

# Confederation's Final Draft Written By Fathers in Westminster Hotel

By ROD CURRIE

LONG BEACH, N.S., at the narrow end of Victoria Street, justifying its name as the "locomotive of the Confederation," there is a building, almost 100 years ago, that the Fathers of Confederation had planned for the British North America Act. Then the fashionable Westminster Palace Hotel, almost within the shadow of Westminster Abbey and Big Ben, it was home for the delegates during the winter of 1866. There, on Dec. 4, the 16 men gathered around the long green baize table in the ornate, Corinthian-style concert hall on the ground floor for the first of many long, hard sessions of negotiation.

It was from this hotel that the chairman Sir John A. Macdonald and three of his senior colleagues travelled to Buckingham Palace to "kiss hands" with Victoria, who "kissed them well in their endeavors."

It was from here, their work done and no longer able to control or influence further the destiny of their dream, that they travelled to the square to the House of Parliament to watch as apprehensive spectators the bill which was debated, its fate sealed.

Macdonald, then 32, left his mark on the magnificent hotel in an even more dramatic way. He accidentally set fire to his bedroom, his second wife, on Feb. 16, that 70 friends gathered for a wedding breakfast. The old hotel went into voluntary liquidation in 1916 when the building became for several years the headquarters of the National Liberal Club.

Today it is known as Abbey House, set out into offices and rented to a number of firms and has lately grown shabby while waiting the hammers of the demolition squads, scheduled to move in in 1967.

The only visible reminder of Canada's historic association with the old building is a plaque put up in 1911 in the great central hall, now partially hidden into cubicles occupied by a swarm of draughtmen. Except for the handful of Canadian tourists who seek it out and come asking permission to view it, the plaque, trimmed with provincial crests and flags and surrounded by a border of maple leaves, goes largely unnoticed. It says:

"In this room in 1867 delegates from the provinces of Canada, Nova Scotia and New Brunswick, under the chairmanship of the late Right Hon. Sir John A. Macdonald, P.C., G.C.B., framed the Act of Union under which all British North America except New

foundland is now united under one government as the Dominion of Canada."

Below are the words: "This table was affixed to the approval of the Rt. Hon. Sir Charles Tupper, Bart. P.C., G.C.B., one of the delegates from Nova Scotia."

Officials at Canada House are concerned about the plaque and have advised Ottawa that the building is to be removed and possibly reinstated in the new building to go as SENATE AT ISSUE.

The meetings here, smaller than the earlier conferences in Charlottetown and Quebec, were attended by five delegates each from Nova Scotia and New Brunswick and six from Upper and Lower Canada.

Their task was difficult, the bargaining hard.

The problems of the makeup of the proposed Upper House once again preoccupied the delegates, having already almost resolved the lower house, the Senate. Macdonald was opposed to having a set number of Senators, but the majority representing equally the three divisions of the country, if desired. There the matter was settled.

Another thorny problem finally settled was provision for representation from the Maritimes in a confederation at that time. It was later decided to join Confederation.

All the Quebec conference the new country was referred to as "the United Provinces," a title that displeased Macdonald, who was personally attracted to the grander "Kingdom of Canada."

Several British cabinet ministers found the majestic title pretentious and the Earl of Derby, then foreign secretary, led the battle against it, wounding, saying it would "odious the republican sensitivities of the United States." As Macdonald said in a letter to his sister, they were afraid of "offending the Yankees."

QUEEN APPROVED NAME Final British cabinet representatives proposed the name Canada, to be designated a dominion, and when the Queen was asked to determine the name and rank of the country she confirmed the title Dominion of Canada.

Thus on Christmas Day the final draft of "The London Resolutions" were sent to Colonial Secretary Henry Molyneux Herbert, fourth Earl of Carnarvon, the confederation fathers' great ally who was to guide the bill through Parliament.

It was after a visit to Highclere Castle, the colonial secretary's estate at Newbury, that Macdonald returned to London exhausted and relieved, bed with the newspapers. He dozed off and awakened hours later to find the candle he had set a blaze the bedchamber and drapes.

He fought the blaze himself and then summoned colleagues George E. Cartier and A. T. Galt from adjoining rooms to view it, the plaque, trimmed with provincial crests and flags and surrounded by a border of maple leaves, goes largely unnoticed. It says:

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## BURTON

Mr. and Mrs. Charlie McCarthy and family, Mr. and Mrs. Archie McCarthy and Mr. Gertrude McCarthy of Burnaby, B.C., also Mrs. Robert Colburn of Edmonton, Alta., and Mrs. Dudley Coffin of Montreal were recent visitors of their sister and brother-in-law Mrs. and Mrs. Clarence Butler, Glengarry. Also visiting Mr. and Mrs. Butler are Mr. and Mrs. Frank McCarthy and daughter Miss Sheila of Boston, Mass.

Prize winners at the semi-annual drawing of the St. Mark's parish hall recently were: first, Janice Rogers, second, Cheryl Rogers, third, Dalton. Prizes were donated and presented by Mrs. Eva Dalton. Judges were Mrs. Philip Cain of Summersville, Mass., Mrs. James Rooney, Mill River, and Mrs. Alvin Costain, Cape Wolfe.

Mrs. Ida Mae Dalton, Burton has entered Western Hospital for treatment.

Mrs. Albert Noonan, Alberton, Mrs. Edward Gaudette, Fishburn and Miss Bernice Rogers of Boston, Mass., were recent visitors at the home of their hostesses, Mrs. Charles and Mrs. Burton Rogers, Burton and Mrs. Charles Rogers, Glengarry.

Mr. and Mrs. Wendell Collicutt, Eric Collicutt and Miss Joe Ann Flaxman of Toronto, were recent guests at the home of their parents Mr. and Mrs. Edmond Collicutt, Glengarry.

Patrick Butler, Glengarry has returned home from Charlottetown Hospital where he was receiving treatment.

Mr. and Mrs. Louis Dalton of Charlottetown spent the past week-end visiting their parents, Mr. and Mrs. Annie Howard, Cape Wolfe.

Twenty days later it received royal assent, the Queen being the creation of the Dominion of Canada.

Mr. and Mrs. Sandy MacSwain Toronto, visited with relatives in St. Peter's and Greenwich and also visited with Mrs. MacSwain's aunt, Mrs. R.J. Kidson and Mr. Kidson, Red Point.

GREEK SELLING FLEET OSLO (AP) An informed brokerage source in this Norwegian capital said Monday strong but confirmed reports indicate Greek shipowner Stavros Niarchos wants to sell his entire fleet of more than 70 ships. The source said he doubts that any existing ship company could absorb the huge fleet. He indicated that Niarchos was asking for \$250,000,000.

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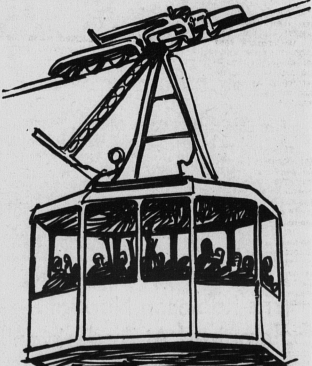
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ROMNEY, MYTHE and Dymchurch, the name of a railroad in England—the world's smallest public railroad. During its 35-year existence it has lived through aircraft attacks of German airmen during the Second World War and jobs of riders who come to look or visit. (CP Photo)

## World's Smallest Train Is Honored War Veteran

By JOSEPH MACSWAIN

NEW ROMNEY, England (CP) — Sam Hagg, chieftain of the world's smallest public railway, "They see a locomotive taking water and want to know how much petrol the tank holds," Gatt grunted.

"Does it use real coal?" is a question that occasionally stokes the fire. One prospective passenger, hearing Gatt, quietly dropped plans to take along a dessert spoon and volunteer as fireman.

"Thanks for the lovely ride on your toy train," is another clanger that darkens the day for the railwaymen, because the Rummy, Dippy and Hod is no toy, it's an honored war veteran, in fact.

Built in 1926-7, the railway came into the news recently when it was purchased by retired banker Sidney H. Collins, who wants to "do a Beehiving on it."

But Collins assured a reporter it's a sort of one-third Beehiving he has in mind. That means increasing efficiency but not closing any of the line's half-dozen stations, or firing staff as was done by Richard Beehiving, chairman of the nationalized British Railways, a somewhat larger operation. The line has been making a small profit.

"This is a commercial challenge for me," said Collins, 67, "I haven't been interested in trains as a hobby since I was a small boy, and I'm a bit old to start now. There are other military railways in Britain, but none on public service like this one."

Collins isn't saying what he paid for the railway, built as a labor love by John Howley, a Royal Flying Corps veteran and

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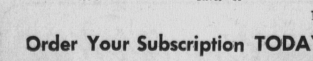
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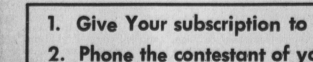
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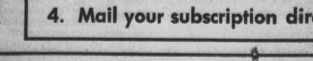
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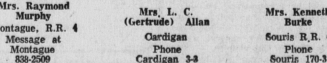
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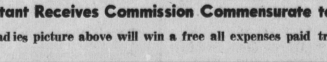
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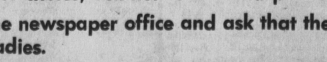
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