

# The London and Middlesex

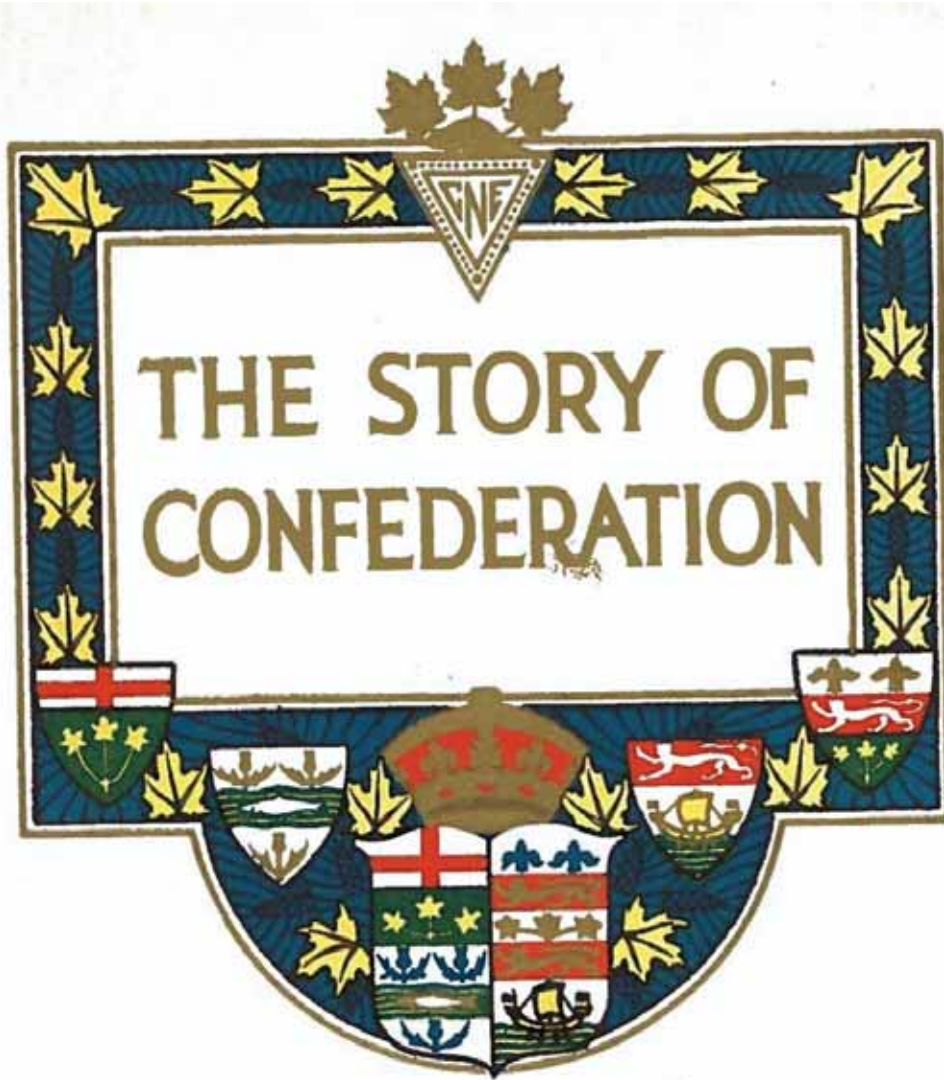
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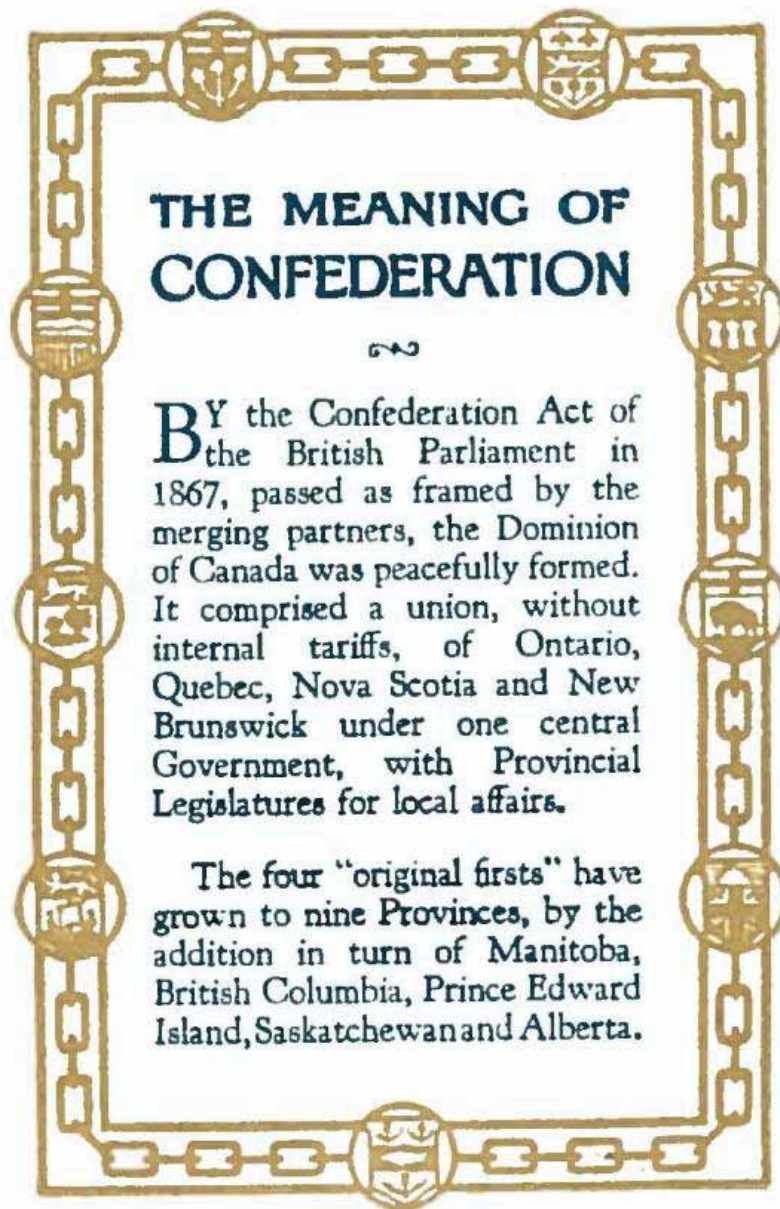
# HISTORIAN

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Queen Victoria  
1867

## THE STORY OF

**Q**N a late August day in 1864 a little steamer, with the pompous name "Queen Victoria," left Quebec for Charlottetown. Slight attention was paid by the public to the incident, though the ship carried eight Ministers of the Canadian Cabinet. A later generation might have called the journey a "joy ride," for the men had set out uninvited to attend a conference called by the Governments of Nova Scotia, New Brunswick and Prince Edward Island. These little outposts of the British Empire, finding conditions none too favorable, had decided to talk over a union among themselves. Political troubles had caused similar discussion at Quebec, then the capital of United Canada, and it was finally realized that something must be done. The union of 1841 had not stood the test of an expanding Upper Canada, deprived of adequate membership in Parliament, and there was jealousy and discontent. Economic progress was in its infancy, and the Canada that was to be known to patrons of the Canadian National Exhibition half a century later was not dreamed of.



Ruins of Old Fort Rouille on the site of which stands the present C.N.E.

Old Court House,  
Toronto,  
Birthplace Provincial  
Agricultural Fair,  
1846



As the uninvited delegates took their way down the spacious St. Lawrence they talked of the past and the future. John A. Macdonald was the natural leader of the group, a man of supreme political gifts, masterful yet human,

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Sir John A. MacDonalld  
1867

far-sighted yet practical. Even his political enemies could not resist affection for the Tory chieftain. George Brown was in the party, but he and Macdonald had long been rivals, even personal enemies. They did not mince words when they spoke of each other on the platforms of Upper Canada. Yet they now had cast their lot together, sunk their differences and entered

the same Cabinet to find a solution for the deadlock which had come. In three years four Cabinets had resigned and two general elections had been held, and still there was no political progress. It seemed as if only a daring, perhaps a desperate course would save the situation. On Brown's suggestion, friends



The Queen Victoria

brought the two rivals together, and after a week's negotiation the members beheld them in earnest converse on the floor of Parliament one June day and foresaw a political millenium.

As the "Queen Victoria" drove her prow through the waters of the Gulf, the Canadian delegates considered what they had to offer the men of the Eastern Provinces. They had a larger country, with more people. That meant wider markets, which would be much needed if the Maritimes lost their American preference by the abrogation of the reciprocity treaty which had brought prosperity never before experienced.

Entrance to the Old Fort in the '60's







Viscount Monck,  
1867-1868

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Trade and industry were then as now the chief object of nation builders, and the Canadians were ready to picture the immense possibilities of free movement of goods among scattered Provinces with a combined population of 3,500,000. Could they have added the attraction of a great exhibition revealing the products of the scattered Provinces, how much more convincing their arguments would have been!

“Welcome” was on the doormat when the Queen Victoria entered the harbor of Charlottetown, a quiet community with the serenity natural to its isolation, but with the dignity and ambition befitting the Island capital. This dignity was reflected quickly in the turn of events, for the insistence of Charlottetown that it should be made the capital of a Maritime union opened the door the more readily for the wider proposal.



George Brown Addressing Farmers  
on Confederation Idea

Crystal Palace,  
Toronto,  
First Permanent  
Exhibition Building,  
1858



Dr. Charles Tupper, the Premier of Nova Scotia, was the dominating figure in the Eastern group, and it was not long before the entire company warmed to the proposal from the Westerners: “Why not make a union for all the Provinces?” Conferences in secret in the early days of September speedily developed the genesis of Confederation, though the outside world had no hint of the important deliberations until a series of banquets at various cities brought revelation of the far-

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Lord Lisgar,  
1868-1872

reaching scheme. The captains adventurous who had sailed from Quebec in search of the basis for a new nation had reached a haven, and the foundations were laid for great events. In the words of the commemorative tablet at Charlottetown:

*"Providence being their guide,  
They builded better than they knew."*

Already the eyes of the delegates were bulging with visions of the future. Macdonald told an audience at Charlottetown that he looked for a union which would make the Provinces "at least the fourth nation on the face of the globe." He did not dream that men then living would see in Toronto the greatest annual exhibition in the world.



King and Yonge Streets, 1860

Quebec, whose frowning Cape Diamond had witnessed so much of the history of Canada since its founding in 1608, was now to play host to the "Fathers of Confederation." Delegates from six Provinces, including Newfoundland, again assembled in October in the Parliament Building, overlooking the St. Lawrence, and on the site of the Bishop's Palace where had met the first Parliament of Canada in 1792. The occasion brought the cream of the statesmen of the various Provinces, the strong men who had grown up under the newly-granted responsible government.

Scene at Exhibition,  
1852







The Marquis of  
Dufferin,  
1872-1878

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There was something Homeric about this meeting. It was a vindication of a prophecy by Dr. Charles Tupper in a lecture at St. John in 1860, on political conditions in the Provinces, when he said: "It requires a great country and great circumstances to develop great men."

Three weeks' secret conferences resulted in the formation of the general scheme for a federation, and the adoption of 72 resolutions which later were confirmed by the entering Provinces and translated into the constitution known as the British North America Act. The leading delegates then visited Montreal, Toronto, Niagara Falls and other points, being greeted with enthusiasm as the plan was unfolded. At Toronto the Ministers' train was awaited by 8,000 people on its arrival late at night. This was a large gathering for the young city of that day, but had they visited the Canadian National Exhibition on Labor Day, 1926, they might have been greeted by 258,000 people.



Boyhood Home of  
Sir John Macdonald

Floral Hall,  
1852



But victory was far from won. While the Parliament of Canada was holding its memorable debate on the Confederation proposals early in 1865, there came a bombshell in news from the Eastern Provinces. The pro-Confederation government of New Brunswick had met defeat. Nova Scotia had cooled owing to the fiery opposition



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The Marquis of Lorne, 1878-1883

of the eloquent Joseph Howe, and Prince Edward Island had gone back on the proposal. Newfoundland, which had sent delegates to Charlottetown and Quebec, dropped the union idea and has never since changed its mind. Two years were needed to carry Confederation in the remaining two Eastern Provinces, and it required all the courage and sagacity of Tupper in Nova Scotia and Tilley in New Brunswick to bring ultimate victory.



Yonge Street Toll Gate, 1830-1865

In the meantime, George Brown retired abruptly from the coalition Cabinet, but continued to support union. George E. Cartier led the union forces in Lower Canada, his dauntless spirit supported by the Roman Catholic Church and by the statesmanship of A. T. Galt, leader of the Protestant section of the Tory party.

The golden-voiced D'Arcy McGee made converts everywhere by his Celtic fervor and eloquence. Here is a specimen of his oratory:

"If we remain as fragments we shall be lost; but let us be united and we shall be as a rock which, immovable itself, flings back the waves that may be dashed against it by the storm."

McGee campaigned from Halifax to Sarnia and lifted the cause to a plane where political and moral ideas met. His speeches had force and

Agricultural Hall, 1852





The Marquis of  
Lansdowne,  
1883-1888

## THE STORY OF

imagery, as in this extract from a Parliamentary debate:

“Events stronger than advocacy, events stronger than men, have come in at last like the fire behind the invisible writing to bring out the truth of these writings and to impress them upon the mind of every thoughtful man who has considered the position and probable future of these Provinces.”

The Provinces which joined so hesitatingly in the 'sixties have since united on many great issues and in no one more effectively than in displaying their wealth at the Canadian National Exhibition.

The stalwart Brown, towering physically and mentally over his fellows, went through the land, his long, earnest speeches cheering and stimulating the hungry rural audiences far into the night. Public halls were rare in those days, and often he spoke in an ill-smelling auditorium above the horse-shed attached to a tavern. There was no Coliseum then as later decades knew at Toronto, with its audience of ten thousand and more. In one of these early addresses before Confederation Brown said:

“Sir, it is my fervent aspiration and hope that some here to-night may live to see the day when the British American flag shall proudly wave



The Sea Gull which Traded from  
Toronto 60 Years Ago

Main Building of  
Exhibition, 1879





## CONFEDERATION



Lord Stanley of  
Preston,  
1888-1893

from Labrador to Vancouver Island, and from our own Niagara to the shores of Hudson Bay.”

The political battle for Confederation was eventually won, the bill authorizing the union passed by the British Parliament, and the new measure made effective on July 1, 1867, amid bonfires and bell-ringing at many points. Its last stage had been hastened by fear of aggression from the United States, from which there had been Fenian raids, and where thousands of soldiers had just been released from the Civil War.



Grain Boat of Present Day

Union was won, but what was to be done with it? The first Premier was Sir John A. Macdonald—now knighted—and he promptly set up his political house. The Provinces were organizing and laying plans for the future. The constitution gave the central parliament,

which had been moved to Ottawa as the new capital, control over trade, defence, post-office and other general matters, while the Provinces ruled in education and local affairs.

It was a simple, indeed a backward Canada which emerged into the new federation. Settlement virtually ended at Lake Huron. A great wilderness stretched to the Pacific under the control of the Hudson's Bay Company, the fur-trading organization chartered by Charles II in 1672. This body made large profits from buying

Birdseye of  
Exhibition, 1885





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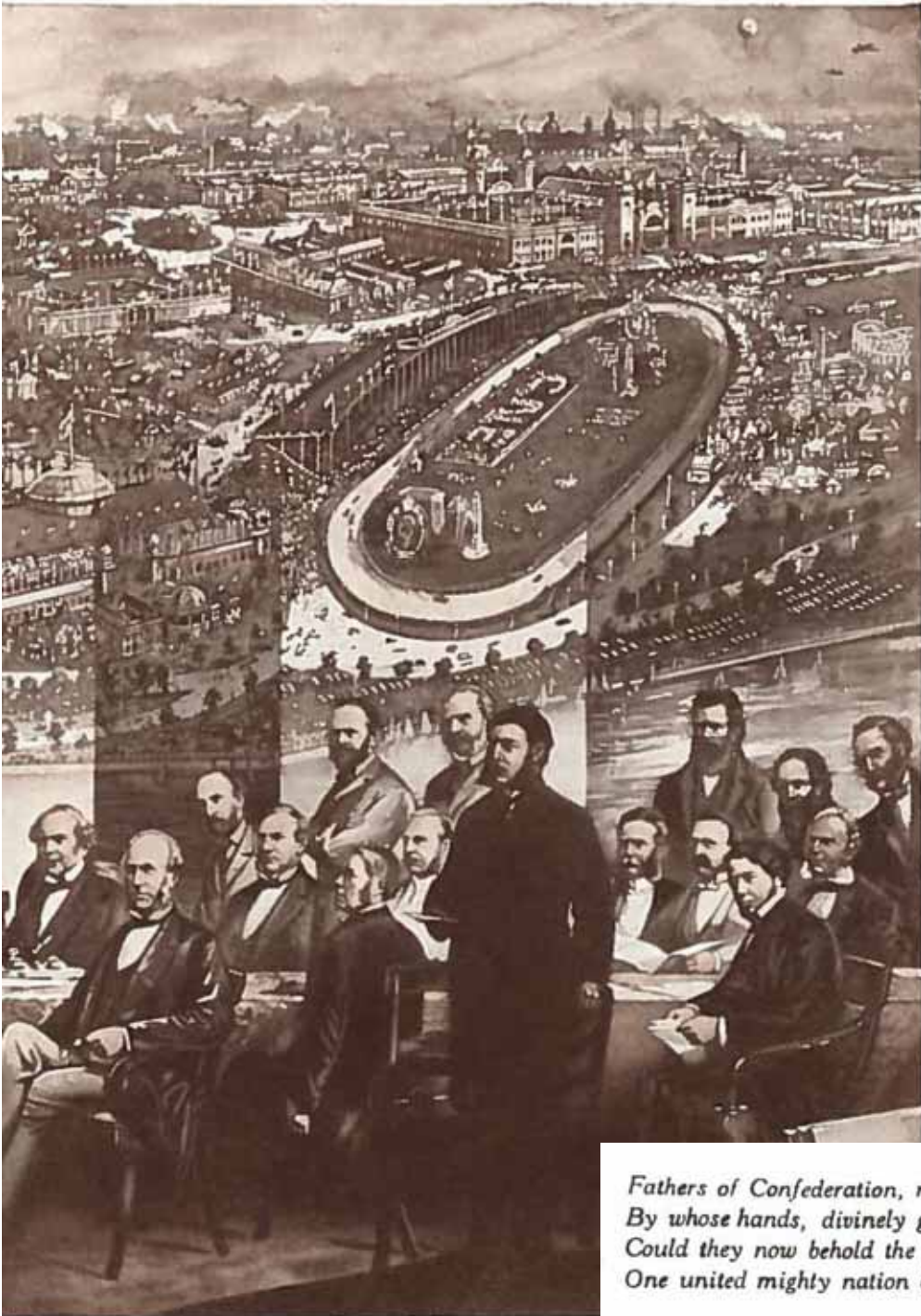


# THE STORY OF





# CONFEDERATION



*Fathers of Confederation, men of vision every one,  
By whose hands, divinely guided, threads of destiny were spun --  
Could they now behold the fabric after three score years have flown!  
One united mighty nation out of their ideals has grown.*



The Earl of Aberdeen,  
1893-1898

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skins from trappers and selling furs to the fashionable people of Europe. The Company, naturally, had little relish for the idea of settling the West.

George Brown had been campaigning for many years in *The Globe* for the acquisition of the Northwest, and this was achieved by purchase in 1869. Manitoba was set up as a Province in the Dominion in 1870, and British Columbia in 1871, the latter entering under promise of railway connection, which, however, was not realized until 1885. The rights of the Indians on the prairie were acquired by a series of treaties in the 'seventies, but Saskatchewan and Alberta were not made Provinces until the legislation of Sir Wilfrid Laurier's government in 1905.



Pioneers Reading by Candle-light

What of the Canada of our grandfathers' day? It was occupied by a courageous pioneer people who worked diligently but without the haste of the twentieth century. Log cabins dotted the land, with here and there a more imposing building. The tide of immigration had set westward, and the Eastern Townships of Lower Canada and the Lake Huron Counties of Upper Canada were yielding to the axe of sturdy settlers from the British Isles.

The feeble gleam of the candle lighted the dim interior of the pioneer's cabin as the Bible was brought for family worship hour of the devout

Ferry Boats Stopping  
at the Exhibition,  
1891





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The Earl of Minto,  
1893-1904

founders of our country. Wheel vehicles were crude and simple, the "lumber wagon" being the common carrier for the hay crop to the barn and for the family to Sunday service. The end of the nineteenth century brought the "horseless carriage," its use expanding until today there are 650,000 motor vehicles in Canada, the purchase of which has been vastly encouraged by the annual display in the Transportation Building at the Canadian National Exhibition.



Developing Hydro Power

Science likewise has harnessed the water falls and carried electric lights to remote rural homes. Railways had made a humble start in Lower Canada with a 16-mile line in 1836. By the year of Confederation there were 2,278 miles in Canada, while today there are over 40,000 miles, gridironing the settled regions and

breaking ground with thousands of miles of colonizing lines.

Nothing has mirrored this growing Canada as has the Canadian National Exhibition. Succeeding a local enterprise of small dimensions, the Canadian National dates properly from 1878. Built upon and around the site of the original French trading post, Fort Rouille, of 1749, it has expanded rapidly from Strachan Avenue to beyond Dufferin Street, until it has a lake frontage of a mile, buildings and property worth \$12,000,000,

Rifle Ranges Purchased by Exhibition  
in 1892





Earl Grey,  
1904-1911

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and an annual attendance exceeding 1,500,000. It is a presentation of Canada in miniature, but in later years its scope has been widened to include important sections of the Empire beyond the seas. It has ever kept pace with science and industry, and led in acquainting its patrons with the progress of the world. The first electric railway in America was operated on its grounds in 1884, and thousands of its visitors had in its buildings the first glimpse of inventions which have recast social and industrial life in the last generation. By its awards it has encouraged live stock breeding, grain, fruits and other branches of industry and aided Canadians to win their way in world trade.



Ox Cart as Used in the 60's

For years the Canadian National Exhibition has been eagerly visited by thousands who would quickly learn something of the life, achievements and resources of Canada. No other such opportunity exists. Distinguished visitors to the Dominion have recorded their impressions in terms of praise and inspiration. Li Hung Chang, Viceroy of China, who saw the Exhibition in 1896, expressed his gratitude that his visit coincided with the National Exhibition, and he had done himself the honor and pleasure of paying a visit where all the natural products of the vast regions of Canada were gathered.

Transportation  
Building,  
Built in 1909





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H.R.H. the Duke of  
Connaught, K.G.,  
1911-1916

The Prince of Wales, whose days at the Exhibition in 1919 created such a furore of public interest, referred to the "wonderful Toronto Exhibition, which brings home to me the greatness of the Capital of Ontario."

The Diwan, Bahadur, who came 10,000 miles from India to open the Exhibition of 1926, was greatly impressed by his tour of Canada and declared his belief that the future possibilities of the Dominion "are great, almost unlimited." At the Exhibition he spoke with enthusiasm of the amusements, the automobiles, the British and New Zealand exhibits, and other attractions.



Early Horseless Wagon

Toronto typifies the progress of Canada which the last sixty years have witnessed. In the middle 'sixties it was a small city of 45,000, leisurely in pace, of low, simple buildings, but carrying the atmosphere created by its faithful Loyalist and British founders. The city then lay between the Don and Dufferin Street, south of Bloor, and was ringed about by a dozen villages afterwards engulfed in the growing metropolis. Fashionable residents drove about in their carriages or paraded King Street of an afternoon, when crinolines, grey top hats and other Victorian apparel gave an appearance strangely contrasting with the present.

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Dominion  
Government  
Building,  
Constructed in 1912





Duke of Devonshire,  
1916-1921

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Electric light was unknown and the gloom of the streets was broken at night by gas lamps, lighted at dusk by an eager figure darting from post to post, a Canadian Leerie such as Robert Louis Stevenson has so prettily described in "The Lamplighter." Today no Leerie is needed to carry his ladder through the streets. A mammoth power house beside Niagara Falls harnesses the energy of the mighty cataract, and a few switches direct the current from that nerve centre to the street lights, the house lamps and the machinery of the factory.

The city has grown to 550,000, and the Exhibition, by attracting visitors and capital, and by stimulating trade and industry has contributed not a little to the expansion.



The Lady Elgin, Pioneer of  
the Steam Road

The Gooderham  
Fountain,  
Erected in 1915



The Canada that entered timidly, but with hope, upon the path of nation building has expanded from the Atlantic to the Pacific, and, as Joseph Howe prophesied over seventy years ago, the whistle of the locomotive has long since been heard in the passes of the Rocky Mountains. More than forty years ago "No. 1 Westbound" made its way by the Canadian Pacific to the ports of the Pacific, as pictured by Pauline Johnson:

*"I swing to the sunset lands—  
The world of prairie, the world of plain,  
The world of promise and hope and gain,  
The world of gold, and the world of grain,  
And the world of the willing hand."*



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Lord Byng of Vimy,  
1921-1926

The West has literally transformed the Dominion in the last quarter century. The wheat harvest of 37,000,000 bushels in 1900 has grown to 406,000,000 in 1926. The open prairies have attracted hundreds of thousands of new settlers to the "last, best West." The population of all Canada has risen from 3,500,000 at Confederation to 9,000,000. Foreign trade, still more remarkable, has increased from \$110,000,000 in 1868 to \$2,255,939,869 in 1926.

Total production from all industries exceeds \$3,000,000,000 annually, or more than the total national debt, including war obligations.



Transcontinental Engine, 1927

Such a period of nation building has called forth the best in men, as the making of union in the 'sixties called forth the best in the "Fathers of Confederation." There have been difficulties,

individual and national, but character and unceasing industry have triumphed. The mood of the people was well described by Sir Wilfrid Laurier at the inauguration ceremonies for Alberta at Edmonton in 1905, when he said:

"When I look about me on this sea of upturned faces, I see the determination of the new Provinces. I see everywhere hope, I see calm resolution, courage, enthusiasm to face all difficulties,

Coliseum,  
Opened August, 1923





Viscount Willingdon  
1926

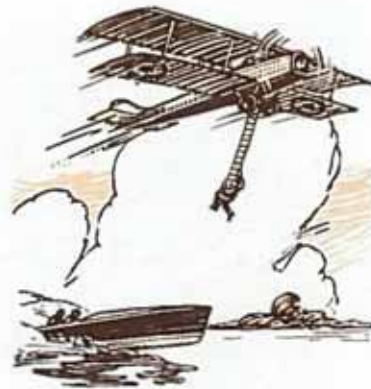
## THE STORY OF CONFEDERATION

to settle all problems. If it be true everywhere it must be more true here in this new Province, in this bracing atmosphere of the prairie, that 'Hope springs eternal in the human breast'."

The hope and confidence of the West is mirrored with the serenity and efficiency of the East and the quality of Empire products from overseas, in the displays at the Canadian National Exhibition. The spirit that urges Canadians ever forward is reflected in the bounding energy and ambition which annually assembles this vast, pulsating enterprise afresh.

After sixty years of Confederation national unity becomes more evident; sectional and creed cries lose their force. The name "Canadian" is more significant, the national spirit, joined with loyalty to the Crown, becomes more assertive. The past has brought its trials, the future will not be without problems, but Canadians feel the impulse and bounding inspiration of Confederation, as so well expressed by Earl Grey in 1909 while Governor-General:

"Confederation has put a soul into the Dominion, has put a national spirit into the people of Canada, whose lustre and growth are at once the hope and the glory of the British Empire."



Motor Boats and Aeroplanes  
Exhibition, 1926

The Province of  
Ontario Building,  
Completed in 1926









## THE MEANING OF CONFEDERATION



**B**Y the Confederation Act of the British Parliament in 1867, passed as framed by the merging partners, the Dominion of Canada was peacefully formed. It comprised a union, without internal tariffs, of Ontario, Quebec, Nova Scotia and New Brunswick under one central Government, with Provincial Legislatures for local affairs.

The four "original firsts" have grown to nine Provinces, by the addition in turn of Manitoba, British Columbia, Prince Edward Island, Saskatchewan and Alberta.