84 of the principal post offices. The first year's business amounted to £162,000. The number of orders issued by Canadian authorities, in 1868, was 90,163, amounting to \$3,352,881. The number issued in 1896 was 1,131,152, and the amount \$13,081,860.

Money Orders—Interchange of, between Canada and the United States, carried into effect, 1875.

Money Orders—Interchange of, between Canada and China and Japan, put in operation, October 1st, 1889.

Money Votes in Parliament. (See Appropriation of Public Money.)

Monopoly of Coal, in Nova Scotia, broken by efforts of Hons. J. W. Johnston and Adams (afterwards Sir Adams) Archibald, acting as delegates

from the Nova Scotian Legislature, 1857. Previously, the General Mining Association held a practical monopoly of mines and minerals in Nova Scotia, under lease granted by George IV. to the Duke of York, of all mines and minerals ungranted at the date of lease.

Monuments—The first monument erected by the Dominion Parliament was the statue of George Cartier, in the Parliament grounds at Ottawa. Other public monuments are those in the City of Quebec, on the Plains of Abraham and near the Esplanade, to the memory of Wolfe and Montcalm; the monument at Ste. Foye in memory of the battle between the English and the French in 1760; that at Chambly in memory of de Salaberry; those at Chateauguay, Chrysler's Farm, Beaver Dam and Lundy's Lane, in memory of the Canadian dead who fell in battles with the United States forces in the war of 1812-15; the Nelson, the Chenier and the Maison-neuve monuments in Montreal; the Welsford and Parker monument in Halifax; the monument to Brant at Brantford; those in Toronto to Egerton Ryerson and Hon. George Brown; at Three Rivers to Laviolette; to Jacques Cartier at Quebec; to Col. Williams in Port Hope; to Senator Price on the Saguenay; to the Sharpshooters of 1885 at Ottawa; to the volunteers of 1885 at Winnipeg, and to Brock on Queenston Heights; to Sir John A. Macdonald in Hamilton (Nov. 1st, 1893), Toronto (Oct. 13th, 1894), Montreal (June 6th, 1895), Ottawa (July 1st, 1895), and Kingston (Oct. 23rd, 1895), and the monument to Sir James Douglas in the Parliament Grounds in Victoria, B. C.

Mormons arrived in North-West Territories, 1888.

Montreal—M. Olier, of St. Sulpice, was ambitious to form a mission in New France, in which the sick should find a hospital; the young, educational facilities; the Sulpicians, a theological seminary; and all, protection from the Indians.

He and his associates, after purchasing the Island of Montreal from one of the One Hundred Associates, organized the Society of Notre Dame de Montreal, adopted Ville-Marie de Montreal as the name of the settlement they anticipated would form around the hospital, the convent, the seminary and the fort, and selected M. de Maisonneuve as the first governor or general manager. Arriving at the island in the autumn of 1641, the G. M. prepared the site and had it formally dedicated. In 1642 it was enclosed with palisades and guarded with cannon. Within the enclosure were housed the eighteen persons composing the population. The Hotel Dieu, a massive stone fighting fortress of a hospital, was begun, finished and opened in two years' time. In 1653 actual colonization began, and grants of land were given. The first census was taken in 1667, when there was found to be a population of 766 persons. A police force was then organized, and the first public square formed in which was held the first public market. In 1672 the streets were named, such as they are to-day with a few exceptions. In 1685 the town was surrounded with a wooden palisade, 15 feet high, with four gates. In 1688 the population had reached beyond the 1,000 notch, being 1,360. In 1717 the inhabitants were permitted to establish an Exchange or Bourse. In 1721 a regular postal service between Montreal and Quebec was established. In 1739 the population of Montreal and banlieue was 4,210. In 1760 the town capitulated to the English soldiery. In 1765 the population was 5,733. In 1775 the city was occupied by the American General Montgomery, and in the same year the *Gazette Littéraire* shed its light upon the popular intellect, followed in 1785 by the *Montreal Gazette*, which has

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held on its way with undimmed brightness ever since. In 1779 the first rudimentary canals were begun and Montreal commenced to stretch out its hands to the far north-west by organizing the North-West Trading Company in 1782. Montreal began the present century with a population of 22,000 persons. Waterworks were begun in 1801 and completed by 1832. In 1817 the Bank of Montreal was founded. In 1832 Montreal was made a port of entry, was incorporated with a mayor, and began the first line of docks on the river front. Gas works were started in 1836, and the city rejoiced in the year of the Queen's accession (1837), in the opening of its first railway line, the Champlain and St. Lawrence, a few months before that auspicious event took place. In 1841 an expansion of the Committee of Trade (established in 1822), resulted in the formation of the Montreal Board of Trade in 1842, with J. T. Brondgeest its first president. In 1850 foreign vessels were first permitted to proceed to Montreal, under license, for the purpose of loading—returning to Quebec for sea clearance. In 1853 the "Genova," the first ocean steamship to arrive in Montreal, put in an appearance. In 1854 John Redpath established his great sugar refinery. By that date the ocean channel had been deepened to 16½ feet. In 1856 the Allan Bros. established a fortnightly line of steamers to England; the first train from Montreal to Toronto left on October 27th, and several important factories had found suitable sites on the banks of the Lachine Canal. In 1863 the tea business found a centre of operations in Montreal. In 1876 the Intercolonial Railway was opened. In 1879 a second large sugar refinery was established, and the railway to Quebec on the north shore of the St. Lawrence completed. In 1882 the ocean channel was deepened to 25 feet, (increased in 1885 to 27½ feet), and the length of the wharf accommodation was five miles. On the 28th June, 1887, the first through train to the Pacific coast, via the C. P. Ry., left Montreal. In 1888 Montreal was practically made a free port (except pilotage) by the Dominion Government assuming the Lake St. Peter's channel debt, and by the removal of wharf dues on steamers and sailing vessels. On the 3rd June, 1889, the C. P. Railway cars entered Halifax and Montreal, and the interior country had two winter ports, St. John and Halifax. In 1891 the population of Montreal was 216,650, with a very large overflow in municipalities immediately in contact with, but not then annexed to, Montreal.

Mortuary Statistics—The returns of deaths in cities of Canada were first published by the Dominion Government through the Department of Agriculture, in March, 1884. After having collected and published them for eight years, the Federal Government gave up the task, the Provincial Governments having in nearly all the provinces undertaken the work.

Mounted Police—After the Hudson Bay territory was purchased by the Dominion Government, it became necessary to prepare for the protection of those who were going in to form settlements. Accordingly, Parliament in 1873 gave the Government authority to organize a force to be called the North-West Mounted Police, for the better preservation of law and order in the North-West Territories, the number of men being limited to 300. In the autumn of 1873, a small force of 190 men was organized. Subsequent Acts have amended the original provisions in various ways, and the number of men is now limited to 1,000. The North-West Territories are divided into eight divisions, and these are sub-divided into a total of over 100 stations. The force consists of one Commission, one Acting Commission, eight superintendents, 29 inspectors, five asst. sur-

geons, two vet. surgeons, 50 staff surgeons, 51 sergeants, 51 corporals, 471 constables and 72 scouts, making in all a total of 741 men, with 768 horses and 18 ponies. These patrol the frontier for a distance of 800 miles, keeping down cattle-raiding, stealing and smuggling—especially of intoxicants. They watch the Indians, enforce the ordinance against prairie fires, have charge of the boundary quarantine, etc., working over an area of 300,000 square miles. The Inspectors try criminal cases. In 1896 there were 1035 criminal convictions in the North-West, about three-fifths of which were tried by the Mounted Police Inspectors.

Mount Allison Academy for Boys, in Sackville, New Brunswick, was founded, through the liberality of Charles F. Allison, in 1843, in connection with the Methodist denomination of the Maritime Provinces. Mount Allison College was founded in 1862.

Municipal Convention met in Toronto to consider tax exemptions and general municipal matters, November, 1889. About 80 mayors and others connected with municipal government in Ontario were present, and strong opposition to property exemptions was manifested.

Municipal Institutions.—The Constitution of 1663 made provision for the election of municipal officers, called Syndics, to note any infractions of public rights in the large communities; but the authorities opposed every effort to introduce anything like free municipal government into Canada. In 1788 Lord Dorchester, by proclamation, 27th July, divided Upper Canada into four districts, viz., Lunenburg, Mecklenbourg, Nassau and Hesse, after German principalities connected with the House of Guelph or Brunswick-Lunenburg. These were re-named, in the first Session of the first Legislature of Upper Canada, 1792, the Eastern, Midland, Home and Western Districts. (In 1800 there were in addition, the Niagara, the London and the Newcastle Districts.) The management of local affairs in the districts was entrusted to Justices of the Peace, the courts of quarter sessions meeting twice a year at defined centres. In 1793 an Act was passed to provide for the appointment of Parish and Town officers. In towns, Boards of Police were gradually constituted, the members thereof being elected by householders, one of the oldest towns thus empowered being Brockville, by Statute of 1831. The incorporation of towns, as Hamilton in 1833, and Toronto, Belleville, Cornwall, Cobourg and others in 1834, occasioned the granting by the Legislature of larger powers of local self-government. In 1841 the Districts Council Act was passed, by the provisions of which each district constituted, from 1st Jan., 1842, a Municipal Corporation, entitled to elect representatives to a District Council, empowered to pass by-laws relating generally to local matters and to take the place formerly filled by the quarter sessions. In 1847 the householders of every town and village not specially incorporated were empowered by Act to elect Police Trustees. In 1849 the Legislature passed an Act to provide by one general law for the erection of Municipal Councils, and the establishment and regulation of Police in and for the several counties, cities, towns, townships and villages in Upper Canada. This general Municipal Act may be deemed the basis of the municipal institutions of the several Provinces of the Dominion, in all of which (excepting Prince Edward Island) the Legislatures have been largely guided by the Upper Canada Act of 1849. Since the passing of this Act it has been altered in its scope, in some directions enlarged and in others limited. It has been consolidated seven times, in consequence of the changes made in it. In Nova Scotia an Act was passed in 1879, provid-

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ing for the incorporation of the several counties of the Province, having been substituted for a permissive Act.

National Anthem—"God Save the Queen" was first sung by the members of the Canadian House of Commons in the Session of 1878, the occasion being the farewell visit of the Governor-General's wife, the Countess of Dufferin, to the chamber.

National Council of Women of Canada—Founded October, 1893, in affiliation with the International Council of Women of the world. It is composed of five nationally organized societies and twenty local councils, which form a chain from the Atlantic to the Pacific. These local councils in turn are composed of federations of various societies of women interested in Philanthropy, Religion, Education, Literature, Art, and Social Reform. The Countess of Aberdeen has been president since the formation of the Council. It has held annual meetings in Ottawa (1894), Toronto (1895), Montreal (1896), and Halifax (1897). The object of the Association is to develop the application of the Golden Rule to society, customs and laws.

National Policy—*Genesis of:*

1. Hon. J. W. Johnston, leader of the Conservative party in Nova Scotia, in a speech delivered in the Legislative Assembly of that Province in the session of 1847, said he had prepared a resolution which he would read: "Resolved, that the policy Nova Scotia requires is that the duties levied for the purpose of revenue should be regulated by such a tariff as will afford for us a high practical encouragement to the productions and industries of this country." Mr. Johnston said he had been very much struck with an expression in the speech of the President of the United States, that it was the policy of that large commercial nation to lay their duties so as to answer the double purpose of revenue and of protection of home industries. "This," said Mr. Johnston, "I believe to be the true policy. Could we enjoy free trade in its proper sense I have no doubt it would be best for Nova Scotia; but so long as the United States of America place our exports under burdensome and almost prohibitory duties, it is absurd to talk of free trade."

2. A movement in favour of readjustment of tariff, so as to give greater encouragement to home manufactures, was inaugurated in Toronto, 24th March, 1858. An association for the promotion of Canadian industries was formed, the basis principle of which is found in a single sentence: "Impose higher rates of duties on those foreign products which come into competition with our own." W. B. Jarvis was chairman. Sixty-two names of members of the association are published in the first report, and among these, as one of the committee, is that of Sir Mackenzie Bowell. Hon. Isaac Buchanan was a leading spirit. Under the direction of the association, petitions were prepared for presentation to the Canadian Legislature, and an active propagandism was instituted.

3. In 1874 the Halifax *Reporter* advocated the policy of protection, with the result that the friends of the policy determined to test the strength of the sentiment by bringing out, in Halifax, an advocate of the National Policy to oppose Hon. Mr. Jones in the general elections of that year. Mr. Jones took strong ground against protection, and, being elected, was, under the circumstances, compelled to oppose strenuously all the efforts of Mr. Workman and others, in 1876 and 1877, to induce the Mackenzie-Cartwright Government to adopt the protective policy. He was successful. It was in the campaign of 1874 that Sir John Thompson came prominently to the front as an advocate of the protective policy.

4. In 1876 Sir John Macdonald, leader of the Opposition, moved a resolution in the Canadian Commons, that "this House regrets that His Excellency has not been advised to recommend to Parliament a measure for the readjustment of the tariff, which would not only aid in alleviating the stagnation of business deplored by the Government, but would also afford fitting encouragement and protection to the struggling manufactures and industries, as well as to the agricultural products, of Canada." Lost.
 5. In 1877, 2nd March, Sir John Macdonald moved a resolution in the Commons, "That this House regrets that the financial policy submitted by the Government increases the burden of taxation on the people without any compensating advantage to Canadian industries; and further, that this House is of opinion that the deficiency of the revenue should be met by a diminution of the expenditure, aided by such a readjustment of the tariffs as will benefit and foster the agricultural, mining and manufacturing interests of the Dominion." Division taken. Lost; 109 to 78.
 6. In 1878, March 7th, Sir John Macdonald moved the following resolution: "*Resolved*—That this House is of opinion that the welfare of Canada requires the adoption of a National Policy, which, by a judicious readjustment of the tariff, will benefit the Agricultural, the Mining, the Manufacturing and other interests of the Dominion; that such a policy will retain in Canada thousands of our fellow countrymen, now obliged to expatriate themselves in search of the employment denied them at home; will restore prosperity to our struggling industries now so sadly depressed; will prevent Canada from being a sacrifice market; will encourage and develop an active interprovincial trade; and moving (as it ought to do) in a direction of a reciprocity of tariffs with our neighbors, so far as the varied interests of Canada may demand, will greatly tend to procure for this country, eventually, a reciprocity of trade." His resolution was negatived on the 13th March, 104 to 77.
 7. Mr. C. C. Colby, the present President of the Privy Council, in the House of Commons, March, 1878, made a powerful speech in favour of Sir John's amendment. It was published and circulated throughout the Dominion during the election campaign of the same year, and contributed more than any other single effort to the success of the policy in the appeal to the people on that issue, made in September, 1878.
 8. In September, 1878, the general elections took place, resulting in the return, by a large majority, of the supporters of the National Policy. They were returned again in the general elections of 1882, the tariff having been readjusted in 1879, in accordance with the policy enunciated by Sir John Macdonald in his resolutions of the Sessions of 1876, '77 and '78. They were successful in the general elections of 1887 and 1891.
- National Policy** was adopted by Canadian Parliament in session of 1879.
- Natural Products**—Canada first, by legislation, proposed mutual free admission of natural products by United States and Canada, in 1847. The proposal, somewhat modified, was renewed in 1867. It was still further modified, by statute, in session of 1888, and was repealed in 1894, certain sections of the Act "Duties of Customs," being substituted.
- New France**—The name was first given to a portion of this continent in 1523-24 by Verrazano, a Florentine navigator, who, under a commission from Francis I. of France, sailed along the shores of North America from Florida to Cape Breton, and claimed the coast from Nova Scotia to Carolina and all the regions lying beyond, as possessions of Francis I.
- New Brunswick**—First English settlement in 1762; first separated from Nova Scotia, 1784; first legislature, 3rd January, 1786.

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tion, moved a resolution, which His Excellency vetoed as a measure for the relief in alleviating the stagnation, but would also afford employment to manufacturing industries of Canada." Lost.

A resolution in the Commission submitted by the people without any objection; and further, that this measure should be met by a readjustment of the tariff as regards manufacturing interests to 78.

The following resolution: "The welfare of Canada requires a judicious readjustment of the tariff. Mining, the Manufacture of a policy will remain open to be obliged to expatriate at home; will restore the depressed; will encourage and develop (ought to do) in a direction so far as the varied means to procure for this solution was negatived."

Council, in the House of Commons, in favour of Sir John's proposal throughout the Dominion contributed more than 100,000 in the appeal to the

place, resulting in the National Policy. They were the tariff having been increased by Sir John's proposals of '75, '77 and '78. They were rejected in 1891.

A session of 1879. The mutual free admission of goods, in 1847. The proposal was still further extended in 1894, certain duties were substituted.

of this continent in 1847, under a commission from North America from Nova Scotia to Cape Breton of Francis I. The first separated from the rest of the continent.

Naval Special—The first train load of British Jack tars to cross Canada by the Canadian Pacific Railway left Vancouver 5th December, 1891. About 300 sailors of Her Majesty's ships "Champion" and "Pheasant" composed the party. A large Union Jack was affixed to the engine. A naval pennant floated from the centre of the train of ten cars and two engines, and the rear engine carried the British ensign. The train was, in fact, transformed into a British man-of-war. The first big reception the "boys" got was at Calgary, where the population turned out *en masse* and cheered them on their journey. At Winnipeg 10,000 citizens and the officers and men of the Royal School of Mounted Infantry, the Winnipeg Field Battery and the 10th Royals, all in full uniform, received them. All along the route to Halifax they were warmly received.

Newfoundland and Union—Newfoundland was invited to send delegates to the conference of British North American statesmen, which met in Quebec in 1864, to discuss the Union question. She sent Messrs. Shea and Carter. The proposals of the conference were not accepted by the ancient colony. In 1869 the Council and Assembly of Newfoundland passed resolutions stating the terms upon which they would enter the Union. These and the counter proposals of the Government of Canada were considered by a committee of the Privy Council of Canada and the Newfoundland delegates in June, 1869. Nothing came of the effort except a trip up the Ottawa to Chats Falls. In 1888 an effort was made to get the two parties together, and despatches passed between the Governor-General and the Government of Newfoundland about the time to hold the conference. As the parties interested could not agree to the extent necessary to fix a date for meeting, the effort did not succeed.

In November, 1892, a conference was held in Halifax to discuss several matters connected with the fisheries, the tariff and the boundary questions, conclusions to be *ad referendum* to the respective governments. Mr. Bowell, Mr. Chapleau and Sir John Thompson represented the Government of Canada, and Sir William Whiteway and Messrs. A. W. Harvey and Robert Bond the Newfoundland Government. The Canadian delegates proposed union as a solution of the difficulties between the two countries. The Newfoundland delegates objecting, the discussion was confined to the questions immediately the cause of the conference. In 1895, Messrs. Bond, Emerson and Horwood were appointed a deputation to Canada to discuss the question of union. Sir Mackenzie Bowell, Sir Adolphe Caron and Messrs. Foster and Haggart were appointed a committee of the Privy Council to discuss the terms of union with the Newfoundland deputation. The conference began on the 4th April and adjourned *sine die* 16th April. A grand banquet was given by the Government of Canada and citizens of Ottawa. The proposals did not catch the Newfoundlanders.

Newspapers—The first published in British North America was the *Halifax Gazette*, first issued 23rd March, 1752, by John Bushell (a copy of this issue is in the Library of the Massachusetts Historical Society, Boston). In Quebec, the first published was the *Quebec Gazette*, issued June 21st, 1764; in Upper Canada, the *Upper Canada Gazette*, first issued April 18th, 1793, at Newark; in New Brunswick, the *Royal Gazette* and *New Brunswick Advertiser*, 11th October, 1785, by Christopher Sower, King's Printer; in P. E. Island, the *Royal Gazette*, 1791; in British Columbia, the *British Colonist*, 1858; in Manitoba, the *Free Press*, 1872, and in the North-West Territories, the *Nor'-Wester*, 1859.

Newspapers, French—The *Quebec Gazette*, published in 1764, contained alternate columns in French and English. The first published wholly in French was *Tant pis, tant mieux*, Montreal, 1778; Valentine Jotard, editor; Fleury Mesplet, printer.

Newspapers, Daily—The first daily newspaper in Canada was the *Montreal Daily Advertiser*, 1833. The *Royal Standard*, Toronto, was the first daily newspaper published in Ontario, 1836. The editor started on his journalistic career with this editorial sentence: "The *Royal Standard*, the first daily newspaper ever published in Upper Canada, commences its career at a crisis big with unborn events and instinct with the spirit of change."

Newspaper, Illustrated—The first regular illustrated newspaper in Canada was the *Canadian Illustrated News*, first issued in 1870.

Newspaper, Religious—The first religious newspaper in Ontario was the *Christian Guardian*, Toronto, 1829. The *Montreal Witness* was not established until 1846.

Newspaper, Penny—The first penny newspaper in Canada and in the British Empire, was the *St. John, N.B., News*, first published in 1838 by George E. Fenety.

Newspapers—Analysis of the newspapers and periodicals of Canada gives the following results for the year 1895:—

Provinces.	Daily.	Tri-Weekly.	Semi-Weekly.	Weekly.	Bi-Weekly.	Semi-Monthly.	Monthly.	Quarterly.	Total.
B. Columbia.....	7	.....	1	16	.....	1	4	.....	29
Manitoba.....	3	.....	4	34	.....	2	13	.....	56
New Brunswick.....	7	.....	2	27	.....	1	12	.....	49
N. W. Territories.....	2	.....	.....	13	1	.....	.....	.....	16
Nova Scotia.....	8	4	3	47	1	.....	8	.....	71
Ontario.....	44	.....	8	369	2	14	96	1	534
P. E. Island.....	3	.....	1	10	.....	.....	.....	.....	14
Quebec.....	18	1	6	80	2	7	35	1	150
Totals.....	92	5	25	596	6	25	168	2	919

Newspaper Enterprise, Early—In the *Christian Guardian*, issued during the first week of 1830, H. Norton & Co., Kingston, and W. Weller, York, announce "to the proprietors and editors of the different papers in the Eastern part of the Province (Ontario) that they would be prepared to deliver the forth-coming speech of the Lieut.-Governor (Sir John Colborne) at the opening of the Session to them at Kingston the day after it is issued from the press at York" (Toronto), so that it could be forwarded by mail to Montreal on the following Monday. The House met on the 8th Jan. in 1830, which would be Friday. The quick despatch proposed to be effected by the joint efforts of Messrs. Norton & Weller would enable the people of Montreal to read the Governor's speech in Tuesday morning's newspaper. On the fifth day after delivery the Governor's speech would become public property in Montreal in 1830. To-day, the first half of a

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CORRECTION.

Some mixing up of material caused an error or two in the paragraph relating to the Government of the Northwest Territories. The following is substituted:—

North-West Territories were governed (1st) by the Lieut.-Governor of Manitoba, the first Governor being Hon. A. G. Archibald, appointed 15th July, 1870, and succeeded by Hon. Alex. Morris, appointed 2nd Dec., 1872. (2nd) By a Lieut.-Governor and Executive Council (Chap. 49, Acts of 1875), Hon. David Laird, appointed 7th October, 1876, being the first Lieut.-Governor. The first Council (appointed by the Lieut.-Governor, by and with the advice of the Queen's Privy Council of Canada) was composed of Matthew Ryan and Lieut.-Colonel Hugh Richardson, Stipendiary Magistrates (*ex-officio* members), and Lieut.-Colonel James F. McLeod, C.M.G.; Pascal Brilleurd and Amedée E. Forget. (3rd) By a Lieut.-Governor and by a Council partly elected and partly nominated, under the provisions of Chap. 25 (sec. 15) Acts of 1880. Under this Act, the first election was in the district of Lorne, March 25th, 1881, and the first member elected in the North-West Territories was Lawrence Clarke. The Council was nominated by the Governor General in Council. (4th) By a Lieut.-Governor and an Advisory Council of four persons selected by the Lieut.-Governor from the Legislative Assembly of 22 members provided by the same Act (Chap. 19, Acts of 1888); the Advisory Council acting on matters of finance and holding office during pleasure. The first Advisory Board consisted of F. W. G. Haultain, D. F. Jelly, H. Mitchell and Wm. Sutherland. Legal experts not exceeding three in number were appointed by the Governor in Council to aid His Honour in legal questions. (5th) As those conferred on the Legislatures of the Provinces under the Union Act of 1867, sec. 92, except the borrowing of money on the sole credit of the Territories. The Executive consisted of the Lieut.-Governor and a committee of four members selected by the Lieut.-Governor and a Council selected by the Lieut.-Governor and an Executive Council of four members so selected having to be re-elected on accepting office under the Crown; Chap. 28th, Acts of 1897, coming into force 1st October, 1897. In 27 years the North-West Territories passed from pupillage to the full enjoyment of Home Rule and responsible Government.

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Governor's speech in any Province of the Dominion could be in type in all the cities of the country before the Governor had delivered his concluding sentence to the faithful representatives of the people.

Newspapers first carried by Post Office Department, postage free, from office of publication, 1882.

Niagara Falls—The first mention of these celebrated falls is in Lalemant's *Relation* of 1641; the first (and only) record of their running dry, 30th March, 1848, when an ice jam above the falls held back the waters of the lake for several hours.

Niagara's First Bridge—During the winter of 1846 the State of New York and the Province of Canada granted charters to the Niagara Falls Suspension Bridge Co. The joint corporation made a contract with Charles Ellet, a bridge builder of Philadelphia, to build a wire railway bridge across Niagara River, about two miles below the Falls. Mr. Ellet, on his arrival at the Village of Niagara Falls in Jan., 1847, considered that there should be some immediate means of communication across the gorge without the trouble of going to Lewiston, seven miles below. He planned a wooden tower on each side, 25 feet high. From these was stretched a 36 strand wire, on which ran a saddle with two grooved wheels, having suspended from it an iron basket of latticed and rivetted iron strips, with room for two persons to sit vis-a-vis on a wooden bottom. The first passage was made in the spring of 1848 by Engineer Ellet.

Nickel—The Sudbury deposits were first discovered in 1885 by Mr. McConnell, while out looking for tie timber for the C.P.R., then in course of construction. Nickel is specially adapted for toughening steel and iron, and hence is needed in the manufacture of gun metal and armour-plates. The world's production heretofore has been 1,500 tons annually. The metal can be produced in unlimited quantities at low rates in the Sudbury region, which is several miles wide and about 50 miles long, and contains gold, nickel, copper and other minerals.

Non-intercourse Act—First one was passed by United States, in 1814. It was entitled "Non-intercourse with Canada." Another Act was passed, declaring non-intercourse with Canada, in 1828, the President issuing proclamation.

Normal Schools—The first in Ontario was opened in 1847.

North-West Boundaries of Ontario definitely settled in 1884. North and North-Eastern boundaries were defined in 1889.

North-West Territories divided for postal purposes, into districts of Alberta, Athabasca, Saskatchewan and Assiniboia, May, 1882. Further division was made on 2nd October, 1895, when the Districts of Ungava, Franklin, Yukon and Mackenzie were created by proclamation.

North-West Territories made a part of the Dominion, July 15th, 1870; erected into a Government separate from Manitoba, October, 1876; first represented in the Dominion Parliament, Session of 1887; first secured representation in the Cabinet, Sept., 1888, Hon. E. Dewdney becoming Minister of the Interior.

North-West Territories were governed, at first, under the administration of the Lieutenant-Governor of Manitoba; secondly, by a Lieutenant-Governor and Council, nominated by the Dominion Government (Act of 1880); thirdly, by Lieutenant-Governor and Council, partly elected and partly nominated; fourthly, in 1888, by Lieutenant-Governor and Elective Assembly, first Elective Assembly sitting in 1888. In the Session of 1890

an Act was introduced providing for the adoption, by the North-West Territories, of responsible government as developed in the other Provinces. Amendments to this Act were carried in the Sessions of 1891, 1894 and 1895. Under these the powers conferred on the Legislative Assembly (to consist of 29 members), are the same as those conferred upon the other Provinces by the 92nd section of the Union Act of 1867, except the borrowing of money on the sole credit of the Territories. An Executive Committee of the Legislative Assembly was created in 1894. An Executive Council will be established on 1st Oct., 1897, the members of which will have to appeal to their constituencies for re-election.

North-West Territories first voted by ballot in Federal elections of 1896. Authority given them by Section 10, Chap. 15, Federal Acts of 1894.

Notes, Free Redemption—The Merchants Bank of Halifax was the first bank to move in obtaining free redemption of its notes, in all parts of the Dominion, by arrangement with the Merchants Bank of Montreal in 1887. In connection with the Banking Act of 1890, an agreement was entered into by the banks with each other to ensure free redemption of the notes of all banks throughout all Canada.

Nova Scotia—The name first appears in the Charter granted by James I. to Sir W. Alexander, 1621.

Nova Scotia—In 1759, a Committee of Council was appointed, to examine the various systems of law in force in the Old Colonies. It reported that the laws of Virginia were found to be the most applicable.

Nova Scotia—The French attempted to occupy it in 1598, and again the following year. In 1605, a French colony was established there, and was the first actual settlement by Europeans within the boundaries of the Dominion of Canada. In 1621 Nova Scotia was annexed to Scotland and named Nova Scotia by James I., and in 1625 the Scottish Order of Baronets was founded. Nova Scotia was ceded to France by Charles I., whereupon Richelieu formed a colonization company (with the direction to exclude Protestants). It was conquered by Lord Protector Cromwell. Again ceded to France, it remained really, or nominally, under France till ceded to Great Britain by the Treaty of Utrecht, in 1713. The first legislative step towards a federal union of the British North American provinces was made by the Legislature of Nova Scotia by the unanimous vote of the Assembly in 1861.

Nova Scotia Institute of Science—This institute was founded in Halifax in the winter of 1862-63, the late Hon. P. C. Hill, D. C. L., being the first president. Its objects are the encouragement of original research, (a) by providing means of research, viz., libraries and collections; (b) by the discussion of the results of researches carried on by its members, and (c) the publication of such researches when considered of permanent value. It has issued its "Proceedings and Transactions" every year since its foundation, and has accumulated a valuable library, consisting chiefly of publications of scientific and other associations with which it is in correspondence. It transfers all collections it may acquire to the Provincial Museum.

Novel—First novel composed in Canada was the "History of Emily Montague," by Mrs. Frances Brooke. It was a series of letters addressed from Sillery by Emily Montague, to some military admirers in Quebec, Montreal and New York, and to some British noblemen, friends of her father. It was dedicated to Sir Guy Carleton, the Governor-in-Chief, 1769. The authoress was the wife of the Chaplain of the garrison at Quebec, and the work gives graphic sketches of garrison life and of life in Quebec at the time.

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Numismatic Museum, of Laval University, founded 1859.
Numismatic Society of Montreal, founded 1862. Scope enlarged 1866, in accordance with its new name, Numismatic and Antiquarian Society of Montreal. Its object is the promotion of numismatic and antiquarian research, through (a) the study of Canadian history and archæology; (b) the formation of a museum of Canadian and other antiquities and a public library of antiquarian and general literature. Since its incorporation in 1870, it has published 16 volumes of proceedings, and has held three exhibitions: (1) The Caxton exhibition of manuscripts, books and engravings in 1877; (2) the Canadian historical portrait exhibition, in commemoration of the 25th anniversary of the Society in 1887, and (3) the Montreal historical exhibition, commemorative of the 250th anniversary of the founding of Montreal in 1891. In 1894 the Society induced the City of Montreal to purchase the Chateau de Ramesay, and in May, 1895, began to fit up the old historical building as a museum, which was opened to the public free, in April, 1896.

Oats—First recorded statement to Department of Agriculture (1888), respecting yield of oats in district around Calgary (N.W.T.), shows that on one farm the average of a ten-acre field was 97 bushels to the acres, with an average of 47 pounds to the bushel.

Oil Wells—The first were dug in 1854. L. A. Vaughn, in November, 1860, struck oil at a depth of 85 feet. This was the beginning of the town of Petrolia, Ont.

According to the census of 1891, there were 12 refineries in Ontario, employing about 250 men, and it was estimated that there were 3,500 oil wells pumped. In 1894 the production of the oil refineries of Canada amounted to 22,542,000 galls., of which 11,290,000 galls. were illuminating oils. The total value of the output, including paraffine wax, was \$1,567,000. The consumption of oil in Canada averages about 17,000,000 galls. yearly, of which 10,600,000 are Canadian.

Orange Lodge—First in Canada formed in Brockville, 1823. No. 1 Lodge still exists.

Orangemen—The first Bill introduced in the House of Commons for the incorporation of the Orange body was moved on 19th March, 1883. It received the six months' hoist by 106 to 70. It was again introduced in the Session of 1884, but the motion for second reading was defeated by 105 yeas to 68 nays. The Bill was carried in the Session of 1890 by large majorities in Commons and Senate.

Ottawa was first settled by two persons named Berry and Frith, in 1817.

Ottawa River—First Indian name for it was Kanat-sio.

Ottawa City—Selected by the Queen as the Capital in 1858. The Prince of Wales laid the foundation stone of the Parliament Buildings in 1860.

Ottawa River—First discovered by Champlain, June, 1613. It was called by the French, Rivier des Algonquins; its next name was the Grand River, and lastly the Ottawa.

Ontario Artillery Association formed 20th December, 1860.

Ordinance Lands placed under control of Canadian Government, 1856.

Organization of the Empire—Francis Bacon, in a letter to King James on the true greatness of the Kingdom of Great Britain, declared the true principle to be that the stability of the Empire required a reciprocity of (a) rights, (b) benefits, (c) obligations, among all its parts. Adam Smith, during the Revolutionary War between Great Britain and some of her

Colonists in North America, suggested offering representation with taxation to each Province that would detach itself from the Confederacy. Robert Gourlay, in 1825, proposed that Canada should have representatives in the Imperial Parliament to speak but not to vote. A Canadian journalist, David Chisholm, published, in 1832, a book on the right of British Colonists to representation in the British Parliament. "We desire," he said, "to be put on the same footing with the other members of the family. Being now of mature age, we desire that our leading strings may be cut." Robert Lowe (Lord Sherbrooke) in the Legislature of New South Wales in 1844, advocated the "far wiser and nobler policy of knitting Great Britain and her Colonies into one mighty confederacy, girding the earth in its whole circumference, and confident against the world in arts and arms." Hon. Joseph Howe, in 1854, in a speech delivered by him in the Legislature of Nova Scotia, proposed the re-organization of the Empire, so that Colonists could take part in the deliberations shaping the policy of the Empire. This speech was published as a pamphlet in London in 1855. Hon. Francis Hincks, then in London, published an elaborate reply, attacking all Mr. Howe's propositions. In 1855 T. C. Haliburton (Sam Slick) wrote in "Nature and Human Nature:" "England has three things among which to choose for her North American Colonies: 1st, Incorporation with herself and representation in Parliament; 2nd, Independence, and 3rd, Annexation with the United States."

In addition to the speech of 1854, Mr. Howe wrote a letter to Hon. C. B. Adderley, on "the relation of England with the Colonies" (London, 1863), and "organization of the Empire" (London, 1863). He took an active part in the formation of the British Empire Association (1862), now the Royal Colonial Institute.

Pacific Ocean Coast Line—Russia claimed jurisdiction, in 1822, over the coast of the American continent, on the Pacific Ocean side, as far down as 51° north latitude. England declared she could not submit to such usurpation. The United States made a vehement protest against the Russian claims. The result was that in 1823 a treaty was signed at Washington by Great Britain, the United States and Russia, under the provisions of which the latter retired north beyond 55°. Canada thus secured 6 degrees in width of sea coast, instead of the one or two degrees which would have been her Pacific Ocean sea-front had not the Russian claim been successfully resisted by the United States and Great Britain. The United States purchased Alaska from Russia in 1867, for the sum of \$7,200,000. It has proved to be worth the money in seal pups and gold mines.

Paper Mill—The first was erected at St. Andrew's, P.Q., 1803. In 1890, according to the census returns, there were 34 paper mills in Canada, employing a capital of over four and a half million dollars, with 1,800 employees, receiving an annual wage of \$656,400. Value of products, \$2,575,447. (See Wood Pulp.)

Paper Money—First issued in Nova Scotia, under an Act of the Province, 1817.

Parcel Post established between Canada and United States, Jan. 12th, 1888.

Parishes were at first used in Quebec as ecclesiastical local divisions. Their extent was exactly defined in September, 1721, by a regulation made by Messrs. de Vaudreuil and Begon, assisted by the Bishop of Quebec.

Parishes—First established in New Brunswick, for civil purposes, 1786. They were called Parishes, after the example of Virginia and Maryland,

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from which States U. E. Loyalists came to New Brunswick. They were introduced for the same purpose in Upper Canada in 1800, but none remain in the latter Province.

Par of Exchange was first made $9\frac{1}{2}$ throughout the Dominion in 1871. Up to that date the par of Exchange in Nova Scotia was $12\frac{1}{2}$, being based upon the old Mexican pillar dollar.

Pardoning Power—Prior to the appointment of the Marquis of Lorne as Governor-General of Canada (1878) the commissions and instructions to the Governors-General were such that the Governor-General was understood to be bound to consult his ministers in all cases of application for mitigation or remission of sentences, but he remained at liberty to disregard their advice and to exercise the Royal prerogative according to his own judgment and upon his own responsibility as an Imperial officer. When Hon. Edward Blake was in England in 1876, he contended that the prerogative of mercy should be exercised in Canada just as it was in England, pursuant to the advice of the ministry, as well in capital as in non-capital cases. The instructions to Lord Lorne in 1878 set forth that the Governor-General should not pardon or reprieve in capital cases without first seeking the advice of the Dominion ministry, and in non-capital the advice of one, at least, of his ministers, in all cases of Imperial interest. The Governor-General is at liberty to refer to his ministers in all cases of local concern. He must exercise his independent judgment in cases affecting other countries, after consultation with his ministers.

Park, National (Rocky Mountain Park) at Banff. Area, 24 miles long and 9 wide, containing over 100,000 acres. Within its area are 15 miles of the Bow River, 6 miles of the Spray River, the Spray Falls, the Devil's Lake (12 miles long and 2 broad), the Vermilion Lakes, the Sulphur Hot Springs, etc. In a few years, when it has been opened up by roads and pathways, there will be few, if any, more delightful holiday resorts in the world than the National Park of the Dominion of Canada. First set apart for the purpose by Act of Parliament, 1887, under the administration of Hon. Thomas White, Minister of the Interior. Besides Banff Park, the Dominion Government has reserved four other tracts of land for parks—one at Mount Stephen, including the country surrounding the base of the mountain and adjacent picturesque parts; the second near Mount Donald; a third in the Eagle Pass, and a fourth at the summit of the Selkirks. The Province of Ontario set aside 1,600,000 acres to form the Algonquin Park, in 1893. The Province of Quebec, in 1894, set aside 2,531 square miles in the Counties of Montmorency, Quebec and Charlevoix, to form the Laurentides Park, and in 1896 the Province provided another Provincial park at Trembling Mountain, near Montreal.

Parliament—First in Lower Canada assembled 17th December, 1792; first in Upper Canada, 17th September, 1792; first in Nova Scotia, 1758.

Parliament—The first Parliament of the United Provinces of Canada met at Kingston, June 1841, and was opened by Lord Sydenham.

Parliament—The first meeting in the new building at Ottawa was on June 8th, 1866.

Parliament—The first Dominion Parliament, with representatives from the four original Provinces, assembled at Ottawa, 6th November, 1867.

Parliamentary Annals, began in 1758, when the first Provincial Legislature, within the limits of the present Dominion, was opened in a schoolhouse at Halifax, by Governor Lawrence. The next Legislature to meet was that of Prince Edward Island, in 1773. New Brunswick having been separated

from Nova Scotia in 1784, obtained a Legislature of her own. Upper and Lower Canada were separated in 1791, and were reunited under one Legislature in 1841. British Columbia's legislative history dates from 1859, as divided into the Island Province and the Mainland Province, and from 1866 as a United Province. Manitoba began to have a distinct legislative history in 1870. The North-West Territories were partially relieved from pupillage, and obtained an Elective Assembly in 1888, and in 1897 the Dominion Government provided for the complete adoption of Responsible Government. The Provinces blossomed out into a Federal Parliament, with Local Legislatures, in 1867, when Ontario and Quebec were given separate Legislatures. (See Responsible Government.)

(NOTE.—The Constitutional Act of 1791, relating to Quebec, was passed by the Imperial Parliament early in that year. One of its provisions was that it should only go into effect on the Governor's proclamation. That was issued on 18th November, 1791, but it provided that the Act should not go into operation until the 26th December. The first Legislature under the Act in Upper Canada (Ontario) was held in the Town of Newark (now Niagara). The members, 7 of whom were Legislative Councillors and 16 members of the Legislative Assembly, were required to meet on the 17th September, 1792. Only two of the councillors and five of the assemblymen attended. What was still more embarrassing, no more could be collected. The House nevertheless was opened, and a guard of honour consisting of 50 soldiers from the fort was in attendance. Governor Simcoe (who was sworn in first Governor of Upper Canada on 8th July, 1792) dressed in silk, entered the hall with his hat on his head, attended by his adjutant and two secretaries. Two members of the Council gave notice of his presence in the Upper House to the Legislative Assembly, and the five members of the latter having appeared at the bar of the two Lords, the Secretary read the Governor's speech. The population of Upper Canada was then about 20,000.)

Patents granted to foreigners throughout the Dominion, without condition of residence, 1872. The patentees who have taken advantage of this permission during the past five years number 11,808, and were German, English, French and United States' citizens. The outside element formed 78 per cent. of the total number of patentees.

Patents—The first patent granted to the Province of Canada was to Noah Cushing, of the City of Quebec, for a washing and fulling machine. The patent is dated 8th June, 1824, in which year the patent office was established. There were only three patents granted that year. There was but one in 1825. There were three in 1826. 1827 and 1828 showed a dearth of inventive genius. In 1829 two patents were registered. The 40th patent was issued in 1835 to Gustavus William Wicksteed, for "a new method of constructing suspension bridges of wood or metal." Mr. Wicksteed is still living, having a few years since retired from the position of law clerk of the House of Commons. The growth of the business of the office is evidenced by the fact that during the period 1874-1879 the receipts averaged \$34,570 a year, and in 1896 were \$104,112.

Peace—The first proposals of peace, between New England and Canada, were made in a document, dated Quebec, October 20th, 1705, in which Vaudreuil suggested that both sides should "hinder all acts of hostility on the part of the Indians."

Penitentiaries of Canada, placed under the direction of the Minister of Justice, 1875, at which date there were 808 convicts in the four penitentiaries. The number of convicts in the five penitentiaries of the Dominion on the 30th June, 1896, was 1,361. In 1896 in every group of 3,766 inhabitants of the Dominion, there was one convict in the penitentiaries. In 1885 there was one convict for each group of 4,082, indicating that the convict population is increasing more rapidly than the general population.

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Penn, William—His first recorded attempt to trade with Canadians is a letter written by himself, and addressed to the "Emperor of Canada," with date, "London, 21st day of the fourth month called June, 1682." (At that time the legal year began in March.)

Pictou County (N.S.)—First settlers were six families from the border land of Pennsylvania and Maryland sent in 1767 by the Philadelphia Land Company, which had obtained a large grant of land from the Crown. The settlers sailed from Philadelphia, May, 1767.

Pine—The first cargo of pine from Canada to England was transported by Kirk (1630). This was the beginning of an export trade which in 1896 amounted to \$9,570,000, including all products of the forest.

Pioneer and Historical Association of Ontario—Organized in 1887. Its objects are the promotion of intercourse and union of all such societies for the better preservation of historical and other records and memorials of the Province; the formation of new societies and the extension of the spirit of historical research.

Ploughing—The first record of ploughing in Canada dates back to 1628, when Couillard, employing oxen, ploughed his land. Champlain says: "The plough was first introduced and used 27th April, 1628." Couillard married Hébert's (see "Farmer") second daughter. He lived with his father-in-law, the first farmer in Canada, and after the death of Hébert worked the farm, at that time the only bit of planted ground in New France.

Place-Names—The early place-names given to Canada were Vineland, Bushland and Stoneland. Then followed such place-names as New England, New France, New Scotland, New Netherlands, Newfoundland, etc.—a wholesale transference of European names to this continent, with the necessary modification to suit the circumstances and yet retain the connection. Subsequently, further sub-division of the country was made, and there were the Island of St. John, Isle Royale, Acadia, Quebec, Prince Rupert's Land, etc. Then came the revolution, which split off the New England and other colonies. New Brunswick, New Caledonia, Cape Breton, Prince Edward Island, British Columbia were new names of that period. Then came the period of Confederation, when the new place-names of Ontario, Manitoba, Keewatin, Alberta, Assiniboia, Athabasca, Saskatchewan, Ungava, Franklin, Mackenzie and Yukon were added to the older ones. Portuguese, Spaniards, Bretons, French and English, besides the aborigines, have contributed to our stock of place-names. Missionaries and navigators, saints and sinners, lordly rulers and humble porters, politicians and civil servants, sovereigns and speculators, surveyors and railway presidents have all scattered with profuse hand place-names along our extended littoral—Atlantic, Arctic and Pacific—on mountain ranges, on lakes and rivers, cities, towns, villages, etc. The name-fathers of Canada are numerous and form an interesting group, whose biography would reveal the parentage of many of the characteristics of the Canadian people. To show this, one has but to mention as prominent name-fathers of Canada, Cabot, Hudson, Cartier, Kirk, Champlain, Roberval, Sir Francis Drake, Sir Humphrey Gilbert, Cooke, Vancouver, the Arctic explorers, the Récollets, the Jesuits, La Salle, Marquette, Jolliet, McKenzie, Thompson, Simcoe, Guy Carleton, Thomas Carleton, etc.

Poet—Whether or not our Canadian "nest of singing birds"—to use sturdy Samuel Johnson's phrase—recognize him as such, the first poet on record in Canada is L'Escarbot, 1606. Poutrincourt's return to Port Royal was celebrated with general festivity. "He was received," says

Haliburton, "with great formality by his friends, who united in a procession and escorted him to the fort (Port Royal), reciting verses composed by L'Escarbot for the occasion." Sir William Alexander (of whom and aimed to be a poet; Alexander was a poet who aimed to be a king"), possessed the poetic afflatus; but whatever "Viscount Sterling, Lord of Canada," had of poetical talents, they were not exercised on the banks of Canadian streams, nor under the umbrageous shade of Canadian forests, and, therefore, however intimate his relations with Canada were at one time, we cannot, in fairness, deprive Scotland of the fame of having Sir William all her own poet.

John Lesperance, in the Transactions of the Royal Society of Canada for 1884, presents a brief study of the poets of Canada. The first regular and consecutive poem dates as far back as 1732, when Jean Taché published *Tableau de la mer*. In 1830 Michel Bibaud published a volume of miscellaneous poems. "He may be termed the father of French Canadian verse." Garneau in 1835 published the first of his poetic compositions, which "are of a high order of merit." Crénazie, "the greatest of French Canadian poets," published poetry between the years 1852 and 1862. "Next in merit and *hand longo intervallo* is Frechette." Le May, Benjamin Sulte, William Chapman, Abbe Gingras, Felix Marchand and others are mentioned by Lesperance with deserved praise. Mr. Sulte has counted no less than 175 names of minor poets among French Canadians. Among English Canadians, reference is made to Joseph Howe, Charles Heavyside, Charles Mair, J. J. Procter, John Reade, Charles Roberts, Evan McColl, S. J. Watson. Others are Alexander Muir, Carman, Campbell, Lampan, the two Scotts, Sangster, Mrs. Lawson, N. F. Davin, Isabella Crawford, John Lesperance, Theodore Rand, etc., etc.

Police Force—First organized in Nova Scotia was in Annapolis, 1734.

Political Economy Chair—First established in Toronto University, 1888.

Polariscope—First used by Department of Customs for testing sugars, 12th April, 1886.

Post—First Post established, 1721, between Montreal and Quebec. First mail route between Halifax and Quebec City opened in 1784, under Governor-in-Chief Haldimand. First mail service to Upper Canada began 1780, in which year Post Offices were established at Kingston, Niagara and Detroit.

Postal Regulations and Rates throughout the Dominion initiated, 1st April, 1868.

Postage rates on letters throughout the Dominion reduced from five cents to three, and postage rate between Canada and the United States reduced from ten cents to six cents, 1st April, 1868.

Postage from Canada to the United States reduced to three cents, and from United States to Canada to two cents, 1st Feb., 1875.

Post Office—Management of, transferred to the Provincial authorities by the Imperial Government, 6th April, 1851. Previous to that date, by a despatch dated 27th Aug., 1842, the whole of the first appointments in the Post Office Department for the Province of Canada (including Postmasters) were transferred to the Governor-General, excepting the situations of Deputy Postmaster-General, Accountants, Surveyors and their clerks. Promotions were also made by the Deputy Postmaster-General, and approved by the Postmaster-General in England. The number of Post Offices at the date of transfer in the Province of Canada was 601.

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Society of Canada for The first regular and Jean Taché published a volume of misanthropic French Canadian poetic compositions, the greatest of French years 1852 and 1862. "Le May, Felix Marchand and M. Sulte has French Canadians. Joseph Howe, Charles, Charles Roberts, Muir, Carman, Camp- bell, N. F. Davin, etc., etc. Chicago, 1734. University, 1888. Testing sugars, 12th

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The miles of established Post Office route were 7,595, the number of miles of annual mail travel was 2,487,000, and the number of letters passing by post was 2,132,000 in the year.

Post Office—The first Post Office established in the North-West Territories was at Battleford, July 1st, 1876. On 31st December, 1896, there were 302 Post Offices in the North-West Territories.

Post Office—Franking privilege (see Franking); Money Order system (see Money Orders); Registration of Letters (see Registration).

Post Office—Money orders may now be procured in Canada for remittances to 73 foreign countries and British possessions, while in 1883 the only countries upon which orders could be obtained were four. The money order offices on 30th June, 1896, numbered 1,310, through which 1,131,152 orders issued, of the value of \$13,081,860. Of this amount \$10,726,661 is payable in Canada, and \$2,355,200 payable in other countries. In 1868 the total number of P.O. money orders issued was 90,163, of the value of \$3,352,881, of which payable in Canada was \$2,859,762. The amount payable in Canada has increased 3½ times; that in other countries 6 times.

Post Office Statistics:—

LETTERS AND POST CARDS sent by mail during period of 1874-78 averaged 45,000,000 a year. During period 1879-89 the yearly average was 77,000,000, an increase of 77 per cent. The number sent in 1895 was 131,000,000, and in 1896 it was 149,000,000.

POST OFFICES established—Yearly average 1874-78 period, 172; 1879-89 period, 223; 1890-95 period, 166; total number in 1896, 9,103.

MONEY ORDERS issued—Yearly average, 1874-78 period, \$6,686,000; 1879-89 period, \$9,342,000; 1890-95, \$12,756,340; total amount in 1896, \$13,081,861.

MONEY ORDERS issued and payable in Canada—Yearly average, 1874-78, \$6,191,696; 1879-89, \$7,600,000; 1890-95, \$10,175,400; total amount in 1896, \$10,726,661.

MONEY ORDERS issued in Canada and payable in other countries—Yearly average, 1874-78, \$676,600; 1879-89, \$1,873,400; 1890-95, \$2,600,000; 1896, \$2,355,200.

MONEY ORDERS issued in other countries and payable in Canada—Yearly average, \$1874-78, \$335,174; 1879-89, \$1,752,500; 1890-95, \$2,077,200; total in 1896, \$2,124,553.

POSTAL REVENUE, 1879, \$1,534,363, expenditure, \$2,167,266; 1889, revenue, \$2,984,223, expenditure, \$3,746,040; 1895, revenue, \$3,815,456, expenditure, \$4,616,313; 1896, revenue, \$4,004,285, expenditure, \$4,705,282.

Postage Rates first made uniform three cents, April 1, 1868.

Postage Stamps first issued in Canada, 1851. First used in England in 1840, in Brazil in 1843, and in the United States in 1847.

Postal Cards first introduced in Canada, 1871.

Postal Union—Canada was admitted as a member of the Postal Union, 1st July, 1878. Prior to 1874, each nation followed its own devices so far as postal arrangements were concerned. There was no attempt at uniformity of postal rules and regulations and all international relations were complicated in the highest degree. Herr Von Stephan, of Berlin, conceived the idea of introducing order into this postal chaos and communicated his views to a number of the leading postal administrations of the world, with the result that a postal conference was summoned to meet at Berne in

1874, and the first postal treaty was signed there on Oct. 9th, 1874. Great Britain, the several countries of continental Europe, Egypt and the United States being signatories. The treaty came into operation, 1st July, 1875. Subsequent congresses have been held in Paris, 1878; Lisbon, 1885; Vienna, 1891; Washington, 1897. Sir Charles Tupper represented Canada at the Vienna Congress. The whole world may now be described as one postal territory, a five cent stamp sufficing to carry a letter anywhere outside of China.

On the 1st July, 1875, the Union included about 14,300,000 square miles and 350 million people. Now it includes 39,372,000 square miles and 1,035,000,000 people.

In the Washington Congress of 1897, the results of the work done were: (1) Admission of Corea; (2) The conditions on which the countries of the union will pay reciprocally the intermediary transit rates have been facilitated, and tariff diminished quite materially on a graduated scale, for the ensuing six years; (3) Uniform colors have been projected for postage stamps; (4) Postal cards unpaid are subject to a double tax, that is, 4 cents in the place of the former tax, which was ten cents, the same as for unpaid letters; (5) Circulars produced on a machine (typewritten) in quantities of twenty circulars all of the same character are admitted to the international mails at the same rates as printed circulars; (6) Samples of merchandise are admitted up to 350 grammes; (7) Objects of natural history, animals, dried plants or preserved geological specimens are admitted as samples; (8) The question of a creation of a universal postage stamp was brought up, and the proposition defeated on account of the difficulties which would occur in putting into practice that important innovation, especially because of the diversity of currency standards; (9) Special arrangements concerning packages of declared value, postal orders, books of identity, and subscriptions to journals have been thoroughly revised. The new treaty will become operative Jan. 1, 1899.

Preferential Tariff—Formerly the products of Canada were admitted into Great Britain under a differential duty against the foreign article. The manufactures of Great Britain were admitted into the markets of Canada under similar duties in favour of the British manufacturer. In 1843 discriminating customs duties were abolished in the British North American Provinces by Lord Stanley's despatch. In 1845 the Government of Great Britain changed its colonial commercial policy. In 1846 the several provinces obtained power to enact their own tariffs (subject only to the control of the Queen-in-Council) under the British Possessions Act, 1846. Attempts at discriminating in favour of Great Britain by Canada were disapproved of by the British Government for many years after 1846. In connection with the treaty made with France, the Government of Canada extended the provisions of that treaty to the following countries, on 4th October, 1895: Argentine Republic, Austria-Hungary, Belgium, Bolivia, Colombia, Costa Rica, Germany, Muscat, Russia, Sweden and Norway. At a subsequent date the provisions of the treaty were extended to Spain.

Under the enlarged powers granted to the Dominion by the Union Act of 1867, the Laurier Government offered a preferential tariff to the Mother Country in the Session of 1897, and the offer was accepted, coupled with the condition that the reciprocal schedule in the Canadian tariff must apply to the goods of all countries coming under the favoured nation clause, till 1st August, 1898.

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In addition to this extension, there is the extension under the terms of the Tariff Act of Canada, 1897, Section 17 and Schedule D, according to which any country, whose customs tariff admits the products of Canada on terms on the whole as favourable to Canada as the terms of the reciprocal tariff in Schedule D are to those countries, is entitled to enter its goods into Canada at rates of duty less by one-eighth till June 30th, 1898, and less by one-quarter after June 30th, 1898, than the specified tariff rates.

The countries to which the preferential treatment has been extended until the 1st August, 1898, according to circular of the Customs Department, 4th Sept., 1897, are: Great Britain and Ireland, Belgium, Germany, France, Algeria and French Colonies, Argentine, Austria-Hungary, Bolivia, Colombia, Denmark, Persia, Russia, Sweden, Tunis, Venezuela and Switzerland. New South Wales was admitted 22nd May.

Presbyterian. (See Church Annals, Presbyterian.)

Presbyterian—First Presbyterian church in Toronto opened February, 1822.

Prime Minister—The first Prime Minister of the Dominion of Canada was Sir John Macdonald, 1st July, 1867, to 6th November, 1873. Other prime ministers are:—

Hon. Alexander Mackenzie,	7th Nov., 1873 to 17th Oct., 1878
Rt.-Hon. Sir John Macdonald,	17th Oct., 1878 to 6th June, 1891
Hon. Sir John Abbott,	16th June, 1891 to 24th Nov., 1892
Rt.-Hon. Sir John Thompson,	5th Dec., 1892 to 12th Dec., 1894
Hon. Sir Mackenzie Bowell,	24th Dec., 1894 to 27th April, 1896
Hon. Sir Charles Tupper, Bart.,	27th April, 1896 to 8th July, 1896
Rt.-Hon. Sir Wilfrid Laurier,	9th July, 1896 to

Prime Minister—The first French Canadian Prime Minister of the Dominion was Hon. W. Laurier, July, 1896.

Prince Edward Island (Isle of St. John) was first laid out into counties, parishes and townships by the Lords of Trade and Plantations in 1767. The counties were named King's, Queen's and Prince. In Prince there were five parishes, and the townships were numbered from 1 to 19, and 25 to 28 which, with Princetown (4,000 acres) made a total of 467,000 acres. Queen's had five parishes, the townships numbering from 20 to 24, 29 to 37, 48 to 50, 57, 58, 60, 62, 65, 67, with Charlottetown (7,300), making a total of 486,900 acres. King's had four parishes, the townships numbering 38 to 47, 51 to 56, 59, 61, 63, 64, 66, with Georgetown (4,000 acres) making a total of 412,000 acres. The stated acreage of 1767 is more by 8,500 than that given by more recent surveys. Princetown is frequently called Malpeque (probably the original French name). In every respect the census of 1891 followed the sub-divisions made 124 years before that date.

The first petition for a separate government for the island of St. John was referred by Order-in-Council to the Lords of Trade for consideration, June 28th, 1768. The Lords of Trade reported to Committee of Council in favour of erecting the island into a separate government, May 30th, 1769. The first commission was issued to Walter Paterson as first governor, and is dated 4th August, 1769. In the year following he took possession, being sworn in Sept. 19th, 1770. The Province was ruled by a combined executive and legislative council till 1773, when a House of Assembly was added to the paraphernalia of government. In 1799 an Act was passed by the Legislature, and confirmed by the sovereign, changing the name of the island to Prince Edward Island, the reason given

being that great inconvenience was experienced from the name of the Province being the same as several other places at no great distance, to which letters were frequently sent by mistake. The proclamation changing the name was published, June 13th, 1799. Prince Edward Island is rightly called the "Garden Province" of Canada.

Prince Edward Island was admitted into the Canadian Union, 1st July, 1873.

Printed Book—The first printed book in Canada was the *Catechism du diocèse de Sens*, published in Quebec, 1765, printed by Messrs. Brown & Gilmour. A copy was exhibited by Mr. Justice Baby at the Caxton celebration, 26th-29th June, 1877. The second book printed in Canada was also issued by Messrs. Brown & Gilmour, being an account of the trial of Major Disney for felony, 1767.

Printing—"Letter of an inhabitant of Louisbourg, containing a history, exact and detailed, of the taking of Great Britain by the English;" purports on its title page to be "printed at Quebec, and published by Guillaume Le Sincere, at the Sign of Truth, 1745." But as there were no printing presses in Quebec at that date, it must have been printed in some other place outside of the bounds of the present Canada. "Truth" remained *outside* of William the Sincere's printing establishment; it certainly was not *inside*.*

Printing Press—The first was set up by Bartholomew Green, Jr., in Halifax, August, 1751. He died in about six weeks after his arrival from Boston. John Bushell took charge on Green's death, and in 1752 issued the Halifax Gazette (see newspapers.) Anthony Henry succeeded Bushell. Isaac Orry established a printing office in Halifax in 1756. In 1760 Robert Fletcher arrived at Halifax from London, opened a book store and a printing house, published a paper and did the Government printing. John Howe began printing in 1776. The first printing press set up in Quebec was in 1764.

In 1776 Benjamin Franklin was authorized by the Congress of the United States to offer to Canadians, among other inducements, a free press, if they would side with the seceding colonies. He brought Mesplet with him, reaching Montreal 29th April, 1776, and by his aid had several lengthy addresses printed for circulation among Canadians. When Dr. Franklin left Montreal, on 30th May, 1776, Mesplet seems to have concluded to cast in his lot with the not-to-be-seduced Canadians, and printed, in 1776, his first book, *Le Cantique de Marseilles*, the first printed book of sacred song in Montreal. Mesplet also printed in the same year, "*Réglement de la confrérie de l'adoration perpétuelle du Saint Sacrement et de la bonne mort*," and "*Jonathan et David, ou le triomphe de l'Amitié*," a tragedy in three acts, presented by the students of Montreal. He started *La Gazette Littéraire*, 1778. In 1785 he took charge of the *Montreal Gazette* (originally published in 1778 by James Brown); afterwards got mixed up in treasonable proceedings, and went to prison for punishment. One of the two Carrols, who accompanied Franklin, became the first R. C. Archbishop of the United States.

The first printing press set up in Prince Edward Island was by Mr. Robertson, in 1788.

* Probably the name and sign were used in imitation of a custom of secret imprints which sprang up in London (Eng.) in the latter part of the 17th century. Thus: "Articles of High Treason made and enacted by the late Half-Quarter usurping Convention and now presented to the public view for a general satisfaction of all true Englishmen." Imprinted for Erasmus Thorogood and to be sold at the sign of the 'Roasted Rump'; 1659."

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The first in Ontario (Upper Canada) was established by Louis Roy, on 18th April, 1793, at Newark (Niagara), and from it was issued the *Upper Canada Gazette or American Oracle*.

Printing—Dominion Bureau of Public Printing established, 1888.

Privy Councillor—First Canadian appointed a member of the Imperial Privy Council, Sir John Macdonald, 1879. Sir John Rose was appointed a member in 1886, Sir John Thompson in 1894, and Sir S. H. Strong, Chief Justice of Canada, in 1897. In connection with the Jubilee demonstration, 1897, Hon. Sir Wilfrid Laurier, Premier of Canada, was appointed a Privy Councillor, and so were all the Premiers of the self-governing colonies.

Privy Council of Canada—Expression first employed in Section 11 of the Union Act of 1867.

Proclamation dividing the Province of Quebec into Upper and Lower Canada was issued by Lieut.-Governor Clarke, in the absence of Lord Dorchester, fixing the 26th Dec., 1791, as the date for the division. Proclamation dividing Upper Canada into districts was issued at Kingston, 16th July, 1792, by Lieut.-Governor Simcoe. The proclamation dividing Lower Canada into districts was issued 7th May, 1792, by Lieut.-Governor Clarke.

Prohibition of Liquor Traffic—An ordinance of the Intendant, passed July 24th, 1733, at Louisbourg, prohibited tavern-keepers selling liquors to fishermen. A grant from Louis XIV., dated 29th May, 1680, of the lands called Le Sault, near the St. Louis rapids, "most expressly forbids the French, who may live with or go among the Indians settled there, keeping any public house among the dwellings of the Indians."

Protestant Worship began in Canada the same time the Roman Catholic form was instituted (1604), the settlers with De Monts being in part Huguenots and in part Roman Catholics.

Provincial Debts. (See Re-adjustment of.)

Pulp—The wood pulp mills of Canada, by the census of 1891, numbered 24, with a capital of about \$3,000,000, employing over 1,000 hands, paying \$292,000 a year in wages, and having over one million dollars of an output. Since then the increase has been great. There are now over 30 pulp mills with a yearly output of 150,000 tons, about one-third being sulphite and chemical pulps, and two-thirds mechanical pulps. One of the largest establishments estimates that the labor employed in the manufacture of wood pulp from the stump to the car amounts to about six men to each ton of pulp. There were but five pulp mills in Canada in 1871, and these employed only 68 hands.

The export of pulp wood from Canada, almost wholly to the United States, in 1891, amounted to \$168,180; in 1893, \$455,893, and in 1896, \$675,778. The exports of wood pulp in 1890 were \$80,005; in 1893, \$386,092, and in 1896, \$675,778. Of the amount in 1896, over 82 per cent. was exported to the United States.

Public Accounts first published in Canada in 1793.

Public Accounts first kept in dollars and cents, 1858.

Public Meeting—The first on record is one called by Champlain in Quebec, August 18th, 1621, to consider a petition to the King respecting the affairs of Canada.

Quarantine—When Asiatic Cholera made its appearance in England in Oct., 1831, it was deemed advisable to establish a quarantine station in the St. Lawrence River. Grosse Isle, an island about 33 miles below Quebec City,

was selected, and the buildings requisite for the purposes of quarantine were constructed in the spring of 1832. An appropriation to pay for the island was provided in 1836. The appliances connected with the station are deemed to be of the first order and of the most modern character. (See "Sanitation.")

Quebec—Was first styled New France. It was called Canada also; the official title, however, being New France. In 1663 it was called officially Quebec, in the Royal proclamation of 1663. In 1760 it was called Canada, and the term Upper Canada was then first used by General Murray to designate the Montreal District. In 1774 it was styled Quebec in the Imperial Act of that year, extending the boundaries. It was divided into Upper and Lower Canada in 1791. In 1841, on reunion, the two were styled the Province of Canada, and East and West were terms used. In 1867 the two were separated and styled Quebec and Ontario.

Quebec—First settlement of, in 1608.

Quebec—First capture of, by the English, was made by Kirk; Champlain surrendering the fort, 9th August, 1629.

Quebec—The coast line of the Province is stated by Hon. Mr. Mercier to be 2,590 miles in length.

Quebec—The Algonquin name for a narrow passage between two bodies of water. Thus the "narrows" between the outer and the inner harbours of Chebucto Bay (Halifax) are called by the Micmacs "Kebbec."

Quebec—Landslide from the citadel took place 17th May, 1841, and destroyed 8 buildings and 32 persons. A second occurred 19th September, 1889. Many thousand tons of rock fell, crushing eight houses and destroying several human lives.

Quebec Conference, for formation of the Canadian Confederacy, met in Quebec, October, 1864, and passed 72 resolutions, which formed the basis of the Union. These resolutions, having received the approval of the Imperial Government, were submitted to the Local Legislatures and sanctioned by the Legislature of the Province of Canada 16th March, 1865; by those of New Brunswick and Nova Scotia in 1866. The Imperial Bill, designated the British North America Act, 1867—the Magna Charta of the Dominion—received the Royal sanction 29th March, 1867, and was proclaimed throughout the Dominion on 1st July, 1867.

Queen Victoria Park—(See International Park.)

Queen's Birthday—Down to 1845 the Sovereign's birthday was a voluntary and not a legal holiday in the Province of Canada, the proclamation being made by the municipal authorities. In the parliamentary session of 1845 the Legislature, by Act, made the Queen's Birthday a legal holiday.

Queen's College, Kingston, opened March 10th, 1842, with two professors and eleven students. The first meeting to raise a fund (to celebrate which Queen's held her jubilee in December, 1889) was held in Kingston, December 18th, 1839. Queen's claims to be the oldest University in Ontario. "She first extended her motherly arms to embrace the ladies among her students. She first recognized a woman's medical college. She first enrolled a fair girl graduate."

Queen's Printer—The first Queen's, or rather King's, Printer in Canada was John Bushell, of Halifax, N.S. The proclamation issued by Governor Lawrence in 1758 for the settlement of the French lands was printed by John Bushell, who published the Halifax Gazette from May 23rd, 1752.

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Railway Annals—The agitation for Railways in British North America began almost as soon as the success of George Stephenson's railway was assured. One of the earliest efforts was made in St. Andrews, N.B., in 1827, two years after George Stephenson had completed the first railway in England. In 1828 John Wilson convened a public meeting in St. Andrews, N.B., to discuss the question of a railway to Quebec. In 1832 Mr. Henry Fairbairn, writing in the *United Service Journal*, turned the attention of the British public to the necessity of a railway system for British North America. He said: "I propose first to form a railway for waggons from Quebec to the Harbour of St. Andrews, upon the Bay of Fundy—a route which will convey the trade of the St. Lawrence in a single day to the Atlantic waters." In consequence of his efforts an association was formed by the inhabitants of St. Andrews; explorations were made and reports submitted. In December, 1835, a deputation went to Quebec to bring the question to the notice of the Government of the sister province. Resolutions favourable to the undertaking were adopted in the same month by both Houses of the Lower Canadian Legislature. The Committees of Trade in Quebec and Montreal appointed special committees to act in concert with the delegation. In January, 1836, a delegation went to England, carrying with them a petition to the King. The Nova Scotian Legislature passed a resolution similar to that passed by the Lower Canadian Legislature, and the Legislature of New Brunswick passed an Act incorporating the St. Andrews & Quebec Railway Company. The Imperial Government made a grant of £10,000, to be expended in the exploration and survey of the proposed line of railway from Quebec to St. Andrews. This survey was placed under the control of Capt. Yule, an officer of the Royal Engineers, and work was begun on the 23rd July, 1836. At that time the country through which Capt. Yule prosecuted the surveys was held to be wholly British territory. In 1837 the United States Government made objections to the route proposed on the ground that they claimed part of the territory. Notification of the fact was given to the Governor-General of Canada and to the Lieut.-Governor of New Brunswick, and orders were given by the British authorities to stop work until the boundary line was settled.

In 1832 a charter was obtained from the Lower Canadian Legislature for a railway from Laprairie, on the St. Lawrence River, to St. John's, on the Richelieu. It was called the Champlain & St. Lawrence Railway, and has the distinction of being the first passenger railway built in Canada. It was opened on July 23rd, 1836, by Earl Gosford, the same day Capt. Yule began his survey of the Quebec & St. Andrews Railway. The first train consisted of four cars, drawn by horses, locomotive power being adopted in the following year. The length of the line was 16 miles, and the gauge 5 feet 6 inches. The first railway return presented to any Legislature of British North America was presented by this Company. The expenditure was 77.7 per cent. of the total receipts in 1844. Fifty years after, in 1894, the expenditure of all the railways of Canada was 71 per cent. of the receipts. Thus the proportion of receipts needed to meet working and other expenses has been considerably reduced in the half century.

In 1834 two railways were incorporated in Upper Canada: the Cobourg and the London Gore—being the first for the Upper Canadian Province.

In Nova Scotia the first railway built was in 1839 (six miles in length)

to connect the Albion Coal Mines with the loading grounds on the shores of the Gulf of St. Lawrence. Locomotives were used.

In 1850 there were in what is now called the Dominion of Canada 66 miles of railway, the results of 15 years of effort.

The year 1851 is a year to be remembered in the railway annals of the Dominion; (1) In that year an Act was passed by the Canadian Legislature, making provision for construction of a main trunk line through the two Canadas. (2) The Canadian Railway Committee had under consideration a Bill, providing for the construction of a railway through British territory in North America to the Pacific Ocean. (3) The battle royal of the gauges was fought before the Canadian Railway Committee. (4) Delegates from the British North American provinces went to England to arrange for the construction of the Intercolonial Railway. Thus in 1851 began the movement which has resulted in the Dominion possessing (a) a general system of railways, numbering 136; (b) the Grand Trunk Railway system (see Grand Trunk Railway,) by the amalgamation of 25 of these, with a mileage of 3,162 miles of line (rails laid); (c) the Canadian Government Railway system with 1,372 miles; (d) the Canadian Pacific Railway system, in which are consolidated 22 railways, with 6,217 miles; (e) 76 other separate railway organizations, formed by consolidations of 89 railways, and having a mileage of 5,586; making, with five electric railways (56 miles), a total of 16,387 miles.

Railways, Aid to—The first measure carried through the Canadian Legislature for affording governmental aid to railway enterprise was proposed by Francis Hincks, 1849.

Railways, Aid given to in Canada, consists: (1) Of money grants: (a) by the Federal Parliament; (b) by the Provincial Legislatures; (c) by the Municipalities. (2) Loans; (3) Government guarantees of interest; (4) Government issue of debentures by way of loan to railway companies; (5) Government guarantee of railway bonds; (6) direct issue of Government bonds to railways, with a first mortgage on the companies' properties; (7) Imperial Government guarantee of capital; (8) share capital locally distributed; (9) land grants; (10) release of Government loans by placing them behind other loans; (11) composition of Government claims; (12) assumption by Government of liabilities; (13) direct construction by Government; (14) combined land and money grants.

In 1896 the total capital invested in Canadian railways was \$899,817,900, divided thus: Ordinary share capital, 28.43 per cent; bonded debt, 37.36 per cent; Dominion Government aid, 16.61 per cent; preference share capital, 11.70 per cent; Provincial Government aid, 3.34 per cent; Municipal aid, 1.60 per cent; other sources, 0.96 per cent.

Railway Bridge—The first to suggest the possibility of a railway bridge across the St. Lawrence at Montreal was Hon. John Young, of Montreal.

Railway Bridge—The first railway bridge across the St. Lawrence was the Victoria bridge, near Montreal, opened in 1859. The second was the Lachine bridge, above the rapids, opened 1886; the third was the Coteau bridge, opened 1890, and the fourth was the Cornwall bridge, opened 1897. The latter is a Platt truss over the south channel and a cantilever over the north channel. The Platt truss has three spans of 370 feet each, 37 feet above high water. The bridge over the north or main channel has a swing bridge over the canal, is 60 feet above highest water, has a span of 420 feet across the channel and two cantilevers of 210 feet each. The swing bridge is 240 feet long.

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There are three bridges across the Niagara River; the first, opened in 1855, is a suspension bridge; the second, a cantilever bridge, was opened in 1883, and the third, an arch bridge, was opened on Sept. 24th, 1897.

The last has a span of 550 feet between the end piers, and a trussed span at each end, 150 feet long, connects the arch with the bluff. With its approaches the total length of the bridge is 1,100 feet. The centre of the arch is 226 feet above the water. Seven million pounds of steel were used in the building of the arch. (See "Railways," "Victoria Bridge," "Coteau Bridge," "Suspension Bridge" and "Cantilever Bridge.")

Railway Mail Clerk—First was P. Purdon, who for 42 years (1854-96) has been in charge of the mail car between Niagara and London. During that time he has run about two million miles. He is the pioneer railway mail clerk of this Continent. The plan of sorting letters on the running train was first adopted by the Great Western Railway of Canada, in 1854. Railway mail service was first introduced into Nova Scotia and New Brunswick, 1868; into Manitoba, 1880, and into British Columbia in 1884.

Railway Commission—Royal Commission on Canadian railways first appointed, 14th August, 1886. The Commission was composed of Sir A. T. Galt (Chairman); C. Schreiber, G. Moberly, T. E. Kenny and E. R. Burpee. The Commission reported January, 1888, on the questions: (1) of the advisability of creating a commission with power to determine matters in dispute between railway corporations, and generally to regulate the system of railway management in its relations to the commerce of the country, and (2) as to the expediency of having a general railway law for construction of railways instead of special charters. The Commissioners reported (1) as to the first question, that the Railway Committee of the Privy Council would form the best possible railway tribunal for the Dominion if its powers were enlarged, and (2) as to the second question, that a general railway law would be more beneficial to the country than special charters. The Report is 82 Vol. 9, Sessional Papers of 1888.

Railway Committee of the Privy Council, to regulate construction, crossing, running, etc., of railways, provided for by Acts of 1888, 1893 and 1894. It consists of the Minister of Railways (Chairman); the Minister of Justice and two or more other members of the Queen's Privy Council, with three for a quorum, and the Deputy Minister of Railways as Secretary.

The following shows the work for the calendar year:—

	1895	1896
Matters submitted	76	55
Applications approved	57	41
Dismissed or not approved	9	..
Partly approved and partly not	4	..
Postponed at request of parties	2	..
Engineer to report, and parties to abide by his decision	1	..
Under consideration	3	2
Hearing adjourned .....	..	4
Partially heard .....	..	1
Case withdrawn .....	..	2
Case reconsidered .....	..	1
Order varied .....	..	1

Railway Development—In the year of Confederation (1867) there were 2,087 miles of railway in the Dominion. The following table gives the mileage by provinces for 1867 and 1896 :

	1867	1896
Ontario	1,275	6,568
Quebec	523	3,159
New Brunswick	196	1,420
Nova Scotia	93	916
Prince Edward Island .....	.....	210
Manitoba .....	.....	1,474
N. W. Territories .....	.....	1,780
British Columbia .....	.....	860
Total	2,087	16,387

Railways incorporated by Provincial Governments were declared by crossing or uniting with railways under Dominion charter to be brought under Dominion control by the Railway Act of 1879.

The provision in the Union Act, 1867, authorizing the Federal Government to declare railways, though wholly within a province, to be for the general benefit of Canada, and thus made subject to the Legislative authority of the Federal Parliament, was first put into force by Act of Canadian Parliament in 1883. See Chap. 9, Vic. 42, and Chap. 24, Vic. 46.

Railways, Earliest—One of the earliest railways in Canada was one built and in use in 1830, in Quebec, for the purpose of conveying stone from the wharves to the Cape for the construction of the Citadel. It was an inclined railway, running up the sides of the cliffs, and was worked by a stationary engine at the foot of what is now the Allan line wharf. There were two cars running on a double track, one car going up loaded and the other coming down empty.

Railways, Electric—(See Electric Railways.)

Railways, Land Grants—First grant of land in aid of railways in the North-West was made in 1880, in aid of the Canadian Pacific Railway. The quantity set aside for the C.P.R. was 25 million acres; of this quantity 6,793,014 acres were purchased by the Company by the Government in March, 1886. Exclusive of the grant to the C.P.R., there have been 32,257,200 acres of land alienated by the Crown for the purpose of subsidizing railways in Manitoba and the North-West.

Railways—The original gauge adopted was 5 ft. 6 in. Commercial considerations brought about a change to the 4 ft. 8½ in. gauge. In all there are only 340 miles of railway in Canada having gauges other than 4 ft. 8½ in.

Railways, Horse—The first horse railway in Ontario was opened in 1835 between Queenston and Chippewa, in lieu of the former portage. The charter was amended in 1852, and the line of railway (steam) was established between Niagara, on Lake Ontario, and Niagara Falls. The sum of \$20,987 was issued in debentures by the Government for the horse railway prior to 1841.

Railways—The first locomotive used in Upper Canada was on the Northern Railway, from Toronto to Brantford, opened June, 1853.

Railways—The first sod of the Northern Railway was turned in 1850; of the Nova Scotian system, 1854; of the Crow's Nest Pass Ry., July 14th, 1897; of the Ottawa & New York Ry., Aug. 23rd, 1897.

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Railways—The first President of any Canadian Railway was Hon. Peter McGill.

Railways—Prince Edward Island Railway was opened April, 1875. It belongs to the Dominion Government, is a narrow gauge, and is 210 miles in length.

Railways—The Qu'Appelle, Long Lake & Saskatchewan Ry. and Steamboat Co. was the first railway in the North-West, exclusive of the C.P.R., to receive a money subsidy from the Dominion Government, under Act passed in 1889, Chap. 5.

Railway Rates Commission—Appointed by the Minister of Railways. Composed of P. S. Archibald (Chairman), Wm. Pearce and W. H. Allison, to take evidence in the matter of complaints of exorbitant and unreasonable passenger freight rates and of discrimination, in both the Province of Manitoba and the North-West Territories, held their first meeting in Winnipeg, 20th November, 1894. Sitings were held in eighteen places. Their report was presented in Parliament by Hon. Mr. Haggart on the 10th May, 1895. It is No. 39, Vol. 11, Sessional Papers, 1895.

Railway, Red River Valley—The Supreme Court of Canada, in answer to question submitted by the Dominion Government, gave unanimous opinion (confirming the policy of the Dominion Government since 1883) affirming the validity of the Manitoban Statute conferring authority on Provincial Railway Commissioner to construct a railway across the Canadian Pacific Railway, the Commissioner first to obtain the approval of the Canadian Government respecting mode and place of crossing before attempting to cross. Opinion given December, 1888. The long disputed crossings question was thus ended, and a "diamond" was placed on the South West branch of the C.P.R., January 12th, 1889.

Railway Returns—The first railway return presented to the Canadian Provincial Legislature was by the Champlain & St. Lawrence Railway Co. for 1844. The number of passengers carried during the year was 27,118, and the tons of freight, 12,630. The total receipts for the year by Canada's first railway amounted to \$60,932. In 1896 the passengers carried by Canada's railways numbered 14,810,407, and the tons of freight, 24,266,825 tons. The total receipts were \$50,545,569.

Railway Statistics first collected in 1875; Hon. Alexander Mackenzie, Minister of Public Works including Railways. C. J. Brydges, General Manager of the Intercolonial Railway, had the forms prepared.

Railway Subsidies Act—The number of railways entitled to receive cash mileage subsidies under the Dominion Act of 1882, and subsequent Acts, was, on 1st July, 1896, eighty-five representing 5,447 miles of railway. The total amount of the subsidies proposed was \$43,087,617. Of this sum \$41,508,227 had been paid; \$748,169 had lapsed or been cancelled, leaving \$831,221 of a balance outstanding. In addition, there were three railways entitled to receive cash subsidies of fixed amounts, three subsidized by grants of loans, seven by grants of used iron rails, and two paid by Special Acts of Parliament \$80,000 each per annum for twenty years; twenty-two railways received subsidies in the form of land grants.

Railway Transit from United States through Canada to United States, first authorized by Order-in-Council, 1856. (See Bonding.)

Railway Tunnel—(See Tunnel.)

Readjustment of Provincial Debts—(1) When the Union was formed certain provincial debts were assumed by the Dominion government. These amounted to \$77,500,000, the old province of Canada's share being \$62-

500,000; that of Nova Scotia, \$8,000,000, and that of New Brunswick, \$7,000,000. Hon. Joseph Howe, A. W. McLelan and E. M. McDonald, leading men of the Anticonfederate Party of Nova Scotia, strongly objected to the financial arrangements made for their province under sections 111-120 of the Union Act of 1867, and their complaints to the British government led the Imperial authorities to place upon Sir John Macdonald the duty of reconciling the Anticonfederate Party of Nova Scotia to the Union.

(2) In accomplishment of the task conferences were held and a re-arrangement of the financial basis agreed upon. Sir John then called upon Mr. Howe to join the government. Mr. Howe acceding was appointed President of the Privy Council and his seat became vacant. Offering for re-election for Hants County he was returned by a majority of 383 (his majority in 1867 was 534.) The result was a severe fracture of the Anticonfederate Party and the passing of "An Act relating to Nova Scotia," being Chap. 2, Act of 1869.

(3) In consequence of the creation of Manitoba and the admission of other provinces, other Acts and Orders-in-Council were passed;

(a) Manitoba Act, 1870, Chap. 3 (consult Sections 24 and 25.)

(b) British Columbia O.C. page 84, Statutes of Canada, 1872.

(c) P. E. Island O.C. page 14, Acts of 1873.

(4) Agitation sprang up in the provinces of Ontario and Quebec against payment of interest on the sum of 10½ million dollars (by which amount the actual debt of the old Province of Canada exceeded its allowed debt of \$62,500,000 under the Union Act.) The agitation culminated in an Act, Chap. 30, Acts of 1873, to re-adjust the amounts payable to and chargeable against the several provinces, supplemented by Chap. 4 of the Acts of 1884 relating to arrears of interest.

(5) These Acts and Orders-in-Council contain the authority under which the sums mentioned below were assumed or allowed by the Dominion and by such act became part of the federal debt.

Provincial debts at the time of Confederation assumed	\$77,500,000
Debts subsequently assumed or allowed :—	
Nova Scotia (Better terms, 1869)	1,186,756
Old Province of Canada, 1873	10,506,089
Province of Ontario	2,848,289
" Quebec	2,549,214
" Nova Scotia	2,343,059
" New Brunswick	1,807,720
" Manitoba	3,775,606
" British Columbia	2,029,392
" Prince Edward Island	4,884,023
Total	\$109,430,148

Rebellion—First armed rebellion against the Federal power was headed by Riel, whose first overt act was the seizure of Fort Garry, November 24th, 1869. In a lecture delivered by Lord Wolseley (December 1870) it is stated that "his small army for the crushing out of this rebellion consisted of artillery, infantry and engineers. (The Canadian force consisted with this expedition numbered at first 750 men, afterwards increased to 1,000.) Then arose the question how they were to get to Fort Garry. Some suggested that they should go round by the way of the North Pole, but it was ultimately decided to start from Canada. The route was 600 miles in

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length, and a greater portion of the way was nothing but a howling wilderness with a large number of lakes. From start to finish there was a great rush, and men, who were only half fed, had to work in a way he (Wolseley) had never before or since witnessed. Owing to the difficulties they met with, the clothes the men wore became very disreputable and as the flour which they carried was used up the bags were used to mend the seats of their breeches. He was told before starting that the country was so bad that the expedition would never reach its destination, and that it was a crime to lead the men into such danger. He replied, 'I have been told to go to Fort Garry, and you may take your oath that we shall get there.' From start to finish the only stimulant the men had was tea, and not a man was lost."

The second rebellion, like the first, was headed by Riel. On March 22nd, 1885, Sir John Macdonald received a dispatch stating that Riel and 40 men had seized the mail bags at a way office near Duck Lake, in the Prince Albert District. General Middleton, after having an interview with the Minister of Militia, on the 23rd March left for Winnipeg, arriving there March 27th. Active operations had been begun by Honourable Edgar Dewdney, who on the 23rd called out the 90th (Winnipeg) Battalion and the Field Battery; the Hudson Bay Company taking charge of the commissariat and doing the work splendidly. A great military ardour flamed up all over Canada. Over 5,000 Canadians volunteered and were sent forth with most enthusiastic demonstrations. The rebellion was stamped out. Riel was captured, tried and hanged on November 16th, 1885. This event caused an explosion of race feeling among French Canadians, which exercised considerable influence in the Province of Quebec in the general elections of 1887 as in the previous Provincial elections of 1886.

Before Confederation on two occasions troops had to be sent to Fort Garry. Owing to dissatisfaction in the settlement and to "American" intrigue, a body of regular troops was sent out from England in 1846, under command of Col. J. F. Crofton, consisting of 383 persons, covering detachments from the 6th Foot, the Royal Artillery and the Engineers. These troops returned to England in 1848, and were succeeded by a corps of 56 soldiers. In 1857, 100 men of the Royal Canadian Rifles were sent to Fort Garry by way of Hudson Bay, like the others in 1846 and 1848.

Reciprocity with United States, Efforts made to secure—Efforts have been made from time to time by Canada, both before and since Confederation to secure reciprocity with the United States, the principal steps taken being as follows:—

1. The Legislative Assembly of the Province of Canada passed address to the Imperial Government to open negotiations with the United States for reciprocity in free admission of goods from either country to the other.....1847
2. The Canadian Legislature reduced duties on imports from the United States from 12½ to 7½ per cent., and raised duties on British goods from 5 to 7½ per cent. United States did not respond.....1847
3. The Canadian Legislature enacted that certain products of United States should be admitted free, when United States admitted similar goods free from Canada. United States House of Representatives passed similar law, but Senate would not accept it.....1849
4. Sir F. Hincks visited Washington on behalf of Canadian provinces in favour of reciprocity. United States Senate refused to act.1850

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5. Reciprocity Treaty negotiated by Lord Elgin.....1854
6. Reciprocity Treaty came into force.....1855
7. Notice of abrogation of Reciprocity Treaty, given by United States, against wish of Canada.....1865
8. Reciprocity Treaty expired according to notice given by United States.....1866
9. Sir A. Galt and Hon. W. P. Howland from Province of Canada, Hon. W. A. Henry from Nova Scotia and Hon. A. J. Smith from New Brunswick were sent to Washington to co-operate with Sir F. Bruce, British minister, in urging renewal of reciprocity treaty. United States declined.....1866
10. In the first session after Confederation the Parliament of Canada enacted that certain products of United States should be admitted free or at reduced duty, when the United States treated similar Canadian goods in same way.....1868
11. Sir J. Rose was sent by Canadian Government to Washington to co-operate with Sir E. Thornton, British Minister, in negotiating reciprocity treaty. United States would not accept proposals.....1869
12. Sir J. Macdonald and his British colleagues on the joint commission, which negotiated the Washington treaty, proposed that the reciprocity treaty should be restored. United States Commissioners refused....1871
13. The United States National Board of Trade petitioned Congress for renewal of reciprocity, and the Macdonald Administration in Council formally declared its readiness.....1872
14. The Mackenzie Administration sent Hon. Geo. Brown to Washington to co-operate with Sir E. Thornton, British Minister, in negotiating reciprocity treaty. A treaty was agreed to, but United States Senate would not ratify it.....1874
15. The Customs tariff Act, inaugurating the National Policy, offered access free or at reduced duty to certain United States products, if United States acted similarly with Canadian goods.....1879
16. The United States abrogated clauses of the Washington treaty bearing on trade in fish with Canada.....1885
17. Sir Charles Tupper, Bart., acting in conjunction with Sir Sackville West (afterwards Lord Sackville) and Rt. Hon. Jos. Chamberlain, British Plenipotentiaries to negotiate treaty at Washington as to fisheries, etc., proposed to discuss arrangements for greater freedom of commercial intercourse as part of settlement. United States Plenipotentiaries refused to discuss tariff question.....1887
18. Treaty negotiated by above mentioned commissioners was signed, but United States Senate refused to ratify it.....1888
19. The Act to amend the Customs Act renewed offer to make certain goods free on reciprocal action by United States, the list of articles being somewhat changed.....1888
20. Suggestions were made by Canada through the British authorities for inclusion with Newfoundland in arrangements as to fisheries, trade, etc., with United States. The United States authorities replied that separate arrangements with Canada would be considered.....1890
21. Canadian Ministers were sent to act with the British Ambassador in informal meetings with United States Ministers to discuss question between the two countries. The meetings were postponed by United States authorities.....1891
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informal interviews with United States Ministers at Washington as to fisheries, boundaries, wrecking, and other matters in dispute. Reciprocity in trade was mentioned but no action was taken, the United States Ministers holding that similar tariffs and discrimination against other countries including the United Kingdom were essential. 1892

23. The Customs tariff Act of 1894 proposed in several clauses to remit or reduce duties on various articles produced by United States in return for similar concessions to Canada. 1894

24. Hon. Sir Richard Cartwright, Minister of Trade and Commerce, paid an informal visit, with Hon. Mr. (now Sir Louis) Davies, Minister of Marine and Fisheries, to see what could be done with the Washington Government 1896

Regatta—The first regatta was held in Halifax Harbour, July 19th, 1826.

Religious Orders—The first priest to arrive in Canada was Père D'Aubrey, 1604. His first experience was not of the most agreeable sort. He went off in a patache to explore the coast of Nova Scotia near the Metaghan River, got lost, wandered about for seventeen days, and was found more dead than alive. In 1611 three Jesuits landed at Port Royal, Acadia, but did not remain long. In 1615 the Récollets arrived at Quebec, and during the period of their stay they did good exploratory work. Roberts says "They were the first of Europeans to pierce the wilderness lying between the St. Lawrence and the Bay of Fundy. Within five years of their coming we find their sandalled feet on the Nepisiquin and on the St. John, at Cape Sable, and at Port Royal. When Champlain made his expedition to the Huron country, the Récollet Father le Caron went ahead of him in his zeal, and was thus the first to carry the cross to the tribes of the great lakes." In 1625 three Jesuits came out to Quebec, one of them having been first sent in 1611 to Port Royal, Acadia. This famous Order turned the zeal of its disciples in the direction of the West, and began in Canada the career which has contributed to cover their name with renown fully as much as their deeds in other quarters of the globe. The Ursulines and Hospitalières arrived in Quebec in 1639. The Sulpicians came over in 1657, secured the prize of Ville Marie (Montreal) and have grown with the growth of that City into a wealthy corporation.

Regina—Named and made the seat of Government for the North-West Territories, August 23rd, 1882.

Registration of Letters—The plan of registering money letters for transmission through the Canadian post offices was expanded so as to make registration applicable to any letter without reference to its special contents, Feb. 1st, 1855. During the first year there were carried 350,000 registered letters. In 1896 these numbered 3,505,500.

Religious Controversy—First introduced into Canada in 1604. Champlain, telling about the first band of colonists that ever crossed the ocean to build homes in Canada, says: "I have seen the Minister (Huguenot) and our Curé attack each other with their fists upon the difference of religion." Controversy of this kind in later times has followed pugilism, being conducted more with the mouth than with the fists.

Representation in the House of Commons—The first readjustment in accordance with the provisions of the Constitution was made in the Session of 1882. Sir John Macdonald gave notice of the Bill, 21st April, 1882. On 8th May he moved second reading. Mr. Blake moved amendment, opposing the Bill, because it interfered with municipal organizations. Negatived, 111 to 51. Mr. Mills moved amendment, opposing interfer-

ence with existing arrangements. Negatived, 112 to 52. On 12th May Sir John moved 3rd reading, on which there were 23 divisions before the motion passed. The second readjustment (1892) reduced the number of representatives by two, one being taken from Nova Scotia, two from New Brunswick and one from Prince Edward Island, while Manitoba had an addition of two.

Representative Assemblies—These were established in the Maritime Provinces by virtue of the commissions and instructions issued by the Sovereign to the Governors on their appointment. Upper and Lower Canada and British Columbia were provided with these assemblies by Statutes of the Imperial Parliament.

Representative Assemblies were granted by the British Government to Nova Scotia in 1758, to Prince Edward Island in 1769 (the first assembly meeting in Aug., 1773), and to New Brunswick after its establishment as a separate province in 1784 (the first assembly meeting in 1786). Upper and Lower Canada received theirs in 1791 by Act of Parliament. Vancouver Island received its in 1849 by Imperial Statute, the first Legislature meeting in 1856. The mainland received a Representative Assembly in 1858 by Imperial Statute.

The story how Nova Scotia received her Representative Assembly so early is interesting. John Pownall, Secretary to the Lords of Trade and Plantations (a body corresponding to the present Colonial office) had considerable experience with the New England Colonies as coadjutor of Jonathan Belcher. When Belcher went to Nova Scotia, Pownall, in London, kept up correspondence with his old friend in Halifax and on one occasion expressed to Belcher, then Chief Justice, doubts about the legislative authority of the Council. These doubts having been concurred in by the Chief Justice, Pownall, as Secretary of the Board, wrote to Governor Lawrence, who called upon the Chief Justice to prepare a memo on the legal bearing of the clause in the Royal instructions to Governor Lawrence, which gave the Governor "full power and authority to summon and call general assemblies of the freeholders and planters within your government, according to the usage of the rest of our Colonies and Plantations in America." The Chief Justice's memo was transmitted by the Governor to the Lords of Trade and Plantations, in January, 1755. By them it was submitted to the law officers of the Crown (one of them afterwards Lord Mansfield), who gave their opinion that the "Governor and Council of Nova Scotia are not authorized by His Majesty to make laws till there can be an Assembly." This is dated April 29th, 1755. On May 7th, 1755, the Lords of Trade and Plantations wrote to Governor Lawrence, stating that their desire was that "you will immediately consult with His Majesty's Chief Justice in what manner an assembly can be most properly convened, transmitting to us as soon as possible your opinion and report thereon." Evidently the King's business required haste. But apparently there was unwillingness on the part of the Governor and his Council to surrender any portion of the powers they had wielded. It was not till 3rd January, 1757, that the Council passed the "proposed Constitution of the Legislative Assembly." Finally the Lords of Trade and Plantations, under date Feb. 7th, 1758, administer a wiggling to the Governor: "Having so often and so fully repeated to you our sense and opinion of the propriety and necessity of the measure taking place, it only remains for us to direct its being carried into immediate execution, that His Majesty's subjects (great part of whom are alleged to have quitted the province on account of

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the great discontent prevailing for want of an Assembly) may no longer be deprived of that privilege, which was promised to them by His Majesty when the settlement of the colony was undertaken, and was one of the conditions upon which they accepted the proposals then made.... We think it of indispensable necessity that it should be *immediately* carried into execution."

On the 20th May the Governor brought this sharp despatch before his Council, and all arrangements having been made, the first Legislative Assembly in Canada met at Halifax, on the 2nd October, 1758, to take their share in making the laws of the province. After organizing, their first resolution, passed unanimously, was that they would all serve without money remuneration for that Session.

Responsible Government—From the year of the conquest, 1759 until 1791, what now constitutes the two Provinces of Ontario and Quebec constituted between these years the old Province of Quebec. The Imperial Act of 1791 created the Provinces of Upper and Lower Canada, and it was the first Act which was passed by the Imperial Parliament conferring full and liberal powers upon a colony. These two provinces were the first of the colonies in which a Legislature was established by the Imperial Parliament. Our country is memorable in that respect, as being the first of the colonies of the Empire to which a Legislature was granted in that way. There was also an authority expressed in the Act of 1791 which was of very great moment: that was that there should be an *Executive Council for the management of the affairs of each Province*. The question of Responsible Government originated from these few words in the Constitutional Act of 1791. That question was seriously agitated for many years, from 1836 onwards. It rose to prominence at the time of Sir Francis Bond Head, and was continued until the first session of 1841, when the two provinces were reunited. A resolution, affirming the desirability of Responsible Government, was introduced and carried, Robert Baldwin being the man deserving to be had in remembrance for the principle thus engrafted into our political life. (See "Govt., Responsible.")

Retrocession of the waters of Lake Superior; first mentioned in Alexander Mackenzie's *Voyages*, 1788-89. He says: "The waters at Grand Portage withdrew with great precipitancy, leaving ground dry that had never before been visible, the fall being equal to four perpendicular feet, and rushing back with great velocity above the common mark. It continued thus, rising and falling for several hours, gradually decreasing, till it stopped at its usual height."

Rifle Association, Dominion, first formed in 1867. Colonel Botsford was the first President, holding the office till 1871. Representatives from all the provinces first met, September 1st, 1886. The gathering was in Ottawa, and British Columbia was, for the first time, represented by a body of riflemen.

River St. Lawrence first opened for use of all nations in 1849.

River St. John—The first settlement on the River St. John, New Brunswick, was at Beau Bear Fort, and the next at Gimross. The first real settlement was where the Oromocto River falls into the St. John. The principal settlement of early times was at St. Ann's (Fredericton). Report by Col. Bruce, on the cleared lands of the St. John River. Jan. 24th, 1763.

Roads—The first road built in New France was constructed by de Courcelles, 1665, from "the foot of the Current" to Chambly, 16 miles in length. Before 1733 there were roads in the immediate neighborhood of the three

cities of Montreal, Quebec and Three Rivers, but in 1733 the intervening distances were connected, and in 1734 a wheeled vehicle first passed from Quebec to Montreal by a high road. The first Government appropriation for roads in Upper Canada was made in 1804, when £1,000 was granted. The first Act passed required that every man should clear a roadway across his property. Through being made passable over swamps, by means of round trunks of trees laid across the road bed, these roads were called corduroy, the lively imagination of the roadmakers seeing in them a resemblance to the King's corduroy cloth.

Roads—The first road built in Canada was in Annapolis County, Nova Scotia, from Digby Gap to the Fort, a distance of ten or twelve miles. It was built under Champlain's directions, and was a military road, 1604.

Road—The first plank road in Upper Canada was built in 1836.

Rocky Mountains—First mention of them in 1751, when ten men of De Niverville's exploring party canoed up the Saskatchewan River "*aux des Roches*."

Rogers' Pass, through the Rocky Mountains, first discovered by Major Rogers, acting for the C. P. R., 1883. It took him two years of hardship, privation and toil to win the success that finally rewarded his efforts.

Roller Boat—The Knapp Roller Boat was launched in Toronto, Sept. 6th, 1897. Its dimensions are 110 feet long and 22 feet in diameter. It is intended to *revolve* through the water. To effect this the unique structure has at each end a track, somewhat wider than a railway track, fastened to the outside cylinder. On each track is a platform on wheels. On it is placed the motive power, which consists of two 50 horse power boilers (four in all). Driving belts connect the wheels with high pressure engines. When set in motion the result is similar to the action of a locomotive on a railway track. The projector says the best description of the principle involved in his invention is to think of a squirrel in a revolving cage, the engine and the platform being the squirrel.

Roman Catholics first relieved from obligation to take the test oath in Canada in 1774. They were not relieved from their disabilities in the United Kingdom till 1829.

Royal Conclave of Knights and Ladies—First instituted in St. Stephen, N. B., 1890.

Royal Military College Club—Organized in 1884 at Toronto; objects: encouragement of good feeling and advancement of the welfare of the members, the cadets and the College. Annual meetings are held in rotation in Toronto, Montreal, Ottawa and Kingston. The Club membership is restricted to those who have attended the College as cadets.

Royal Society of Canada—Founded December 30th, 1881; first volume of Transactions published in 1883. The Royal Society has published 14 volumes of Transactions including 492 papers on various topics, of which 120 are in French. The number of societies associated with the Royal is 28, all in Canada. The first president of the Royal Society was J. W. Dawson, C. M. G., and the 1st vice-president Hon. P. J. Chauveau. The Society was brought into existence by the Marquis of Lorne who, in Dec., 1881, invited a few gentlemen to meet him in Montreal. To these he submitted a memorandum relating to the formation of an institute, academy or society for the promotion of literature and science in the Dominion of Canada. The first meeting of the Society was in Ottawa on 25th May, 1882, when His Excellency the Governor-General delivered the inaugural address. The Society consists of four sections (1) French and (2) English

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literature, with history, archæology and allied subjects (3) mathematical, chemical and physical subjects, and (4) geological and botanical sciences. The normal strength of each of the four sections is 25 members. The last meeting (1897) was held in Halifax; in connection with it was the Cabot Celebration.

Royal Visits to Canada—The first visit of a member of the Royal House of Guelf was in 1787 when the Duke of Clarence came. This was 28 years after the Conquest and 25 years after the Treaty of Paris by which Canada was ceded to Great Britain by France. The Duke of Kent, Queen Victoria's father, arrived at Quebec on August 8th, 1791, from Gibraltar in command of the 7th Royal Fusiliers and remained three years. He returned to Canada in 1799 as Commander-in-Chief at Halifax. The Prince of Wales visited Canada in 1860, Prince Alfred in 1861 and again in 1878. Princess Louise came in 1878. Prince Leopold and the Duke of Connaught also visited Canada, the latter (for the second time) in 1890. He and his consort came from England by way of China and Japan.

Sable Island—When first known this dark isle of mourning was 40 miles long by $2\frac{1}{2}$ miles wide. It has shrunk in size and now is not more than 22 miles long by one mile wide. It is the centre and meeting place of three great ocean currents. The Gulf Stream going east passes to the south. The great arctic current flowing past the Labrador coast is divided at the Strait of Belle Isle. The main portion passing down the east coast of Newfoundland is deflected, on reaching the "grand banks," to the westward and passes along the coast of Nova Scotia between Sable Island and the main land. Another portion of the arctic current pours into the Gulf of the St. Lawrence through the Strait of Belle Isle and, being joined by the ocean-ward moving waters of the River St. Lawrence, passes out between Cape Breton and Newfoundland and is deflected westward by the main arctic current. The conflicting currents produce swirls and eddies—a Sargasso sea of sands, instead of sea weeds—in the centre of which is Sable Island, round and round which rush the currents of water without regard to the winds. Naturally the ice-cold currents of the north impinging against the tropic-heated waters of the Gulf Stream produce fogs during all the year—the kind of fog sailors mean when they say you could "cut it with a knife." The changes in the atmosphere produce violent storms. The result of this combination of the powers of darkness is that Sable Island is the centre of the greatest wreck region in the Atlantic Ocean. A list published in the Royal Society's (Canada) *Transactions* for 1894 in connection with a valuable paper on Sable Island contributed by Rev. George Patterson shows 187 known wrecks to have occurred on and around Sable Island. About 100 lives have been lost there since 1848. The Portuguese originally named it Santa Cruz. An early Italian cartographer names it (1548) Isolla del Arena. Joannes Freire, a Portuguese map maker (1546), called it I. de Sable. The island has been written about by navigators of the far past like Sir Humphrey Gilbert, Champlain, Lescarbot, DeLaet, etc. Hon. Joseph Howe made it the theme of a poem. Dr. J. Bernard Gilpin some years ago wrote for Harper's *Magazine* an interesting account of a visit he made to the island. Wm. Smith, for many years the efficient deputy head of the Marine and Fisheries Department at Ottawa, contributed (1893) an article to the London *Nautical Magazine*. Capt. Darby, for over 30 years superintendent of the Humane Establishment on the island, contributed an excellent account to Blunt's *Coast Pilot*. Dr. J. C. Taché's pamphlet published in 1882 is the fullest account there is of the island.

In 1800 the Legislature of Nova Scotia had presented to it "a statement of facts relating to the Isle of Sable" and "observations on an establishment proposed to be made on the Isle of Sable for the relief of the distressed and the preservation of property." In 1801 a large ship from Boston loaded with flour was wrecked on the Island. The Assembly voted £600 a year to maintain three families on the island to give assistance and passed an Act for a permanent Humane Establishment, which continued under the charge of Nova Scotia till 1867, when all such establishments passed under the control of the Federal Authorities. The Imperial Government contributed £800 stg. towards the expenses of the Sable Island Humane Establishment. During the war of 1812 the United States Government issued an order forbidding their armed vessels to injure or intercept vessels bound to or from Sable Island. Public spirited persons in Boston presented the Government of Nova Scotia in 1853 with a life-boat named *The Victoria*; Philadelphia sent the life-boat *Grace Darling*, and New York the *Reliance*. (See Life Stations.)

Salt—The first works for the manufacture of salt were established by Governor Simcoe in the Township of Louth, Upper Canada, 1793. The salt beds of South Western Ontario cover an area of about 2,000 square miles, embracing the Counties of Lambton and Huron and portions of Bruce, Middlesex and Kent and probably the whole of Essex. These salt beds were first discovered in 1865 at Goderich and since that time wells have been sunk at Clinton, Seaforth, Brussels, Blyth, Wingham, Kincardine, Port Franks, Exeter, Courtright, Parkhill, Windsor and other places. In Kincardine the upper bed is reached at about 900 feet from the surface; in Goderich at 1,000 feet and in Courtwright at 1,600. A well drilled near Windsor in Nov. 1892 struck salt at a little over 1,127 feet. In this instance the rock salt was forty feet thick and was succeeded by rock 20 to 30 feet thick; then came a second layer of salt, 23 feet thick, then five feet of rock and then 38 feet of salt. The production of salt in Canada in 1895 was 60,018 tons, valued at \$180,417.

Salvation Army—First made their appearance in Canada in September, 1882. The invading force consisted of one sergeant and 40 soldiers. The army began its attacks upon British Columbia at Victoria in 1887.

San Juan Boundary—Decided against Canada, 21st October, 1872. Under the provisions of the Washington Treaty, 1871, Article XXXIV, the boundary line between the United States and Vancouver Island was left to the arbitrament of the Emperor of Germany who decided that the boundary should be through the Haro Channel, thus handing over the Island of San Juan to the United States.

Sault Ste. Marie Bridge—First freight train of 19 cars of flour passed over the bridge, into Canada, January 9th, 1888.

Sanitation—In 1667 the King of France by an ordinance established for New France a system of registration of baptisms, marriages and burials which is still in force in the Province of Quebec. The priests have been the agents through whom the registrations have been provided. In 1677 the Superior Council convened a meeting of the inhabitants of Quebec to decide upon the proper inspection of bread. In 1707 it passed strict regulations for the inspection of meat. In 1795, the typhus fever epidemic in Ireland caused the adoption of regulations for the inspection and quarantining of vessels. If the captain of a vessel did not tell the inspector everything without reserve or equivocation, the penalty provided was the loss of his head. From 1815 to 1821 the Government appointed public vaccinators

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and encouraged vaccination in every way. In 1832 renewed action was taken in connection with the epidemic of cholera. (See "Quarantine.") In 1849 a Statute was passed (Chap. 38 of the Consolidated Statutes of 1859) establishing temporary boards of health whenever the Province was threatened with any formidable epidemic or contagious disease, the machinery for action to be done away on the disappearance of the cause of action. When Confederation became an accomplished fact, sanitary questions were subject to a double authority, the general principle guiding the Federal and the Provincial authorities being that to the first belonged the responsibility of preventing diseases entering the Dominion from without, and to the second the duty of grappling with disease within the Province. The Provincial authorities either act directly through Provincial boards or mediately through the intervention of municipalities. Marine hospitals for sick seamen are an exception to the general rule; the care and maintenance of these being entrusted to the Department of Marine and not to the Provincial authorities.

Savings Banks—Postal savings banks were established in 81 places in Ontario and Quebec on 1st April, 1868; the necessary legislation having been passed in the Federal Parliament during its November (1867) session. Savings banks have been established in Great Britain from 1810, when Rev. Henry Duncan started the Parish Bank Friendly Society of Ruthwell, Scotland. By 1817 there were 78 savings banks in the United Kingdom. Mr. Whitbread was the first to propose the idea of connecting savings banks with the Government, and introduced a bill into the British Parliament in 1807, but failed to secure approval. In 1861 Hon. William E. Gladstone carried a bill prepared by Rowland Hill, embodying Mr. Whitbread's ideas. In Sept., 1861, the post office savings banks were opened and 435 deposits were made.

Postal savings banks were established as under:—

Great Britain	1861	Netherlands.	1881
Western Australia	1863	Tasmania.	1882
Victoria	1865	Austria.	1883
Queensland	1865	Sweden.	1883
New Zealand	1865	Cape of Good Hope.	1884
Canada.	1868	Portugal.	1885
New South Wales	1871	Hungary	1886
Japan.	1874	Hawaii.	1886
Italy.	1875	Finland.	1886
France	1881	Russia.	1889

Post office savings banks in Belgium were established in 1869, but only as feeders to the Caisse Générale d'Épargne et de Retraite. In France post office savings banks were adopted in 1875 as feeders to other banks.

Savings banks in Canada are (1st) those in direct charge of the Government, divided into (a) post office savings banks and (b) Finance Department savings banks; (2) special savings banks under charter as such; (3) savings banks in connection with loan companies and building societies; and (4) savings banks in connection with chartered banks doing general banking business.

(a) The post office savings banks in Canada on 30th June, 1896, numbered 755. The total number of open accounts at that date was 126,442, and the total amount standing to the credit of these open accounts was \$28,932,930, or an average of \$228.82. 155,398 deposits were received

during the year, a number only exceeded in 1888, 1889 and 1890. The average amount of each deposit in 1896 was \$52.37. The number of withdrawals in 1896 was 87,221, and the average amount of each withdrawal was \$84.91. 30,100 new accounts were opened. Deposits are allowed of not less than \$1 nor more than \$1,000 in any one year. Total amount on deposit by any one depositor not to exceed \$3,000. Interest allowed from 1st July, 1897, 3 per cent. On 1st September, 1885, the post office system of savings banks was extended to the other Provinces.

(b) Other Government savings banks are chiefly in the Maritime Provinces; of the 35, in all, 32 are in the Provinces of Nova Scotia, New Brunswick and Prince Edward Island. In these, deposits to the amount of \$1,000 are allowed.

Taking the two classes under direct Government control, the statistical position is as follows:—

1896.				
	Ontario.	Quebec.	N. Scotia.	N. Brunswick.
No. of Government savings banks . .	457	133	70	45
No. of depositors..	91,181	18,855	30,204	22,185
Amount of deposits	\$20,024,883	\$5,042,904	\$8,866,990	\$8,168,812

	Manitoba.	B. Columbia.	P. E. Island.	N. W. T.
No. of Government savings banks . .	26	25	10	22
No. of depositors..	5,241	5,344	6,763	855
Amount of deposits	\$987,943	\$1,380,918	\$2,188,720	\$138,148

The interest paid by the Government on deposits is 3 per cent. *

(2) The second kind are specially chartered savings banks. Of these there are two, both in the Province of Quebec—the City and District Savings Bank of Montreal, and the Caisse d'Economie de Notre Dame de Quebec. The first was established 26th May, 1846, and incorporated 27th April, 1871; the second was founded in Quebec City, 21st May, 1848, under the patronage of the Society of St. Vincent de Paul. It was incorporated in April, 1855, and in 1872 obtained a special charter from the Federal Parliament. These had in 1850 deposits of \$280,749; in 1861, \$1,177,977; in 1871, \$4,964,463; in 1881, \$8,621,055; in 1891, \$11,900,753. The deposits at the end of 1896 amounted to \$14,671,750.

(3) Savings banks in connection with building and loan companies.—Some of the earlier of these took money on deposit; but it was not till 1874 (when by an Act passed by the Federal Parliament permission was

* The rate of interest paid was 4 per cent. to 1st October, 1889; 3½ per cent. to 1st July, 1897, on which date it became 3 per cent.

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obtained to take deposits where the society had a paid-up capital of \$200,000, that the savings of the people ran up. In 1868 the deposits were under a million dollars. In 1875 they increased to over \$5,000,000. In 1878, after the change allowing companies with \$100,000 paid-up capital to take deposits, the deposits amounted to \$8,270,000; in 1881 to \$13,460,268, and in 1891 to \$18,482,958. These deposits at the end of 1895 amounted to \$19,945,944.

There are about 250 private bankers in Canada, and these hold about \$10,000,000 of the people's savings.

(4) Savings banks in connection with chartered banks doing general business.—These branches of the chartered banks had on 31st Dec., 1896, over \$84,000,000 of the savings of the people, of the same character as those held by the Government savings banks.

Savings Bank—First Savings Bank in the Dominion, under charge of the Government, was the Halifax, N.S., Savings Bank, established in 1832. Acts were passed in New Brunswick in 1825 and in Nova Scotia in 1827 establishing Saving Banks. In the Province of New Brunswick before Confederation, there were trustee Savings Banks and also special Government Savings Banks under charge of Collectors of Customs and other officials. (See Francis Hincks' Budget speech, 1871.)

Saxby Storm, which did great damage in Nova Scotia, occurred on October 7th, 1869. It was predicted by Lieut. Saxby, R.N.

Schools—First committee appointed by the Legislature of Upper Canada to consider Education, 1787. The first common school in Upper Canada was taught by J. Clark in Fredericksburg in 1786, and the first taught by a female teacher was opened in Port Hope about 1813 by Miss Burns. In 1895 there were 6,070 female teachers in the Public Schools of Ontario. The free school system was adopted in Nova Scotia in 1864; in New Brunswick and Manitoba in 1871; in British Columbia in 1872 and in Prince Edward Island in 1877. The first Act establishing a Grammar School in Halifax, N.S., was passed by the Legislature in 1780. The first movement in favour of one in Upper Canada was made by Governor Simcoe in 1791. The first Industrial School founded in Halifax was founded by Walter Bromley, 1813. The first Orphan School in Nova Scotia was erected in 1750 and the first in Upper Canada near St. Catharines in 1799. The first classical school opened in Upper Canada was by Rev. John Stuart, at Cataract, in 1786. The first effort in Nova Scotia for schools was made in 1780 when a grant of \$600, to be raised by lottery, was authorized by the Legislature. The first teachers in Canada were the Récollet Fathers, Frères Duplessis and LeCaron, the first teaching where Three Rivers now stands and the second in Tadoussac, about 1616. The first Training School for Arts and Trades was opened by Bishop Laval at St. Joachim, 30 miles below Quebec City.

School Annals of British Columbia—The public schools are in the hands of the people—non-sectarian and free to all without distinction of race or creed; uniform text books. Public School Fund voted every year by the Provincial Assembly. School Districts may be formed where there are 15 pupils between 6 and 16 years. The people in each district choose, every year from among themselves, School Trustees to manage the schools. Females can be elected trustees in city districts but are not eligible in country districts. They have the right to vote for trustees. Trustees obtain money from Public School Fund on application endorsed by Superintendent of Education. Teachers—three grades—appointed and removed

by Trustees, must have certificates of qualification from Department of Education. These results have been obtained by development under a free school system, similar to that of Ontario, introduced in 1872; the establishment of an Educational Department with Ministerial Head in 1879; the transfer of the power of appointing and dismissing teachers from the Board of Education to the local Board of Trustees and other persons under the Act of 1891 relating to public schools. In 1896 there were (1) 190 common schools (2) 26 graded schools and (3) 4 high schools. There were 199 teachers in the first; 139 in the second and 12 in the third. The number of pupils was: in the first, 5,743 with average attendance 3,087; in the second, 8,357, average attendance 5,879; in the third 460 with an average attendance of 288. The total expenditure in 1896 was \$234,335, all by the Government, the schools being entirely supported by the Government. The average salary paid the teacher was \$540 a year.

School Annals of Manitoba—The first school in what is now Manitoba was opened by the French Roman Catholics in 1818. The Scottish settlers opened one in 1820. In 1835 the Red River settlement was organized under the name of the District of Assiniboia. Each church erected had a school by its side controlled by the missionary and sustained by private subscriptions or by grants from the missionary societies in England and the older parts of Canada. In 1833 a higher school was established. This became, in 1855, St. John's College, which, in 1866, was placed on a new footing by the Bishop of Rupert's Land. The school established by the Roman Catholics in 1818 had become, before 1855, the College of St. Boniface, which, therefore, is the first College established in the North-West. The Scottish Selkirk Colony founded Manitoba College in 1871, in which year the Province obtained its first Public Schools law at the first meeting of the first Legislature. The Act provided for a joint School Board, the Protestant members having control of the Protestant Common Schools, and the Roman Catholics of the Roman Catholic Schools. The Act of 1873 made taxation compulsory. In 1876, 1882 and 1884 considerable modifications were effected. By the Act of 1890 (1) a Department of Education was established consisting of the Executive Council or a committee thereof. (2) An Advisory Board was constituted consisting of seven members, four appointed by the Department of Education, two elected by the Public and High School teachers of the Province, and one appointed by the University of Manitoba—all seven for terms of two years each. The Public Schools Act (1866) abolished the Separate School system with all the machinery connected therewith. This was not acceptable to the Roman Catholic authorities. An agitation sprung up, and in 1897 these have refused to accept any settlement that does not give them Separate Schools.

Manitoba University is the sole source of degrees in Arts, Law and Medicine for the Art Colleges of St. Boniface (Roman Catholic), St. John's (Church of England), Manitoba (Presbyterian), and Wesley (Methodist). The first examination in Arts was held in 1878; the first in Law in 1886. The Manitoba Medical College obtained its charter in 1884 and is affiliated with the University. Wesley College was founded by the Methodists in 1873, but succumbed after a few years for want of sufficient equipment. Work was resumed in 1880.

In the Public Schools the school age is 5 to 16 years. The number of Public Schools in 1896 was 1,032; of teachers, 1,143; of pupils, 37,987, with an average attendance of 23,247. In the Normal Schools there were

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13 teachers, 136 students at long sessions and 102 at short. The total receipts were \$857,153, of which municipal taxation yielded \$472,039. The average salary paid the teacher was \$382.

School Annals of New Brunswick.—The first Act relating to education was passed in 1802. By this Act the sum of £10 (\$40) was granted to each parish to be apportioned to its schools by the Justices of the General Sessions of the Peace. The Act of 1816 authorized the General Sessions to appoint three trustees of schools for each town or parish, whose duty was to raise money for the support of the schools, either by local subscription or assessment, the amount to be not less than \$120 nor more than \$360. The Provincial aid was payable to the trustees and was not to exceed \$240 per year for the town or parish. A great step in advance was taken in 1847, when the Lieutenant-Governor and the Executive Council were constituted a Board of Education for the Province, with power to establish a training and model school at Fredericton, and to appoint two Inspectors of Schools for the Province. The Provincial aid to teachers was made by warrant to the trustees. The Act of 1852 authorized the Government to appoint a Chief Superintendent. The Act of 1858 repealed all previous Acts and provided for a Board of Education (defining its powers), a Chief Superintendent, the appointment of four inspectors for the Province, the continuance and extension of the Training and Model School, the increase of Provincial allowances to teachers, the establishment of Superior Schools and of District Libraries. It also provided that schools may be supported by direct assessments. The Schools Act of 1871 provides, in addition to the provisions of the Act of 1858, that the schools shall be supported by assessment, and shall be *free and non-sectarian*.

The Provincial Board of Education consists of the Lieut.-Governor, the members of the Executive Council, the President of the University of New Brunswick and the Chief Superintendent of Education.

An Act of 1805 provided for the establishment of a Grammar School in the City of St. John, and that £100 (\$400) should be paid annually, from the funds of the Province, towards the master's salary. This was the first Grammar School in the Province. An Act of 1816 provided for the establishment of a Grammar School in the town of St. Andrews, and an Act of 1879 provided for the establishment of a Grammar School in each County of the Province.

The University of New Brunswick was established by Provincial Charter in 1800; founded and incorporated by Royal Charter in 1828, and reorganized by an amended Charter in 1860. The history of the Collegiate School is concurrent with the history of the University.

The number of pupils in attendance at the Schools of the Province in 1868 was, as nearly as can be ascertained, 34,500; in 1881 there were 1,297 schools, 1,356 teachers, 49,550 pupils, and an average attendance of 29,203. In 1891 there were 1,536 schools, 1,632 teachers, 59,568 pupils, and an average attendance of 34,394. In 1896 there were 1,802 schools, 1,829 teachers, 61,918 pupils, and an average attendance of 37,176. The total expenditure was \$274,648, of which \$148,430 came direct from the people and \$126,218 was the Government grant. According to the census of 1891 those who could read and write were 643 out of every 1,000 of the population.

School Annals of Nova Scotia.—The Lords of Trade and Plantations arranged, at the time (1748) steps were being taken to begin settlement in Chebucto Bay (Halifax Harbour), with the "Society for the Propagation

of the Gospel in Foreign Parts," for the establishment and maintenance of schools in certain rural localities in Nova Scotia, grants of land being awarded the Society to reimburse it. The school work done in this way in the Province was most useful. In 1780 an Act was passed for the establishment of a Public Grammar School in Halifax. The Act and the School continued active forces in the community until 1876. In 1811 an abortive attempt was made by the Legislature to lay the foundations of a general educational system. In 1826 a more elaborate Educational Act was passed, the grants under it in the first year amounting to £2,500. In 1832 the total grant in aid of education was £4,000. In 1841 the Provincial grant was increased to £6,000, and a Central Board established to give uniformity to the operations of the Boards of Commissioners. Further modifications were introduced in 1845, when the aggregate legislative grant was raised to £11,170. The Act of 1850 provided for a Superintendent of Education, the first to receive the appointment being a native of Nova Scotia, J. W. Dawson, now Sir William Dawson, the head of McGill University. In 1854 the Provincial Normal School was established, the first Principal being Rev. Dr. Forrester, who succeeded Mr. Dawson as Superintendent of Education. In 1864, under the guidance of Hon. Charles Tupper (now Sir Charles, Bart.), the Legislature laid the foundation of the present system of Public Schools. At the ensuing session, in 1865, it led the way among all the colonies of the British Empire in making local assessment for the support of schools the necessary basis for their legal recognition. In 1857 the Province (first of all the colonies of the Empire) voted an appropriation (£1,000) in support of a Deaf and Dumb Institution. Nova Scotia has four Universities: 1st, King's College, founded in 1788, opened in 1790, and incorporated as a University in 1802 by Royal Charter. It is under the control of the Church of England. 2nd, Dalhousie College, founded by Earl Dalhousie in 1821. Its original endowment was derived from funds collected at the Port of Castine, in the State of Maine, during its occupation in 1814 by Sir John Sherbrooke, then Lieutenant-Governor of Nova Scotia. University powers were conferred on Dalhousie College in 1841. In 1845 the College was closed "to allow the funds to accumulate." The Board of Governors from 1849 to 1859 employed the income (in part) in support of a high school. In 1868 a faculty of medicine was organized. In 1883 a faculty of law was added. The unparalleled munificence of George Munro has aided Dalhousie immensely. It is non-denominational. 3rd, Acadia College (1838). It graduated its first class in 1843, and is under the control of the Baptists. 4th, St. Francis Xavier College, founded in 1854, under the control of the Roman Catholics.

The number of Public Schools in operation in 1865 was 989; teachers, 1,031; total pupils, 43,771. There were 5 County Academies in operation, with 30 teachers and 1,200 scholars, and also 10 Academies other than County, with 36 teachers and 680 pupils. The total grants in aid of education amounted to \$93,263.

In 1896 there were 2,312 Public Schools, with 2,438 teachers and 101,132 pupils. The total amount expended in 1896 was \$813,335, of which the Government grant was \$242,345.

The County Academies had 47 teachers, 1,572 pupils, with an average attendance of 1,125. The Normal Schools had 7 teachers and 144 pupils, and the Model Schools 2 teachers and 114 students.

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School Annals of Ontario—The first School opened as a Classical School was in Kingston, by Rev. Dr. Stuart, 1786. Between that date and 1805 Private Schools were established in Fredericksburg (1786), Ernestown (1788), Adolphustown (1789), Napanee (1791), Newark (1792), Toronto (1798), Cornwall (1803), Belleville (1805). In 1807 the first legislative enactment was passed establishing eight Schools in the Province. A grant of \$400 a year to each was made out of the public funds. In 1816 the first Common School was established. In 1824 a General Board of Education for the Province was constituted. Upper Canada College was founded in 1829, and opened Jan. 8th, 1830. In 1832 the Cobourg Academy was founded, and in 1835 it was opened, Rev. Dr. Kyerson having procured a Royal Charter. In 1836 Dr. Charles Duncombe prepared an elaborate report on a system of education for the Province. In 1840-41 Victoria and Queen's Colleges were incorporated as Universities, and the Friends (Quakers) established a Seminary near Picton. In 1843 Toronto University was opened. In 1844 Knox College went into operation, and in 1848 St. Joseph College, Ottawa, was started. In 1841 the principle of Separate Schools was first recognized. In 1844 Rev. Dr. Kyerson was appointed Superintendent of Education, and in 1846 he presented his noble report on a system of public elementary education in Upper Canada. His bill was adopted by the Legislature in 1846. In 1849 the Legislature passed a Bill repealing all former Acts. In 1850 Dr. Kyerson submitted to the Government a new Bill, which was made law the same year. In 1852 the University of Trinity College was opened, and St. Michael's College established. In 1853 important improvements were made in the details of the Common School System. In 1871 the Grammar and Common School laws were revised, the former being from that date called High Schools, and the latter Public Schools. For preparing young men and women to be teachers, the Province has: 1st, the County Model Schools; 2nd, the Provincial Normal and Model Schools; 3rd, the Training Institutes; 4th, Teachers' Institutes; 5th, Teachers' Reading Course; 6th, Ontario Teachers' Association. In 1876 a Minister of Education was appointed. In 1887 McMaster University was established.

The University Federation Act of 1887 was designed to secure a uniform standard of higher education by the union of the various denominational Universities of the Province with the Provincial University. The following institutions are now federated or affiliated with the Provincial University:

Victoria University (Methodist), federated	1890
Knox College (Presbyterian) " "	1890
St. Michael's College (R. Catholic) " "	1890
Wycliffe " (Episcopalian) " "	1890
Huron " " affiliated	1892
The School of Practical Science " "	1889
The Ontario Agricultural College " "	1888
Trinity Medical School " "	1877
Royal College of Dental Surgeons " "	1888
Ontario College of Pharmacy " "	1892
Women's Medical College " "	1890
Toronto Conservatory of Music " "	1896
" " College of Music " "	1890

The number of Public Schools in 1896 was 5,994, the number of teachers was 8,913; the number of registered pupils 484,551, with an average

attendance of 271,549. The total expenditure was \$4,197,192. The High Schools numbered 129, with 24,662 pupils and an average attendance of 14,962, and an expenditure of \$720,728. There were 60 County Model Schools with 1,637 teachers in training. In the Normal Schools there were 13 teachers and 445 students. The expenditure for County and Normal Schools was \$46,094.

In 1876 the Royal Military College, Kingston, was established by the Dominion Government.

School Annals of Prince Edward Island—The administration is vested in a Board of Education, a Chief Superintendent and School Inspectors. Up to 1852 the Schools of the Province were supported mainly by voluntary subscriptions. In 1852 the Free Education Act was passed. The Provincial Normal School was established in 1856; the Prince of Wales' College in 1860. The Public Schools Act was passed in 1877. It provided for a Department of Education and introduced into the Public School system of the Province many of the most approved principles and most modern methods of other countries. In 1879 the College and Normal School were amalgamated and women for the first time admitted to the College. In 1896 there were 570 School departments in operation, with a force of 569 teachers and an army of 22,138 enrolled pupils, and an average attendance of 13,412. The total expenditure was \$158,893. According to the census of 1891 there were 248.68 persons in every 1,000 of the population that could neither read nor write.

School Annals of Quebec (Lower Canada)—In 1616 the first attempt to give instruction was made by the Récollets. When they were compelled to leave Quebec in 1829, Kirk having captured it, they were succeeded by the Jesuits who, in 1832, established in Quebec City a School for Indians in charge of Père le Jeune, and in 1635 founded the Jesuits College, which was the leading institution of superior education in the Province during the French régime.

In 1639 the Ursuline Convent School was established in Quebec—the first Girls' School in Canada, and from its foundation down to the present time it has been an important factor in the higher education of women.

In 1653 the Sisters of the Congregation of Notre Dame opened a Girls' School in Montreal.

In 1657 the Sulpicians came to Canada and established the Seminary of St. Sulpice in Montreal.

In 1663 Bishop Laval founded the classical institution of *Le Petit Séminaire de Québec*, to which was added in 1668 *Le Grand Séminaire*, where theology was taught.

In 1670 the Récollets returned to New France and resumed their educational work interrupted forty years before.

In 1728 the Jesuit College at Montreal was established.

In 1737 the Christian Brothers undertook to teach elementary education in several parishes. In 1773 the Sulpicians established the Collège de Montreal.

Private Schools were provided at an early date. The earliest mentioned is that of Mr. Reid, in Quebec, who was succeeded by James Tanswell, a gentleman who came out to Halifax, N.S., in 1772, and after teaching there for five years was persuaded by Sir Guy Carleton to remove to Quebec. In 1783 his school was styled "His Majesty's Royal Quebec School."

The first teacher in Montreal who aimed to give a higher education was John Pullman, who came from New York in 1773. His success is proble-

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matical, as in 1782 he wrote a work on currency and applied for a situation under the Government, after which he vanishes from public observation. Finlay Fisher opened a school in Montreal in 1778, and it was well attended. Rev. John Stuart opened an academy in Montreal, with Mr. Christie for assistant, in 1784, but went to Kingston in 1786.

In 1787 the Government appointed a Committee to inquire into the state of Education. Upon the report of this Committee an Act was passed providing for a permanent Committee on Education. The Royal Institution (as this permanent Committee was called) was empowered to establish one free school in each parish. In 1824 the Fabrique Act was passed. This authorized each Roman Catholic parish to set apart one-fourth of its church revenue for the support of a parish school. In 1829 the first Public Elementary School Act was passed.

Dr. Meilleur, who became Superintendent of Education in 1842, was to Lower, what Dr. Ryerson was to Upper, Canada. The School law of 1841, modified in 1846 and amended in 1849, is substantially the law now in force. It was based upon the then existing School law of the State of New York, to the excellencies of which Charles Mondelet had directed public attention in a series of letters published during 1841.

In 1852, twenty-four School Inspectors were appointed to examine and report upon the Schools. In 1856 arrangements were made to publish a Journal of Education, the first number of which appeared in 1857, in which year Normal Schools, three in number, were opened. In January, 1860, a Council of Public Instruction of 15 members held its first meeting.

In 1869 an Education Act was passed by the Legislature of Quebec providing, *inter alia*, that the Council of Public Instruction should be composed of 14 R. Catholics and 7 Protestants, and that the legislative grants for superior education should be divided proportionately to population between the R. Catholic and the Protestant institutions. In 1876 an Education Act was passed which provided that the Roman Catholic Bishops of the Province should be members *ex officio* of the Council of Public Instruction; that one-third of the Council should be Protestant, and that the Roman Catholic and the Protestant Committee of the Council should have independent action in reference to all educational matters under their respective control. In 1888 the School law was consolidated and several amendments introduced.

Public instruction in Quebec comprehends five great divisions: 1st, Universities; 2nd, Secondary Schools; 3rd, Primary Schools; 4th, Special Schools, and 5th, Normal Schools. McGill University, made possible by the bequest of Hon. James McGill in 1811, received a Royal Charter in 1821, and was re-organized by an amended charter in 1852. Laval University received a Royal Charter in 1854. Bishops' College was incorporated in 1843, and was erected into a University by Royal Charter in 1852.

The equipment for educational purposes consists of 5,196 Elementary Schools; 533 Model; 157 Academies; 3 Normal Schools; 23 Classical Colleges; 4 Universities; 4 Schools for Deaf Mutes and Blind; 9 Schools of Arts and Manufactures, and 6 Schools of Agriculture and Dairy Schools.

The changes which have taken place since the year of Confederation are seen in the following statement:—

	1867.	1895.
No. of schools.....	3,907	5,903
No. of pupils.....	202,857	303,611
Contributions paid by tax-payers.....	\$1,313,149	\$1,353,879
Grants by Government.....	\$256,762	\$304,170

During Her Majesty's reign the number of pupils has increased from 9 in every 100 of the population of the Province to 20 in every 100.

School Annals of North-West Territories—The educational system of the North-West Territories is under the control of a Council of Public Instruction consisting of the Executive Committee (4) and four appointed members without votes. The law provides that no school district shall comprise an area of more than 25 square miles, nor shall it contain less than four resident heads of families or a smaller school population than 10—*i.e.*, children between the ages of 5 years and 20 years. No religious instruction is allowed in any Public School before 3 o'clock p.m., at which time such instruction as is permitted by the Trustees may be given, parents having the privilege of withdrawing their children at that hour if they desire. Statistics for 1896 are:

Number of schools.....	366
“ teachers.....	433
“ pupils enrolled.....	12,796
Teachers' salaries.....	\$172,606
Total expenditure.....	\$274,648

The Separate Schools number 9, with 16 teachers and 651 pupils enrolled. **Schools Public, Expenditure**—The Public Schools expenditure of the Dominion and of the several Provinces per head of the population; the proportion the Government grant for educational purposes bears to the total revenue; and the proportion that the grants of the several Provincial Governments and of the people bear to the total expenditure on education, are:—

	Expenditure per head.		Proportion of Govt. Grant to Total Revenue of Province.		Proportion Paid by Govt. and by Direct Assessment.			
					1888.		1896.	
	1888.	1896.	1887.	1896.	Govt.	Assesst.	Govt.	Assesst.
	\$	\$	p. c.	p. c.	p. c.	p. c.	p. c.	p. c.
Dominion.....	1.56	1.68	.....	.....	.....	.....	.....	.....
B. Columbia.....	1.40	1.66	.....	.....	100.00	.....	100.00	.....
Manitoba.....	2.74	4.15	23.20	21.49	21.58	78.42	17.63	82.37
New Brunswick..	1.20	1.43	21.14	26.06	33.56	66.44	39.42	60.58
Nova Scotia.....	1.51	1.78	29.62	28.81	31.24	68.76	29.79	70.21
Ontario.....	1.87	1.90	7.62	7.86	7.11	92.89	7.00	93.00
P. E. Island.....	1.36	1.46	42.82	45.40	73.82	26.18	78.09	21.91
Quebec.....	.81	1.06	4.28	3.93	9.25	90.75	10.25	89.75

School History of the Dominion—The first School History for use in all the Schools of Canada was issued in September, 1897. The subject was first mooted in 1889 at the Teachers' Association of the Province of Quebec. In 1890 it was discussed at the Teachers' Associations of Ontario, Nova Scotia and Prince Edward Island. In July, 1891, representatives of the different Provinces met in Toronto and decided in favor of the project. In

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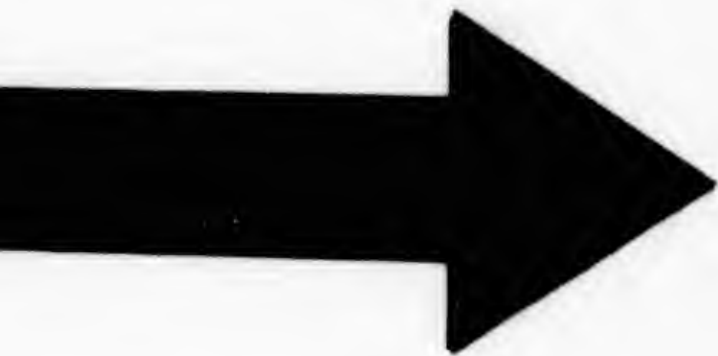
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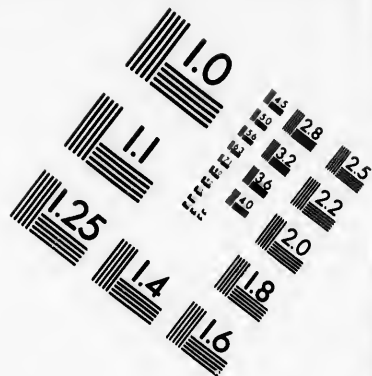
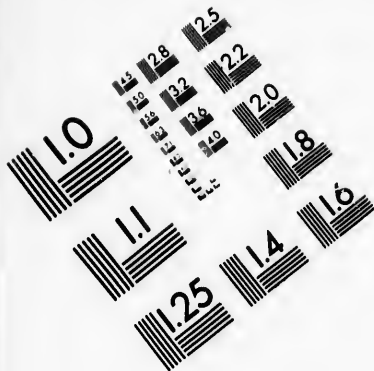
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July, 1892, at the meeting of the Dominion Educational Association in Montreal, announcement was made of the desire of the Association for such a history as would strike the note of the Dominion, rather than of the Provincial, status of Canada, so as to impress upon the minds of the pupils the unity of the country, thus bringing out as the central idea the whole rather than the several parts of the whole. Hon. George W. Ross, Minister of Education for Ontario, was made chairman of the committee appointed to receive manuscripts and representatives were selected from the several Provinces. The sum of \$2,000 was granted by the Provincial Governments as a prize to be offered for the best history. Fifteen manuscripts were sent in. A careful study of the more meritorious contributions was made, with the result that a School History of the Dominion was issued under authority of almost every Province and Territory.

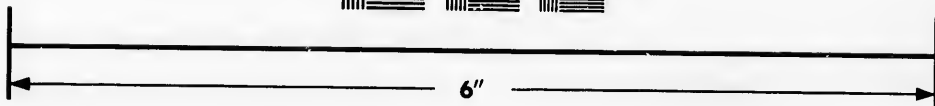
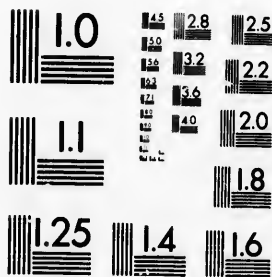
Seat of Government—Quebec was the seat of government for Canada under the French. After Canada became a colony of Great Britain, Quebec remained the capital of the whole Province till 1791. In 1791 Newark was made the seat of government for Upper Canada, remaining so until 1797, when the authorities, believing it not right that the capital should be within the range of the guns of a foreign power, resolved upon transferring the seat of government to York, now Toronto. Quebec remained for Lower Canada till 1838, when Montreal became the seat of government for Lower Canada. In 1841, on the re-union of the two Canadas, the Legislature was summoned to assemble at Kingston. The sessions of the Legislature were held in Montreal in 1844, 1845, 1846, 1847, 1848 and 1849. The buildings in Montreal were destroyed by fire in the last-named year and the seat of government was removed to Toronto in the autumn of 1849, remaining there till the autumn of 1851, when it was transferred to Quebec, and remained there till the autumn of 1855. It then returned to Toronto till 1859, when it was transferred to Quebec, remaining there till the autumn of 1865. The first direct action towards fixing a place for the permanent seat of government was on 24th March, 1857, when a resolution passed the House of Assembly of the Province of Canada that an address be presented to Her Majesty praying her to select some place as the permanent place of Government. A despatch from the Colonial Secretary dated 31st December, 1857, conveying Her Majesty's selection of Ottawa as the Seat of Government, was communicated to both Houses 16th Mar., 1858. On 17th May, 1859, architects were invited to prepare designs. The invitation resulted in 16 designs for Parliamentary, and 7 for Departmental, buildings being sent in. The first premium for the Parliamentary buildings was awarded to Messrs. Fuller and Jones, and for the Departmental buildings to Messrs. Street & Laver. Tenders being called for, that of Thomas McGreevy for the bulk sum of \$348,500 for the Parliamentary buildings, and that of Messrs. Jones, Haycock & Clarke, for \$278,810 for the Departmental buildings, were accepted. The masonry was begun on the Parliamentary buildings on 26th April, 1860. On 1st September, 1860, the Prince of Wales laid the corner stone of the pier immediately under the north-east angle pillar of the Senate chamber. The removal of the Government and public offices was effected in the autumn of 1865. The Legislature assembled in Ottawa for the first time on 7th June, 1866. By the Union Act, 1867, Ottawa was made the Federal Capital of the Dominion of Canada, and the first Parliament met on the 6th Nov., 1867. Including the Langevin block (finished in 1889), the public buildings at Ottawa have cost \$2,163,544.







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A fire on the 11th February, 1897, destroyed the top story of nearly the whole of the Western block.

The seat of government for Nova Scotia was at first, both during the French and the English régimes, the town of Port Royal (Annapolis Royal). After the founding of Halifax in 1749, that city became the seat of government and has remained so ever since.

New Westminster was proclaimed the Capital of the Colony of British Columbia in 1859, but after the union of the mainland Province and Vancouver Island, a proclamation dated May 25th, 1868, declared the City of Victoria to be the seat of government.

Regina was named and made the seat of Government for the North-West Territories, Aug. 23rd, 1882.

Winnipeg was made the seat of government for Manitoba, July 15th, 1870.

Fredericton was made the seat of government for New Brunswick by the first Governor after the separation from the Province of Nova Scotia in 1784.

The Union Act, 1867, provides that "unless and until the Executive Government of any Province otherwise directs, the seats of government shall be: of Ontario, Toronto; of Quebec, the City of Quebec; of Nova Scotia, Halifax, and of New Brunswick, Fredericton."

Seignories—First established in Canada by Cardinal Richelieu. The first seigneur was M. Giffard who received the grant of Beauport, came to Canada in 1634 and laid the foundations of the village of Beauport. The system was abolished in 1854, at which time the fiefs numbered 220, possessed by 160 seigneurs and about 72,000 rentiers. The superficial area of these properties was 12,822,500 acres—about one-half of which was under rental.

Seigniory Mingan—In 1661 the Company of the Hundred Associates, deriving its powers from the King of France, granted, as was contended, by way of lease, the whole coast of the gulf of St. Lawrence from the Seven Islands to Blanc Sablon, 450 miles in length and 6 in depth, to François Bissot, Jolhet and Tachet. Like most grants of the time, this Bissot grant was indefinite in terms and gave vague rights to establish hunting and fishing stations and to take timber down the coast "to the great bay towards the Esquimaux where the Spaniards usually fish." Bissot and his heirs and assigns held on to all they could by all means in their power, adverse influences early making themselves felt. After the cession of New France to Great Britain (1763) the successors of Bissot presented themselves to take the oath of fealty (foi et hommage) before the British authorities, but Haldimand refused to administer it on the ground of doubt as to proprietorship. After Confederation the Province of Quebec took up the question of ownership and in 1890 brought an action against the Labrador Company, the claimants and holders of the property under and by virtue of the grant to Bissot. In 1892 the Privy Council of England in proper official form decided that the Company was entitled to the property from Cape Cormorant to the River Goynish—a distance of 150 miles long and 6 miles deep. So ended a long litigation, the beginning of which was over 200 years old.

Shipbuilding—As early as 1723 shipbuilding was a branch of industry in Canada, six merchant ships and two men-of-war having been built in the Colony during the year. In 1752 a 74-gun ship was built at Cape Diamond, Quebec. In 1810 there were 26 vessels built in the provinces,

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having an aggregate of 5,836 tons. When the Dominion was created there were 5,693 vessels with 767,654 tons. In December, 1874, the registry contained 6,930 vessels with a registered tonnage of 1,158,363 tons. In 1878 there were 7,469 vessels and 1,332,094 tons. Since that date the number and tonnage of ships built and owned in Canada have steadily decreased, owing largely to the increased substitution of iron and steel for wood in the construction of ships. The changes which have taken place in Canada are:—

	1867		1895	
	No.	Tons.	No.	Tons.
Steamers.....	335	45,766	1,718	247,007
Ships.....	164	168,612	73	113,487
Barks, Brigs, Brigantines.	1,051	301,943	342	194,367
Schooners.....	3,471	191,080	4,032	244,802
Sloops.....	61	3,686	328	23,609
Barges.....	348	35,258	580	84,357
All other.....	263	21,309	189	11,534
	5,693	767,654	7,262	919,163

Ship Channel—Between Montreal and Quebec. First agitation for, began in 1825. In 1831 Captain Bayfield, Commander Royal Navy, reported it problematical that any efficient means could be devised to remove the impediment in Lake St. Peter and in the river. In 1838 the Montreal Committee of Trade represented by petition to the Legislature that the lake was so shallow as to prevent the passing of vessels drawing more than 10 or 12 feet of water, and that they, the petitioners, had been assured that the ship channel through the lake could be deepened to 16 feet at no great expense. Immediately after the Union of Upper and Lower Canada (1841) the authorities ordered a survey, the result of which was the appropriation by the Legislature of the sum of \$284,700 for the work of deepening the channel. After many delays and the expenditure of \$296,154, work was begun on the "straight channel" in 1850 by the Harbor Commissioners of Montreal, who were authorized to borrow the sum of \$120,000 and to levy a tonnage duty on all vessels drawing 10 feet or more of water passing through the lake. Their plans necessitated excavations of 11½ miles in length. In 1855 an Act passed empowering the Commissioners to borrow \$400,000 and to excavate a 20 feet channel. In 1860 the channel had been deepened to 17½ feet. The increase in trade and in the size of ocean steamers called for a further deepening of the channel. By 1878 the depth was 22 feet; by 1882 it was 25 feet, and by the end of the season of 1887 it was 27½ feet. In the straight part of the channel the dredging is from 300 to 325 feet wide, but in other parts it is 450 feet wide, and in the worst places the sides of the submerged canal are over 16 feet high. The total cost of this work to 30th June, 1896, was \$4,672,995, and the total quantity of dredged material removed amounted to about 22 million cubic feet. Thus was Montreal—a city nearly 1,000 miles inland from the Atlantic Ocean and 250 miles above salt water—made a fresh-water port for the largest ocean-going craft.

Ship Railway—First attempt to build a ship railway in Canada—the Chignecto Isthmus ship railway, to connect the Gulf of St. Lawrence and the Bay of Fundy—began in September, 1888. The weight of steel needed for its construction is calculated at 10,000 tons.

Silver Mines were discovered in Acadia, 1735. So says M. de St. Ovide in a letter to the French Minister dated April 14th, 1735. Silver has been mined to a considerable extent in Canada. Ontario at one time produced a large amount. Silver Islet, between 1870 and 1884, yielded 3¼ million dollars of the white metal. Quebec, since 1887, has produced a yearly average of \$130,000 worth. British Columbia, in 1895, produced \$1,105,290 worth. In 1887 the value of the output was \$11,937. The total output of Canada in 1895 was \$1,158,633, against \$269,489 worth in 1892.

Simultaneous Polling in Dominion Elections was first incorporated in the Elections Act of 1871, and then applied only to the Provinces of Quebec and Ontario. It was extended to New Brunswick, Nova Scotia and Prince Edward Island by Act of 1874, the exemptions being Algoma and Muskoka in Ontario, and Gaspé, Chicoutimi and Saguenay in Quebec. By Act of 1888 it was provided that all the constituencies of the Dominion should, in the General Elections, elect representatives for the House of Commons on the same day, excepting Algoma in Ontario and Cariboo in British Columbia. In 1894 the exempted districts were Algoma, Nipissing, Gaspé, Chicoutimi and Cariboo. General Elections have been held for the purpose of electing representatives to the House of Commons—

September	1867	June 20th	1882
July 20th	1892	February 22nd	1887
January 22nd	1874	March 5th	1891
Sept. 10th	1878	June 23rd	1896

The elections of 1867 were under the old plan, but most of them were held during the month of September, the proclamation calling for a new Parliament having been issued 6th of August, the writs bearing date 7th August, returnable 24th September. The General Elections of 1891 were the first in which all the Provinces voted on the same day.

Slavery—The first recorded sale of a slave in Canada was at Quebec, negro boy from Madagascar, by Kirk in 1628; "price, 50 half crowns. In 1688 Denonville and de Champigny wrote from Quebec to King Louis XIV., urging that as "working people were so scarce and labour so dear that enterprise was paralyzed, it was advisable to allow importation of slaves." In 1689 a Royal mandate was prepared approving of the proposal. The Code Noir contains an ordinance of 13th November, 1705, making negroes moveable property. In 1709 an ordinance was issued by Raudot, Intendant at Quebec, ordering that negroes and Pawnee Indians (Panis) should belong to the persons who bought them in full proprietorship. The 47th Article of the Capitulation of Canada (Sept. 8th, 1760) provides that all such negroes and Panis should remain in slavery. The registers of births, marriages and deaths (lately described as "hatches, matches, and despatches") bear record to the existence of slavery. In 1769 "John, a slave," is the first entry of the baptismal records of St. Matthews Church, Halifax, N.S. In 1777-1784 the Haldimand collection contains several references to slavery. Mention is made of one applicant living in Montreal, making application in 1778 for permission to sell a negro slave to pay a debt due by his master. Plato, a negro slave, asks in 1783 for leave to join his master. John Black, in Quebec, a negro who served as seaman in His Majesty's service, prays for a passport in 1784, "to protect him in his liberty, of which Captain Martin, with whose wife he is now serving, seeks to deprive him." In the census of 1784 slaves were for the first time counted as such, the number of both sexes in the

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Province of Canada being given at 304, of which 212 were in Montreal district. In March, 1788, the Montreal Court of Common Pleas had before it a case of a claim of delivery to the plaintiff of "2 negro wenches," and judgment was given that the negroes should be delivered up to him. In 1791 there were about 300 negroes, and a few Pawnees, slaves, in the Niagara district. In 1793 the first Parliament of the Province of Upper Canada passed an Act which prohibited the importation of slaves but confirmed the ownership in slaves then held as such. It provided, however, that their children should be free after 25 years of age. This Act is said to have been drawn up by Mr. Osgoode, Chief Justice of Upper Canada, in 1792. In 1796 a female slave was sold in Quebec for \$100. The register of St. Mark's Parish Church, Niagara, for February 5th, 1797, has this record: "Married—Moses and Phoebe, negro slaves of Mr. Secretary Jarvis." In February, 1798, Charlotte, a coloured slave, claimed by her mistress, was released on *habeas corpus* by Chief Justice Sir James Monk at Montreal. This was followed by another case with the same result, the Chief Justice declaring that in his opinion slavery was ended. On the 18th February, 1800, the case of "Robin, a slave," came up before the full Court of King's Bench, with the result that "Robin" was discharged from custody. Peter Russell, who was administering the Government of Upper Canada in 1796-9, advertised the sale of two slaves in 1806. In 1790 an advertisement appeared in Halifax offering at public auction a negro man with "other articles." In 1791, George Harding of New Brunswick sold his "slave Tippee" to his son John for £15 New Brunswick currency, and in 1852 made oath that he had so done. On February 18th, 1800, the Supreme Court of New Brunswick divided equally on the question of the legality of slavery, two of the judges being for and two against. In 1808 Mr. Ritchie, member for Annapolis County, introduced a bill in the Nova Scotian Legislature to regulate negro servitude in Nova Scotia. It passed its second reading, but did not become law. The intention of the Act was to curb the negroes in their efforts for freedom of action. On October 16th, 1809, a negro woman, "Nancy," was advertised in the New Brunswick *Gazette*, to be sold by Daniel Brown, "and a good title guaranteed." Slaves were in existence in Upper Canada as late as 1830. The Imperial Statute of 1833 removed all remains of the system in Canada.

Soulanges Canal—The Beauharnois Canal is on the southern side of the River St. Lawrence. In 1891 in accordance with the general policy to render these canals as safe as possible the Dominion Government resolved to build a Canal on the north side of the St. Lawrence, the increasing demand for more accommodation being an additional incentive. The new canal will be 14 miles long, will have 4 lift-locks, 270 by 45 feet, and a depth of water on the sills of 14 feet.

St. John, New Brunswick, is the oldest incorporated town in the Dominion, having received its charter from Thomas Carleton, the first Governor of New Brunswick, 18th May, 1785. Previous to that date it was called Parrtown after Governor Parr of Nova Scotia. Carleton, on the opposite side of the Harbour, was also made part of St. John on the same date. It is the "historic city of the Loyalists of 1783," founded by 20 vessel-loads of men, women and children who preferred voluntary exile and a toil-full life rather than renounce their allegiance to the British Crown. St. John has the only reversible Falls in Canada. The river flows over a fall of 15 feet into the Harbour at low tide, but when the tide is at flood the current sets in the opposite direction. When it is half-tide the surface is smooth and navigation is unimpeded.

St. Lawrence Canals opened for navigation, 1848.

Speaker—The first Speaker of an elected House of Assembly in Canada was Robert Sanderson, elected Speaker of the House of Representatives, Nova Scotia, October 2nd, 1758. The first Speaker in the Legislative Assembly of New Brunswick was Amos Botsford, 3rd January, 1786. The first Speaker of the Legislative Assembly of Lower Canada after the separation was Hon. Jean A. Panet, 1792. The first Speaker of the Legislative Council of Lower Canada was Hon. Wm. Smith, Chief Justice. The first Speaker of the Legislative Assembly of Upper Canada was Hon. John Macdonell, one of the members for Glengarry. The first Speaker of the Legislative Council of Upper Canada was Chief Justice Osgoode. The first Speaker in Vancouver Island's Legislative Assembly was Dr. J. S. Helmcker, August, 1856. The first in the Assembly of British Columbia was James Tremble, February 16th, 1872. The first in the Legislative Assembly of Manitoba was Hon. Joseph Royal, 15th March, 1871.

Speakers—The first Speaker of the Commons of Canada after Confederation was Hon. J. Cockburn, and the first in the Senate was Hon. Joseph Cauchon. The names of the Speakers of the Senate since are: Hon. P. J. O. Chauveau, D. Christie, R. D. Wilmot, E. E. Botsford, Sir David Macpherson, Hon. Wm. Miller, J. B. Plumb, Hon. Geo. W. Allan, Hon. Alex. Lacoste, Hon. J. J. Ross, and Hon. C. A. P. Pelletier, C.M.G. (1896). The names of the Speakers in the Commons since Hon. J. Cockburn are: Hons. T. W. Anglin, J. G. Blanchet, George A. Kirkpatrick, Hon. J. A. Ouimet, Hon. Peter White and Hon. J. D. Edgar (1897). (See "Deputy Speaker.")

Stages were first established between Montreal and Quebec in 1721. The Intendant Bigon granted to M. Lanouiller the privilege for 20 years, imposing a tariff of charges graduated according to distance. Garneau says, "the country never before had postal institutions, and has never been without them since."

Stamps—Jubilee Postage Stamps were issued to the public on 19th June, 1897, to commemorate the Diamond Jubilee of our Queen. 32,000,000 stamps, from ½ cent to \$5.00 each, were issued. 20,000,000 of these were 3-cent stamps; 8,000,000, 1-cent, and 2,500,000, 2-cent. No 4 cent, no 7 and no 9-cent stamps were issued, and the denominations above 10 cents were 15c., 20c., 50c., \$1.00, \$2.00, \$3.00, \$4.00 and \$5.00. 7,000,000 1-cent post cards were also issued in connection with this jubilee special postage stamp. The plates and dies were destroyed on the 10th Sept., 1897.

Standard Time—In 1878 Mr. (now Sir Sandford) Fleming prepared a paper on "Time-reckoning, and the selection of a Prime Meridian to be common to all nations." It was published in the Transactions of the Canadian Institute, Toronto, for 1879. In this paper the arguments in favor of a universal standard were fully presented. Scientific associations in Europe and America urged the subject upon general attention. An International Geographical Congress at Venice and a Geodetic Congress at Rome, in 1881, proposed that the United States should be invited to call a conference of all nations. On the night of November 18th, 1883, reckoning by the Standard of Greenwich was adopted by the people of Canada and the United States. The hands of the clocks and watches of over 50 million people were moved forward in order to bring them into agreement with the common standard; the number of the hours being arranged according to the five zones, each of 15 degrees of longitude, into which

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this continent had been divided. The same principle of reckoning went into force throughout the Japanese Empire on January 1st, 1888. It has since been extended to Australia and the greater part of Europe. With the adoption of standard time the hours, minutes and seconds are everywhere concurrent, and the numbers of the hours are in harmony with the hour zones in which localities are situated. Around the globe there are 24 such hour zones in which the reckoning is governed by 24 equi-distant hour meridians numbered westward from the meridian of Greenwich.

Standard Day—The President of the United States, General Arthur, at the request of Congress, brought the subject before the nations of the world and invited delegates from all countries to a Scientific Conference, which accordingly assembled in Washington in the autumn of 1884. Twenty-six nationalities were represented. The Conference resulted in the adoption of seven resolutions, one of which proposed that the universal standard day for all the world should begin at the moment of mean midnight on the meridian of Greenwich, the hours to be counted from 1 to 24. In mid-summer of 1886 the Canadian Pacific Railway adopted the 24 hour notation on their western section. The Canadian Government adopted it on the Intercolonial Railway in 1887. In 1890 the American Society of Civil Engineers meeting in New York announced that 237 replies had been received to a circular asking the opinion of railway managers on the adoption of the 24 hour notation. 220 concurred in the principle, but the date for its general adoption has not been fixed. The concurring view represented 135,000 miles of railway. The 24-hour notation has been in use for some years throughout the Indian Empire and in China, on all the railways constructed. It is employed for all purposes in Italy. It went into force in Belgium on 1st May, 1897, and from the discussion at an International Railway Conference held December, 1896, at Vienna, there is every prospect of this reform being adopted before long throughout Europe.

Thus, *pari passu*, the 24-hour notation and reckoning by one standard move steadily forward to the goal desired, viz.: a universal system of reckoning time common to the whole world. The system was in use in London (Eng.) at the beginning of the seventeenth century.

UNIFICATION OF TIME AT SEA—The Canadian Institute was probably the first scientific society in any part of the world to give the subject of time-reckoning earnest consideration. At the meetings of the society held in February, 1879, the questions involved were fully discussed. In May and July of 1879, and again in May, 1880, the Governor-General of Canada brought the views of the Institute before the British Government and through that Government before the Governments and Scientific Societies of Europe.

The Canadian Institute and the Physical Society of Toronto appointed a joint committee which reported April 20th, 1893, suggesting that the resolution of the Washington International Conference of 1884 on this subject should be brought before those interested, for the purpose of securing their views. In accordance with the report, the question: "Is it desirable, all interests considered, that on and after the 1st January, 1901, the Astronomical day should everywhere begin at mean midnight," was sent to Astronomers generally throughout the world. The reason of this reform is that there are now three differing days. (1.) The Civil day beginning at midnight and ending at the midnight following. (2.) The Astronomical day beginning at noon of the Civil day and ending at the

following noon. (3.) The Nautical day which concludes at noon of the civil day having begun at the preceding noon. The replies received from the Astronomers numbered 171, of which 108 were favourable, and 63 not favourable, to the proposal that the Astronomical day should coincide with the Civil day.

On 23rd April, 1896, the Secretaries of the Canadian Institute and the Astronomical and Physical Society of Toronto addressed, His Excellency the Governor General, setting forth that of 317 shipmasters to whom the question had been submitted, 297 had expressed themselves favourably to the unification of time at sea, so that the nautical day should coincide with the civil day. On January 9th, 1897, Sir Sandford Fleming, in a letter published in the *London Times*, states that of nearly 500 representative masters of English and foreign steam and sailing vessels, 97 per cent. have declared themselves in favour of the change and that Lloyds is decidedly of the opinion that the change cannot come too soon.

The Royal Society of Canada has taken a prominent part in bringing the subject to the attention of Scientific Societies and Chambers of Commerce of the United Kingdom.

Statistical Abstract and Record, first issued by Department of Agriculture, Ottawa, in 1886, under the administration of Hon. Mr. Carling.

Statistics, &c., Fire and Life Insurance, Railways, Commerce, Crime, Coasting Trade, Post Office, etc. (see the several headings.)

Statutes of Dominion Parliament, first revised and codified. 1886. This codification contains the Statutes passed by the Dominion Parliament since Confederation, 1867, and also the Acts of the several Provinces of the Dominion not repealed by the Revised Statutes.

Statute law in Canada—(1) In the periods between the conquest of the various Provinces and the issue of Commissions by the Crown to the Governors, the country was governed by martial law and military tribunals, with recourse to the law of the conquered people where the military law was wanting or the questions were outside its jurisdiction.

(2) The second source of Canadian laws is the regular commissions and instructions to the Governors of the various Provinces. (3) The third source is the ordinances passed and the laws enacted by the Legislatures and the Dominion Parliament.

With regard to the second head, the sources are: (a) In Nova Scotia, Governor Cornwallis' Commission, 1749; (b) Quebec and Ontario (Province of Canada), Royal Proclamation, 1763; (c) Prince Edward Island, Governor Patterson's Commission of 1769; (d) New Brunswick, Governor Carleton's Commission, 1784; (e) British Columbia, Governor Blanshard's Commission, 1849; (f) Manitoba, Act of Canadian Parliament, chap. 3, Acts of 1870.

The first Assembly in Nova Scotia was called into being because—in consequence of doubts having been expressed by Chief Justice Belcher in 1754, as to the power of the Governor of Nova Scotia under the terms of his commission to pass laws by means of a Council without an Assembly—the Lords of Trade and Plantations referred the matter to the law officers of the Crown. These gave their opinion (April 29th, 1755), that the Governor and Council alone, under the terms of the Commission and Instructions, were not authorized by His Majesty to make laws till after an Assembly had been called.

The ordinances and laws passed by the Legislative Assemblies are found in the consolidations which took place at various dates (1) Nova Scotia,

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first revised Statutes 1767. There have been 8 since, those of 1776, 1784, 1805, 1851, 1859, 1864, 1873 and 1884. (2) New Brunswick, the first revision being that of 1823, followed by those of 1838, 1854 and 1877. (3) Prince Edward Island, the first revision was that of 1862, a concluding volume being published in 1868. (4) Ontario, whose first revision was in 1843, followed by those of 1877 and 1887. (5) Manitoba, with a first revision in 1880, and a second in 1891. (6) British Columbia, with revisions in 1871, 1877, 1888 and 1891. (7) Province of Canada, 1st revised Statutes 1859. (8) Dominion of Canada, first revision 1886. (9) North-West Territories, first revision 1888.

For interesting particulars see paper in *Canada Law Journal*, June, 1896, written by W. Martin Griffin, Toronto.

Steam Communication with Europe, Genesis of:—Samuel Cunard despatched the first subsidized steamship, the *Unicorn*, from Liverpool to Halifax (his native place) and Boston, 1840. She arrived at Halifax on the last day of May, having been 15 days making the passage. The *Britannia* was the first regular steamship of the British and North American Royal Mail Steamship Co. familiarly known as the "Cunard Line." She left Liverpool on the 4th July, 1840, and was 14 days, 8 hours to Boston, including 12 hours' deviation to Halifax. The second regular steamer was named the *Acadia*, a vessel 228 feet in length, 34 feet 4 inches beam, 22½ feet in depth, 425 horse power, and 1,150 tons burden. She made the run between Liverpool and Boston (2,755 miles) in 12 days and 12 hours. The first four boats the Cunards used under their contract with the British Government were each 207 feet long, 34 feet beam, and 24.4 feet deep, 1,155 tons gross and 619 tons net. They consumed 38 tons of coal a day, and their average speed was from 8.3 to 8.7 knots per hour.

Major Carmichael-Smyth, in a pamphlet published in England 59 years ago, tells how the idea of an ocean steamship service had its origin. Hon. Joseph Howe, Thomas C. Haliburton (Sam Slick), and S. P. Fairbanks had embarked on the 10-gun brig *Tyrian*, from Halifax to Liverpool. While the brig was running slowly along, one fine day, the passengers saw far off in the western horizon a long trail of smoke, which, as they looked, seemed to be nearing them. It was not long before the fast advancing column of smoke resolved itself into the steamer *Sirius*—the first steam-driven vessel that ever crossed the Atlantic between Great Britain and New York, having left Cork for New York April 4th, 1838, and at the time on her return trip to Great Britain, having left New York on 1st May. The captain of the *Tyrian*, having on board the mail bags and some despatches of great importance for the British Government, resolved to speed their arrival by transferring them to the *Sirius*. The new mode and the old met in mid-ocean. The brig's captain called through his trumpet, "Will you take charge of Her Majesty's mail?" The steamer's captain answered, "Yes; but be quick." The mail bags were hoisted rapidly up the deep waist of the brig and transferred, Mr. Howe, with true journalistic instinct, accompanying them to see the *Sirius* at close quarters. Naturally, on his return to the brig, the episode was the subject of much conversation between the three Nova Scotians and the gallant major, as they paced the deck day after day. "Joe" Howe declared that something must be done, and that right away, or New York would become the post office of the American continent. Out of the talks came suggestions and the conclusion that as soon as they reached London they would "wait upon the Colonial Minister, point out to him the neces-

sity and importance of a steam communication from the Mother Country to her children in the west, and plead the cause of Halifax." On landing at Liverpool, the three separated—two, Judge Haliburton and Mr. Howe, going to Bristol to see the owners of the *Sirius*, and the other remaining in Liverpool to collect statistics, etc. They then hurried to London, took William Crane, of New Brunswick, and Samuel Cunard into their confidence, and finally succeeded in obtaining a subsidy from the British Government for carrying mails by steam-driven vessels between Liverpool, Halifax and Boston, 20 round voyages a year for 10 years, from 1840. Which of the men who tried their sea-legs on the deck of the *Tyrian* suggested the plan that resulted in the establishment of the first Atlantic Ocean steamship line, it would be difficult to decide. The "Clockmaker" (1841) says, "Mr. Slick, with his usual vanity, claims the honor of suggesting it as well as the merit of having, by argument and ridicule, reasoned and shamed the Government into its adoption." Mr. Howe merely remarks, "The major was the most enthusiastic of us all." Mr. Cunard always insisted that he had conceived the idea long before, and had become one of the owners of the *Royal William* in 1830 with the idea of ocean steam transport dominant in his mind.

The difference between the *Royal William*, with its 23 days' voyage, the *Acadia*, with its 12 days 12 hours, and the *Lucania*, with its 5 days, 7 hours and 23 minutes' trip, marks the advance that has been made in ocean steamships. It was ten years after the establishment of the Cunard Line before they got the passages down to 11 days. In the "sixties," the *Persia* brought down the record to 9 days and 21 hours. In 1870 the *Scotia* made the passage in 8 days, 28 minutes. This is the first appearance of minutes in the reckoning. In 1875 the *City of Berlin* made the trip in 7 days, 15 hours and 28 minutes. The *Alaska* crossed in 6 days, 18 hours and 37 minutes in 1882. The *City of Paris* was the first "five," making the passage in 5 days, 23 hours and 10 minutes in July, 1889. The *Lucania*, in October, 1894, made the trip in the time already given. It took 10 years to get the trips down to 11 days; 20 years more to get them down to 8 days; 5 years more to get them down to 7 days; 7 years to 6 days, and 7 years to under 6 days.

Steamer—Australia-Canada—The first steamer of this line arrived at Victoria, B.C., June 8th, 1893. The *Mionera* left Sydney, (Aust.) May, 18th; crossed the Equator at midday of the 27th, and arrived at Honolulu, midnight, 31st. She brought mails for Canada, the United States, the United Kingdom and the Continent of Europe. Her dimensions were: length between perpendiculars, 340 feet; over all, 360 feet; breadth of beam, 42 feet; depth of hold, 28 feet. She carried 31 saloon, and 44 second class, passengers.

Steamers—The first movement towards the steam navigation of the St. Lawrence was made by Hon. John Molson, in conjunction with David Bruce, a ship-builder, and John Jackson, an engineer. The vessel built by them was the *Accommodation*. She was but a small boat, 72 feet in length, with 16 feet beam, propelled by an engine, constructed by Mr. Jackson, of 6 horse power. All the difficulties encountered were successfully overcome, and on All Saints Eve, 1809, the steamer started on her voyage to Quebec. It was deemed dangerous to continue the trip after nightfall; three days were consumed in the down trip of 180 miles, and four in making the up trip. Mr. Molson saw that the boat was too small and the engine of too imperfect construction to warrant a continuance. He went,

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therefore, to England and contracted with the firm of Bolton & Watt for the engine of a larger boat. In 1811 the new vessel the *Swift Sure* was at work. She was 120 feet long, with a beam of 24 feet, and an engine rated at 28 horse power. The *Malsam* came next and then the *Lady Sherbrooke*. The St. Lawrence Steam Company was firmly established and steam communication between Montreal and Quebec an assured success. The *Accommodation* was antedated by two years by Robert Fulton's steamer on the Hudson in 1807.

Steamers—First on the Ottawa River, 1819.

Steamer—The first Lake Ontario steamer was the *Frontenac*, launched in 1817. Robert Hamilton was the pioneer, and the engine of the first boat was modelled after the *Malsam's* engine. She was 72 feet long, 32 feet wide, 720 tons burden, and drew 8 feet of water.

Steamer—First regular ocean steamer to Montreal was the *Genova*, entered May 11th, 1853. First screw steamer on the great lakes, 1841. First screw steamer from Liverpool to the St. Lawrence, 1854.

Steamers—The *Beaver* was the first steamer which appeared on the north Pacific Coast. King William IV. and 1,600 of his subjects are reported to have witnessed the launch of this steamer on the Thames in 1834. She was built for the Hudson's Bay Company and went round Cape Horn, arriving at Port Vancouver in 1835.

The first steamer on the St. John River, N.B., was the *General Smyth*, 21st May, 1816. The *St. George* followed in 1825. The first on the Bay of Fundy to ply between St. John and Annapolis was the *St. John*, 1826. The first steamer between Prince Edward Island and the mainland was in 1832, when communication was established by the *Pocahantas*. The first steamer on the Red River was the *Pioneer*, 1861.

The *Parthia* arrived at Vancouver City, (B.C.) at noon, November 6th, 1889, 13 days and 13 hours from Yokohama, making the fastest time on record to that date. She carried 1,832 tons of freight, principally tea and silks.

In 1867 the steamers on the Registry Books of the Dominion numbered 335, with a tonnage of 45,766 tons. At the end of December, 1895, Canada had on her registry 1,718 steamers, with a tonnage of 247,007 tons.

Steel Steamer—The first steel steamer engaged in the Atlantic business between Europe and America was the Allan steamer *Buenos Ayrian*, 1879. First wholly constructed in Canada, at Deseronto, 1886.

Steamship Service—The Dominion of Canada has been honourably connected with ocean steam service. The first company to build a steamer that crossed the ocean, driven by steam, was a Canadian company. The Cunard Line, originated by three Canadians, was preceded by but one company, the Great Western Steamship Co., as an Atlantic Ocean line. The Allan Line began its career as an Atlantic steam line in 1852 by the formation of the Montreal Ocean Steamship Company, the shareholders being 10 Canadian merchants. First contractors for the mail service were McKean, McLarty & Co. The Allan Line steamers were taken off by the British Government for service in the Crimea, and began their regular fortnightly mail service in 1856. The Dominion Line was formed in 1870. The Canadian Pacific Steamship Line began operations in 1889 by placing under contract for construction the *Empress of India*, the *Empress of China* and the *Empress of Japan*. The Australia-Canada Line began June, 1893.

Steamer, Ocean—The first steamer from Canada to cross the Atlantic was the *Royal William*, Captain John McDougall. She was undoubtedly the first steam-driven vessel that ever crossed the ocean. Her history is interesting. Influential men in Canada desired in 1821-24 to bring about a union of all the British North American Provinces. They were met with the objection that there was really no inter-provincial trade, and that union without trade exchanges would be futile. To overcome this objection the Legislature of Lower Canada authorized an expenditure of £1,500 a year as a subsidy towards obtaining steam communication between Quebec and Halifax. The Nova Scotian Legislature responded by offering £750 a year for the same purpose. A joint stock company was formed and called the "Quebec and Halifax Navigation Company"; 235 citizens of Quebec and of Halifax, in the proportion of about one-half from each city, became subscribers. Among them were Samuel, Henry and Joseph Cunard. The dimensions decided upon were: length of keel, 146 feet; breadth of beam, 44 feet; depth of hold, 17 feet, 9 inches; length of deck, 176 feet; 1,370 tons, builders' measurement; 363 tons, Act of Parliament measurement. The vessel was built at "The Cove," Quebec, by George Black and John S. Campbell, during the winter of 1830-31, at a cost of £16,000. She was launched on the 27th April, 1831, christened in the orthodox way by Lady Aylmer, wife of the Governor-General of Canada, and towed up to Montreal, where she received her engines of about 200 horse power. After returning to Quebec, the *Royal William* started for Halifax on 24th August, 1831, with 20 cabin and 70 steerage passengers, "a good freight and 120 tons of coal." She was welcomed with great *eclat* at Halifax. On the 11th March, 1833, she was sold to satisfy a mortgage. A new company took her and sent her to Boston, where, as the first British steamer to arrive at that port, she was enthusiastically received. Her owners determined to send her to England, and she was accordingly despatched from Quebec on 3rd August, 1833, for London *via* Pictou, N.S. She remained in Pictou for a few days and left on the 18th August, arriving at Gravesend Sept. 11th., having steamed the whole distance. In London she was sold for £10,000 sterling, and chartered by the Portuguese government to take out troops for service under Dom Pedro, then a small-boy Emperor of eight years of age, with two years' experience as Emperor of Brazil. On her return to London she was laid up at Deptford for a few months and then sold to the Spanish Government, which changed her name to the *Ysabel Segunda*, and employed her as a war steamer. As such she was engaged in operations against Don Carlos in 1836, thus becoming the first war steamer that ever fired a shot. In 1840 the machinery was utilized for another war steamer, and in January, 1860, this one was lost on the coast of Algeria. The original *Royal William* was the first steamer built with a system of water-tight compartments. On the 28th June, 1895, Lord Aberdeen, Governor-General of Canada, placed a brass tablet in the wall of the corridor leading to the Library of Parliament with the following inscription: "In honor of the men by whose enterprise, courage and skill the *Royal William*—the first vessel to cross the Atlantic by steam power—was wholly constructed in Canada and navigated to England in 1833. The pioneer of those mighty fleets of ocean steamers by which passengers and merchandise of all nations are now conveyed on every sea throughout the world. Ordered by the Parliament of Canada, June 13-15, 1894." Among those present when Lord Aberdeen put the tablet in its place were Mr. Gustavus Wicksteed, who saw the *Royal William* launched and took

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passage on her trial trip, and Mr. Horace Wicksteed, who boarded the *Royal William* on her arrival in England and took dinner with the captain.

Steamship Service, Ocean. Subsidies to, were first given in 1840 by Nova Scotia, and in 1856 by the Province of Canada. In 1889 an Act was placed upon the Statute book of the Dominion authorizing the Dominion Government to give a subsidy not exceeding £25,000 sterling a year to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian colonies and New Zealand. By the same Act the Government was empowered to enter into a contract to secure a monthly steamship service between British Columbia and China and Japan—the subsidy at the disposal of the Dominion Government being £15,000 stg. per annum. In 1893 the Act of 1889 was amended, and the Canada-Australia subsidy was made £25,000 for an effective monthly steam service. The first steamer under the China-Japan subsidy was the *Parthia*. The first steamer under the Canada-Australian agreement was the *Miovera*. From August, 1897, three boats, instead of two, are engaged in the Australia-Canada line, touching at Wellington. New South Wales gives £10,000 a year, and Fiji \$2,000, in support of the line.

Steam Engine—First imported into Nova Scotia, by the General Mining Association, 1827. In 1829 the Dartmouth and Halifax ferry boat was propelled by an engine of 30 horse power, but great difficulty was experienced in getting it to work well. In 1830 a boat having an engine of 30 horse power plied between Pictou and New Glasgow, Nova Scotia.

Stone Inscription—Charles Roberts in his History of Canada refers to the Norse Rock bearing an inscription in dotted runes, which seems to point out the presence of the Norsemen in Canada in the 11th century. This rock weighs about 400 pounds. The inscription records that among those who accompanied the Thorfin Karlsefni on his expedition to Vineland in 1007, there was Hako, the son of Hako the Good, who reigned over Norway in 935. This antedates Columbus by a good many years. The stone is in the possession of Mr. R. N. Ryerson of Yarmouth, N.S.

Another old stone inscription is one dated 1606, found in an old wall in the French fort at Annapolis Royal, Nova Scotia, by Lieut. Robinson, a retired officer of the British Army, who gave it to the late Judge Haliburton, author of "Sam Slick," by whom it was transferred to his son, Mr. R. G. Haliburton. The latter loaned it to Mr. Sandford Fleming, C.M.G., (now Sir Sandford, K.C.M.G.) who deposited it in the Museum of the Canadian Institute, Toronto.

Street Cars—First run in Toronto on Sundays, on the 16th May, 1897.

Street Lights—Halifax was first lighted at the public expense in 1768.

Street Lighting—Montreal was first lighted, November, 1815, with oil lamps; with gas in 1834.

Street Railway—First used in Montreal and Toronto in 1861.

Succession dues—The Province of Ontario, in 1892, passed an Act relating to duties on successions. In the same year the Provinces of Quebec, Nova Scotia and New Brunswick passed similar Acts. Manitoba passed hers in 1893, and Prince Edward Island and British Columbia in 1894. The North-West Territories have (1890) no ordinance on the subject. The amounts obtained by the several Provinces in 1895 and 1896, were :

	1895.	1896.
Ontario.....	298,825	152,553
Quebec.....	162,535	163,366
Nova Scotia.....	49,526	18,253
New Brunswick.....	9,729	10,365
Prince Edward Island.....	959	3,661
Manitoba.....	552	91
British Columbia.....	619	8,482
Totals.....	522,745	356,771

By Royal Proclamation, October 26th, 1896, Ontario, Manitoba and British Columbia are under the operation of section 20 of the Imperial Finance Act of 1894, which provides that where Her Majesty is satisfied that by the law of the Colony either no duty is leviable in respect to property situated in the United Kingdom when passing on death, or that the law of such Colony as respects any duty so leviable is to the like effect as the foregoing provisions, then property of persons belonging to those colonies but situated in the United Kingdom shall be free from duties to be paid to the Imperial Government, when passing on death.

Sunday School—First established in Nova Scotia was in Halifax in 1783, in connection with St. Paul's Church. In 1790 "there were distributed to poor children of the Sunday Schools of Halifax, 15 great coats, 64 shirts and shifts, 70 pairs of stockings, and 35 pairs of strong shoes, all of which cost £30 7s. 2d."

Walter Bromley opened a Sunday School in Halifax in 1813, the chief feature of which was a large class of Blacks, both children and adults.

Sunday School—The first one opened in Lower Canada was in Quebec. It was a free school established by Prince Edward in 1793. Secular subjects were also taught. The first Sunday School in New Brunswick was opened in St. John, in 1812. Secular subjects were taught. Rev. Stephen Bamford was in charge.

Superannuation of Members of the Civil Service—The Dominion Government provided a system of superannuation for its civil servants in 1870, based upon an abatement from the salary of each person in the Civil Service to whom the Act applied, of 4 per cent. per annum on the salary of \$600 and upwards, and of 2½ per cent. when the salary was under \$600, such abatement to be made during the first thirty-five years of service—superannuation to be paid at the end of ten years' service, and to be equal to ten-fiftieths of the average salary of the last three years, and a further allowance of one-fiftieth for each additional year of service to 35 years. In 1872 Parliament lowered the abatement to 1¼ per cent. per annum on salaries under \$600, and 2 per cent. on salaries of \$600 and over. In 1893 the abatement was made 3 per cent. on salaries under \$600 and 3½ on others, and a fund established to which the Government adds annually a sufficient amount to equal the value of the prospective annuities payable therefrom. This is called Fund No. 2.

The receipts for Fund No. 1 from 1871 to June 30, 1896, amounted to \$1,364,771, and the expenditure to \$4,364,626. The receipts for Fund No. 2 from employes for 1895 and 1896 amounted to \$11,830. Expenditure *nil*.

Superintendents-General of Indian Affairs. Sir William Johnson, who married Mollie Brant, was the first S. G. of I. A. under the English rule.

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He was succeeded by his son, Sir John Johnson, and he by Col. D. C. Napier. After the Union (1841) the Governors-General's civil secretaries held the office of S. G. of I. A., under commission from the Imperial Government, to 13th October, 1860. After that date the Commissioners of Crown Lands were S. G. of I. A. till Confederation. Since 1867 the first S. G. of I. A. was Sir Hector L. Langevin, then Secretary of State for Canada. Hon. Joseph Howe and Hon. T. N. Gibbs were his successors. In 1873, on the creation of the Department of the Interior, the Minister of that Department was made S. G. of I. A. by Chap. 4; and the first Minister of the Interior to be S. G. of I. A. was Sir Alex. Campbell, July 1st, 1873.

Surgeon-Apothecary—The first of the profession to practise in Canada was Daniel Hay, Port Royal, 1606. The last census (1891) showed that there were 4,448 physicians and surgeons in Canada, of whom 76 were women. Thus for each group of 1,100 persons there is one physician. In F. and each group of 1,800 persons has a doctor; in Scotland each group of 1,180, and in Ireland each group of 1,600. Canada and Scotland are about on a par as to the supply of doctors.

Survey—The first hydrographic survey of the harbour of St. John, New Brunswick, was made in 1761.

Surveyor-General—The first for Nova Scotia was David Dunbar, appointed 1730.

Survey—The survey of British North America was begun in 1763. The survey of the North-West Territories was begun by the Dominion Government in 1870. By the end of 1895, 78,500,000 acres had been surveyed.

Survey—A new survey of Georgian Bay and North Channel was begun by the Government of Canada in 1883.

Suspension of Banks—The first chartered bank to suspend business since Confederation was the Commercial Bank of New Brunswick, 10th November, 1868. The Bank of Acadia (Liverpool, N.S.) suspended in 1873; the Metropolitan Bank of Montreal in 1877; the Mechanics Bank of Montreal, the Consolidated Bank of Montreal, the Bank of Liverpool, N.S., and the Stadacona Bank of Quebec in 1879; the Exchange Bank of Canada in 1883; the Maritime Bank of St. John, N.B., the Pictou Bank, the Bank of London, Ont., and the Central Bank of Canada retired from business in 1887; the Federal Bank in 1888, and the Commercial Bank of Manitoba in 1893. The Banque du Peuple suspended July 15th, 1895. By 1st March, 1897, fifty per cent of its liabilities had been paid. In all 15 banks have suspended representing assets of about 23 million dollars, and liabilities of about 16 million dollars. In nearly all cases the note holders and depositors have been paid in full. The revised Banking Act provides that Insolvent Banks shall pay their notes with 6 per cent interest per annum, and gives priority in payment to notes in circulation. Thus deposits payable on demand are liquidated with notes of the insolvent bank, which begin to draw interest from the date of suspension until redeemed.

Suspension Bridge across the Niagara River first opened for railway traffic, 8th March, 1855. It is recorded that Hon. W. H. Merritt's attention was first directed to the idea of a suspension bridge across Niagara River by reading, while at a pic-nic on its banks, a letter from his sons, travellers in Switzerland. Reference was therein made to a suspension bridge spanning the River Sarren. Mrs. Merritt, listening to her husband reading, remarked, "I wonder if a suspension bridge could not be made to span this river."

Swamp Lands, Manitoba. Under a federal Act passed in 1885, Manitoba

secured in final settlement of the claims of the Province on the Dominion, *inter alia*, the right to have wholly and completely transferred to herself all Crown lands in the Province shown to the satisfaction of the Dominion Government to be swamp lands. The first transfer took place in 1886, when 52,600 acres were transferred. Since then other transfers have been made amounting, with those of 1896, to an aggregate of 855,100 acres.

Tariff, Customs—The Canadian Legislature was first allowed to regulate its own Customs Tariff in 1846.

The Customs Act of 1849 for Old Canada provided for a general duty of 12½ per cent. *ad valorem* upon all goods, wares and merchandise not otherwise charged and not enumerated on the free list. Leaving out bar iron and other heavy iron goods, which paid 2½ per cent. duty, the 12½ per cents. covered the bulk of the importations. In 1856 the duty on general merchandise was raised to 15 per cent. *ad val.*, and on manufactures of leather and of India rubber a duty of 20 per cent. *ad val.* was imposed.

In 1858 the general duty was left at 15 per cent.; there were a long list of 20 per cents, a short list of 25 per cents, and a long list of free goods. The tariff of 1859 was a development of the idea embodied in that of 1858, the principal difference being the advance of "goods unenumerated" from 15 per cent. to 20 per cent. In 1866 there was a reduction of the general rate of duties from 20 per cent. to 15 per cent.

The four Provinces of Ontario and Quebec (Canada), and Nova Scotia and New Brunswick were confederated 1st July, 1867. In 1868 the first Act relating to duties of customs was passed. It provided four schedules: (a) goods paying specific duties; (b) goods paying 25 per cent.; (c) goods paying 10 per cent.; (d) goods paying 5 per cent.; (e) goods paying *ad valorem* and specific duties, and (f) free goods.

In 1870 the specific duties on live animals were changed to 10 per cent. *ad val.* Specific duties were imposed on certain natural products and all customs duties were raised 5 per cent. In 1871 the duties on natural products were nearly all removed and the extra one-twentieth was abolished. In 1874 the duties on unenumerated articles were raised from 15 to 17½ per cent.; the import duties on cigars were 70 cents per pound; on green and Japan tea 4 cents, on black 3 cents, and on green coffee 2 cents and roasted 3 cents. The customs duties on alcohol, brandy, rum, gin and whiskey were advanced from 80 cents to \$1, and the excise duty from 63 cents to 75 cents per gallon. The import duty on manufactured tobacco and snuff was increased by 5 cents specific.

In 1877 the import duty on cigars was made 50 cents per pound and 20 per cent. *ad val.* Tea was placed—green and Japan at 6 cents and black at 5 cents. The import duty on refined petroleum was reduced to 6 cents per wine gallon, and the excise duty on the home-made abolished.

In 1879 the protective policy was worked into the tariff—all unenumerated goods being subject to 20 per cent. *ad val.* Changes were made in 1887 chiefly in respect to imported iron and steel goods. In 1890 changes were again made, reducing duties.

The result of the several changes is seen in the following percentage of duty on total value of goods entered for consumption, dutiable and free:—

1869.....	12.31	per cent.	1878.....	14.03	per cent.
1871.....	13.62	"	1880.....	19.70	"
1875.....	12.83	"	1888.....	21.57	"

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1892.....	17.56	per cent.	1895.....	16.99	per cent.
1893.....	17.38	"	1896.....	18.28	"
1894.....	17.13	"			

The duties collected and the percentage of total duty by classes are :—

	1877.		1896.	
	\$	p. c.	\$	p. c.
A. Articles of food and animals.....	3,652,149	29.18	2,852,202	14.15
B. Articles in a crude state which enter into the various processes of domestic industry.....	37,047	0.30	1,043,716	5.18
C. Articles wholly or partially manufactured for use as materials in the manufactures and mechanical arts.	855,488	6.83	2,706,179	13.43
D. Manufactured articles ready for consumption.....	5,534,638	44.23	9,014,003	34.72
E. Articles of voluntary use, luxuries, etc.	2,436,245	19.46	4,538,624	22.52

(See " Preferential Tariff " ; " Treaties. ")

Tax Exemptions—First convention in Ontario to consider municipal taxation generally, and exemptions from municipal taxation in particular, met in Toronto, November, 1889. The latest met in Toronto, September, 1897.

Tea—First sailing ship, with tea consigned to the C. P. R., was the ship *W. B. Flint*, which arrived at Port Moody, 27th July, 1886.

Teachers Association (Dominion) formed July 18th, 1891. First meeting held in Montreal, July, 1893.

Teachers' Institutes—The first in Ontario was held in 1850. The Ontario Teachers' Associations were established in 1861.

Telegraph—The semaphore telegraphic system was early in use in Canada. A semaphore was established in 1809 between Isle Vert and Quebec City for the purpose of signalling vessels.

The first telegraph wire strung in the Dominion was put up by the Toronto, Hamilton, Niagara and St. Catharines Telegraph Company in 1847. It was a simple uninsulated wire. In the same year a line connected Montreal and Quebec. In 1848 Nova Scotia and New Brunswick were supplied with their first telegraphic communication. The first electric telegraph office in St. John, N. B., was opened in January, 1849. The first month's receipts were \$56.00. The first proposal to Government to build a telegraphic line across the continent from Montreal to the Pacific Ocean was made by the Atlantic and Pacific Transit Telegraph Company. The proposal was made to the Imperial Government and was recommended by the Governor General in his speech on the opening of the Session 1863. It was not entertained by the Canadian Legislature, because that body thought a post road ought to be built simultaneously with the telegraph line.

The Montreal Telegraphic Company paid its first dividend on 14th January, 1848. On the 17th August, 1881, it agreed to an arrangement with the Western Union by virtue of which the latter company guaranteed for 97 years, 8 per cent. annual dividends. The Western Union in 1867 leased the New Brunswick and Nova Scotia lines. The charter of the

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Canadian Pacific Railway Company granted in 1881 conferred upon that Company the franchise of a telegraphic system for general business.

When the Dominion began in 1867, there were within its borders 497 offices, 7,227 miles of line and 9,040 miles of wire. During the year 600,770 messages were sent.

For 1895 the statistics of telegraphs are : number of offices, 2,556 ; miles of line, 28,815 ; miles of wire, 68,244 ; number of messages, 4,024,300.

Telephone—The first experimental telephone line erected in Canada was from the residence of Professor Grahame Bell's father, in Brantford, Ont., to the residence of Rev. T. Henderson, in the same city. The first working any distance was one set up in 1875, by Professor Grahame Bell, between Paris and Brantford. The battery was in Toronto, some 60 or 70 miles away from Paris. The first commercial telephone was established in Hamilton in 1877. The returns for 1895, gave 44,000 miles of wire, and 33,500 instruments. The number of messages sent out was 72,500,000.

Temperance in Nova Scotia—An ordinance of the Governor and Intendant of Louisbourg passed on 24th July, 1733, prohibited tavern-keepers selling liquor to fishermen. A proclamation against retailing spirituous liquors without licence was published in Nova Scotia on 28th August, 1749. The penalty for a first offence was an hour in the stocks and for the second offence twenty lashes in addition to a fine of 20 shillings. All retailers were forbidden to entertain any company after nine o'clock in the evening.

In 1751 an Order-in-Council prevented recovery by tavern-keepers in any suit under 5 shillings, and by other liquor sellers in suits for quantities under 3 gallons.

In 1761 the sale of liquors on Sunday was forbidden under a penalty of 10 shillings fine on the seller and 5 shillings on the buyer.

The first temperance meeting in the Province was held in October, 1827, in the town of Pictou.

In 1829 the sale of intoxicating liquors to Indians was prohibited under a penalty of 20 shillings for each offence.

The first Temperance Society was organized in Halifax, January, 1831, and in Pictou later on in the same year. The Total Abstinence Society was formed in January, 1847. The Order of the Sons of Temperance was organized in Yarmouth, in November, 1847.

In 1855 an Act was passed by which sale of liquor to minors entailed forfeiture of licence for all time.

Temperance in New Brunswick—The first Act respecting the liquor traffic was passed in 1786. Temperance work on a large scale began in 1832. In 1847 the Sons of Temperance organized. In 1855 the first prohibitory liquor law was enacted, but it was repealed in 1856. The W. C. T. Union was introduced in 1875, in Moncton.

Temperance in Prince Edward Island—The first Governor in less than a month after he was sworn in (1770) brought to the notice of his Council that drinking was "very common among the lower order of the people," and urged restraints on the traffic. At the first session of the general Assembly an Act was passed to restrict the trade and prevent its evils. About 1830, temperance work began to take definite form. The Sons of Temperance body was organized in 1848. The Good Templars were introduced in 1863, and the W. C. T. Union in 1876.

Temperance in Quebec—A temperance meeting was held in Sillery Cove in 1648, in connection with the Indian School established there the year before.

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In 1661 Bishop Laval, then Vicar Apostolic, procured the passage of a law against supplying liquor to the Indians, the infringement of which was death. Within a short time, two men were shot and one flogged for transgression of the ordinance. In Frontenac's time (1672 *et seq.*) Bishop Laval strove earnestly to prevent the sale of spirituous liquors to the Indians, and crossed the ocean four times to present his views to the King of France.

Over this question for the first, but by no means the only time, the Church as the conservator of morals, and the State as the agent of trade, met in hostile array, the good Bishop Laval and the great Governor Frontenac, as alleged, leading the opposing forces. Laval's success, it was contended, would have destroyed all trade with the Indians and transferred the fur trade to the Dutch and English, who "had no scruples about supplying the Indians with brandy." Frontenac's success would have nullified all the efforts of the church to develop morality among the Indians, and in fact would have destroyed the Indians themselves. All Frontenac's splendid plans of conquest were based upon the idea of alliance with the Indians. But without the potent aid of brandy he would have seen all his aims frustrated and the enemies of France triumphant. The same arguments that are used to-day were hurled at each other by Prelate and Governor, 225 years ago. The degradation and final destruction of the Indians, sure to follow in the wake of brandy drinking, were urged by the Bishop. The Governor admitted the strength of the arguments, but urged that even if the French gave up the traffic the degradation and destruction would not be averted, for their commercial rivals would not give it up; and the prohibition could not be effective even with the French, for the *Coureurs de bois* would carry on a clandestine trade productive of much more serious evils than a trade licensed under strict regulations. The conclusion of the controversy was that Colbert, who under the influence of the Bishop had prohibited the sale, yielded so far to Frontenac's arguments that in practice the sale was tolerated—in a word, the solution was a compromise.

Among early documents in the Indian Department in Ottawa is one dated 29th May, 1680, granting lands near the Lachine rapids to the Jesuits for the use of the Iroquois settled there. The grant most expressly prohibits and forbids all persons from keeping any public house among the dwellings of the Indians.

On June 9th, 1728, a Temperance meeting was held in Montreal and 30 persons took the pledge. In 1836 the Montreal and the Quebec Temperance Societies were formed. In 1850 the Order of the Sons of Temperance was introduced. The Women's Christian Temperance Union entered the Province in 1877 and the Royal Templars in 1883. The Dunkin Act was put into operation in 1864, and is still (1897) in force in one county (Richmond).

Temperance in Ontario—The first legislation in Upper Canada in regard to spirituous liquors is contained in an Act passed in the first session of the first legislature, 1792. In 1793 a Licensing Act was passed. In 1801 selling spirituous liquors to Indians was prohibited. In 1823 the first legislation in respect to the sale of ale, beer and cider appears. In 1828 a few people met to consult with the Rev. Mr. Christmas, in Brockville, as to what could be done in behalf of temperance. The outcome was the formation of the first temperance society with a pledge, but not of teetotalism. After 1839 the pledge of total abstinence became the rule. In 1847 the Order of the Sons of Temperance was introduced into Canada, and in 1848 it was organized in Canada West (now Ontario), its banner being

first unfurled in Brockville on 21st June, 1848. The Grand Division was instituted in Brockville, 12th April, 1849. At the first annual session, 10th October, 1849, twenty-three divisions with 1,032 members were reported. In 1850 the Cadets of Temperance were organized. The Independent Order of Good Templars was formed in 1853 at Merrickville. In 1858 the British American Order of Good Templars was formed and changed the name to Royal Templars in 1883. The W. C. T. Union was established in Ontario in 1874, the first Union having been organized in Owen Sound in that year by Mrs. R. J. Boyle. Closely allied with this Society is the Young Women's C. T. Union, organized at Hamilton in 1891.

Temperance in the North-West—The Russian Fur Company and the Hudson's Bay Co. agreed on the 31st December, 1843, that both companies would entirely abstain from selling spirituous liquors to the Indians of the North Pacific coast.

Temperance Legislation—The first Prohibitory Liquor law passed in British North America was introduced and carried through the Legislature of New Brunswick by Hon. Mr. (afterwards Sir Leonard) Tilley, in 1855.

The first local option prohibition law in force in the old Provinces of Canada (now Ontario and Quebec) was the Dunkin Act, passed in 1864.

The first resolution prohibiting the sale of intoxicating liquors within the precincts of the House of Commons was passed in 1873.

The first Committee struck by the House of Commons to report upon the numerous petitions which had been presented in favor of a Prohibitory Liquor law and to collect information respecting the working of Prohibition was appointed in 1873.

The first Prohibitory Liquor law passed by the Dominion of Canada was the North-West Territories Prohibitory Act, introduced by Sir Charles Tupper. It became law on the 23rd May, 1875, and is Chap. 39, Acts of 1873: it was continued on the Statute book by Hon. Mr. Mackenzie, when, in 1875, North-West legislation was consolidated.

In 1874 a Committee of the Commons was appointed with George W. Ross as chairman. This Committee reported strongly favoring the enactment of a Prohibitory law, but suggesting as a preliminary that steps be taken to obtain information as to the working of Prohibitory Liquor laws in the United States.

In 1877, Dr. Schultz moved in the Commons that "a Prohibitory Liquor law is the only effective remedy for the evil of intemperance, and that it is the duty of the Government to submit such a measure for the approval of Parliament at the earliest moment practicable." An amendment by Hon. Geo. W. Ross, proposing delay, question of jurisdiction being *sub judice*, carried 104 to 59.

In 1878 the Canadian Temperance Act was passed. This Act relegated the power of prohibiting to Counties and Cities.

In 1883 the Governor-General's speech on opening the session referred to the fact, that the judgment of the Lords of the Judicial Committee on the appeal of *Russell vs. The Queen*, showed that Dominion legislation would be necessary to prevent the unrestrained sale of intoxicating liquors and to provide for the regulation of shop, saloon and tavern licenses. Sir John Macdonald moved that the consideration of the paragraph be referred to a Select Committee. This was ordered and the result was a Bill, which became in due course 46 Vic., chap. 30, being the general Licensing Act of 1883, the purpose of which was to replace Provincial License Laws,

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(supposed to be *ultra vires* of the Local Legislatures,) with a Dominion License Law believed to be within the power of the Federal Parliament.

In 1884 Mr. Geo. E. Foster introduced a Prohibitory Resolution in the Commons, which with an amendment proposed by Hon. Thos. White, was carried, 140 to 122; the amendment being to the effect that Parliament would be prepared so soon as public opinion sufficiently sustains stringent measures to promote prohibition of importation, sale or manufacture of intoxicants for beverage purposes.

In 1884 the Dominion Parliament passed an Act for the disposal of fines levied under the Canada Temperance Act, giving the same to the Municipal authorities.

In 1885, the Supreme Court of Canada declared certain portions of the Liquor License Act of 1883 and 1884 *ultra vires* of the Dominion Parliament; Parliament accordingly passed an Act suspending the operation of these portions until a decision of the Privy Council of England was given.

In 1888 an Act was passed amending the Canada Temperance Act.

In 1889 Mr. Jamieson moved a Prohibition resolution to which Mr. Wood (Brockville) moved an amendment, and Mr. Taylor an amendment to the amendment. At subsequent stage other amendments were moved, but all were negatived except Mr. Woods, which was to the effect that prohibition would be expedient when the public sentiment was ripe for the enforcement of a Prohibition. This carried, 99 to 59.

The Canada Temperance Act was amended in 1890, chap. 27, and in 1892, chap. 26.

In 1892 the Dominion Government issued a Royal Commission to investigate and report upon the Liquor Traffic in Canada. The Commission (Sir Joseph Hickson, Chairman) held its first public sittings to take evidence, in Halifax, N.S., on 25th July, 1892. An interim report containing the evidence taken in New Brunswick, Nova Scotia, Prince Edward Island and Quebec, was presented 4th June, 1894, and the final report with evidence taken in Ontario, Manitoba, the North-West Territories and British Columbia was presented 24th March, 1895. The scope of the Commission included: 1st. The effect of the Liquor Traffic upon all interests affected by it in Canada; 2nd. The measures adopted in Canada and other countries to lessen, regulate and prohibit the traffic; 3rd. The results of these measures; 4th. The effect the enactment of a prohibitory liquor law in Canada would have in respect of social conditions, Agricultural business, Industrial and Commercial interests; of the revenue requirements, (a) of the municipalities, (b) the Provinces and (c) the Dominion. 5th. Its capability of efficient enforcement. The Commission held 130 public sittings for hearing witnesses numbering 1,139, whose testimony filled 4,528 pages. There were 56 appendices, having 66 pages in all; and 293 pages of index. The Report of the Commissioners with appendices and indexes occupied 999 pages, making the report and evidences, 5,887 pages, delivered to the public in 6 volumes. The total cost of the Commission was \$64,953.

In 1894 Mr. Flint moved resolution in favour of Prohibition, but on motion the debate was adjourned, and the subject failed to be brought before the House in the session.

In 1895 Mr. Flint again moved a Prohibitory Resolution, and Mr. Guillet moved in amendment that as there was before the Privy Council of England an appeal against the decision of the Supreme Court of Canada on the jurisdiction of the Provincial Legislatures, the further consideration

of the subject be deferred until the Report of the Privy Council thereon be received. The amendment carried, 68 to 57.

In 1896 Mr. Flint again moved his Prohibitory Resolution, and Mr. Guillet his Privy Council amendment. Mr. Mills (Bothwell) moved the adjournment of the debate which carried, 56 to 47, and no more was heard of the subject in that session.

In 1896 an appeal went to the Privy Council of England from the Supreme Court of Canada, to which latter body the following questions were submitted by Order-in-Council, 26th October, 1893.

1. Has a Provincial Legislature jurisdiction to prohibit the sale within the Province of spirituous, fermented or other intoxicating liquors? Supreme Court of Canada answered "No." Lordships of the Privy Council refer to their answer to the seventh question.
2. Or has the Legislature such jurisdiction regarding such portions of the Province as to which the Canada Temperance Act is not in operation? Supreme Court of Canada answered "No." Lords of the Privy Council refer to their answer to seventh question.
3. Has a Provincial Legislature jurisdiction to prohibit the manufacture of such liquors within the Province? Supreme Court of Canada answered "No." Lords of the Privy Council say: "In the absence of conflicting legislation by the Parliament of Canada their Lordships are of opinion that the Provincial Legislatures would have jurisdiction to that effect, if it were shown that the manufacture was carried on under such circumstances and conditions as to make its prohibition a merely local matter in the Province."
- 4th. Has a Provincial Legislature jurisdiction to prohibit the importation of such liquors into the Province? The Supreme Court of Canada answered "No." The Lords of the Privy Council say: "Their Lordships answer this question in the negative. It appears to them that the exercise by the Provincial Legislature of such jurisdiction in the wide and general terms in which it is expressed would probably trench upon the exclusive authority of the Dominion Parliament.
5. If a Provincial Legislature has not jurisdiction to prohibit sales of such liquors, irrespective of quantity, has such legislature jurisdiction to prohibit the sale by retail, according to the definition of a sale by retail either in statutes in force in the Province at the time of Confederation, or any other definition thereof? Supreme Court of Canada answered "No." Their Lordships of the Privy Council refer to their answer to number 7.
6. If a Provincial Legislature has a limited jurisdiction only as regards the prohibition of sales, has the legislature jurisdiction to prohibit sales subject to the limits provided by the several sub-sections of the 99th section of the Canada Temperance Act or any of them (Rev. Statutes of Canada, 49 Vic., C. 106, S. 99). The Supreme Court of Canada answered "No." Their Lordships refer to their answer to question 7.
7. Has the Ontario Legislature jurisdiction to enact S. 18 of Ontario Act, 53 Vic., C. 56, intitled "An Act to improve the Liquor License Acts," as said section is explained by Ontario Act, 54 Vic., C. 46, intitled "An Act respecting local option in the matter of liquor selling"? The Supreme Court of Canada answered "No." Their Lordships after a full elucidation of the points raised say:—
 "Their Lordships for these reasons give a general answer to the seventh question in the affirmative. They are of opinion that the Ontario Legislature had jurisdiction to enact Section 18, subject to this necessary quali-

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ification, that its provisions are or will become inoperative in any district of the Province which has already adopted or may subsequently adopt the second part of the Canada Temperance Act of 1886."

Temperance Act, Canada—First Election under the Canada Temperance Act (Scott Act) was held in Fredericton, N.B., 31st October, 1878. First Elections were held in the other Provinces:—in Prince County, P.E.I., 28th December, 1878; in Lambton, Ontario, 29th May, 1879; in Megantic, Quebec, 11th September, 1879; in Marquette, Manitoba, 29th September, 1880, and in Digby, N.S., 8th November, 1880.

Since the passing of the Act it has been submitted to the electors 137 times—3 times in 1878, 10 in 1879, 5 in 1880, 14 in 1881, 4 in 1882, once in 1883, 22 times in 1884, 28 times in 1885, 4 in 1886, once in 1887, 12 times in 1888, 22 in 1889, once in 1890, twice in 1891, 3 times in 1892, once in 1893, twice in 1894, once in 1896, and once in 1897 (July 22nd, 1897).

It is in force in 28 places. It was submitted to the people four times in Fredericton, N.B., and carried on each occasion. Westmoreland voted on it four times and carried it each time by majorities of 783 in 1879, of 73 in 1884, 776 in 1888, and of 277 in 1896. Charlottetown voted on it 6 times, carried it three times, rejected it the fourth, adopted it on the fifth occasion, and rejected it on the 6th occasion: the majorities being, 584 (for) in 1879, 40 (for) in 1884, and 20 (for) in 1887, 14 (against) in 1891, 22 (for) in 1894, and 113 (against) in 1897. Lambton voted on it four times carrying it the first time, 1879, (majority 215) defeating it the second, 1881, (majority 106) carrying it the third, 1885, (majority 2,919), and defeating it on the fourth, 1889, (majority against 1,330). Halton carried it on the first and second voting, but rejected it on the third. Stanstead sandwiched a carry between two rejections. St. John City defeated it on the two occasions it has had the opportunity to vote on the Act.

The Act has been submitted to the test of public opinion in nine cities, and 72 counties (July 31st, 1897). It is in force in one city and 27 counties. The following is a summary of the results:—

Carried 4 times and still in force	2	places.
“ twice “ “	4	“
“ once “ “	22	“
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At present, July 31st, 1897, in force	29	“
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Defeated the first time and not submitted again . .	16	“
Carried the first election, but defeated the second.	30	“
“ twice and lost twice	1	“
“ once “ “	1	“
“ twice “ once	2	“
Lost twice and not carried at all	1	“
Carried 3 times, rejected the fourth, carried the fifth and rejected the sixth time	1	“
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Total	52	“

The Act is in force, July 31st, 1897, in the City of Fredericton, and the following Counties :

Albert, N.B.,	Hants, N.S.,	Prince, P. E. I.,
Annapolis, N.S.,	Inverness, N.S.,	Queen's, N.B.,
Brome, P. Q.,	Kings, N.S.,	Queen's, N.S.,
Cape Breton, N.S.,	Kings, N.B.,	Queen's, P. E. I.,
Carleton, N.S.,	Kings, P. E. I.	Shelburne, N. B.,
Charlotte, N. B.,	Lisgar, Man.,	Sunbury, N. B.,
Cumberland, N. S.,	Marquette, Man.,	Westmoreland, N. B.,
Digby, N. S.,	Northumberland, N. B.,	Yarmouth, N. S.,
Guysboro', N. S.,	Pictou, N. S.,	York, N. B.

The Canada Temperance Act is in force in 2 districts in Manitoba; 11 in New Brunswick; 11 in Nova Scotia; 3 in Prince Edward Island, and 1 in Quebec. In the Provinces of Ontario and British Columbia the Act is nowhere in force. Richmond County, in Quebec, is under the old Dunkin Act of 1864.

Timber Raft—First lumber raft in the Ottawa River left the Gatineau River and floated down the Ottawa River in 1806. In the eleven years 1882—1892, the square white pine floated down from the Ottawa district, averaged, 64,414 pieces, and the pine saw-logs, 3,807,800, in number a year.

Thanks of Parliament—The first person thanked by the Parliament of Canada since Confederation was General Middleton, 17th July, 1885. He was in command of the expedition to the North-West Territories in connection with the rising under Louis Riel.

Thanksgiving Day—28th September, 1763, was solemnized in Halifax as a day of thanksgiving on account of the peace established between Great Britain and France.

Theft—First civil execution in Canada, 1542, when de Roberval hanged Michel Gallion for theft.

Thompson, David—Was astronomer and geographer to the Northwest Co., and in 1800 he entered the Rockies in latitude 51°. He descended one of the branches of the Columbia River for a considerable distance, but was compelled by the Indians to re-cross the Rocky Mountain range. In 1807 he went through Howe's Pass and reached the Columbia. In the spring of 1811 he ascended the Columbia to its source, and on July 11th he was at the Pacific coast, having followed the main river to its mouth. He was the first white man to traverse the river from source to mouth.

Titles—The first attempts to establish an hereditary aristocracy in New France by France, and in Nova Scotia by England, were nearly contemporaneous. Cardinal Richelieu made provision for the erection in New France of Duchies, Marquisates, Counts, Viscounts and Barons, but began in actual practice with Seigniories, of whom 29 were created between 1626 and 1663. One title, that of Baron de Longueuil, conferred in 1700 by Louis XIV., remains. (See "Baronets.") In 1854 there were 220 feudal estates, possessed by 160 seigniors, with 72,000 rentiers, paying a ground rent of two sous per acres, with other dues. This seigniorial tenure was abolished in 1854. The Order of the Baronets of New Scotland was created in 1621, and in 1629 King Charles I., by Royal missive authorized "the Baronetis (of Nova Scotia) and everie one of them and their heires male to carry about their neckis, in all time coming, ane orange tanney silk ribbane, whereon shall hing perdant in a scutcheon argent, a saltire azure, thairon ane inscutcheune of the arms of Scotland with ane Imperiall crowne above the scutcheon." (See an interesting article on this subject by Mr. Speaker Edgar, M. P., in the *University Quarterly Monthly*.)

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Titles—Under the Act of 1791, hereditary titles could be conferred by the Sovereign upon persons called to the Legislative Councils of Upper and Lower Canada. No titles were ever conferred under the Act.

Tobacco—The first mention of smoking the weed in Canada is in Cartier's account of his second voyage, 1535. The average annual consumption in Canada of tobacco, chewing and smoking and all forms, during the ten years 1867-76, was 2.08 pounds per head of the population. In 1877-86 it was 2.15 pounds and in 1887-96 it was 2.19 pounds, showing a tendency to a constant increase in the quantity consumed.

Toronto was founded, as York, in 1794, and incorporated as a city, March 6th, 1834. The first survey of the harbour was made by Bouchette, in 1793.

Torrens Land System first adopted in North-West Territories, 1st January, 1887.

Towns—The oldest town in the Dominion is Annapolis Royal, in Nova Scotia, founded 1605. The first fort was built on the north side of the river, whereas the present site is on the south side. Hence some have denied to Annapolis its claimed precedence. But, while the artificers were building the fort, the farmers were planting the crops, and they selected the neighbourhood of the present site of the town for the farm, and erected buildings there for the labourers. The cluster of dwellings was the town protected by the fort. It has been continuously occupied as a dwelling place. Annapolis enjoys the distinction of being the most war-scarred spot on the continent. It has been taken by force five times by the English:—by Argall in 1613; by Kirk in 1628; by Sedgwick in 1654; by Phipps in 1690, and by Nicholson in 1710. It was by them abandoned or restored to the French four times:—by Argall in 1613; by Treaty of St. Germain in 1632; by Treaty of Breda in 1667, and by Treaty of Ryswick in 1697. It was unsuccessfully attacked by the English three times; by Church in 1704; by March in 1707, and by Wainwright also in 1707. It was unsuccessfully attacked by the French and Indians twice:—in July, 1744, by Abbe de Loutre; and in September, 1774, by Duvivier. It was taken, sacked and abandoned twice:—once by pirates in 1690; and once by United States revolutionary forces in 1781.

Trade—Conference between Canada and Australia, proposed by Dominion Government, to include also consideration of Pacific Ocean Cable, 1888. (See "Colonial Conference.")

Trades and Labour Congress—First made a permanent body, in Toronto, Sept. 14th, 1886. Since then it has met in annual session—

1886.....	Toronto	1892.....	Toronto
1887.....	Hamilton	1893.....	Montreal
1888.....	London	1894.....	Ottawa
1889.....	Montreal	1895.....	London
1890.....	Ottawa	1896.....	Quebec
1891.....	Quebec	1897.....	Hamilton

It was formed for the purpose of drawing more closely together members of Labour organizations throughout Canada, and also for the securing of laws for the betterment of the condition of all classes of working men and women. Its functions are purely legislative, and no part is taken by it in industrial conflicts otherwise than by advice and moral support. The Congress is composed of delegates elected annually by Labour organizations. Since its organization the Congress has done a great amount of

good by the action of its various Executive Committees in prevailing on the various Provincial Governments and the Federal Government to provide laws for the improvement of the condition of wage-earners.

Traders. English, first entered the North-West in 1765. They penetrated to the Saskatchewan in 1767. A trading expedition under Umfreville was sent to the North-West in 1784. Trading posts were established in the North-West in 1805 and succeeding years.

Trading Companies.—The first chartered company in Canada was that formed by de Monts, and other merchants of Rouen, France. It was chartered by the King of France in 1603, to dig for minerals, to fish and to secure furs in the forest. The charter covered Acadia and the whole territory east of the line of longitude of Montreal. Champlain formed a company in 1614, to trade on the St. Lawrence, with Henry of Bourbon, one of the Royal Sons of France, at its head. These passed over their monopoly to the Huguenots, G. & E. de Caen. Richelieu turned his attention to French North America in 1627, and organized the Company of the 100 Associates, the charter giving the Company possession of Canada, Acadia, Newfoundland and Florida "on the tenure of fealty and homage." Champlain who had had his hands full looking after the previous companies was made one of the Associates. After a career of ups and downs, the Cent Associés on 24th February, 1663, unanimously resolved to restore to the King of France the property and lordship of New France, and in March following the transfer was accepted.

The West India Company was formed in 1664, with all sorts of trading privileges in Canada, Acadia, Florida, Africa, South America, and the West Indies. The monopoly of the fur trade granted to this Company excited the ire of the Canadians to whose vehement protests Colbert listened and changed the terms of the contract, so that the Company were only to receive one beaver skin in every four, and one buffalo skin in every twelve exported. The Company not succeeding any better than its predecessor, its charter was revoked in 1674.

England now took her turn at forming trading companies. The Labrador Company was formed in 1661, and had trading rights over the territory reaching from Cape Cormorant to the Straits of Belle Isle, on the north shore of the Gulf of St. Lawrence, 450 miles in length, and 6 miles in depth. When in 1890 the Government of Quebec brought suit against the Company to try their title, the Company succeeded in making good its claim to a considerable portion of the estate. It is the oldest incorporated Company in Canada or in the world. (See "Seignior of Mingan.")

The next venture on the English side resulted in the formation of the Hudson's Bay Company with Prince Rupert at its head, chartered May 13th, 1670, for the prosecution of trade in the Hudson Bay territory. The French Companies deeming the trading of the English Company an invasion of their rights there was plenty of fighting, sacking of forts, etc. But the Hudson's Bay Company held on its way, planting forts over the vast territories included in its charter, awakening interest in the Arctic regions and sending expeditions in every direction to learn something of the resources of its wide domain. Opposition came to the Company 109 years after its organization. In 1779 merchants of Montreal began to reach out for a share in the profits of the fur trade. The North-West Company of Montreal was organized with Benjamin and Joseph Frobisher and Simon McTavish at the head in Montreal, and Simon Fraser, William MacGillivray and (later) the famous Alexander Mackenzie, as "wintering partners,"

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remaining during winter in the fur-bearing wilderness. In the bitter trade rivalry that was aroused the employes of the two companies killed not only the beaver and the buffalo but each other, till out of the very fierceness engendered there came the desire for "peace with honour" through amalgamation. After a long and severe struggle on the prairies and rivers of the North-West, in the courts of Upper and Lower Canada, and in the Parliament of Great Britain, they came to terms and were amalgamated in 1821. Before this happened, however, the North-West Company's partnership articles expired in 1790, and some of the partners withdrew to form the X. Y. Company. So there was for a time the Hudson's Bay Company, the North-West Company, and the X. Y. Company, over one-fourth of the alphabet engaged in trade hostilities, but the N. W.'s and X. Y.'s soon came together again and in 1804 the X. Y.'s were merged in the North-West's. In the height of their business development the Hudson's Bay Company and amalgamated companies employed over 3,000 men.

Trading Post first established at Hochelaga in 1611.

Trade, Boards of—(See "Boards of Trade").

Trade, Dominion Board of—Composed of the Montreal Corn Exchange, and the Boards of Trade of Montreal, Toronto, Ottawa, Belleville, Hamilton, Kingston, London, and St. John's, N.B.; incorporated 1873.

Trades Union Act, 1872—In consequence of the arrest, in Toronto, of 24 men connected with the Typographical Union, under the conspiracy laws, because they had formed a trades union, Sir John Macdonald introduced and carried through Parliament two Acts to enable operatives to combine for the accomplishment of lawful purposes.

Transport Business—The changes which have taken place may be seen from the following account of the old way of carrying on the Fur trade, taken from Mackenzie's *Voyages*:

The orders for the goods are sent to England.....	25 Oct., 1796
Goods are shipped from England.....	March, 1797
They arrive in Montreal.....	June, 1797
Being made up, they are sent from Montreal.....	May, 1798
They arrive in the Indian country and are exchanged for furs.....	Winter of 1798-99
Which furs come to Montreal.....	Sept., 1799
And are shipped to London, where they are sold in.....	March and April, 1800

Treaties—Right to decide whether she shall be included in any Treaty made by Great Britain, first granted to Canada, 1878.

Since that date, in every treaty Great Britain, as the Suzerain, makes, Canada is expressly excluded, till she expresses her willingness to accede, for which purpose two years are allowed.

Canada has declined to accede to the following Treaties of Commerce: Egypt, 1889; Ecuador, 1880; Greece, 1886; Italy, 1883; Japan, 1894; Mexico, 1888; Montenegro, 1882; Paraguay, 1884; Roumania, 1892; Salvador, 1886; Zanzibar, 1886. There are but two treaties to which Canada has become a party since 1878—Muscat, 1892, and Uruguay, 1885.

Treaties—Treaties affecting Canada are: (1) General, relating to boundaries; (2) Commercial; (3) Extradition. Under the first class come the following:

Treaty of Susa.....	1629
“ St. Germain.....	1632
“ Westminster.....	1655
“ Breda.....	1667
“ Ryswick.....	1697
“ Utrecht.....	1713

FIRST THINGS IN CANADA.

"	Aix La Chapelle..	1748
"	Paris	1763
"	Versailles	1783
"	Paris.....	1783
"	London (Jay's)	1794
"	Ghent	1814
"	London	1815
	Arrangement (Great Lakes)	1817
	Treaty of London	1818
"	St. Petersburg	1825
"	Washington (Ashburton)	1842
"	" (Oregon)	1846
"	" (Reciprocity)	1854
"	London (Naturalization)	1870
"	Washington	1871
"	" Behring's Sea.	1892
	Convention (Boundaries).....	1892
"	Washington (Behring's Sea Claims).....	1896

Under the second head (Treaties of Commerce) Canada is affected by the following :—

Argentine Confederation.....	1825	Morocco	1856
Austria-Hungary.....	1876	Muscat (Canada acceded)....	1893
Belgium	1862	Persia	1841 and 1857
Bolivia	1840	Russia	1859
Chili.....	1854	Sandwich Isles.....	1851
Columbia	1866	Siam	1885
Corea	1883	South African Republic	1882
Costa Rica *	1849	Spain	1892
Denmark.....	1860-1	Sweden and Norway.....	1826
Dominican Republic.....	1860	Switzerland	1855
France, General Treaty	1882	Tunis	1875
" Special "	1893	Uruguay	1885
Germany.....	1865	Venezuela	1825 and 1834
Liberia.....	1848		

(For Extradition Treaties see "Extradition.")

Treaty with France—First Treaty made under the power given to Canada in 1884, to hold direct negotiations with foreign countries through her own agent, acting in conjunction with the British Ambassador. Sir Charles Tupper, Baronet, represented Canada, and the Marquis of Dufferin and Ava was his Co-Plenipotentiary. The Treaty was signed on 6th February, 1893. Its ratification by the Canadian Parliament is in Chap. 2, Acts of 1894. It came into force October 14th, 1895, by proclamation in the *Canada Gazette*, October 12th, 1895.

Treaties, Indian—The first Treaty with the North-West Indians was made in 1817, and commonly known as the Selkirk Treaties. The first Treaty by the Dominion with the North-West Indians was made on 3rd August, 1871, and included the territory on both sides of the Red River from the International boundary on the south to Lake Manitoba on the north. The

* Excepting as to articles V., VI. and VII. which cease to have effect after November 26th, 1897.

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contracting parties were the Chippewa and the Swampy Cree tribes of the one part, and the Queen represented by Commissioner, William Simpson, (holding his appointment from the Privy Council of Canada on the recommendation of Hon. Joseph Howe, then Secretary of State for Canada) of the other part. Hon. Sir Adams Archibald, then Lieut.-Governor of Manitoba, was the first witness to this Treaty known as Treaty No. 1. It was followed by Treaty No. 2 made August 21st, 1871; Treaty No. 3 made 3rd October, 1873; Treaty No. 4 made 15th September, 1874, and Treaty No. 5 made 20th September, 1875.

Treaties and Surrenders by the Indians—The first deed of transfer of land on record in the books of the Indian Department is dated Fontainebleau, 29th May, 1680, and signed by Colbert, for the King. It was registered at the Greffe Souverain of Quebec, and conveys for a term to "our dear and well beloved, the ecclesiastics of the company of Jesus residing in La Nouvelle France," the land called the Sault near the rapids of St. Louis, the consideration being the desire of the King to contribute to the conversion and instruction of the Iroquois-Indians. In all there are nearly 1,550 treaties and surrenders, provisional and confirmatory, under which lands have been transferred, in the several Provinces of the Dominion, to the Crown by the Indians, Some of the oldest ones are dated 1717, 1725, 1779, 1786, 1790, 1792.

Treaty, Fisheries—The Dominion Government decided, April, 1890, to continue, for the fishing season of 1890, the *modus vivendi* introduced into the abortive Washington Treaty of 1888 as a means of carrying the proposed Treaty settlement through the fishing seasons of 1888 and 1889, so as to enable United States fishermen to participate in the Canadian Fisheries before the Treaty itself received ratification. It was subsequently decided to continue the *modus vivendi* clause for a time, but by proclamation dated 13th November, 1895, the section ceased to have effect. The custom of licensing American fishermen continued, however, during the season of 1896. (See "Fisheries.")

Treaty of Extradition—The Extradition Treaty between Great Britain and the United States, which went into operation April, 1890, is an enlargement of the scope of the Treaty of 1842. The added list includes manslaughter, counterfeiting, embezzlement, fraud by bail, banker or agent, perjury, rape, burglary, piracy, revolt on board ship, and crimes against the laws of both countries for the suppression of slavery and the slave trade.

Treaty-making Power of Canada—While Sir A. T. Galt was High Commissioner the intervention of the Colonial Office was done away, and the High Commissioner put in direct communication with the Foreign Office, but all overtures had to proceed through the British Minister representing Great Britain. Sir Charles Tupper succeeded in removing this last obstacle to direct negotiations, and obtained, as representative of Canada, plenipotentiary powers, as the following extract from a letter sent by the Foreign Office to the Colonial Office, dated July 26th, 1884, shows:

"If the Spanish Government are favourably disposed a full power for these negotiations will be given to Sir Robert Morier and Sir Charles Tupper jointly. The actual negotiator would probably be conducted by Sir Charles Tupper; but the convention, if concluded, must be signed by both plenipotentiaries, and be entered into between Her Majesty and the King of Spain, with the special object of regulating Canadian trade with the Spanish territories specified in the convention."

Trinity College—The first girl graduate of Trinity University was Miss Helen Gregory. She was also the first woman upon whom this University conferred the degrees of Bachelor of Music and Bachelor of Arts.

Trolley Track—The first between Canada and the United States is operated in connection with the "Arch" bridge across the Niagara River; opened in September, 1897.

Tunnel—The first Tunnel Company incorporated by the Dominion Parliament was the St. Clair Frontier Tunnel Company, in 1884, for the purpose of building a tunnel, for railway passage, under the River St. Clair, near Sarnia, Ont. The actual tunnel under the river is 6,026 feet long. The total length of the tunnel and its approaches is 11,533 feet—over two miles. It is 20 feet in diameter in the clear. The cost of the tunnel proper was \$1,460,000. There are 8½ feet of clay between the top of the tunnel and the bottom of the river. The weight of the tube of iron constituting the tunnel is 28,000 tons. The steel bolts and nuts that unite the segments and rings of iron together weigh 2,000,000 pounds. Work began on the cuttings January 1st, 1889. On August 24th, 1890, the workmen from opposite ends exchanged tobacco through an auger hole bored into the clay between the shields. The chief engineer, Hobson, passed through the enlarged hole a few hours after. An engine and car were taken through the tunnel on April 9th, 1891. The official opening took place September 19th, 1891.

Treaties with Germany and Belgium—Great Britain as the Suzerain of the Empire agreed with Belgium in 1862, and with Germany in 1865, by treaty that the reciprocal most favoured nation stipulations in the two treaties should apply to the colonies and other possessions of Queen Victoria, as well as to the British Isles. The Law Lords of England decided in 1894, that the inclusion of the colonies in these treaties (1) did not prevent differential treatment by the United Kingdom in favour of British colonies; (2) that it did not prevent differential treatment by British colonies in favour of each other, and (3) that it did prevent differential treatment by the colonies of Great Britain in favour of the United Kingdom. As since 1862 and 1865 great changes have taken place in the relations of the colonies to the mother country, especially the very great change involved in the advancement of Canada, under the Union Act of 1867, to the status of an auxiliary kingdom, it has been for a long time felt in Canada that these treaties should be revised.

In 1881 the Government of Canada passed an Order in Council which set out the position of Canada as regards the two Treaties of Belgium and Germany. Sir Alexander Galt, then High Commissioner, brought the Order in Council to the attention of the Imperial Government, and that body in turn brought the matter to the notice of the governments of Belgium and Germany. The latter power returned answer that it would not be wise to revise the specific article complained of without a general revision of the Treaty for which in their opinion there was no good reason adduced; while Belgium declined, stating that one article could not be denounced without the whole Treaty also being denounced. Before that date Canada had secured the right in 1878 to decide whether she would be included in any treaty Great Britain might make, a right Canada has exercised in fourteen different treaties.

In 1882 (31st April) Mr. Blake moved in amendment to motion to go into Supply, a resolution to the effect that (1) Canada no longer occupying the position of an ordinary dependency of the Crown, numbering as she did 4 millions of freemen trained in the principles of constitutional government, and comprising one half the North American Continent and including seven Provinces federally united under an Imperial charter, which

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recites that her constitution is to be similar in principle to that of the United Kingdom; (2) "That it was expedient to obtain for Canada all necessary powers to enable Her Majesty, through her representative the Governor General of Canada, acting by and with the advice of the Queen's Privy Council of Canada, to enter by an agent or representative of Canada into direct communication with any British possession, or foreign state, for the purpose of negotiating commercial arrangements tending to the advantage of Canada, subject to the prior consent or the subsequent approval of the Parliament of Canada signified by Act."

The position taken by the Government in 1881 and that taken by the Opposition, secured to Canada in 1884 the further right to hold direct negotiations with foreign countries, the High Commissioner being clothed in that year with plenipotentiary powers, co-ordinate with the resident British Ambassador, to deal with Spain for the purpose of effecting a commercial treaty, subject of course to the consent of the Queen.

In 1889 Sir Richard Cartwright moved a resolution "that it has become a matter of extreme importance to the well being of the people of this Dominion, that the Government and Parliament of Canada should acquire the power of negotiating commercial treaties with foreign countries, and therefore, that an address be presented to Her Majesty, &c., concluding in the same words as those used by Mr. Blake.

In 1890 the Government introduced a resolution for an address to the Queen, in which, after setting forth the reasons, the Parliament of Canada "humbly request your Majesty to take such steps as may be necessary to denounce and terminate provisions referred to in the treaties with the German Zollverein and the Kingdom of Belgium." The address carried.

In 1891 Hon. D. Mills moved in amendment to the motion to go into Supply a resolution, that it is expedient to obtain the necessary powers to enable Her Majesty through Her Representative the Governor General of Canada, upon the advice of his Ministers to appoint an agent to negotiate commercial treaties with other British possessions or with foreign States, subject to the prior consent or subsequent approval of the Parliament of Canada. A debate arose and the amendment was lost. On the 25th April, 1892, Mr. McNeil moved, that if and when the Parliament of Great Britain and Ireland admits Canadian products to the markets of the United Kingdom upon more favourable terms than it accords to the products of foreign countries, the Parliament of Canada will be prepared to accord corresponding advantages by a substantial reduction in the duties it imposes upon British manufactured goods.

Mr. Davies moved in amendment, that inasmuch as Great Britain admits the products of Canada into her ports free of duty, this House is of the opinion that the present scale of duties exacted by Canada on goods mainly imported from Great Britain should be reduced. The amendment was lost and the motion carried.

In 1894, the Colonial Conference took place in Ottawa. New South Wales, Cape Colony, South Africa, New Zealand, Victoria, Queensland, and Canada being represented. In this Conference the Imperial Government was unanimously urged to denounce the treaties with Germany and Belgium. The Marquess of Ripon, Secretary of the Colonies in the Gladstone Government, took strong ground against this policy in despatches of June 28th, 1895.

In 1897 the Act relating to Customs duties passed by the Parliament of Canada, provided that when the customs tariff of any country admits the

products of Canada on terms which as a whole are as favourable to Canada as the terms offered by Canada, the products of such countries may be entered for duty at a rate which shall be seven-eighths of the duty imposed upon such articles by the general tariff, till 30th July, 1898, after which date the duty shall be three-fourths of the duty imposed by the general tariff.

This action led to a renewal of the agitation (which had gradually subsided after the results of the Conference of 1894 was known) for a denunciation of the treaties between Great Britain and Belgium and Germany. Sir Wilfrid Laurier took strong ground against these treaties in his speeches in England during the Diamond Jubilee celebration.

On July 30th, 1897, it was announced simultaneously from Germany and Belgium that both treaties had been denounced.

During the 16 years of agitation for the denunciation of these treaties the efforts of the Government of Canada have been seconded by the Imperial Federation League in England and in Canada, by Sir Charles Tupper, Bart., as High Commissioner for Canada, and by Chambers of Commerce in England. Lord Salisbury, in answer to a deputation which waited upon him at the foreign office in June, 1891, said: "We have tried to find out from official records what the species of reasoning was which induced the statesmen of that day (1862-65) to sign such unfortunate pledges. We shall be glad indeed to take every opportunity for delivering ourselves from those unfortunate arrangements."

The denunciation of the two treaties takes effect on 30th July, 1898.

Uniformity of Currency first established throughout the Dominion, 1871.

Uniformity of Weights and Measures, throughout the Dominion, first provided for by Act of Canadian Parliament, Session 1873.

Uniformity of Voters' Franchise first provided for by Act of Canadian Parliament, in 1885. The contest was a long one. The Bill having been introduced 1st March, second reading was moved 16th April, and third reading 3rd July. There were 29 divisions on motions and proposed amendments.

Union, Maritime—Delegates first met in Charlottetown, P. E. I. 1st September, 1864. Proposals were made by the Province of Canada for a larger union, and on 10th October, 1864, delegates from all the B. N. A. Provinces met at Quebec, to consider basis of larger union.

Union—First legislative step towards a federal union of the Provinces of British North America was made by the Parliament of Nova Scotia in 1861, by the unanimous vote of the Assembly.

Union of Protestants in Canada, first meeting to consider the question was held in Toronto, 1889. This movement was started in Canada by the Anglican United Synod of Montreal in 1888, the resolution embodying inter-denominational consolidation being moved by Rev. Dr. Langtry. The Methodist General Conference and the Presbyterian General Assembly appointed committees to confer with the Church of England delegates, among whom were several bishops. A second Conference took place in Toronto on 23rd January, 1893. Twelve Anglican and 52 other clergymen representing Presbyterian, Methodist, Baptist and Congregational bodies were present.

United Empire, the Evolution of; The Constitution of England as it stood at the time of the discovery of America had nothing within its four corners providing for colonies. At first these were considered lands outside the limits of the realm and therefore (not being united to it) not the property of the realm. As the people who settled upon these lands in the regions

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external to the realm were liege subjects, the Sovereign assumed the right of property and government as something personal to himself and beyond the jurisdiction of the State as such. They were his possessions abroad, his foreign dominions, not yet annexed to the Crown.

As was inevitable, a struggle took place between the Sovereign and the Parliament, the latter in 1643 appointing Earl of Warwick Governor-in-Chief of all the Plantations of America, passing laws and creating a Committee to exercise control. When, in May, 1660, Charles the Second landed at Dover and the monarchy was restored, Parliament asserted that all his Majesty's foreign dominions were part of the realm, and then for the first time, in their proper capacity, interposed in the government of the Colonies.

Limiting our view to the Dominion of Canada, before 1758 Nova Scotia was governed by the representative of the Sovereign acting under instructions and by virtue of a commission signed by the Sovereign. He was, however, under the immediate authority of the Lords of Trade and Plantations General, and had to appoint a council to assist him. In the first instructions given to the Governor who undertook to colonize Nova Scotia by founding on the banks of Chebucto Bay the town of Halifax, a promise of a representative assembly had been inserted in order to make the colonists the more willing to cross the ocean and settle the province, up to that time largely in the hands of the Acadian French. This promise had been overlooked, and the Governor and his Council had gone on passing laws and regulations chiefly for the good government of the infant town struggling to get itself into shape for resistance of attacks from the Indians and the French, and further usefulness as the nucleus of population for the whole province. A very able man, Jonathan Belcher, from Massachusetts, was appointed Chief Justice of the rapidly developing colony in 1754—five years after the founding of the Chebucto Bay settlement. To him Mr. Pownall, one of the officials of the Board of Trade and Plantations, communicated the opinion of the Lords of T. and P. that the Governor had not acted in accordance with the Royal instructions in merely surrounding himself with a Council while ignoring the requirement of an Assembly. The Chief Justice took the subject up and prepared an opinion which coincided with that entertained by the Lords of T. and P. The Chief Justice's opinion was supported by that of the Law Lords of the Crown. After that there remained no course open to the Governor but to carry out the orders of the Lords of T. and P. These were not to his liking, and no more were they to the liking of his Council; though Belcher, by virtue of his office being a member, was in a position to push on to completion what he deemed a necessary measure. However, officialdom has many ways to delay action; the Lords of T. and P. were a long distance off; communication was tedious and slow in those days of vessels with blunt bows and consequent small sailing capacity. From the time Pownall expressed his doubt to the desired consummation of the Assembly sitting and passing laws 52 months elapsed, during which the Lords of T. and P. gave Governor and Council several strongly expressed hints that there was too much delay in the settlement of the matter. When Nova Scotia secured the boon of representative institutions, the first step in advance towards the goal of a United Empire was taken. As she sent off her brood—Prince Edward Island, Cape Breton and New Brunswick—each profited by her struggle and received representative assemblies. Summarized, the events connected with the evolution of a United Empire are:

1. No provision for colonies in the Constitution of England at the time of the discovery of America. 1492
2. Crown denies right of Parliament to legislate for Virginia, New England and Newfoundland on the ground that these regions were not yet annexed to the Crown. 1621
3. Parliament assumes that it has a right and appoints the Earl of Hardwick Governor-in-Chief of all the Plantations of America, with a Committee to administer the laws passed by Parliament (without the concurrence of the Sovereign). 1643
4. On restoration of the Monarchy, Parliament asserted that all his Majesty's foreign dominions were part of the realm. 1660
5. Promise made to the colonists going to Nova Scotia that a representative Assembly would be given them. 1749
6. Mr. Jonathan Belcher appointed Chief Justice of Nova Scotia, June 21st. 1750
7. Mr. Pownall on behalf of the Lords of T. & P. expresses to the Chief Justice, the doubts of that body as to the power of the Governor and his Council to enact binding laws without an elected Assembly. 1754
8. The Chief Justice prepares a memo. on the subject and sends it to the Governor, who transmits it to the Lords of T. and P., with the statement that the legislative authority of the Governor and Council had to this date been unquestioned. January 12th. 1755
9. Lords of T. and P. refer (March 31st) the memo. of the Chief Justice and the despatch of the Governor to the Attorney-General and the Solicitor-General of England, who give their joint opinion that the Governor and Council of Nova Scotia have not power to enact laws for Nova Scotia, but must act under the authority of the commissions and letters of instruction; that laws cannot be passed until an Assembly is called. April 29th. 1755
10. Governor Lawrence transmits to the Lords of T. and P., Chief Justice Belcher's plan for convening an Assembly. December 8th. 1755
11. Lords of T. and P. say the first Assembly must consist of persons in trade; yet for both electors and elected there must be landed qualification, however small. They recommend that the form of the Writ of Election, its execution, the election of Speaker, &c., should be modelled on New Hampshire. Reference should also be made to copy of instructions to Government of Georgia and to its minutes of Council. He is to guard against fixing the period of the first Assembly to 3 years as circumstances might require early dissolution. Long sessions must also be guarded against. March 25th. 1756
12. Governor and Council prepare Minute of Council to carry into effect the commissions and instructions and give the Province a representative Assembly. January 3rd. 1757
13. Lords of T. and P. inform the Governor that they have fully considered the plan for convening the Assembly and criticise some of the details. February 7th. 1758
14. Governor and Council pass a minute of Council adopting the suggestions of the Lords of T. and P. 20th March. 1758
15. Elections take place and the first House of Assembly within the present Dominion of Canada, meets for the first time, October 2nd. 1758
16. Prince Edward Island separated from Nova Scotia and given representative institutions. 1779-70
17. Down to 1774 the public affairs of Canada were managed, 1st by a

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- Military Council, and 2nd, by a mixed Civil and Military Council. In 1774 the Imperial Parliament for the first time intervened and passed the Quebec Act. This provided a Council to whom with the Governor was entrusted the Government of the Province, but it declared it inexpedient to call an Assembly.1774
18. By Act of 18th George III. (1778) the inalienable right of property was granted to the Colonists, the Act declaring that the King and Parliament of Great Britain would not impose any duty, tax or assessment on any of the colonies, provinces, or plantations in North America, or the West Indies, except such duties as it might be necessary to impose for the regulation of commerce, the net produce of such duties to be always paid and applied to and for the use of such colonies, provinces and plantations in which the same are respectively levied1778
 19. New Brunswick separated from Nova Scotia and given representative institutions.1784
 20. Representative institutions given to Upper and Lower Canada on their separation in1791
 21. The Act of 1791 stated that there would be an Executive Council for the arrangement of the affairs of each Province. This is the microbe, the germ of Responsible Government1791
 24. The Duke of Portland informs the Governor of Nova Scotia that in future all Acts of the Provincial Legislature requiring the King's assent are to be considered as disallowed if their confirmation be not communicated within three years.1800
 23. Union Act of 1840 passed by the Imperial Parliament. "The most valuable result was the admission of the all-important principle that the ministry advising the Governor should possess the confidence of the people assembled in Parliament."1840
 24. Responsible Government introduced in all the North American Provinces1841-51
 25. Further development of the principle of home rule and self-government — Union Act of 1867 resulting in a large expansion of the powers of the Dominion Parliament.1867
 26. The other self-governing Colonies acquire responsible government and general expansion of authority to deal with local matters.1871
 27. Canada's right to be represented in Treaty negotiations recognized— Treaty of Washington.1871
 28. Canada obtains right to decide whether she will be included in commercial Treaties made by the Imperial Government1878
 29. Canada's right to negotiate treaties concerning her interests recognized in the case of the negotiations with Spain1884
 30. Colonial Conference of 18871887
 31. Canada's right to legislate respecting criminals from other countries demanded for extradition, recognized.1889
 32. Commercial Treaty between Canada and France negotiated (and carried into effect by proclamation in *Canada Gazette* 1895).1893
 33. Intercolonial Conference of self-governing Colonies called by Canada to request (*inter alia*) the denunciation of the Treaties of Belgium and Germany1894
 34. The Congress of the Chambers of Commerce of the Empire discussed the subject both in the 1892 and the 1896 meetings. In 1896 the resolution passed was that "this Congress is of opinion that the estab-

- ishment of closer commercial relations between the United Kingdom and the Colonies and dependencies is an object which deserves and demands prompt and careful consideration; the Congress therefore, respectfully represents to Her Majesty's Government that if the suggestion should be made on behalf of the Colonies, or some of them, it would be right and expedient to promote such consideration and the formation of some practical plan by summoning an Imperial Conference, thoroughly representative of the interests involved, and by such other means as Her Majesty may be advised to adopt. 1896
35. The Conference of Premiers (called to London to celebrate the Queen's Diamond Jubilee) of the self-governing Colonies with the Colonial Secretary results in the passing of a resolution the substance of which is, that the Premiers heartily recommend the earliest denunciation of the two treaties as hampering the trade relations of Great Britain and her Colonies with each other; all present at the Conference agreeing to take steps to improve the trade between the several parts of the Empire by giving a preference in the Colonies to the products of the United Kingdom. July 1897
- United Empire Loyalists** first arrived in Canada from the United States in 1783. More than 40,000 settled in the various Provinces during the years immediately following the Treaty of Paris, 1783.
- United Service Veterans**, organized in Ottawa, August 21st, 1897. The objects of the Association are to preserve and strengthen the friendship which should exist between the soldiers, sailors and militiamen of the British Empire; to assist needy comrades, widows and orphans; to give a soldier's funeral to all members, and to encourage the young men of Canada to join the Active Militia force of the Dominion.
- University Federation.** (See "School Annals of Ontario.")
- University of King's College**, Nova Scotia, established 1788; opened 1790 and received a Royal charter in 1802.
- University of Laval**, received its charter, as such, in 1854.
- University of Toronto** was originally established by Royal Charter, 1827, under the title of King's College. The charter was amended in 1834 so as to do away with the original requirements that the President should be a clergyman of the Church of England, and that the College Council should also be members of the Church of England. In 1849 the name was changed to the University of Toronto. In 1853 the University of Toronto was constituted with two corporations, the University of Toronto and University College. In 1873 it was empowered to give certificates of proficiency to women, and in 1884 to confer the degree of LL.D. *honoris causa*, and to make provision for the higher education of women.
- University of Toronto**—First Convocation, 1844.
- University of Toronto**—First degree (of LL.D.) conferred after the accomplishment (partial) of the Federation of the Universities of Ontario was upon Sir John Macdonald, 1889.
- University of New Brunswick** established 1800.
- Unrestricted Reciprocity**—(See Commercial Union.)
- Upper Canada**—Name was first used by General Murray in 1760 to designate the Montreal District. It was first officially applied to the territory now known as Ontario in 1791.
- Vancouver Island** first circumnavigated by Captain Vancouver, 1791-2.
- Vancouver Island** was at first named the Island of Quadra and Vancouver.

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The great navigator, Vancouver, was also an astute diplomat, and when a dispute arose between Great Britain and Spain, respecting priority of possession of the island, he was sent to settle it. He conferred with the Spanish Commissioner Don Juan Francisco de la y Bodega Quadra, succeeded in his mission, and to heal wounded pride named the island after himself and his Spanish co-commissioner. By a convention held in Madrid in 1794 and based upon the agreement of 1790, Spain relinquished her claim to Nootka Sound and with it her claims to North-West America.

Vancouver Island first occupied by Hudson Bay Company, 1843.

Vancouver City founded, 1886. It is a curious fact, illustrative of the recent founding and rapid growth of many cities in Canada, that Vancouver city (B.C.), Calgary, and several other cities and towns of the North-West Territories, are lighted with electricity without having had previous experience of lighting by gas.

Verandrye left Montreal for Lake Superior with Père Messenger, the first missionary of the North-West, in 1731.

Vessel—First vessel built in Canada was at Port Royal, Nova Scotia, June, 1606. In 1607, Pontgravè built in the Annapolis River a bark and a pinnace to replace those cast away. The first sea going vessels in New France were built in 1668, under the direction of M. Talon, the Intendant.

The first vessel to sail on Lake Erie was the "Griffon," built on Cayuga Creek, a tributary of the Niagara River, in 1679. La Salle aided in building her and named her in honour of Frontenac, whose armorial supporters were armed Griffins. In 1705 a large frigate was built in Nova Scotia. Alexander Henry and his associates built the first vessel that sailed on Lake Superior, a 40 ton sloop, in their shipyard at Point Aux Pins, in 1770-72. Before that date the traders used canôtes de maitre which carried much cargo and were paddled by fourteen or sixteen men. The first vessel built in New Brunswick was in 1770, and in St. John, N.B., in 1775. This latter was destroyed while on the stocks by rebels from across the line, who in turn were destroyed by a body of men from Port Royal.

The first vessel built on the North Pacific Coast was a 40 ton vessel, built by Capt. John Meares, and launched at Nootka, in 1786. The first large ship built in Canada was the "Columbus." It was built in 1826, on the Isle Orleans, a lumber ship, four masted, 300 feet long, 50 feet beam and 30 feet hold, with a measurement of 4000 tons. The arrival of this vessel in the River Thames excited much interest. The Duke of Clarence, then Lord High Admiral and afterwards King William IV., with a distinguished company of 100 guests, was entertained on board. The "Columbus" was followed by the "Baron of Renfrew" of about the same dimensions. These vessels were built to enable their owners to get the timber in free of duty, ships being then free and timber being dutiable in England. The first recorded European vessel to ascend the St. Lawrence River was the "Emerillon," Captain Jacques Cartier, September, 1535. The schooner "Lily" was the first vessel to leave Lake Erie for Europe, November, 1848.

Vetch, Samuel, was the first English Governor of Nova Scotia, 1710.

Veto Power—The first exercise of the veto power by the Dominion Government, on Provincial legislation, was on 17th July, 1869, when an Order-in-Council passed, vetoing a Bill of the Nova Scotian Legislature relating to the Halifax Reformatory.

Victoria Bridge, first railway bridge across the St. Lawrence, formally opened by the Prince of Wales, May 25th, 1860. The first stone of the bridge was laid on July 20th, 1854. The first Coffor Dam was ready for masonry on August 2nd, 1854. The bridge was open for traffic December 12th, 1859. The first train with passengers traversed it on 17th December, 1859. It is 9,184 feet long, is built of iron on the tubular plan, has 23 spans of 242 feet, with one in the centre of 330 feet, each span starting from a pier of solid masonry. The tube through which the track is laid is 22 feet high and 16 feet wide. The bridge cost \$6,300,000. Robert Stephenson was the Engineer in charge. The bridge belongs to the Grand Trunk Railway system. In order to bring it up to modern requirements it has been enlarged and otherwise improved, the work having been done this present year (1897). (See also "C. P. Railway Lachine Bridge," "Coteau Bridge," and "Cantilever Bridge.")

Victoria Hospital, established in Montreal in connection with the Queen's Jubilee, 1887, by Sir George Stephen, Bart., (now Lord Mount Stephen) and Sir Donald Smith (now Lord Strathcona and Mount Royal) who gave \$500,000 each.

Volunteer Force—The first attempt to form a regular force in Canada was in 1792 when the King authorized the raising of a regiment in each of the provinces and permitted them to take the title of "Royal." The first regiment to be raised was the Royal Nova Scotian Regiment, which by June 1793 was complete. Its officers were men of considerable means and they served without pay. They led the way in obtaining the desired distinctive title as is seen in the fact that Sir John Wentworth, in Dec. 1893, returns thanks for the permission to use the word "Royal." About the same time a Royal New Brunswick and a Royal Newfoundland Regiment were raised. In 1794, the Regiment of Royal Canadian Volunteers was recruited and officered by Canadians in the provinces of Upper and Lower Canada. The First Battalion was largely officered by French-Canadian gentlemen. The Second Battalion was chiefly officered by Glengarry men. In 1799, Sir John Wentworth informed the Home Authorities that the Royal Nova Scotian Regiment had voluntarily acceded to a proposal that they should serve in all parts of British North America. As Commander-in-Chief in North America the Duke of Kent, the Queen's father, wrote to Major Louis de Salaberry, under date Halifax, N.S., Oct. 12th, 1799:

"His Majesty has thought proper to make it known that he would be pleased if all the provincial regiments would offer to serve in all the American colonies in place of being confined to the one whose name they bear. In consequence of accepting this offer they would be placed on the establishment as the Fencibles are in England and as is the Newfoundland—that is to say the officers would rank through all North America the same as they do at present in their respective provinces, and the Adjutants and Quartermasters would be sure of half pay in case of reduction, and the regiments would be commanded by officers taken from the line who would be proprietors. I believe it is the intention of forming a Brigade of Canadians after the manner of the 60th of which the Commander-in-Chief of the Troops in North America would be Colonel, as the Duke of York is of the 60th. The proposition has been made already to the Nova Scotian and New Brunswick Regiments and both have expressed in the most

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Apparently the causes which led to the formation of these regiments ceased to be operative in 1802, probably because in October, 1801, the preliminary Articles of peace were signed between Great Britain and France. At any rate, in August and September of 1802, the several provincial regiments were disbanded, Governor Wentworth writing on 11th October that the men disbanded of the Royal Newfoundland and Royal Nova Scotian Regiments were all quietly dispersed through the province. The Royal New Brunswick became the 104th Regiment. Canada did not again have a regular permanent force of her own till 1871 when the formation of A and B Batteries Royal Canadian Artillery; the A and B Troops Royal Canadian Dragoons, and the Royal Canadian Regiment of Infantry gave the country the nucleus of a regular army.

Voting by Secret Ballot—Adopted in federal elections throughout the Dominion, excepting in the Northwest Territories, 1874.

Walking on Railway Tracks—First prohibited, under penalty, by Dominion Railway Act, 1888.

War Subscriptions—In 1798, subscriptions were made by the people of Nova Scotia in support of the war with France. Even the boys in the schools were seized with the war fever, for the boys in the Halifax Grammar School subscribed "out of their own pockets" \$115.00. In 1799, the people of Quebec subscribed for the same purpose over \$33,500.

Washington Treaty of 1871—First meeting of Commissioners, February 25th, 1871. Under the treaty Sir John Macdonald secured *inter alia* the right for Canadians to navigate the Stickeen, the Yukon and the Porcupine rivers of Alaska.

Washington Treaty—First meeting November, 1887. This treaty was carried by the Dominion Parliament, ratified by the Imperial Government, recommended by President Cleveland, but rejected by the U.S. Senate, 1888. The negotiators were Rt. Hon. Joseph Chamberlain, Hon. Sir Sackville West, and Hon. Sir Charles Tupper on behalf of Great Britain and Canada, and Hon. W. F. Bayard, Hon. W. L. Putnam, and J. B. Angel on behalf of the United States. Sir Charles had the valuable services of the Minister of Justice and the Minister of Fisheries. The Queen created Sir Charles Tupper a Baronet, and Hon. Mr. Thompson, the Minister of Justice, a Knight of the Order of St. Michael and St. George, to mark her satisfaction with the services performed.

Water Pipes—First application to Legislature for permission to lay down water pipes was made by Montreal, 1801.

Wawa City—The first discovery of gold in the Lake Wawa (Algoma) district was made known to the Crown Lands Office of Ontario at the end of June, 1897, when Mr. Joseph Dickenson made application for a free location of 40 acres, under the provisions of the Amended Mining Act of the Ontario Legislature (1897), by which a grant of 40 acres is made to the discoverer of a valuable mineral deposit situated not less than ten miles from the nearest known mine or deposit of the same mineral. The site for Wawa City was laid out on 6th September, 1897.

Waterworks of Canadian Cities:—

	How Owned.	When Built.	Cost.
Amherst, N.S.	Town	1891-93	\$ 80,000
Barrie	Company	1894	174,427
Belleville	"	1886	225,000
Brandon	Town	1892-93	5,000
Brockville	City	1884-94	174,427
Buckingham	Town	1892-93	58,328
Chatham, O.	City	1889-95	145,000
Charlottetown	"	1887-88	165,000
Cobourg	"	1889	100,000
Collingwood	"	1891	79,000
Cornwall	Company	1886	.....
Dartmouth, N.S.	Town	1892-93	138,000
Essex	"	1891	29,996
Farnham	"	1891	32,000
Galt	"	1890	157,000
Goderich	"	1889	71,448
Guelph	City	1879-80	142,650
Halifax	"	1846	900,000
Hamilton	"	1859-62	1,587,875
Hull	"	1886	201,394
Joliette	Town	1881	89,000
Kentville	"	1887-88	30,774
Kingston	City	1872-77	274,000
Lachine	Town	1890	107,000
Lindsay	Company	1873	80,000
Longueuil	Town	1875	76,468
Lunenburg	Company	1895	.....
Merriton	Town	1886	70,000
Montreal	City	1853	8,705,000
New Glasgow	Town	1887	70,000
Newmarket	"	1867	27,000
New Westminster	City	1890-92	455,000
Niagara Falls	Town	1884	17,000
North Sydney	Under construction	.....	.....
Ottawa	City	1873-74	1,525,000
Owen Sound	Town	1890	95,000
Palmerston	"	1894	2,500
Paris	"	1883	55,118
Picton, Ont.	"	1889	33,000
Pembroke	"	1883	56,845
Peterboro'	Company	.....	.....
Port Hope	Town	1876	50,640
Seaforth	"	1879	11,000
Springhill	Under construction
Stratford	Company
St. Catharines	City	1876	322,321

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91	29,996
91	32,000
90	157,000
89	71,448
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46	900,000
-62	1,587,875
86	201,394
81	89,000
-88	39,774
-77	274,000
90	107,000
73	80,000
75	76,468
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86	70,000
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	How Owned.	When Built.	Cost.
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St. Cunegonde	Town.....	1879	106,000
St. Jerome.....	"	1876	212,000
St. John, N.B.....	City.....	1837	1,327,421
St. Johns, P.Q.....	Town.....	1872	100,000
St. Hyacinthe.....	"	1876	.....
St. Stephen.....	Company	1887	.....
Stellarton	Town.....	1882	33,000
Sydney.....	" .....	.....	60,000
Tilsonburg	"	1874-77	30,000
Toronto.....	City.....	1872-77	4,113,803
Truro.....	Town	1876	70,500
Uxbridge.....	"	1873	17,160
Valleyfield.....	"	1885	87,524
Vancouver	City.....	1887-89	.....
Victoria.....	" .....	.....	545,000
Windsor, Ont.....	Town	1872	148,342
Windsor, N.S.....	"	1885	58,000
Wingham	"	1879	10,000
Winnipeg	Company .....	.....	.....
Woodstock, O.....	Town.....	1875	155,000

Welland Canal—First sod turned 30th November, 1824, by George Keefer. First vessel through from Lake Ontario to Lake Erie, the "Annie and Jane," November 30th, 1830. First enlargement of the Canal begun in 1841 and completed in 1850. Second enlargement begun in 1873, completed in 1883 to 12 feet, and in 1887 to 14 feet.

Wellington Scholarship, King's College, Toronto. Founded by the Duke of Wellington with proceeds of sale of his stock in the Welland Canal, September, 1828, (date of the "Iron Duke's" letter).

Western Produce—First lot for shipment to England *via* Halifax, arrived in Halifax, 12th January, 1878.

Wheat—The first field of wheat ever sown in Canada by the hand of white men was sown in Annapolis Royal in 1605. Poutincourt says of it that "it grew under the snow." And the first wheat mill was built in 1606 in the same place.

Wheat, first exportation of, from Manitoba to Europe, October, 1877.

Wheat—First train (16 cars) of wheat, from Manitoba to Montreal, left Portage la Prairie, December, 1885.

Wimbledon Team—Canadian Rifle Association sent representatives first time to Wimbledon, 1871. Bisley was adopted as the meeting place in 1890.

Winnipeg—the "Gateway City"—Main street graded first time in 1871; incorporated 1873; telephone established in 1881; lighted by gas 1st June, 1882; electric fire system established in 1882. First through train by the C.P.R. left Montreal for Winnipeg 2nd November, 1885. Population in 1871, 241; 1881, 7,985; 1891, 25,642. In manufacturing, Winnipeg had a capital invested of \$691,655 in 1881, and of \$3,124,367 in 1891. The population increased 221 per cent. in 1891 over 1881. The output

per head of manufactures increased two per cent., notwithstanding the great increase of population, having been \$218 per head in 1891 and \$213 in 1881. The population in 1896 is given at 31,650, and the assessed value of property was over 30 million dollars.

Woman—First white woman settler in Canada was Mrs. Hébert, who landed in Nova Scotia in 1610. Her husband initiated the system of dyked lands in Nova Scotia and subsequently became the first farmer in New France. Her daughter, Anne, was the first woman whose marriage, in 1617, was registered in Canada. She married Etienne Jonquest, a Norman. The second daughter married Sieur Couillard. In 1691, there were 200 descendants of Hébert in the Colony and 900 persons were allied to the Héberts. River Hébert in Cumberland Co., Nova Scotia; perpetuates the memory of the first Hébert. The first white woman in New France was Marguerite Vienne who arrived in Quebec in 1616 with her husband. The first white child born in Quebec was the son of Abraham Martin and Margaret L'Anglois. He was christened Eustache, 24th May, 1621.

Women—The first systematic emigration of women from France to Canada began, under the direction of the King, in 1659. For six years, about 200 a year were sent out. Generally in fifteen days most of the new arrivals found husbands, the authorities putting upon the men such gentle pressure as forbidding the young fellows, who did not marry, to trade, or hunt, or fish, or in anyway to enter the bush. Marriages were consequently celebrated after the arrivals of ship loads, by thirties at a time. Rewards were offered to the men who married at eighteen years of age and to the women at 16 years or under. Fathers who did not marry off their children before they were 18 years old were fined. A pension of 300 livres (money of the period) was offered to any one having 10 children, and increased to 400 livres in case of 12 children.

Women—The first annual meeting and conference of the National Council of Women of Canada was held at Ottawa, April 11th, 1894. There were 70 delegates from all the principal cities of Canada, of all nationalities and creeds. Lady Aberdeen presided.

Woman Suffrage—In 1886, New Brunswick and Ontario gave municipal suffrage to single woman and widows. Quebec did the same in 1893.

Women Writers—The first novel with distinctly Canadian scenery was written in 1764-9, at Quebec, by a woman. Among women of Canada who have wielded the pen of a ready writer, are Mrs. Leprohon, Mrs. Traill, Mrs. Moody, Mrs. Chamberlain, Miss Fitzgibbon, Miss Mickle, Mrs. Curzon, Miss Machar (Fidelis), Mrs. Harrison (Seranus), Mrs. Edgar, Miss McDonnell, Mrs. Everard Cotes (Sarah Jeanne Duncan), Miss Dougal, Mrs. Lawson (Miss Katzman), Mrs. Grant, Mrs. Spragge, Mrs. J. E. Atkinson (Madge Merton), Miss Durand, Mrs. Watkins, Faith Fen-ton, Mrs. Cummings, Miss Eva Brodlique, Miss Sullivan, Miss Jennings, Miss Barry, Miss Pauline Johnson, Miss Wetherald, Misses K. and R. Lizars, Mrs. Weatherbe.

Wood Pulp (see "Pulp.")

Woollen Mills—The first mill was started in L'Acadie, P.Q., 1826. In 1837 two woollen mills were in operation, one in Georgetown, Upper Canada, and one in Chambly, Lower Canada. These were fitted out with the machinery requisite to carry on the manufacture from the first to the last stages of the process. The census of 1891 returned 377 establishments in the Dominion, with a capital of \$9,357,000, an output of \$8,087,871, and

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Worship—The first public Worship in a Church in Canada was probably Protestant. De Monts who brought the first ship-load of immigrants to Acadie, in 1604, was a Huguenot, and he erected the first church built in Canada. It is more than likely that he had the service performed according to his own belief.

Wreck Register—The first record of casualties published by the Department of Marine refers to 1870. Since then down to 30th June, 1895, the casualties to vessels of all nationalities which have occurred in Canadian waters, and to Canadian vessels all over the world, have been 8,528, affecting 3,170,968 tons of shipping, causing a loss of 4,745 human lives and a money damage equal to \$57,687,581. The largest loss of life in one casualty was on the first of April, 1873, when the steamer *Atlantic* was wrecked on the coast of Nova Scotia, and 545 persons perished, the shores and waters of Turns' Bay being covered with dead bodies.

Yacht Club (Royal Canadian), organized in 1852. It was first known as the Canadian Yacht Club, with headquarters at Toronto. In August, 1854, it was authorized by Her Majesty to assume the title "Royal," and in 1878 permission was given by the Admiralty to the Club to wear the blue ensign of Her Majesty's fleet with a crown in the fly. The first club house proper was erected on a scow and was used until 1858. In 1889 the R. C. Y. C. and the Toronto Yacht Club (the latter having been in existence since 1880) amalgamated. The Club boasts of being the largest in the world, having a membership of 750.

Year Book of Canada, by A. Harvey, first published in 1867, by John Lowe & Co. The publication ceased in 1879. It contained a great amount of valuable information.

Young Men's Christian Association—First meeting for formation of, in Canada, held at Montreal, December, 1851.

Young Men's Prohibition Club formed in Toronto, October, 1886.

Yukon Territory—The first placer mines of gold were discovered on the branches of the Klondyke. A white man named J. W. Carmack, who worked with Dominion Land Surveyor Wm. Ogilvie, in 1887, was the first to take advantage of the rumours of gold circulated by the Indians. He located a claim on the first branch, which was named by the miners "Bonanza Creek." Other accounts give the credit to Robert Henderson, who discovered the gold deposits on the Klondyke, in August, 1896. Mr. Ogilvie says the proper name of the river is "Thron-dak" or "Duick," meaning "plenty of fish," the river being a famous salmon stream.

The first to discover the route into the Yukon Territory *via* Chilcoot Pass was John McKenzie, a Canadian, who in 1880 with a party of Canadians went down the Lewes River to Lake Labrage. He was the first white man to run the White Horse Rapids, he and "Slim Jim." The first white man who crossed from the Coast to the head waters of the Lewes River was George Holt, 1878. On his return he reported his discovery of "coarse gold." The first discoverer of gold on Stewart River was a Nova Scotian named Fraser.

Yukon Judicial District first established by Governor General's proclamation dated "At our Government in our City of Ottawa, in our Dominion of Canada," 16th August, 1897. The boundaries are described in the Proclamation published in the *Canada Gazette*, August 28th, 1897.

Yukon Land Registration District first constituted by proclamation, 29th July, 1897.

Yukon River of Canada—The Yukon expedition started from Ottawa, 22nd April, 1887, and reached Wrangell, at the mouth of the Stikine River, on the 18th May. It was under the charge of George M. Dawson, of the Geological Survey, it was organized for the purpose—1st, of gaining information about the vast tract of country which forms the extreme north-westerly portion of the North-West Territory; and, 2nd, of determining the position of the 141st degree of longitude, which there constitutes the boundary between Alaska and Canada. The region has an area nearly equal to that of France, three times that of the New England States, and ten times that of Nova Scotia. Dr. Dawson's report of 1888, and Mr. Ogilvie's reports of 1889 and 1896-97, contain considerable information about this large tract. The Yukon River drains an area of 330,912 square miles. Other large and important rivers intersect the region. There is a total length of waters navigable for light stern-wheel steamers of at least 1,000 miles. Gold is abundant. Drift coal has been found in many places, and there are immense districts abounding in game and fur-bearing animals. Dr. Dawson says: "It may in fact be affirmed, with little room for doubt, that the region spoken of as the Yukon district surpasses in material resources the whole remaining northern interior portion of the continent between the same parallels of latitude."

Zoological Gardens—The first "Zoo" on this continent was established in Halifax by Andrew Downs, in 1847. So says my old friend, Charley Hallock, in a recent number of the *New York Nature*. Mr. Downs received great encouragement from the officers of Her Majesty's Army and Navy, who remembered the genial naturalist, no matter in what part of the world they were stationed after they had been in Halifax, and sent him specimens of bird and beast and reptile from many climes. Increasing age rendered it necessary for him to break up his "Zoo" some years ago.

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