

Preparations From Coast To Coast For Jubilee Celebrations

All Provinces Keen To Show Unity Spirit—Whole Souled Concurrence In Original Objects of Confederation.

With the Jubilee of Confederation only a week away reports received indicate that the arrangements for the celebration throughout the Dominion are well in hand everywhere, and that the various localities are vying with each other in their desire to show to the world that, after sixty years, Canada is a united country in spirit and in fact. Not only are the cities and big centres of population giving generously of their time, energy and finances to insure that the anniversary is adequately celebrated but from the remotest points come reports that citizens of Canada, young and old are enthusiastically preparing for the event a month hence. While the National Committee, shortly after its organization circulated throughout the Dominion a suggested program for the three days of celebration, starting July 1st, and ending with the third, reports indicate that there will be a wide and interesting divergence of features characteristic of the various parts of the Dominion, and typical of their respective interests and pursuits. From Atlantic to Pacific there is evidence of a universal desire for the manifestation of Canadian sentiment, irrespective of varied geographical or economic conditions. Reports show that there will be a whole-souled manifestation of concurrence in the original objects of Confederation and of satisfaction in the results thereof.

Local programs will, of necessity, be diversified, and varied in character, and will include community singing, athletics and sporting competitions, regattas, pageants and floats. The planting of maple trees, the unveiling of monuments and memorials, ceremonies connected with the naming and dedication of Confederation parks and squares, folk dances and Indian pow-wows, old home reunions, and the gathering together of venerable and venerated figures, fireworks and bonfires, children's festivals, etc., etc.

With a view toward ascertaining the nature of the activities in the various provinces the National Committee communicated by wire with the heads of the provincial organizations and have received replies from the majority. Hon. F. J. Nash of Charlottetown reports that, in addition to the big celebration planned for the Capital of the Island, there will be celebrations at Summerside, Georgetown, Tignish, Alberton, Montague, Souris and other centres. An interesting feature of the Charlottetown celebration will be the unveiling of a Confederation tablet and the laying of a wreath in the Legislative chambers at 1.30 on the afternoon of Friday. The Lieutenant Governor will preside over events at Victoria Park where messages from His Majesty the King and others will be read, and where Percy Pope, son of one of the Fathers of Confederation will deliver an historic address. There will be yacht racing, aquatic and other sports, community singing, fireworks, bonfires, etc.

J. D. Black, secretary of the provincial committee of New Brunswick reports that "every pupil enrolled in the public schools of the province will be presented with a Union Jack to be carried in the celebration parades, and retained at the same time that the children's Confederation medals are being presented." The government of the province will also erect a bronze plaque suitably inscribed in the provincial legislature to honor the memory of the eight New Brunswick Fathers of Confederation. The

Fredericton celebration will continue during three days, and the official program at noon on Dominion Day in front of the Parliament Buildings will be carried by loud speakers to those assembled. There will be parades of school children, fraternal and national societies and service clubs, floats etc. and the royal salute will be fired at high noon, while speeches will be delivered by Premier Baxter, A. A. Dysart, opposition leader, and others. In the evening there will be a Mardi Gras carnival on Parliament Square, culminating with a fireworks display fired from barges on the St. John River in front of the illuminated legislative buildings. Celebrations of a similar character will be continued on Saturday, while on Sunday there will be an undenominational service in the open air. The report states that "similar celebrations extending over three days will be held at every incorporated city and town in New Brunswick as well as in many centres of population which are not incorporated." The provincial committee has approximately fifty local committees organized and working strenuously, and in communities too small to have any other kind of celebration the Jubilee of Confederation will be honored at the formal closing exercises at the public schools on June 30th, this ensuring observation in 2,000 centres."

John Heise provincial librarian and archivist at Victoria, B. C. reports as follows: "Approximately 250 communities are celebrating in a noteworthy manner as are also many small schools. Elaborate preparations are being made in larger centres for the staging of ceremonies typifying dominion history from the earliest times, and outstanding dominion and provincial incidents. The local committees are showing much care and skill, ingenuity and enthusiasm and the school teachers are specially united in an intensive program of Confederation history. The committee feels that all labors will eventuate in memorable inspirational ceremonies with resultant good to citizenship and pride in the Dominion."

From Regina comes the report by Leroy Johnson to the effect that over 200 local points in Saskatchewan have organized strong committees for a proper celebration. In large centres the occasion will be observed by elaborate programs on all three days. A striking feature of the activities at local points is the arrangements being made for community gatherings, special attention being paid to giving the school children a prominent part. In some cases from five to forty school districts will be consolidated at a central point to take part in the celebrations. Present indications are that Saskatchewan's seven cities, 80 towns and approximately 200 villages will celebrate enthusiastically and befittingly.

Manitoba is preparing for the celebration with great energy and originality. The provincial committee, D. S. Woods, its secretary, reports has sent personal letters to 600 reeves, mayors and service clubs inviting them to organize. Organizations are complete in 73 centres. Letters have also been sent to 2,000 school teachers with suggested programs included and heads of churches have been invited to join. Two minute radio reports of progress are being sent out daily, while eighty-five country newspapers are being supplied with articles of an educative character.

Alberta is also in the forefront. Edmonton is to entertain 15,000 chil-

dren from its public and separate schools in Victoria Park on June 30th. The committee has conceived the thought of having the Edmonton school child of the family with the longest Canadian ancestry light the bonfire that will be one of the thousand flames set alight on Jubilee night. The same city's celebration also includes the placing of wreaths on the grave of Father Lacombe— noted missionary. From furthest north points in this province, and from remote points in the Territories comes the report that celebrations will be carried out.

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Confederation Year Sees Rapid Strides In Transportation Facilities

The sixty years since Confederation have witnessed a phenomenal growth of transport facilities in Canada. Two of the world's greatest carriers of passengers and freight have been developed, but this is by no means the full measure of our progress in the evolution of transport facilities. In the past two decades there has grown up a third organization which furnishes another form of transport, not alone in Canada but in all the British overseas territories, and it has become the Empire's largest manufacturer of automobiles.

When the fathers of the first transcontinental line conceived their project to line up east and west they had probably no conception of what their enterprise would stand for half a century later; they did not visualize ships carrying the company flag on the seven seas, or a network of iron through nine prosperous provinces. Similarly a group of Canadians who decided, twenty-three years ago to launch into what then was known as the "horseless carriage" did not anticipate that products of their enterprise would be trail breakers not only in this Dominion but in darkest Africa, in the interior fastnesses of the great Indian Empire and on the trackless wastes of the Australian continent. Yet their product has done more to familiarize British overseas territories with the advantage of automobile transport—and with the meaning of the phrase, "Made In Canada"—than has any other agency. For to the business they founded has fallen the lot of furnishing a very large proportion of the automobile vehicles employed in the British territories. The Canadian Ford Car has conquered time and space in the overseas Dominions as surely as it has here, and has built up in Canada an industry whose magnitude it is difficult fully to appreciate.

Considering the Ford Motor Company of Canada to-day, with its six thousand employees its fifteen acre machine shop housing four thousand modern and magically precise instruments of production; its enormous body plant where car bodies are evolved almost solely from sheet steel; its ultra modern power plant which burns powdered coal fed into giant furnaces eighty feet high and containing ten and a half miles of boiler tubing; its large assembly branches in Toronto, Montreal and Winnipeg; its affiliated companies in Australia, Africa, India and the Straits settlements; it is difficult to realize that such an enormous industry could have been built up in less than a quarter century. And yet it was only in 1905 that the foundations of this industry were laid by a little group of Canadian business men whose principle interest was a firm faith in the future of automobile transport; and it was only twenty-three years ago that the entire plant of this company consisted solely of a two and a half storey building and about one acre of ground its productive equipment of nothing more than drill press and its power source, the jacked up rear wheel of a Model C Ford Car. It is a far cry from the little assembly plant of 1905 to the mammoth manufactory of to-day from the yearly production capacity of 100 cars in 1905 to the daily capacity of 500 cars at present. The factors that built up this industry which in Canada alone represents an investment of twenty-six millions of dollars, were confidence in the future of the automobile, resolution to reconcile high quality with low price, and courage to preach the gospel of a new system of transport in the remote sections of the British Empire. What that industry has come to mean to Canada it is difficult to picture in a few words. It is part of the economic structure of the country and a very considerable factor in Canadian prosperity. Its enormous expenditures in Canada for labor and raw materials exceed by a considerable margin its gross revenue from sales in Canada. The differential is accounted for by the volume of export business.

First Draft of Confederation Pact

Facsimile of portion of Sir John A. Macdonald's first rough draft of the British North America Act.

Be it therefore enacted
It shall be lawful for Her Majesty with the advice of Her Privy Council to declare, (or to authorize the Governor General of British North America to declare) by Proclamation that the said Provinces of Canada, Nova Scotia and New Brunswick upon from and after a certain day in such Proclamation to be appointed, which day shall be within six calendar months next after the passing of this Act, shall form and be one United Kingdom under the name of "The Kingdom of Canada" and henceforth the said Provinces shall constitute and be one Kingdom under the name aforesaid upon from and after the day so appointed as aforesaid.
The Executive Government of the said Kingdom of Canada is and shall be vested in Her Majesty the Queen her Heirs and Successors

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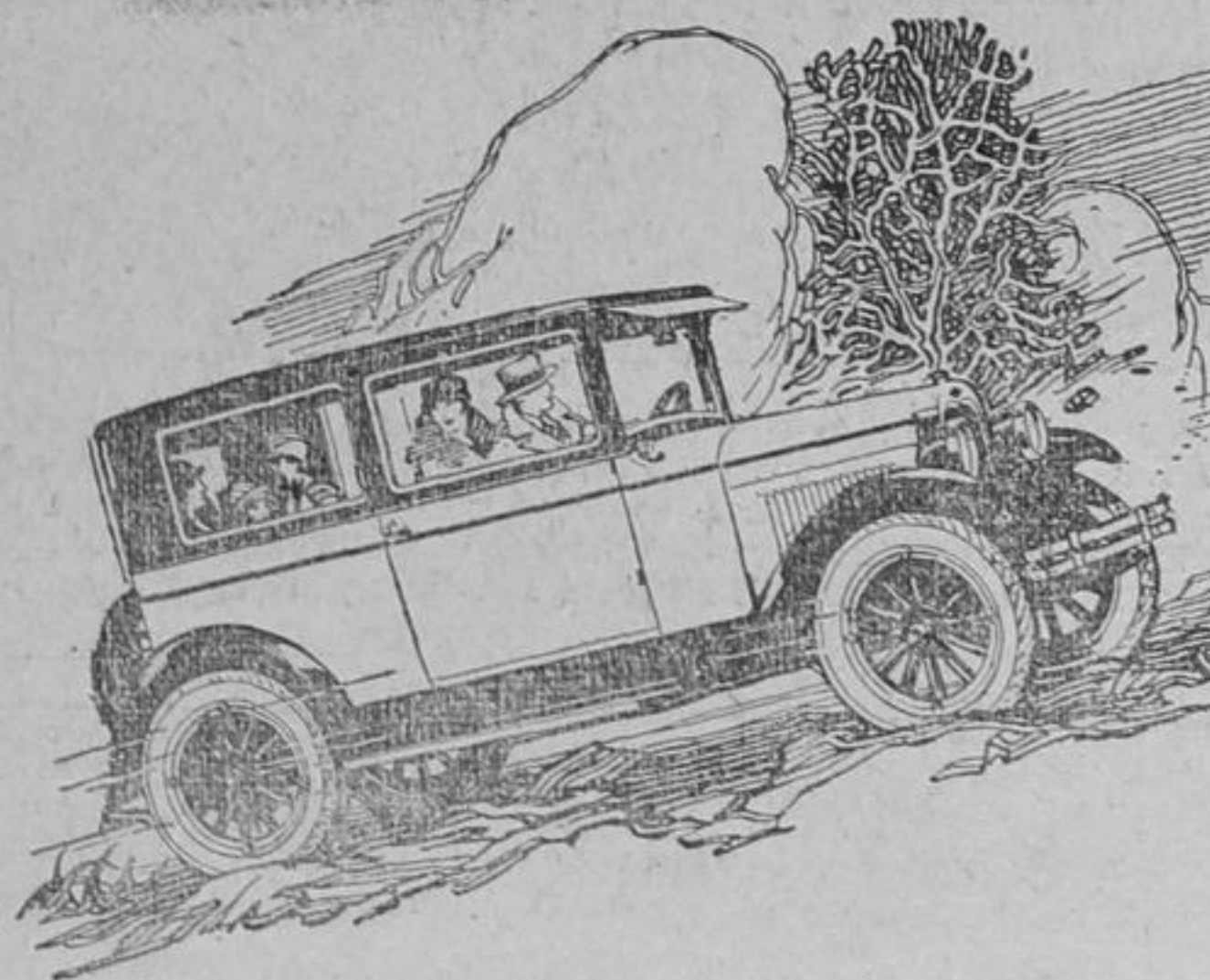
G. Strickland Thompson, Principal

The Thompson School of Music now having completed the Fall and Winter terms are prepared to accept pupils for the Spring Term. There are many taking advantage of this school from points as far away as Newmarket, Gormley, Richmond Hill, Thornhill, New-tonbrook, Oriole, Agincourt, Willowdale, York Mills and other smaller places.

Numerous requests have been made to keep the school open during July and August to accommodate those who are unable to attend during the winter months. The school will remain open for two or three days each week and those intending to take advantage of our very low fees coupled with the most capable teachers are asked to call or write for particulars.

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