

The Chatham Daily Planet.

VOL. XIII

CHATHAM ONT., MONDAY, MARCH 14, 1904

NO 64

OUR GREAT Dress Goods Purchase

Our dress goods specials placed on sale Saturday were greatly appreciated. It does not take an expert judge to see that they are away below regular value, and any up-to-date fashion journal will convince you that the styles are correct.

44 in. wide all wool English Tweeds, medium colors, in effects of Grey, Green, Brown and Fawn with red, correct weight for suits and skirts, especially suitable for girls and young ladies, regular value 90c. a yard, on sale special at 75c

54 in. wide English Flaked Tweeds in Oxford, Navy and Brown, flaked with white, just the thing for knock about skirts and suits, regular value 75c. a yard, on sale special at 60c

42 in. wide and Wool Flaked Tweeds, medium weight for dresses and suits, in excellent shades of Navy, Brown, Cardinal, Grey and Black, flaked with white, regular value 60c a yard, on sale special at 37c

44 in. wide fancy Bourette, Knop Flake Tweed, medium weight for stylish dresses, in the newest shades of Brown, Navy, Biscuit, Grey and Green, one of the most correct effects of the season, regular value 75c. a yard, on sale very special at 59c

Men's Ties

—AT—

HALF AND QUARTER PRICES.

Our entire stock of Men's Four-in-Hands and Knot Ties, including the new lot just received for Spring trade, regular value 25c. and 50c. each, is now being cleared out at

Two for 25 Cents.

Thos. Stone & Son

GEO. STEPHENS & CO.

THOSE CHEAP COFFEE POTS
WENT OFF IN A RUSH . . .

Bargains This Week.

Triangular Stew Kettles, 35c.
Granite—3 in 1—save gas bills. Cook three things and over one gas jet.
Granite Pie Plates, heavy and large, 10c.
White Enamelled Wash Dish, 20c.
White Soap Dishes, 15c.
Wire is up. No. 9 Hard, Plain, \$2.50 spot cash.
No. 9, Crimped, \$2.85, spot cash.

GEO. STEPHENS & CO.

THE ARK

Things You Need in Your Kitchen is our Specialty This Week. See Samples of Them in Our Window.

Wire Egg Whisks.....	5c	Wire Teapot Stands.....	10c
Wire Pot Cleaners, 5c. and.....	10c	Wire Tea Strainers.....	5c
Wire Vegetable Boilers, 10c, 15c		Wire Cake Mixers.....	10c
and.....	25c	Wire Broilers.....	10c
Wire Bowl Strainers.....	5c	Wire Vegetable Skimmers.....	10c
Wire and Wood Potato Mashers.....	5c	Wire Toasting Forks.....	25c
Wire Egg Beaters.....	5c	Wire Gas Toasters.....	10c
Wire Soap Dishes.....	10c	Dover Egg Beaters.....	10c
Wire Soap and Sponge Holders.....	25c	Heather Sink Scrubs.....	5c
combined.....	25c	Best Can Openers.....	10c
Wire Sink Strainers.....	20c	Asbestos Mats.....	10c
Wire Soap Shakers.....	10c	Kitchen Knives.....	10c
Wire Cross Toasters.....	5c	Chinese Iron Waxes.....	5c

When you want something convenient and useful come to THE ARK for it. We will do all we can to please you.

SPOT CASH. H. Macaulay, 39 KING ST

INSPECTION OF PAVEMENTS

Entertaining and Interesting Interview With Mayor McKeough on the Civic Tour.

Visits to Washington, Baltimore and Philadelphia—Some Unique Incidents Experienced.

"Ah, after all, we know but little of floods here," said his worship Mayor McKeough, in an interesting interview with The Planet on the return of the civic delegation from their tour on pavement inspection. "When passing Harrisburg, Pa., we ran along the river for some distance. It was really a grand, though awful, picture. The ice was banked up on either side in miniature mountains, huge trees were uprooted and houses were overturned. It was an impressive panorama of devastation. Terrible suffering has also been experienced in the Wyoming valley."

So great was the damage wrought by the floods that the railroad was out of operation for several miles and the Maple City representatives had to take a round-about route to reach their destination.

While thus travelling they fell in with E. B. Robbins, of the Wabash railroad, and the conversation naturally turned to the matter of car and work shops. Mr. Robbins said that final arrangements had not yet been made for their removal and erection in St. Thomas and there was still considerable doubt as to the final location. It is unnecessary to say that the Chatham representatives spent the remaining portion of the trip in vigorously urging upon the magnate the advantages and claims of the city. Speaking of the trip and its mission Mayor McKeough said, "We arrived in Washington about three o'clock on Wednesday afternoon and, after luncheon, went direct to the capitol, visiting the house of representatives. There we heard Hill, of Connecticut, make an impassioned speech on the Bristol post office report, in which he angrily denounces the maker a scoundrel and a liar."

"We visited the Supreme Court, and it appeared to me a very good court to practice in. While we were there a young lawyer from New York was addressing the court in argument, and during the fifteen odd minutes which he spent we were most interested. Asked by the judges, nor was a single question asked. This strikes one as a marked contrast to the British Supreme Court, where the judges permit no oratorical flowers and confine the advocates strictly to the matters at issue, punctuating his arguments with repeated queries and pertinent queries. There were nine judges on the bench and all were intellectual and venerable in appearance."

"Upon leaving the court we went over to the Congressional Library, supposed to be one of the finest buildings, architecturally, in the world, after which we proceeded to an examination of the pavements on Maryland avenue and adjacent streets."

"We sought out the city engineer's office, but were too late to see him and called the following morning at nine o'clock. He is called the engineer commissioner and is named John Biddle. We told him we were a delegation from a Canadian city to examine pavements and asked for all the information he could supply relative to length of time laid, wear, etc."

"He spoke of sheet asphalt, stating that two-thirds of the Washington streets were so paved, while about a third were paved with asphalt block. The so-called aristocratic portion of the city was paved with sheet asphalt, the people in the vicinity of the British embassy and Dupont circle preferring that class of pavement. He spoke of it as a beautiful pavement but expensive to keep up. They kept three repair apparatus and three gangs of men repairing all the time."

"The asphalt block he considered an excellent pavement and informed us that the Maryland avenue pavement was laid in 1887. We asked what he considered best for a small city that did not care to spend much in repaving and he replied that under those conditions asphalt block would be preferable to sheet asphalt. He also said the bitulithic pavement was highly recommended, but they had not yet laid any in the city and they had only two short streets paved with brick."

Mayor McKeough asked Engineer Biddle for a letter giving his opinion on the asphalt block pavement and, before the delegation left the city, one was left at the hotel, in which the Commissioner said: "In accordance with your verbal request of today, I desire to inform you that the city of Washington has a large amount of asphalt block pavement there being 22 miles of it now laid. The asphalt block is laid on a gravel base. It has proven very satisfactory generally, some of it having been down 18 or 19 years and a considerable stretch having been down for 17 years. The repairs on most of these pavements have been so small that no record has been kept of them."

"These pavements," said his wor-

ship, "are of five-inch blocks with yielding base, but the Commissioner recommended for Chatham laying it on a concrete base and using three-inch blocks, instead of the five-inch blocks with the gravel base."

"We afterwards drove over a number of the pavements of which the spoke. In Baltimore we were under the guidance of Mr. Walter Wilkinson, president of the Maryland Paving Co., who stated that all pavements were much better than no pavements but he preferred asphalt block and, although it had not reached a state of perfection, yet it was, he considered, the best in existence. We were shown pavements about the Washington monument and on Eutaw Place, laid in 1882 and asphalt block pavements in other parts of the city laid fifteen, ten, five, two and one years ago respectively."

"He recommended a pavement with five-inch concrete base and three-inch block laid in mortar bed and grouted with cement filler. He said for residential streets a four-inch asphalt block in mortar bed and grouted with cement is ample. We were shown one of the last descriptions in the best residential parts of Baltimore and which, so far as we could tell, made a beautiful pavement, but it was only laid last year. The laying of the thinner block in cement makes a better pavement than the thicker block in sand and gravel street west of Lacroix street."

Alluding generally to the trip Mayor McKeough spoke very entertainingly of interesting sights seen. The Washington streets, he declares, are the cleanest and most perfectly kept he ever saw in his life. The weather during the visit was ideal and springlike."

On the second day in Washington, the Chathamites visited the Senate and heard the reading of the enactment giving representation to Alaska and a short debate on the advisability of the representation to Porto Rico. They also paid a pleasant visit to Mount Vernon, the home of Washington and his tomb."

On Saturday the delegation were in Philadelphia. While there they visited John Wanamaker's magnificent establishment.

"It is architecturally most unique," commented the Mayor, "There is a large court in the centre, while on the first gallery a handsome organ has been built. Every Saturday morning a grand concert is given. A fine orchestra of boys played the tune of 'God Save the King' as we entered and we paused to raise our hats, smilingly expressing appreciation of this spontaneous and undesigned greeting to loyal Canadians. The program was a delightful one, particularly the singing of one hundred pretty girls gown-d in white and wearing red roses in their hair. They were conducted by a lady director and sang exquisitely a number of spring songs."

"But, after all," concluded the Mayor smiling proudly, "I am not sorry to get back to good old Chatham again. It may be pleasant once while to do a little roaming, but, after all, there's no place like home—and the more one sees of other places the more satisfied one becomes with the progress of little metropolis in the centre of the garden district of the best country in the grandest empire on earth."

EARLY SUNSET

Call of Death to Young Manhood
—Sad Demise of T. C. O'Rourke.

One of the brightest and ablest young business men of the city passed away this morning, when Tom C. O'Rourke was suddenly called from this world in the very prime of life.

Mr. O'Rourke's death comes under very painful circumstances. He started this life at the foot of the ladder and has been gradually working his way to the top until he has been viewed as a young man of exceptional business ability and esteemed and respected by all with whom he came in contact, both in business and socially.

A short time ago he was married to Miss Daisy Weldon, and he had just not comfortably and happily settled in his new home on Patterson avenue when the sad and unexpected blow came. He was 29 years of age. A few weeks ago he was taken ill, and the doctors pronounced that he had a clot of blood on his brain, and they did not give much hope of his recovery. His friends, however, clung to the hope that he would improve and get better, but such was not the case. He grew gradually worse.

Another painful circumstance in connection with his death is the fact that his young wife is just recovering from a serious illness and is still confined to her bed.

Several brothers and sisters are left to mourn his loss. They are, — Mrs. Benj. Bloude, city; Mrs. John J. Madden, Niagara Falls; Miss Minnie, at home; James, foreman in the Bloude Co.'s yards, and John, Albert and Frank at home.

He was Financial Secretary in the Catholic Order of Foresters, and with Father Herbert and T. Doyle, organized the Young Men's Literary Catholic Club. He was also Vice-President of the Liberal-Conservative Association and a director of the Bloude Company. He was employed by the Bloude Company for eight years, and for the last year and a half he has been in business for himself.

The funeral arrangements are not yet completed, but it will probably take place on Wednesday.

PORT ARTHUR IS EVACUATED

Repeated Rumor to This Effect Comes From Different points.

Heavy Russian Casualties in Thursday's Attack—Likened to a City of Death.

London, March 13.—A despatch to the Central News from Tokio says: "It is asserted here that the Russians virtually have abandoned Port Arthur."

Paris, March 13.—The Tokio correspondent of the Gaulois, reports that another unsuccessful attempt to obstruct the entrance to Port Arthur harbor has been made by the Japanese.

Tien Tsai, March 13.—An unconfirmed report has reached here that Port Arthur has fallen.

Port Arthur, March 13.—Everything is quiet here to-day.

Shanghai, March 13.—The Japanese in Shanghai show considerable excitement over the report that the Russians have abandoned Port Arthur.

London, Monday, March 14.—The rumor of the evacuation of Port Arthur is repeated this morning from different points, but it is absolutely without confirmation.

HEAVY RUSSIAN CASUALTIES.

According to the St. Petersburg correspondent of the Daily Telegraph, vague rumors are current there that later telegrams describe the bombardment of Port Arthur as much more serious than has been admitted officially. Special despatches from Tokio and Yik-Kow also give reports of heavy Russian casualties at Port Arthur, amounting to 40 men killed and 100 wounded, but they are so conflicting in details that it is not wise to give them much credence. A despatch from Tokio, dated March 13, a correspondent of the Daily Telegraph says that in the latest attack on Port Arthur two Russian torpedo boat destroyers were sunk and great damage was done to the batteries, forts and arsenals, including the explosion of a powder magazine.

DAILY DESTROYED.

Daily is reported to have been almost entirely destroyed. Several guns there were dismantled, and the crews of four torpedo boats in the inner harbor are said to have deserted.

JAPS IN MANCHURIA.

The Daily Telegraph publishes a despatch from a correspondent at Yik-Kow, who reports that the Russian battleship Retvizan, at Port Arthur, was hit five times by Japanese projectiles, and that there were 20 casualties on board. This correspondent declares further that the presence of the Japanese at Feng-Huan-Cheng (the Manchurian town, about 45 miles northwest of Wiju) has been confirmed.

RUSSIANS QUARRELLING.

The Yik-Kow correspondent of the Daily Mail reports that serious disputes occur daily between the Russian naval and military officers at Port Arthur, the latter reproaching the former with incompetency and cowardice. The correspondent describes the floating of the battleship Retvizan, and says the dock at Port Arthur is too small to repair her. General Storsel (in command at Port Arthur) has been ordered to the Yalu, the correspondent concludes, and he will be replaced by General Kuropatkin.

LIKE A CITY OF DEATH.

In a despatch from Che-Foo, dated March 12, a correspondent of the Daily Mail describes an inspection of Port Arthur made on the 11th inst. from a boat. The new city seemed to be in fire. Three columns of smoke were ascending from it. The Broad Hill fort appeared to have suffered terribly. The defenses were shattered and the earthworks torn up. No guns were visible. The line of forts on the Tiger's Tail also appeared to have suffered damage. At sunrise no sign of life could be seen anywhere, and Port Arthur looked like a city of death. The torpedo boat destroyers inside did not appear to have steam up. Special despatches from Port Arthur say there are rumors among the Chinese population that the projected Japanese descent on the Liao-Tung peninsula is imminent.

NEARING NEW CHWANG.

The Tien-Tsin correspondent of the Daily Chronicle reports that 10,000 Japanese are heading New Chwang.

TILL THE ICE BREAKS UP.

The Times publishes a despatch from Seoul, dated March 11, in which the correspondent confirms previous reports that it is the intention of the Japanese to wait until the ice breaks up before making large disembarkations in order to avoid difficulties on the roads. Transports are still arriving to make good the deficiencies in the Seoul-Chemulpo line, which has been denuded of troops, but some time is likely to be taken on 8th Page.

WALL PAPER



We have succeeded in securing for our customers this season the choicest goods and largest assortment of wall paper in the trade, and as we do the largest wall paper business in the city, isn't it reasonable to suppose that we buy in at a largest quantity and get the best discounts, and can therefore sell cheaper than smaller dealers. When we say we have the largest and finest stock of wall paper in the city and sell at the lowest prices, we mean it. We do not make that large claim carelessly. We are absolutely sure of our ground. We can readily prove it as we are always glad of the opportunity to do so. Really we think we are pardonable for boasting about our wall paper. Samples are now ready. Call and look them over. It is a pleasure for us to show the new goods; they are so beautiful.

Sulman's Beehive

King and 6th Sts.
The Wall Paper Emporium of Canada

We don't make shoes, nor do we confine ourselves to any one factory. We use...

SPECIALISTS



That means going to this man for ladies' styles, to another for men's, still another for children's. Some makers know their business well enough to excel in all three. It makes little difference who they are, so long as qualities and money's worth are the best obtainable.

The most important parts of a shoe are what you can't see. That's why we follow our shoes from the tanning of the leather to the final polishing. It's our business to see what you can't see—our responsibility.

TURRILL

The Shoe Man
Repairing done at store.