

A CHATHAMITE ABROAD MEETS SOME OLD FRIENDS

Herbert G. Macpherson Writes To The Planet, Describing Interesting Scenes—Mrs. A. T. McDonald's New March

The Planet is in receipt of the following letter from H. G. Macpherson, an old Chatham boy. Mr. Macpherson is now travelling for the Watertown Thermometer Co. His reference to a new march written by Mrs. McDonald (nee Clara Blight), of Louisville, Ky., is particularly interesting to Chathamites.

To the Editor of The Planet:

Dear Sir,—Occasionally in my peregrinations I run across some of our Chathamites, and in Louisville, Ky., a few days ago, had the pleasure of an evening with Mr. and Mrs. A. T. McDonald at their home on Brookside. Mr. McDonald, or "Mac," as he is better known, is editor of the Herald, and has made it a most successful issue, having the largest circulation of any paper in the city.

At the present time Louisville is at the boom, and prosperity is spelt with a capital "P." I do not know of any city that during the past four years has come to the front as it has, with, perhaps, the exception of Chatham, of course.

On the 18th of this month Louisville will open her doors to the "Greater Louisville Exposition" or "Made in Louisville Exhibit." And the exhibit, which is to be held in the Central Armory, is certainly magnificent. Through the kindness of Mr. McDonald, who is one of the directors of the Commercial Club—an organization of 3,000 of Louisville's business men—who has the honor of being elected President of the G. L. Exposition, I was permitted to go through and see what will be opened to the public in a few days. Every available space has been taken up and you have no idea that so many things are "made in Louisville," even to a magnificent art gallery of N. Y. prize paintings, contributed by Louisville artists.

This exposition will be the greatest advertisement for the city they could get.

Mrs. McDonald has composed a march and dedicated it to the First Regiment, and it will be played by "Creators" for the first time. Here is what the Times says about it: "A military march dedicated to the First Regiment was last night presented to the officers of the First Infantry by Mrs. A. T. McDonald, wife of the president of the Greater Louisville Exposition. The Council of Administration was in session, and upon motion of the Adjutant, Col. Haldean being detained at his home on account of a bad cold, it was accepted with the sincere appreciation of the regiment. The march will be played for the first time in public by Creators at the Exposition this month. Musical critics who have heard it played in private pronounce it a fine piece of musical composition."

For the past ten days I have been working through Kentucky, the Blue Grass section around Lexington, and last week I saw flowers—crocuses and tulips—in bloom in the garden. Truly spring is here, and the spring rains are here also. It rained about 31 days during February, making roads almost impassable. I had some drives to make, several large towns, county seats, not being on the railroad.

I could spend a pleasant evening on conditions in "Kaintucky," but I haven't time now. What gave me the notion to-night was seeing a full page full tone in the magazine department of the Courier-Journal of Mr. McDonald. I was pleased to see it, and I know every Chathamite feels the same way about one of our former citizens.

Yours very truly,
HERBERT G. MACPHERSON.

MR. BOWYER M. P. P. STANDS BY HIS ELECTION PLEDGES

He Takes A Pronounced Stand In Reference To Taxation Of Railways And Is Warmly Applauded—Of Vital Interest To The Farmers

The following is the full text of the speech made by P. H. Bowyer, M. P. P., in the Legislature this week, on the subject of the taxation of railways. This is the speech which created such a sensation, and upon which Mr. Bowyer was warmly commended by Liberals and Conservatives alike. It will be read with interest, and especially by the farmers in his and other ridings.

While joining in the general congratulations to the Provincial Treasurer, the Government, and the people of Ontario on the sound and satisfactory financial condition of the Province, I desire to briefly touch upon one subject referred to by the Treasurer.

In speaking of railway taxation the honorable gentleman, while intimating there would be no increase, said: "The Government had practically doubled the taxation on roads in Ontario. It had been urged to follow the example of Michigan and tax the railroads off the face of the earth. He believed the railways should pay their fair share."

Now, last year when the railway tax had been practically doubled, I with other advocates of increased railway taxation, cheerfully gave the Government credit for taking a step in the right direction, the more so, as the Provincial Treasurer and the Premier intimated that the step then taken was not by "any means a finality." We gave the Government credit, while of the opinion they had not gone far enough and that the

principle of the mileage tax was wrong.

I even now assume that when the Provincial Treasurer announced that there would be no increase in railway taxation, he meant at the session of 1907 at the present tax was a finality. The honorable gentleman says he "believes the railways should pay their fair share," but follows that statement by asserting that he also believes that the "present rate is equitable."

With his first statement that the railways should pay their fair share, I have no fault to find. But what is their fair share? Many in this Province have been asking and now ask that railway property be taxed the same as other property, namely, at its actual cash value. What is that but asking that the railways pay their fair share. But how can the Provincial Treasurer reconcile his belief that the railways should pay their fair share, and that the present rate is equitable, with the fact that farm lands pay three times the tax laid on railway property of the same value?

The Provincial Treasurer objects to a comparison between Michigan and Ontario. In one sense he is right, as I shall endeavor to show later on.

Taking into account population, the number and size of the cities and towns, the comparison is a fair one, as regards local traffic. The comparison is also fair in that the same trunk line cross both State and Province. Then, however, the comparison ceases.

The railways in Michigan received

no State Aid, but this Province has aided railway construction by subsidies amounting to nearly \$10,000,000, and the municipalities have granted bonuses amounting to a similar sum. Here of course there is no comparison.

Then, again, the people in the greater part of Michigan enjoy a two cent a mile rate, while we in Ontario continue to pay three cents per mile. A Michigan man wishing to buy a ticket for a point in New York pays two cents a mile while traversing Canadian territory, but a person wishing to take a train in Ontario for another point in Canada or in New York, must pay three cents.

Again, it has been proved before the Railway Commission that in the matter of freight rates on live stock and grain, the Michigan farmer enjoys a lower rate than his competitor in this Province. Here again there is no comparison.

Yet, for it not be forgotten that the railway taxation levied in Michigan is more than three times as great as in Ontario.

But the honorable gentleman says that the high taxation has put an end to railway construction in Michigan, and he gives some figures calculated to sustain that position. Four hundred and sixty-two miles of railway, including double track, has been constructed in Ontario last year as compared with eighty-eight miles in Michigan.

In reply to that, permit me to say that the report of the U. S. Interstate Commerce Commission shows that Michigan's railway mileage increased by five hundred and forty-five miles in the four years ending with 1905, and that there are other reasons besides the one of taxation for the decrease of steam railway construction in Michigan.

In the first place Southern Michigan is grid-ironed with steam railways; that Northern Michigan strip, and out of from contiguous territory by a great lake on either side, is not an inviting field for steam railway enterprise. A third reason is that this is an era of electric railways, and that in this respect Michigan is far in advance of this Province. A fourth reason is that Michigan has no great wealth, undeveloped hinterland as has the Province of Ontario.

These, I venture to assert, Mr. Speaker, are the real reasons for any falling off in the construction of steam railways in Michigan.

Let me repeat this, and who ask for additional taxation of railways have no desire to tax them off the face of the earth, but like the Provincial Treasurer believe they should "pay their fair share," and that their fair share is pro rata with other property.

I may also be permitted to say, that I do not think a mileage tax, a fair one, as the earnings of some roads are more than double that of others, varying all the way from three to seven thousand dollars per mile. It is the opinion of many as well as myself, that a provincial board of assessors should be appointed. That it assess all railway property whenever they find it, including rolling stock, and that upon that amount a rate on the dollar should be levied, that rate to be the average rate of municipal taxation throughout the Province. Of the sum so collected, not less than seventy-five per cent should be returned to the municipalities. Under that system, no fault would be found with the present practice of charging up against each municipality's share of the railway tax, the cost of keeping its non-paying patients in the public institutions of the Province.

May I again be permitted to say that I did not understand from the Honorable Provincial Treasurer's statement, that the present system of railway taxation is a finality, relying upon his own and the Premier's statements made last session. Those of us who look for further step in advance are compelled to turn in the direction of this Government, in view of the stand taken by the present leader of the Opposition and the member for South Brant when this question was before the House last session. Both gentlemen at that time pressed against any increase in railway taxation, the former likening its advocates as demagogues, and the latter urging the duty on coal as off-setting the higher tax levied on railways in Michigan and other States.

It is well to point out that the case of far west States where the tax is doubled the present Ontario tax, the long haul of coal from the mines is at least equal to the duty of fifty cents per ton.

Before sitting down I desire to say a few words as to how the State of Wisconsin deals with railways and other similar corporations. It is needless for me to say that Wisconsin like other States of the Union is in receipt of no federal subsidy and derive no revenues from forests and mines. Up until recent years it levied a State tax for State purposes.

A few years ago a gentleman named La Follette, late Governor of the State, proposed a remedy for the undue weight of State taxation. It was a simple enough remedy that he suggested—that the corporations be taxed upon the ad valorem basis, or according to the value of their property, just as other property holders were taxed.

Wisconsin is building a new State capitol to cost from \$4,000,000 to \$6,000,000; expenses of maintaining its government are heavy, and yet its people are not to be called upon for one penny of State tax this year.

Under the law a school tax of 1 mill must be levied, annually, yet so plenteous is Wisconsin's pocket-book that half the amount required for schools will be paid from the state treasury, leaving half a mill tax as the only state burden imposed upon property owners.

Civil War claims to the amount of over \$1,000,000 have been collected, together with back taxes from railroads, but Wisconsin's financial prosperity is due principally to the laws requiring corporations to bear a

greater burden than they have done in the past.

With a generous balance in the treasury at the beginning of the year, and a revenue expected from corporations more than equal to meeting the running expenses of government, why not relieve the people of a state tax? Were it not for the building of the new capitol the entire school tax would have been paid from the treasury, and the people would now be enjoying the unique distinction of remaining absolutely untaxed for state purposes.

In 1906 Wisconsin received—
From Railroads, \$2,700,237.
From Express Companies, \$9,135.
From Sleeping Car Co's., \$5,308.
From Telephone Co's., \$27,992.

What effect has all this had on the development of the State? Are corporations giving it a wide berth? No, Mr. Speaker, but on the contrary, Wisconsin is flourishing, and its development has become more rapid than in any previous period of its history. The Provincial Treasurer and the present Government should have no hesitation in seeing to it that the corporations doing business in this province pay their fair share of taxation, which means pro rata with private individuals.

A SPRING NEED

Weak, Tired and Depressed People
Need a Tonic to Put the
Blood Right.

Spring blood is bad blood. Indoor life during the winter months is responsible for weak, watery, impure blood. You need a tonic to build up the blood in spring just as much as the trees need new sap to give them vitality for the summer.

In the spring bad blood shows itself in many ways. In some it breeds pimples and eruptions. In others it may be through occasional headaches, or variable appetite, perhaps twinges of neuralgia or rheumatism, or a lazy feeling in the morning and a desire to avoid exertion. For these spring ailments it is a tonic you need, and the greatest blood-making, health-giving tonic in all the world is Dr. Williams' Pink Pills.

Every dose helps to make new, rich, red, health-giving blood, which reaches every nerve and every organ in the body, bringing health, strength and energy to weak, despondent, ailing men and women. Here is proof. Mrs. Geo. Merritt, Sandy Cove, N. S., says, "I was weak, feeling miserable and terribly run down. The doctor whom I consulted said the trouble was anaemia, but he did not help me. A friend advised me to take Dr. Williams' Pink Pills, and it is simply impossible for me to over-estimate the good they have done me. I shall always recommend them to ailing friends."

But if you want new health you must get the genuine Dr. Williams' Pink Pills for Pale People, manufactured in Canada at Brockville, Ont. Other so-called pink pills are fraudulent imitations. The genuine Dr. Williams' Pink Pills are sold by reputable medicine dealers or sent by mail at 50 cents a box or six boxes for \$2.50 by writing the Dr. Williams Medicine Co., Brockville, Ont.

JUST A LITTLE BIT OFF THE TOP

If Chatham is to have a First of July celebration, now is the appointed time to get busy.

The Banner is still "brain-storming" over McColg's small-pox bill, while no doubt Archie would be glad to drown the pesky bill, if he thought it would only stay dead.

They talk about putting in a cut-off up the river, but just give him a few days of thaw and heavy rain, and old Father Thames will give a few practical lessons in a cut-up down the river.

Hon. Charles Hyman is in California, the Grit papers allege, for his health. Possibly if he could run across a hole down there large enough to bury a rather dilapidated political reputation, the health part of it wouldn't bother him for any great length of time.

Meanwhile the lake is delayed, while the Grand Trunk continues to hog the Queen St. crossing.

Notice to Gas Consumers

Natural Gas will be turned into the mains of this company on Tuesday, the 19th day of March. Consumers are notified so that they may have pipes tested and their gas stoves fitted with closed tops and flue connections in accordance with our previous advertisement.

Gas will be supplied at five ounces pressure, instead of one and a half to two ounces as at present, but as a protection against possible leakage, house pipes should be tested at about ten pounds pressure.

CHATHAM GAS CO., LIMITED
P. S. Coate, Manager

A receipt for money paid is not legally conclusive.

Minard's Liniment cures Distemper

LACES AND EMBROIDERIES AT SALE PRICES TO-NIGHT

Saturday Night Bargains 7 O'clock To Half Past Nine

Don't Miss Them, They Are Genuine Money Savers---COME TO-NIGHT

\$2.50 Long Kid Gloves \$1.68

\$2.50 Long Kid Gloves for \$1.68 a pair—4 dozen ladies' black kid gloves, 20 and 24 in. long, sizes 6 to 7-1/4, reg. \$2.25 and \$2.50 a pair, To-night

75c Corsets 48c pair

75c Corsets 48c pair—10 doz. pairs fine quality corsets, steel filled, latest bias cut, with hose supporters attached, size 18 to 27, reg. 75c a pair, to-night

25c to 35c Hose 19c pair

27 doz. Children's Ribbed Cashmere Hose, seamless feet, double knees, sizes 4 1/2 to 8 in. reg. up to 35c a pair, to-night

25c Linen Hdkfs. 12 1-2 each

7 dozen only, ladies' fine pure Irish linen and Swiss lawn handkerchiefs, reg. 25c and 35c each, slightly muscled, and clearing to-night at

12 1/2c

15c Collar Tops 10c

6 dozen fine Japanese hand-drawn work Turnover Collars, reg. 15c quality to-night

15c pure Linen Towels 11c

Full size pure linen huck towels, hemmed ends with plain or red borders reg. 15c each, to-night

Men's Cashmere Sox

15 dozen pairs fine pure wool cashmere sox, medium weight, seamless feet, with silk spliced heels and toes, extra good values at 35c a pair, to-night

35c Corset Covers at 25c

10 dozen fine cambric Covers, Marguerite style—trimmed with 2 rows fine wide tulle on front—torches lace, braiding and ribbon on neck and arms, size 32 to 40, regular 35c, to-night

Neat Spring Coats

We have the largest stock in town to select from—every one up to date and plenty of sizes to pick from.

Black Sateen Underskirts

To-night we will sell 10 dozen rich black silky finish sateen underskirts, made with full deep flounce, wide tucks, ruffles, etc., worth \$1.25 and \$1.50 each, to-night

98c

EXECUTORS NOTICE TO CREDITORS

In the matter of the estate of James William McLean, late of the city of Chatham, in the County of Kent, deceased.

Notice is hereby given, pursuant to Revised Statutes of Ontario, 1897, chapter 129, that all creditors and others having claims against the estate of the said James William McLean, who died on or about the 25th day of January, in the year 1907, are required on or before the 15th day of March, 1907, to send by post prepaid, or deliver, to William Whitebread, of the city of Chatham, executor of the will of the said deceased, their Christian and surnames, addresses and descriptions and full particulars of their claims and a statement of their accounts, and the nature of the security, if any, held by them.

And further take notice that after said last mentioned date the executor will proceed to distribute the estate of the said deceased among the parties entitled thereto, having regard only to the claims of which he shall then have notice, and the said executor will not be liable for the assets of the said estate or any part thereof, to any person or persons of whose claims notice shall not have been received at the time of such distribution.

J. G. KERR,
Solicitor for the Executor.
Dated this 21st day of February, 1907.

IT PAYS

To buy your MEATS at Graham's. Head Cheese, Lard, Sausage and all kinds of Fresh and Salt Meats at lowest prices, always on hand.

E. J. GRAHAM

Telephone 529
Opp. Power House

AUCTION SALE OF HOUSEHOLD FURNITURE

Andrew Thomson, Jr., auctioneer, having received instructions from Thomas Stephenson, Esq., who has accepted a position with the Government, to sell all his household effects on Thursday, March 21st, commencing at one o'clock, at his residence, Thames street, next to Mr. H. Marshall's grocery store, consisting of the following:

Parlor furniture, six oak rockers, upholstered chairs, parlor "rug," parlor table, one mahogany corner chair, hall rack, book case, one sewing machine, hanging lamp, dining table, dining chairs, dining room carpet, coal stove with oven, organ, "Happy Thought" Range, in fine condition; one oak sideboard, kitchen furniture, bedroom furniture, oak bedroom suit, lace and tapestry curtains, also carpets and other articles too numerous to mention.

This will be a good sale to attend, as all the furniture and stoves are in good order, and no reserve. Remember day and date, March 21, at one o'clock.

The property is for sale privately.

THOMAS STEPHENSON,
Proprietor.

ANDREW THOMSON, JR.,
Auctioneer.

New Dress Nets

Plain dotted and figured, in white, cream and eoru, 36 to 44 inches wide. Matchless values at a yd 90c, 75c, 60c, 50c, 40c, 35c and

65c Black Taffeta Silk 50c yd

27 inch wide rich pure quality superior dye and rich finish, really worth 75c a yard, to-night

Yd. Wide Black Taffeta \$1 yd

Another shipment of our famous yard wide black taffeta silk, selling at the old price a yard

Fancy Dress Silks

Another consignment just arrived from Europe, small and large checks, also new figured designs, in good range colorings for waist or dress, very special a yard

Remember Our Millinery Opening

—WHICH TAKES PLACE—
NEXT WEDNESDAY AND FOLLOWING DAYS

FOR SALE

25 acres of first class land with good house and drive barn. Price \$22,000.

One of the best homes in Chatham, beautifully situated on King street west, at a bargain.

Apply to
E. E. PARROTT & SON,
Real Estate Dealers,
Office Scane's Block, King Street,
Chatham, Ont.

FOR SALE

\$2,000 modern brick house, new, two minutes walk from Central Drug Store.

\$1,400, new house, west street, 900, pleasantly located house, Grand avenue.

\$875, house in good location—a bargain.

General insurance.
Apply to
W. W. SNIDER,
At McColg & Harrington's office.
Phone 195.

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Financial and Insurance Agency.
FIRE INSURANCE SOLICITED.
20 Choice City Lots and Two Good Farms for Sale.

\$100,000 to lend on Mortgages of Farms and City Properties at Lowest Rates.

\$30,000 Debentures for Sale—interest half-yearly at 4 and 5 per cent.

30 Shares Reliance Loan and Savings Co. Stock for Sale.

Fire Insurance Risks taken in the Law Union and Crown Insurance Co. of London, England. Assets exceed \$50,000,000.

15 Desirable Houses and Lots for Sale.
5 or More Houses to Rent.
Office: King Street (upstairs) opposite Reliance Loan Building.

HOTEL MILES.
J. W. MILES, PROPRIETOR.
W. BROCK, MANAGER.
Phone 499

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FIRST-CLASS ACCOMMODATION.
Farmers Trade Specially Catered To.

Meal Tickets - \$4.00.
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Randolph Macdonald, President
A. A. Allan, Vice-President
D. M. Stewart, General Manager

Capital Subscribed.....\$ 4,000,000
Capital Fully Paid.....\$ 3,998,000
Reserved Fund.....\$ 1,255,000
Assets Over.....\$25,000,000

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A live agent or broker to represent us in every city and town in Canada.
Correspondence solicited.

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