

**THE LIBERAL**

Established 1878  
AN INDEPENDENT WEEKLY  
PUBLISHED EVERY THURSDAY AT RICHMOND HILL,  
THE LIBERAL PRINTING CO., LTD.

J. Eachern Smith, Manager

Member Canadian Weekly Newspaper Association.  
Subscription \$1.50 per year—To the United States \$2.00.  
Covering Canada's Best Suburban District.  
Advertising Rates on Application.

TELEPHONE 9.

THURSDAY, JUNE 27, 1929

**THE FATHERS OF CONFEDERATION**

On Monday next Canada will celebrate her sixty first birthday. Dominion Day commemorates the birth of a United Canada and politically was one of the greatest acts of constructive statesmanship that the world has ever witnessed. All honor to the memory of the Fathers of Confederation who so firmly and surely laid the foundation of so great a country.

The Fathers of Confederation bear somewhat the same relation to Canadian history as the Signers of the Declaration of Independence do to the history of the United States. Like the latter, they are all venerated collectively, but individually certain names stand out above the rest—the master minds that made the great movement a reality. Just as Washington, Jefferson, Adams, Madison, and two or three others were the guiding spirits in drafting the terms of the Declaration of Independence and putting it through the Continental Congress, so Macdonald, Cartier, Tupper, Galt, Brown and McGee were the real leaders in the movement that resulted in the merging of the weak and scattered colonies of British North America in the Dominion of Canada. At the same time, while honouring the memory of these outstanding Canadians it would be unjust to forget the very real services of the other seventeen men who with them made up the Fathers of Confederation, or who in other words represented the legislatures and people of their respective colonies at the Quebec Conference in 1864.

At that Conference, Canada (which then embraced what we know to-day as Ontario and Quebec) was represented by Sir Etienne P. Tache, John A. Macdonald, Georges E. Cartier, William McDougall, George Brown, Alexander T. Galt, Alexander Campbell, Oliver Mowat, Hector L. Langevin, James Cockburn, Thomas D'Arcy McGee, and J. C. Chapais; Nova Scotia, by Charles Tupper, W. A. Henry, R. B. Dickey, Jonathan McCully, A. C. Archibald; New Brunswick by S. L. Tilley, John M. Johnson, Peter Mitchell, Charles Fisher, Edward Chandler, W. H. Steeves, John H. Gray; Prince Edward Island, by John H. Gray, Edward Palmer, W. H. Pope, George Coles, T. H. Haviland, Edward Whelan, A. A. McDonald; and Newfoundland, by F. B. T. Carter and John Ambrose Shea.

Nearly all of these men had taken part in the Charlotte-town Conference that paved the way for the momentous meeting at Quebec; most of them were instrumental in steering the Quebec Resolutions through their respective legislatures; and, with the exception of the Newfoundland delegates, practically the same group met again at Westminster in 1866 to prepare the final draft of the British North America Act—the Constitution of Canada.

Newfoundland, after some hesitation, finally decided not to join the new Confederation. In 1895 delegates were sent to Ottawa by the Ancient Colony to discuss terms of union, but unfortunately the negotiations fell through, and have never since been resumed. Prince Edward Island took several years to deliberate, but finally came into the Dominion in 1873. In the meantime the Red River Colony had joined the Union as the Province of Manitoba; and the following year British Columbia also became a member. Saskatchewan and Alberta became provinces in 1905.

As each of the thirty-three Fathers of Confederation had been political leaders before the creation of the Dominion, so after Confederation each of them took an active part in the public life of the country, some as members of the federal cabinet, the Senate, or the House of Commons; others as members of the various provincial governments or legislatures; others again as lieutenants-governor of provinces, or members of the judiciary. By a curious coincidence two unrelated John Hamilton Grays sat in the Quebec Conference. One had been premier of Prince Edward Island, and the other became a judge of the Supreme Court of British Columbia.

**THE SPEED CRAZE**

There seems to be a growing disposition in this country to frame all laws with an eye single to the convenience and the ever-changing whims of one class of people—the motorists.

There is no doubt the automobile is taking a very prominent place in the life of this country—a very useful and necessary place, by the way—but while the motorist deserves consideration and all forms of reasonable protection, it is a mistake to get the impression that he should always come first in the eyes of the law-makers. There are other people who also deserve consideration, and other interests which must be safeguarded.

Roads and highways have been built in this country at great expense, which in the most of instances are capable of handling traffic, if they are properly used. There is now an agitation in certain parts of the United States for "highways for faster cars, for faster cars are sure to come." This will mean the widening of pavements, the elimination of curves, the changing of grades, new and wider bridges—all for what? Simply to gratify the desire for speed and more speed. This will mean more accidents, more misery and more trouble in the world. As the movement grows in the United States it will spread to Canada. Some organizations in this country are already advocating the abolishing of the speed limit on the highways. Thirty-five miles an hour while fast enough for the ordinary motorist is too much of a snail's pace for the fiend who is craving for speed.

When is this thing going to stop? When are governments going to turn a deaf ear to the motorists who are calling for wider and faster pavements, and legislate sensibly, with a view to safe-guarding the interests of more sensible people? What about the expense of all this extra pavement construction, merely for the convenience of the man or woman who wishes to risk life and limb through unnecessary haste and the thrill of speed?

If every motorist in this country kept within the legal speed limit, there would be very few accidents on the highways, and very little time would be lost. The extra haste is not necessary in the vast majority of instances, and it only endangers the life of the driver himself, and everyone else he meets on the road.

It is speed and recklessness which has created the well known, and often condemned "level crossing menace." If every driver would maintain a reasonable speed, and exercise ordinary care and precaution, there would be very few level crossing accidents. There are times when trains are obscured from a clear view, it is true, but if every motorist when approaching a railway track at moderate speed would use his eyes and ears properly, the danger of accidents would be greatly reduced, and in most cases entirely eliminated.

But this side of the case is seldom stressed. The idea of the lawmakers seems to be that the motorist has right of way, and everyone must suit his actions to meet the need of the automobile driver. We are actually passing laws to protect the reckless motorists and the speed artists, and more and more this idea is becoming regarded as the right thing to do.

The motorist has his rights, it is true, but he should be given to understand that others have rights also. Laws should be made and rigidly enforced to protect the great mass of citizens, not the maniac who pushes his car to the limit regardless of the safety of others, or the driver who is in such a hurry that he ignores entirely his own life and the lives of fellow-travellers on the road.

**WAY BACK IN LIBERAL FILES**

**DO YOU REMEMBER**

This Week of 1899

When the Methodist Church, Temperanceville, was crowded, Rev. Mr. Lee preached his last sermon as pastor of the congregation. Rev. and Mrs. Lee carried with them to Burks Falls, their new situation, the best wishes of their many friends.

When Miss Porter, of Carrville, read an interesting paper at the Maple Epworth League, Monday night on the subject "Established at Heart."

When Mr. Piggott and Miss Clara Bond, of Toronto Junction, were married at the residence of the bride's uncle, Mr. John Coombs by the Rev. J. W. Stewart, of Maple.

When Mr. and Mrs. Mustard, of Uxbridge, spent a few days with Mrs. C. P. Wiley the sister of the latter.

When Dr. Rolph Langstaff returned home from Chicago, where he took special studies in the larger hospitals of that city.

When Rev. Mr. Wellwood, the incoming superintendent of the circuit, preached his first pastoral sermon in the Methodist church on Sunday evening.

**DO YOU REMEMBER?**

This Week of 1904

When the Standard Bank of Canada held the twenty-ninth annual meeting of the shareholders, at the Head Office of the Bank on Wednesday, June 15th,

When R. W. Bro. Nicholls installed the officers of Markham Union Lodge No. 87 A. F. & A. M., Markham, last Friday evening, the festival of St. John the Baptist. He was accompanied by W. Bros. Trench and Newberry.

When the Ladies of the Women's Missionary Society of Victoria Square Methodist church held a strawberry festival on the church lawn, Thursday. Tea was served from 6 to 8 p. m. A very suitable program was rendered.

When Captains were chosen to select players for a series of games among the members of the Tennis Club.

**DO YOU REMEMBER**

This Week of 1909

When the Minister of the Thornhill Methodist church announced that the choir would conduct a song service the next Sabbath evening. For over a year the choir had been growing in popularity under the able leadership of Mr. Jno. Davidson.

When about forty relatives, men, women and children gathered at the home of Mr. W. J. Wells, Temperanceville, 2nd con. of King, on Saturday, and a very pleasant time was spent at the family gathering.

When Mr. Nigh was appointed a commissioner to repair the bridge between lots 26 and 27, con. 3.

When fifty-two candidates wrote their examinations here as well as a number at Maple.

**CANADIAN MEDICAL ASSOCIATION OF THE HEALTH SERVICE**

**SCHOOL EXAMINATIONS**

At this time of the year, many parents are worried over the failure, or comparative failure of their child in his school examinations. It is quite natural for a parent to desire to see his child excel. The parent looks upon school work as the basis of success in life, and is, therefore, more than interested in school success as seen in examination reports.

It is quite evident that children differ in their physical powers; this is so apparent that no one questions that it is so. Parents understand that their child is physically weaker or stronger than his playmate, and that even among their several children, their is considerable variation in this respect. Yet, these same parents, in many cases, refuse to consider that there is just as great variation in the mental capacity of children as there is in their physical capacity.

The objective of education is to develop the inborn or natural ability of the child. If the natural ability is lacking, it cannot be placed there by

the school.

In considering the failure of a child, we are not suggesting that it is, in all cases, due to lack of ability or intelligence. It may have been due to irregular attendance, sickness, lack of application to his work on the part of the scholar, and, in a few cases, to poor teaching. We bring out these various points because the interested parent, instead of worrying, should search for the reason in his child's case, in order that it may be properly dealt with. In searching for the reason, it is not fair to the child to start off with the idea that he has the ability and that school failure is his own fault. In justice to the child, his capacity as well as his application must be considered.

The child who has difficulties can be helped, but if he is to receive such help his difficulties must be understood.

Questions concerning health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered by letter. Questions as to diagnosis and treatment will not be answered.

**TAKE ADVANTAGE OF LOW TOURIST FARES**

To See the Wonderful West This Summer

You can take that longed-for trans-continental trip this summer—even now special low fares are in effect. Combine comfort and economy.

All the wonders of Jasper National Park, the Pacific Coast and Alaska—including Vancouver, Victoria and the famous Triangle Tour—can be included in one low-cost tour. Amazing experiences await you. Beautiful sights abound. See them all this summer.

Going or returning stop off a few days at Minaki Lodge—a modern forest resort 112 miles east of Winnipeg.

A well illustrated folder has been prepared giving you, by story and photograph, the countless special features provided for the comfort and convenience of a vacation trip to the Pacific Coast. Any Agent of Canadian National Railways will supply you with a copy upon request.

The country doctor is one who can tell the difference between appendicitis and green peaches.

If you would see a guilty conscience at its best, observe a nice little man, who doesn't smoke, buying cigarettes for his wife.

Wonderful man! Swathed in a coal; exuding four gallons of moisture to the hour, ridiculing woman's clothes.

We smile because the old kings were called gods, and then we worship a man who hits a ball with a stick.

**SHAW'S SUMMER SCHOOLS**

Business as usual through July and August. Day schools for those who wish to attend. Correspondence Courses for those who wish to study at home. Individual instruction. Rapid advancement. Employment Bureau Service—for graduates. Prospectus free from Shaw Schools Ltd., Bay & Charles Sts., Toronto

The satisfaction of owners is proof of its reliability



THROUGH the fine things said about it by its owners . . . through their complete satisfaction . . . their enthusiastic recommendation to their friends. In this way the world is coming to know the Oakland Olympic Series as a remarkably good and reliable automobile.

It's no accident . . . this dependability which is winning so many friends for Oakland. Rather it is the result of Oakland design and construction . . . as exemplified by numerous features new to the moderate-priced motor car field.

Reliability itself cannot be demonstrated. But the reasons for it are shown in a special demonstration which we have arranged.

Ask any Oakland owner about its reliability. Then come in . . . and we will show you why this car is so dependable.

**OAKLAND Olympic SIX Series**

PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED

Morley S. Hamilton

THORNHILL, PHONE 41

RICHMOND HILL,

PHONE 198

IT'S BETTER BECAUSE IT'S CANADIAN

**Summit Garage**

PROMPT SERVICE GOOD WORKMANSHIP  
GAS, OILS and ACCESSORIES  
TOWING SERVICE

JAS. HILTS

Phone Richmond Hill  
196-r-2

Oak Ridges

**CHICKS ARE NOW Coming STRONG**

USE

Chirpy Chick Starter

and

Chirpy Chick Developer

For 100 per cent results. Ask Your Grocer

AURORA FLOUR & FEED MILLS, Limited  
Aurora, Ontario



Low Prices

for Best Grade

Nut, Stove and Egg Coal  
Delivered in Richmond Hill and vicinity.

J. Sheardown

Richmond Hill

Ontario