

The Chatham Daily Planet.

VOL. XI

CHATHAM, ONT., THURSDAY, OCTOBER 9, 1902.

NO. 257

Everybody Admiring Our Millinery

Nowhere else can you find such elegant and economical hats—gems of the millinery art—we employ the very finest trimmers, we use the best materials, we place before you Hats and Bonnets, the equal of which you cannot find in this part of Ontario.

Furs! Furs!

If you are thinking of buying a fur of any kind we invite you to inspect our stock, we have been selling Furs in Chatham for fifty years, reliable Furs, that give satisfaction, that are fully guaranteed, that are the very latest styles—let us show them to you.

Fur Ruffs and Collarettes, at from \$1.50 to \$75.00
Fur Coats at from \$25.00 to \$75.00

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Here's a stock worth seeing, everything that is new and nobby to be found in it, don't cost anything to look. Come and see our Monte Carlo Jackets.

THOMAS STONE & SON

Dry Goods Thibodeau & Jacques Millinery

It Pays

To select your Dress Goods, Millinery and Staple Dry Goods from this Store.

Our Dress Goods now at its best, all the newest in shades and weaves, and at all prices per yd. up to \$2.00
See our special offering of zebelines, camel's hair, venetians, chevrons and satens cloths at 50c
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Great Values In Belts

Fine velvet belts with good buckles..... 25c
Neck Ribbons, special at 12 1/2c, 15c and..... 25c
See our special lines of straight front and girder corsets at 50c
Collars, Ties, Elastic, Buttons, Laces, Embroideries etc., in up-to-date styles.
Special Black Satin Skirt at \$1.00
Our Millinery is worthy of your patronage—See our special values in Hats at \$1.25 and..... \$2.00

Our Staple Department Is Complete

Flannelette 50 up, extra good value at 70c and..... 80c
A full line of our celebrated Mackinaw shirtings, heavy cloth and guaranteed colors at..... 15c
Indigo blue Canada shirtings nice soft cloth, fast colors, 12 1/2c
20c's new wrapperettes, in new patterns, suitable for shirts, waists, wrappers and children's wear, 80, 100, 12 1/2c and 15c
Cottons, prints, gingham and cottonades, in a great variety
Flannelette Blankets at 65c, 75c, 85c, \$1.00 and upwards.
Best quality of All-wool Blankets, all sizes..... \$2.00 and up

THIBODEAU & JACQUES

TARTE TALKS TARIFF AND HOLDS HIS GROUND

A Spirited and Energetic Address of the Minister of Public Works at Board of Trade Banquet.

SOME STRONG AND SIGNIFICANT STATEMENTS.

Says he Will go out of the Cabinet Sooner Than be Throttled in Advancing His Views—Warns Liberals that History has Peculiar Habit of Repeating Itself—Scores the Globe Severely.

Mr. Tarte in his magnificent speech said in part: "I need not tell you that it is a pleasure to be here. I believe in gatherings of business men. Perhaps others think they know all about it, but I have grown old enough to be sure that by travelling and talking with men that a great deal can be learned. These gatherings are of great importance, but freedom of speech is even greater. I have been accused of a lot of things, but I should not be accused because I speak my mind freely. There are several questions of vital importance to this country, and transportation is one of them. This Dominion of ours is splendidly located providing the shortest route for trade goods from Yokohama via the C. P. R. will reach New York or Montreal quicker than by any other route. We are also joint owners of the Great Lakes, except Michigan, with a country that is our neighbor for 4,000 miles. Our neighbor has grown big until it is one of the greatest powers in the world. The question is when will it stop growing? I wish the United States impeded, prospered and good luck! All I ask of our neighbor is that he will practise the policy of 'Live and let live.' I think that we are in possession of the best available road for the carrying of the produce of the great West to market. We are also a country of great natural wealth. Our friends to the south are fortunate and able, but they cannot change what Providence and Nature has given us. Consider this schedule of distances in proof of my claim that we have the shortest route to the market for the products of the West:

	Miles.
Chicago to Buffalo.....	289
Chicago to Port Huron.....	549
Chicago to Owen Sound.....	553
Chicago to Collingwood.....	571
Chicago to Midland.....	576
Chicago to North Bay.....	576
Chicago to Meaford.....	558
Chicago to Buffalo.....	558
Chicago to Port Huron.....	489
Chicago to Owen Sound.....	493
Chicago to Collingwood.....	511
Chicago to Midland.....	516
Chicago to North Bay.....	538
Chicago to Meaford.....	498
Duluth to Buffalo.....	385
Duluth to Port Huron.....	631
Duluth to Owen Sound.....	635
Duluth to Collingwood.....	653
Duluth to Midland.....	658
Duluth to North Bay.....	662
Duluth to Meaford.....	602
Fort William to Buffalo.....	513
Fort William to Port Huron.....	517
Fort William to Owen Sound.....	535
Fort William to Collingwood.....	540
Fort William to Midland.....	544
Fort William to North Bay.....	522
Fort William to Meaford.....	522

The distance between Buffalo and Port Colborne from the points mentioned are the same. The distance from Buffalo or Port Colborne to the great outlet, the St. Lawrence River, is 370 miles. From Buffalo to New York is 445 miles by the Erie Canal, which is not very deep, and from Buffalo to Montreal there are only two canals in the 370 miles to Montreal from Port Colborne, and the balance of the route to the ocean is open water. It is possible for us not only to carry our own trade by the shortest route, but also to carry the trade of our neighbors to the south.

When I was travelling in the United States this summer, I met a great many American newspaper men, and I told them all this, namely, that we wanted to carry their merchandise. I always travel with a map of my country in my pocket. I showed it to them and that was a good argument. I said to the Americans, if you want to avail yourself of the best route, I don't see why we cannot carry to you. If you don't accept, our offer you will lose the trade some day. We are all proud of our great Canadian west. When Sir John A. Macdonald was in power he purchased it from the Hudson Bay Company, and now I stand here to say that the Northwest has got to remain Canadian, politically, nationally and commercially.—Applause. From Fort William east, we are in a position to offer our Northwest friends a shorter route to the east than our eminent friends to the south are able to do. If we are in a position to offer the shortest and cheapest route for grain I don't see why we cannot carry to the Canadian northwest the products of the manufacturers of the two leading provinces of Canada, Quebec and Ontario, as cheaply as the Americans can do. The Americans are getting along quicker than the Canadians, but we must not be discouraged. They have a larger population and greater means. Their harbors are equipped in magnificent manner, but I hope that Canada having the shortest route will not hesitate to spend the necessary amount to make it the best, for how can we expect to handle trade with no equipment? Montreal was one of the poorest equipped harbors in the

world when I took office. We have been doing the best we can and the harbor is not in fair shape. I am not here to recriminate or find fault with the work of my predecessors. At Port Colborne there was not the shadow of a harbor. How could boats go there. There was no shelter. There was not even an elevator. How for the life of me could Canada expect to get trade?

The St. Lawrence river was in bad condition and accidents were frequent. I found out on attaining office that the St. Lawrence had not been tested or swept for the past ten years. I have been trying to remedy all these things and quick as I could. A large break water is being built at Port Colborne, and at the close of the season 3,000 feet will be completed. The minister of railways and canals is helping me in this work. I hope to see the St. Lawrence better equipped. I have received the approval of both political parties on the improving of the St. Lawrence. The first year I was sacrificed by the leader of the other side for spending too much money on his work. I was not long in convincing him. Both parties agree on these broad questions. I had to take a large fleet of dredges on the St. Lawrence. A Cleveland dredging contractor after seeing the Government dredges at work paid the high compliment of saying that they were better than his own Government's. The Government dredges have excavated in 11 hours 20,000 cubic yards. There is not an American dredge under the sun that can do this. I did not invent this dredge, but I want to see it used. I want to see it used to Europe and inspected their dredges. I sent to Scotland and to Belgium and learned the points about the dredges in these countries. Then I used the best knowledge of the country to build the most modern dredge ever constructed. All the dredges in the St. Lawrence have been built since I was in office. Every dredge built on Canadian soil with Canadian labor and with Canadian material as far as possible. Within two years the St. Lawrence River has been made safe for navigation with one exception. The bridge will be completed between Quebec and Montreal a channel 31 feet deep, 450 feet wide in the straight portions of the river and 700 feet wide at the bend. The distance between Montreal and Quebec City is 160 miles, but there is only 60 miles that needs dredging. The balance is magnificent deep water. There is no reason why big ships should not come to Montreal and exchange cargoes.

The C. P. R. has been a great implement of national progress. It has cost Canadians one hundred millions in cash and lands. I was glad to find in the report of the president of the C. P. R. road that the board had been authorized to build a fleet of freighters, to be put on the Atlantic Ocean. To my knowledge the C. P. R. has refused freight because they are not a freight line. The great Canadian railroad had to have ocean boats to compete with our neighbors, who are equipped with the best. When the C. P. R. got their short line fleet on the Atlantic Ocean, it will not be long before they have a fleet on the great lakes. They are bound to have it. The C. P. R. had no harbors. When they had carried the grain to the west, the Americans were open to the world. The Americans have nearly the whole tonnage on the lakes, and they carried the Canadian wheat to Canadian ports. When the C. P. R. got their fleet on the lakes and Canadian tonnage increases, the Canadians will be able to carry at least their own grain.

I was glad to see the G. T. R. make up their minds to become a Canadian company. I took the liberty of giving Mr. Reeves, the president of the G. T. R., a little advice. I said, "You are the head of a powerful corporation, but I do not know a corporation strong enough to face a government and public opinion. The G. T. R. has now made up its mind to become a Canadian road, for the summer at least. Mr. Reeves left the road and Mr. Hayes took his place. He soon realized that it was to their interests to act in concert. I gave them a little advice on which they are erecting a large elevator. The time is not far distant when the G. T. R. and C. P. R. will work together from Midland. The C. P. R. is already at Peterborough, 100 miles from Midland. The two companies are now negotiating to work together from Midland to Montreal. All that business. We must organize transportation so as to be independent of the Americans. I intend to organize a tariff system so as to be altogether independent. I admire their pluck, energy, and determination. I intend to take a leaf out of their book in regard to tariff. It is a fine book. You have invited me to see the tariff. I have not into trouble because I talked

President Piggott—You can stand it. Mr. Tarte, continuing—I can't understand why public men cannot speak their minds freely, and once I thought that my duty as a minister prevented me speaking my mind freely. I wouldn't be a minister much longer. I deny to anyone except the prime minister, the right to question my actions. I have received a lot of advice from the newspapers on my attitude towards the tariff. My biography has been written in the papers. I am an old newspaper man and I like to read the newspapers. I read them carefully and sleep sound. I have been 30 years in public life, and if I got mad at what I saw in the papers I would be crazy long ago. It is my great pleasure not to get mad. Even if 20 men speak evil of me, I won't get mad. It is better to keep cool. From the Maritime Provinces I have heard a voice. I am a miserable Minister of Public Works. That is what I am noted for action and industry, but, but, but, when I touch tariff I become a fool.

Well, I think my friend in the Maritime Provinces is right. I am an ordinary plain business man, doing my duty to the best of my ability. If I have violated the constitution in saying that the tariff needs revision, then the constitution needs revision as much as the tariff does. My friend from the Globe lectures me. I never agreed with the Globe. It is a fine newspaper, the best, as a newspaper, that you have here, but when the Globe talks national business, it is all wrong. The Globe has accused me of kicking over the traces, of being a busy-body and of trying to do the work of the other ministers. However, the Globe got mad at me because I said that the manufacturers in Halifax and elsewhere favored the policy of Canada for Canadians. What I said then I had said before, and what I have said previously, I am going to say more and more if I can. Is it not a peculiar thing that the Globe goes back as 1897 said more than I have said since in regard to re-nouncing reciprocity. Mr. Tarte then read the following editorial taken from the Globe of the 22nd of March, 1897: "The Globe," Toronto, March 24, 97.

Views of Reciprocity. The Conservatives are not far wrong when they say that a change in coming over the spirit of a large proportion of the Liberal party in regard to trade relations with the United States. There was nothing in their former view to be ashamed of, and that Canada and the United States have it in their power to improve the condition of the people of both countries by reciprocal relations of duties and trade arrangements. That is one phase of the question and it remains unaltered. Another phase is that such an arrangement requires the consent of both parties, and that our neighbors' desires do not seem to lie exactly in the direction of freer intercourse. That is the phase that has been forcing itself upon prominent minds. It is a fact, however, that reciprocity rather than of offering reciprocity and getting back Dingley bills, Alien labor laws and propositions to abolish the bonding privilege. We will preserve the common benefit of a reciprocity treaty. But we should like to see our American friends take their turn at pointing out to the conclusion of the best reciprocity arguments we can present to the people across the line is to show them that we can do without reciprocity. Five distinct attempts to negotiate a reciprocity treaty have been made by Canada, and all but one have failed.

It cannot be successfully argued that Canada has not shown herself fully aware of the advantages of free trade with our neighbors, and willing to make any honorable arrangement to that end. It has not been a party question. Both political parties in this country have declared themselves as in favor of reciprocity, the difference being in the range of products which they were prepared to include in a treaty. It has also been a charge against Conservatives, when in power, that they were not sincerely desirous of obtaining reciprocity. This is quite likely. The situation that we have to face, however, is that the American people, as requested by their Legislators, do not seem to be sincerely desirous of obtaining reciprocity. And we certainly do not feel like wasting much ink in the efforts to convince them of its benefits. We prefer that they shall obtain that education through the logic of experience, and especially by perceiving that the more they raise the wall against us, the more they throw us upon our resources and drive our external trade into another channel where it is altogether likely to remain. If they do not want our products we can use them ourselves or find other customers. If they shut the door in the face of the Canadian workmen, we must do our best to provide the Canadian workman with employment at home. If, as Mr. DeBarry contends, it is not an unfriendly act to preserve American industries for American workmen, it is not an unfriendly act to see the Canadian workman obtain a similar preference in their own country. If all this involves any change in Liberal sentiment in the country, we content that change to the careful observation of the people who suppose that this country can be coerced in their national policy by showing them out of commercial privilege. The concern works the other way.

Mr. Tarte—I have not said anything more. I have said that the Liberals come, but I have not said anything more. Continued on Page 5.

BOARDS BIG BANQUET WAS PRONOUNCED SUCCESS

Several Hundred Citizens Attend the Board of Trade Function Last Evening and Meet Mr. Tarte.

GATHERING WAS A MOST ENTHUSIASTIC ONE

President Piggott and Vice-President Quinn Had Charge of the Toast List—Messrs. Piggott and Stevens Endorse Mr. Tarte's Tariff Views—List of Guests Present.

The Board of Trade banquet to Hon. J. Israel Tarte at the Hotel Garner last evening, was very largely attended. After the guests had all been introduced to the visitor in the parlor, they repaired to the banquet hall, which was tastefully decorated for the occasion. President Piggott occupied the chair and Vice-President Quinn the vice-chair. During the evening the 24th Regiment orchestra discoursed pleasing music. Col. Monteith, U. S. Consul, Hon. J. L. Tarte, George Stephens, and Mayor Sullivan, occupied the seats of honor at the head of the table on either side of President John Piggott, Sr.

The following were arranged around the board—J. M. Pike, J. G. Kerr, Fred Stone, Wm. Ball, J. W. Humphrey, W. E. McKeough, Dr. McKeough, L. E. Tillson, D. McLachlan, N. Massey, Ald. W. S. Marshall, S. E. Martin, James Innes, John Turner, C. E. Lester, Walter Piggott, Stanley Ball, John McColg, G. W. Cowan, Percy Piggott, Chas. J. Dolan, W. C. Crawford, T. D. Niven, Ray. W. E. Knowles, John Piggott, Jr., James Carswell, James Anderson, Harry Stevens, J. W. Aiken, T. J. Bailey, G. P. Schofield, P. S. Coste, W. G. Richards, W. E. Rispen, Wm. Gordon, Robert Riddell, John Morton, George Peace, A. J. McCall, Dr. Thornton, Ald. McColg, J. M. Gardiner, Dr. Courtney (Minnesota), W. H. Harper, J. S. Black, William Hickey, Raleigh, James Smith, Stewart, Judge Houston, Jos. Hadley, Col. Rankin, P. D. McKellar, J. J. Ross, W. R. Halliwell, Sam. Glenn, Dr. Cornell, S. Stephenson, J. T. O'Keefe, W. R. Landon, A. C. Woodward, Fred. Quinn, N. H. Stevens, W. Watson, Mull, Robert Park, J. W. Weston, Ald. Waddell, Bert Piggott, Windsor, Fred B. Stevens, William Drider, J. W. White, D. A. Gordon, J. B. Stringer, Chas. Austin, Will Hadley, Chas. Hadley, Jos. Kenny, Herbert Clement, Dr. Hall, Will Turner, T. F. Corey, Petrolia, Dr. Storey, Blenheim, George Buel, Toronto, C. W. Rekowski, manager beet sugar factory, Dresden, D. C. McKoon, Windsor, Tom Sawyer, Thamesville, John Dowling, Raleigh, Mr. Clements, Dover, Jules Clement, Ottawa, T. S. Petrie, Guelph, Manager Anderson of the Walkerville Salt Works, Captain Smith, Bay City, Manager McCormick of the Wallaceburg beet sugar factory, Dr. Mason, and others.

After the repeat John Piggott, Sr., read letters of regret at their inability to be present from Frank Walker, Walkerville; James Davidson, Bay City; W. Woodliff, Walkerville.

Mr. Piggott, in a masterly speech, introduced the toasts of the evening. He said that the Board of Trade was non-political. Its purpose was to benefit the commercial interests of the city and country. At 8 o'clock it wandered into a wider field and discussed the fiscal policy of the country. He didn't think that the people had been treated fairly by the present tariff. Thirty-five years ago the United States had a high protection tariff. Fair trade was by trade, but when access to the markets of the States was so materially against Canada in regard to tariff, it was best for the Dominion to consider what was best to be done. If Canada didn't look after herself, the United States was not going to complain so long as they had the best of the deal.

MR. MONTEITH.
The toast to the President of the United States was very fittingly responded to by Col. C. E. Monteith, the U. S. Consul here.

He thanked the chairman for calling upon him, but thought it very unnecessary to dwell at any length on this toast, as the President is as well-known to the average Canadian as he is to the Americans themselves. He was glad to see the good feeling which exists between Canada and the United States and hoped that it would long continue.

MR. STEPHENS.
The Dominion and Provincial Parliaments were looked after by George Stephens, M. P. Mr. Stephens said in part: "As you are all aware, the Dominion Parliament is composed of 213 members and 12 ministers. I think the present Government is equal to its task. I am not sure that any other Canadian Government since confederation. This Parliament have many questions to deal with in the near future. One is the early colonization of the Northwest and New Ontario. We will have to bring out far larger numbers of settlers from England, France and

Germany than we have done in the past to get these vast countries populated with settlers. "Transportation and the tariff will also come up at the next session, and these matters are deserving of the earnest attention of the men who will deal with them. "I do not know so much about the Ontario Government, but it has been good for the last 13 years, and I feel assured that Ross will carry it on." Mr. Stephens then retired in favor of Mr. Tarte, who then delivered his energetic address.

When Mr. Tarte concluded, Dr. Mason sang the French national hymn, "The Marseillaise," which was heartily echoed.

MR. QUINN.
Vice-President Quinn was then called upon to continue the program.

"I wish to thank Mr. Tarte for his speech," said he. "As a Conservative I am glad to see that the Reformers are coming over with us and are going to co-operate with us.—Laughter."

MR. STEVENS.
N. H. Stevens, of the Canada Flour Mills, was then called upon to speak on the toast of the Carrying Trade. He made a very interesting address, expressing his views along the same lines as Mr. Tarte, agreeing with that gentleman in every respect. "I do not think Mr. Tarte has gone too far," said he. "I want a fair tariff. We will never have free trade with the United States and we will have to protect ourselves." F. B. Stevens also responded to this toast.

MR. GORDON.
Trade and Commerce was looked after by D. A. Gordon, who, owing to the lateness of the hour, was not able to make a lengthy address. "The action to the south of us leads every nation of the world in trade and commerce, and it is my opinion that the tariff is the direct cause of this." He also expressed views the same as Mr. Tarte's.

Dr. Mason then favored the gathering with a recitation. Mr. Tarte then proposed a toast to the President of the Board of Trade, which was heartily given. Mr. Piggott made a suitable reply. The Vice-Chairman also proposed a vote of thanks to Mr. Tarte, after which the banquet closed with "God Save the King."

BUSY MORNING

Hon. Mr. Tarte was Early Arrive—Chatham to Have New Armory.

Notwithstanding the fact that the banquet last evening did not break up until three o'clock, Mr. Tarte rose bright and early this morning, and at eight o'clock visited the drill shed with Colonel Rankin, Major Schofield, Captain Stone and Captain Massey.

After inspecting the place, he smilingly took the Colonel by the arm and said: "Let us go out of here, Colonel. I could not stay in such a place."

He did not make any promises in regard to a new armory, but he assured Mr. Rankin that he would do all in his power towards securing it. He even went so far as to select a site for the building, and will probably send an architect from Montreal to look over the ground. A party composed of Mr. Tarte and Messrs. George Stephens, John Piggott, N. H. Stevens, Wm. Ball, W. R. Landon, and Dr. Cornell, visited the Mineral Bath house, and Mr. Tarte was delighted with the institution. He also examined the outlet to McGregor Creek, and also the William street pavement. He was glad to know that the government is paying part of the money expended in this pavement.

He then, in company with Mr. Ball and Mr. Landon, visited the Wagon works.

PULLED REVOLVER

A young colored lad named Zebbs, of Raleigh, was locked up in the police court this afternoon by County Constable Peters charged with drawing a revolver. Zebbs was attempting to steal his way into the fair by climbing over the fence. He was spotted by County Constable Peters who pulled him away. Then it was that Zebbs showed fight, but he was quickly landed by the constable.