

# The Chatham Daily Planet.

VOL. XI

CHATHAM, ONT., THURSDAY, DECEMBER 4, 1902.

NO. 305

## DO YOUR Christmas Shopping EARLY.

### SILKS FOR WAISTS.

A pretty collection of Plain and Fancy Silks for Waists, in large variety of styles and prices.

Poncee Silks in pretty stripes and in every desirable shade for waists, serviceable and stylish, at a yard.....50c

Japan Silks and French Taffeta Silks in ground colors of Pink, Blue, Navy, Mauve, Cardinal and Brown, with plain and fancy white stripes and cords, regular price \$1.00 a yd. on sale for.....50c

Fancy Louisines and French Taffetas in very elegant colorings and designs, at a yard.....\$1.50

Special Louise Silk in White and Black, guaranteed for wear, rich glossy finish, very extra value at.....\$1.00

### TIES AND COLLARS.

Without doubt the most attractive lot of Ladies' Collars and Ties ever in the store. Description is almost impossible; you should indeed come in and see them.

### HANDKERCHIEFS.

This store always has been the handkerchief center of Chatham, and this year more than ever. Nothing makes a more acceptable Xmas gift. Our stock is now almost complete for the holiday trade, a few later arrivals will be here next week.

Ladies' Hemstitched Handkerchiefs, guaranteed pure linen, fine even weave, all widths in hems, special value at each 12½, or per doz \$1.50  
Men's Pure Linen Hemstitched Handkerchiefs, fine even weave, special value at each 20c. or per doz.....\$2.25

## LADIES' JACKETS.

The season is somewhat advanced, but we still have a very complete assortment of the newest in Ladies' Cloth Jackets. Reduced prices rule in many lines and this gives you a chance to secure a high price garment at a very low figure.

Ladies' Monto Carlo Coats, made of all wool Black Kersey Cloth, lined throughout with fine mercurized satin, double cape, trimmed with satin bands, very new and stylish, pleat back, 26 in. long, special value at \$18 00

Ladies' 42 in. long semi-fitting jackets, made of very fine heavy weight Black Zibeline Cloth, lined throughout with black mercurized satin, stitched yoke and banded seams, regular price was \$13 00, now reduced to \$18 00

## Thomas Stone & Son IMPORTERS

## Men's and Boys' Clothes

FOR WINTER WEATHER!

OVERCOATS FOR MEN AND BOYS.

They are rightly fashioned too; we give as much attention to the little details in boys' clothes as we do to those in clothes for men.

The cold-defying, manly garments are just long enough to come below the knees—the correct length.

Shoulders are fairly well built up, backs full and skirts are fashioned with full skirts.

The finest assortment of overcoats to choose from in Chatham.

## SCOTT & CO. KING STREET, CHATHAM.

### WINTER IS COMING

And the cold weather is all right so long as you are out of doors. In your home, however, you want to be snug and warm. One of our

### Coal, Wood, Gas or Oil Stoves

will heat your house and make your rooms comfortable and cozy. Our prices are the lowest.

### John A. Morton Hardware Merchant

## TWO LIBERAL SEATS

### ELECTIONS IN YARMOUTH AND ARGENTUIL.

### MR. LAW'S MAJORITY OVER EIGHT HUNDRED.

### MR. CHRISTIE RETURNED FOR ARGENTUIL BY 200.

Halifax, Dec. 4.—The Liberals of Nova Scotia are rejoicing over the great victory won in the federal election, when Mr. Bowman B. Law, the Government candidate, defeated Mr. Thos. G. Corning, K.C., Conservative, by 848 majority, the largest majority ever given in a federal election in that county. Yarmouth has been steadfastly Liberal, with the exception of one election, 1882, since confederation, but never has the constituency pronounced so signally for Liberalism. The Conservatives made desperate efforts to capture the constituency. They imported an army of speakers, including Messrs. A. C. Bell, M.P.; C. E. Tanner, the leader of the Conservatives in the Provincial House, and a French speaker from Montreal. The Liberal candidate had a majority in every section in the county except one, where the Conservatives were five ahead. The result is not only a triumph for the Liberal party, but is also a tribute to the personal popularity of Hon. W. S. Fielding, who, with Dr. Benjamin Russell, M.P., and Mr. D. C. Fraser, M.P., took part in the campaign.

In 1900 at the last general election Mr. Flint defeated Mr. Corning by a majority of 221.

### SOUTH OXFORD TRIAL.

### Judges Disagree on Collins' Treating Charges.

Woodstock, Dec. 4.—The hearing of evidence in the South Oxford election petition came to a close last night. On two charges the judges have disagreed, two charges of hiring livery rigs, involving seven acts, have been found proven, and the balance of the charges have been either abandoned or dismissed. Arguing the case for the defendant, Mr. Argue, made an appeal to the court to dismiss the charges on the ground that the evidence had been found proven on the election. The two charges on which the judges have disagreed will go before the Court of Appeal for decision.

Yesterday one of the new charges of treating was taken up. Franklin Gray, keeper of a temperance hotel at Mount Elgin, deposed that on the evening of May 27 Mr. Sutherland was at his house after the meeting. Stephen King, Glynn Buchanan, Slatt, Bert Miners and Josiah Miners had a lunch, cigars and pop. Mr. Glynn, manager of a store, settled with him the next day. He was given a credit of \$4 on his account. The supper was \$2, the cigars \$1.50 and the pop about 60 cents. There were eight people at the luncheon, which was served in the bar. Mr. Glynn got the cigars and pop from behind the bar.

During the cross-examination Mr. Watson informed the court that he was told that parties employed by the respondent were at that moment engaged in interviewing the petitioner's witnesses.

Mr. Blake demanded the names. Mr. Slaght said he was instructed that Mr. Livingstone was interviewing Miners.

Mr. Blake suggested that Mr. Livingstone might be allowed to remain in court.

Mr. Watson said he would like the court to direct a constable to prevent interference with witnesses.

Judge Street asked Mr. Watson if he would like to have Livingstone in court. Judge Britton said: "Surely it is improper. Livingstone is here taking a prominent part through out. His name has been mentioned from the first day to the last, and it is surely improper if Livingstone is communicating with any witness from the court room."

Mr. Blake—I am not saying it is not. I do not believe he is seeing anybody, and I dislike very much these insinuations being made. They do no good.

Judge Street announced that he felt that Judge Britton had not been able to agree on the Collins charge. He had been unable to accept the evidence of Collins, corroborated as it was in some particulars, against the evidence of Stephen King, a man of good repute. Collins' statement that when he asked King for payment King only laughed did not seem reasonable. He therefore found the charge not proven.

Judge Britton differed in his conclusion. He spoke of King's evidence as being extremely unsatisfactory. King's statement that he laughed at Collins' request for money because he felt that Jackson had sent Collins for it was, he thought, a clear attempt to throw on Jackson the blame for his not repudiating a demand which he should have repudiated. King's minimizing his own canvassing during the campaign discredited his evidence. Taking it all in all, he thought he could only believe Collins' story, as corroborated by his wife, and therefore he thought the charge established.

## CARELESS CYCLIST.

"Some steps ought to be taken to prevent bicyclists from riding on the sidewalks, especially at night," said W. H. James, of Austin's, to The Planet this morning. "As I was going down Centre street on my way home last night I saw one woman run into the sidewalk and thrown out into the road. I was attracted by her screams and when I got to the place the man had jumped off his wheel and was helping the woman to get on the sidewalk again. Her clothes were completely covered with mud and she must have had a severe fall. It was very dark and she did not see the wheelman in time to get out of his way, and I suppose he did not see her. As I approached he jumped on his wheel and rode off. The woman did not seem to be seriously hurt."

## BACKED BY WARSHIPS.

### BRITAIN DEMANDS SATISFACTION FROM VENEZUELA.

The Official Announcement Made at London Yesterday—A Strong Fleet Now on the Way.

London, Dec. 4.—It is officially announced here that Great Britain and Germany are taking naval measures to secure satisfaction from Venezuela, and that "for this purpose German warships have already assembled off the coast of Venezuela, and those of Great Britain will shortly be there."

No attempt is made to reconcile Great Britain's attitude with the news from Berlin that President Castro is willing to meet the demands made upon Venezuela. The reason for the aggressive measures is declared to be because no overtures have yet been received from Venezuela towards meeting that country's obligations by ordinary methods. The present intention of Great Britain and Germany is to make a naval demonstration against Venezuela with the probable seizure of custom houses, though this is dependent on developments.

The Associated Press correspondent is in a position to state that Venezuela offers the payment on a unified loan of over \$5,000,000, interest yearly guaranteed by the customs, with the establishment of a European bank at Caracas to superintend the collection. If such a method is now followed the Venezuelan delegation maintains that all claims are eventually to be met, where-fore the temporary seizure of the customs would so disturb the commerce of the country as to practically render it impossible to satisfy the European bondholders, who might precipitate another revolution.

Hamilton, Bermuda, Dec. 4.—The British second-class cruiser Retribution sailed for Venezuela yesterday, and the second-class cruiser Charybdis, sloop of war Alert and torpedo-boat destroyer Quail followed. The second-class cruiser Tribune and the first-class cruiser Ariadne are under orders to proceed to the same destination.

## SUIT OVER RAILWAY STRIKE.

### Inaugurates New Departure in Industrial Struggles.

London, Dec. 4.—The long-expected action of the Taff Vale Railway Company against the Amalgamated Society of Railway Servants, arising out of the strike which occurred in August, 1900, came on for hearing yesterday. The railway company, which seeks to recover damages, contends that there was a conspiracy on the part of the society to injure its business, and, further, that there was an unlawful combination to carry on the strike.

The case is likely to last some days. It marks a new departure in industrial struggles, and in view of its importance half a dozen King's counsel, in addition to the junior members of the Bar, have been briefed. Sir Edward Clark, in his opening statement, urged that by reason of the strike the railway company had lost about £28,000, and that the damages, he submitted, the defendants were liable.

## CALLED THEM SOAKERS.

### AN ANONYMOUS LIBEL ON CHATHAM CITIZENS.

Chatham, Dec. 4.—The city is excited over the circulation of doggerel entitled "prohibition manifesto," in which the names of nearly 100 reputable citizens are printed and graded as drinkers, soakers, etc. The temerity of the people and License Holders' Association to republish the authorship in affidavits, and \$100 reward is offered for the discovery of the author of the publication.

### Canadian Club Dinner.

London, Dec. 4.—The Canadian Club opened its usual series of monthly dinners last evening at the Albion, with Granville Cunningham in the chair, and about sixty members of the club. The High Commissioner's office was represented by Mr. J. G. Colvener, and Commissioner Preston, who recently received from the Society of Arts a silver medal in appreciation of his paper on the French-Canadians and his relation to the C. W. N. was also present. The Education Bill.

## STEAMER BLEW UP.

### SIX MEN KILLED AND TWENTY SERIOUSLY INJURED.

### STEAMER PROGRESSO TORN ASUNDER AMIDSHIPS.

### BURNING OIL TANKS EXPLODED WITH AWFUL EFFECT.

San Francisco, Dec. 4.—While the steamer Progresso was lying at the wharf of the Fulton Iron Works at Harbor View yesterday an explosion occurred. As a result twelve men are missing, a score were more or less seriously injured, and property valued at \$200,000 was destroyed. The disaster occurred at 9:45 o'clock, while forty mechanics of the iron works and twenty employees of the ship were on board. Below the decks the mechanics were busy completing the work of changing the vessel from a coal-burning coal-carrier to an oil-burning oil-carrier, when suddenly one of the oil tanks blew up. Men were dashed against the steel wall, and a sheet of flame came sweeping into their faces. Those on the upper deck were hurled into the air or thrown into the water. Three sailors engaged in washing paint outside the pilot house disappeared as the cloud of black smoke came up from the ship, and were seen no more. Following the explosion, the ship sagged in the centre, showing that she had broken in two. The faces and hands of many of the officials and clerks in the office, twenty feet away, were cut by flying glass, but with the mechanics they set to work to rescue men from the burning vessel. A stream of burning oil, running from the tanks, spread out until the ship lay on waves of fire. The flames crept under the wharf, and soon the timbers were blazing, adding to the difficulty of the work of rescue. As the ship was built of steel, the fire was nearly all below deck. There were fourteen oil tanks, containing about four hundred barrels of oil, in all, and despite the efforts of the fire department, this continuing to burn for hours after the explosion.

Several minor explosions, due to the flames going from tank to tank, occurred at short intervals, but all the injury and loss of life was caused by the first one. One peculiarity of the explosion was that several men who were on the other side of the bulkhead from where it occurred were uninjured, while others farther away were badly hurt.

## THE COAL COMMISSION.

### CANNOT BE SIDE-TRACKED BY ANY SETTLEMENT.

### Parties to the Controversy Will Not Be Permitted to Withdraw—Judge Gray's Statement.

Scranton, Pa., Dec. 4.—After an intermission of ten days, during which the representatives of the operators and of the miners were busy preparing evidence for submission to the Anthracite Coal Strike Commission, the hearing of the miners' side of the controversy was resumed by the commission in the State Superior Court room here. In opening the proceedings, Chairman Gray explained the attitude of the commission regarding the efforts at an outside settlement. He said there had been a misunderstanding in some quarters. The idea had gone out that the whole matter would be dismissed if an agreement was reached. This, he said, was incorrect. He read a statement made by the sub-committee, in which it was stated that the commission would not arbitrate its duties, and that it would stand responsible for any agreement it approved or awarded it made. The Chairman added that the commission wished to say that parties to the controversy may not withdraw without the consent of the other parties before the commission. "We would be glad to have everybody represented and have the whole field covered," he said.

## THE LATE DR. PARKER.

### Twenty Thousand Persons Viewed His Remains in City Temple.

London, Dec. 4.—It is estimated that from 15,000 to 20,000 persons viewed the bier containing the remains of Dr. Parker, which was exposed to view in the City Temple. Widespread sympathy is shown by all classes of people, the wreaths including one from the Actor J. L. Toole, while Lord Rosbery contributes to a weekly paper a critical but enthusiastic appreciation of the preacher, whom he likens to Wesley and Whitefield in his power and sway over the people.

## JESSIE DRUMMOND WRECKED.

### Coal Schooner Runs Aground Near Cobourg.

Cobourg, Dec. 4.—The schooner Jessie Drummond, with a cargo of six hundred tons of coal, ran aground here last night about 9:30, and is a total wreck. The Drummond left Oswego Saturday noon, but owing to rough weather had to take shelter at Charlotte. She left Charlotte at noon yesterday. When trying to make the harbor here last night some of the lights were mistaken, resulting in the accident.

The crew consisted of Capt. James Quinn of Oakville, who was the owner of the vessel; Mate James Markey, Cobourg; Arthur, Thomas and Patrick Joyce, of Oswego, N.Y.; Thos. Collins, Frank Eckert, Toronto, and Miss Redmond, the cook, also of Toronto.

The cargo was consigned to George Phinnett, Cobourg, and was insured, but there was no insurance on the vessel, which was valued at \$4,000. The life-saving crew of Cobourg, under command of Capt. D. Rooney, succeeded in rescuing the crew.

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### Repudiate the Transaction.

Niagara Falls, Dec. 3.—At a special meeting of the Ladies' Aid of the Methodist church, held this morning, the following resolution was unanimously passed and handed out for publication: "The Ladies' Aid Society of the Methodist church, Niagara Falls, Ont., positively deny having any knowledge of liquor being written for or brought into the town for their sample sale, and declare that no money has been or shall be used for the organ fund from this source."

## DEFECTIVE FACILITIES.

### DRIVING BUSINESS TO THE UNITED STATES PORTS.

Toronto Importers Complain of Exasperating Delay in Forwarding Goods From Montreal, Which Operates Against Canadian Route.

Toronto, Dec. 4.—The wholesale merchants and importers of Toronto are loud in their complaints at Montreal for handling goods, and are urging that unless an improvement be made in this respect it is useless to provide a better steamship service. The situation as explained by Mr. P. C. Larkin, who is a large importer, is so intolerable that merchants, wherever it is possible to do so, bring in their goods via New York, or some other port. The chief trouble appears to be inadequate dock facilities, which are so circumscribed and meagre that for weeks after the goods are discharged from the vessel they perform remain on the wharves, often with no greater protection from the elements than a tarpaulin cover. At present, if a shipment of say a thousand packages is discharged from the vessel at Montreal, it will reach the consignee in Toronto a few packages at a time, delivery being perhaps spread over a couple of weeks, or even longer. This is in striking contrast to the system in operation in New York, under which the whole consignment would be delivered promptly in one or possibly two lots, at very brief intervals. Mr. Larkin instanced the experience of one importer, for whom a large consignment of raisins was discharged from the vessel at Montreal some weeks since, but he has been unable as yet to get them forward.

A number of other importers corroborated Mr. Larkin's statements.

## ADULTERATION OF FOOD.

### ALARMING REPORT BY THE ANALYST OF MONTREAL.

Montreal, Dec. 4.—The city analyst, Mr. Milton Hersey, has sent a remarkable report to the Health Committee in regard to the adulteration of various foods that are being sold in the city. The report starts out by making the startling statement that a large proportion of sausages owed their color to aniline dyes. It says that it is a common practice to "renovate" or "proove" butter; adulteration of milk with water is comparatively frequent; that some of the bread is dirty and carelessly made, and that there is throughout the city and the whole of Canada and the United States an immense quantity of cotton seed oil sold as olive oil, or to take the place of olive oil, under the name of "saloil oil." The report concludes by saying that a certain make of prepared mustard should be seized and confiscated. The mustard was litted with a tin cap, which came into contact with the mustard itself. The tin contained and made the mustard very dangerous to partake of.

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## SHIPMENT OF CATTLE.

### THE INTERCOLONIAL MEETING THE SITUATION.

General Manager of the C.P.R. Objects to the Embargo on the Maine Short Line.

Montreal, Dec. 4.—Speaking of the cattle export situation yesterday, Mr. Nicoll, Second Vice-President and General Manager of the C.P.R., said: "The Government permits cattle to run through the State of New York, which touches the quarantined States of Connecticut, Massachusetts and Vermont. Maine does not touch any of the quarantined States. We can therefore, today send cattle from here to New York, but not by our route to St. John. Sending cattle by the Canadian Government railway 270 miles longer means so much more motive power and so much more rolling stock required, but possibly the additional prices that cattle exporters will be able to obtain on account of the quarantine will enable them to pay a higher rate to the Canadian Government railway while our route is being quarantined. I consider the restrictions through Maine at the present time as unnecessary, and it would, in my opinion, be more in order to prohibit exportation through the State of New York, where the road runs so close to the infected districts, through a country where cattle are raised in large numbers."

Mr. James Hardwell, Assistant General Freight Agent of the Intercolonial, says he considers the statement that the Canadian Pacific is out of the cattle business by reason of the embargo as most extraordinary. "The only reason they give us," he said, "is that they cannot afford to loan us cars which the Intercolonial is willing to return promptly, and to pay the customary rate for their use. We are in a position to handle all the cattle trade offered us without any difficulty. We have plenty of motive power, and if the Canadian Pacific does not wish to patronize the Intercolonial there must be some other reason for it. The Grand Trunk are treating the situation in a much more patriotic and broad-minded spirit." He said that the Intercolonial shipped one train load of cattle for St. John yesterday, and that another train load left to-day.

Mr. J. W. Loud, Freight Traffic Manager of the Grand Trunk, stated that the situation, in so far as his company is concerned, was unchanged. They would hand over their cattle to the Intercolonial, and do all they could to relieve the situation so long as their cars were returned promptly.

Albany, N.Y., Dec. 4.—State Commissioner of Agriculture Wetting states that the disease at present is not within the State of New York, and his concern at the present time is to see that it does not on account of any lack of precaution on the part of the authorities get into the State.

## Overloading Blamed.

Detroit, Dec. 3.—The recent disasters on the lakes again bring up the question of overloading certain classes of vessels and the protection of them and their crews by the establishing of an arbitrary load line. President Livingston of the Lake Carriers' Association says the matter will be taken up during the winter by the association. He believes the underwriters will also take some action. Vesselmen in Detroit agree that overloading is the cause of many of the wrecks on the lakes, and that some regulations should be provided.

## Canal Treaty Before Christmas.

Washington, Dec. 3.—Negotiations between Secretary Hay and Dr. Herran, representing the Colombian Government, looking to a canal treaty, were resumed to-day. There is promise of a treaty before Christmas.

## The Ladies' Aid Society of the First Presbyterian Church will hold a bazaar and sale of home-made cooking on Friday and Saturday, Dec. 5th and 6th, in the Opera House Block.

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## THE INVICTUS WATERPROOF SHOES

Dry-Sox Process (REGISTERED)

CONTROLLED AND MANUFACTURED BY GEORGE A. SLATER

PRICE \$5.00.

PEACE & CO., Sole Agents.