

The Planet

S. STEPHENSON - Proprietor.

WEDNESDAY, MAY 6.

AND FINANCE.

The speech of Mr. James Clancy on the Budget is spoken of as an able and a masterly effort, and the member himself as one of the hardest workers in the Opposition ranks. There is no doubt, remarks the Ottawa correspondent of the St. John Sun, that from information in Mr. Clancy's possession, the Liberal Government intends inaugurating a reciprocity campaign similar to that of 1891, with this exception, that whereas in 1891 they were untrammelled by any special trade concession to England, they are to-day hampered by the British preference.

The object of Mr. Charlton's reciprocity speech was, at the Premier's request, to prepare the country for the active campaigning which may follow at an earlier date than is generally anticipated.

Mr. Clancy condemned the spirit of disloyalty shown in Canadian sentiment, and exposed the attempt to cater to the incoming American vote in the west. "Does the hon. gentleman (Charlton) wish to cultivate a Canadian spirit or an American spirit? Does he mean to say that the people of Western Canada are to turn their faces towards the United States? He went so far as to say that geographically the west was part of the United States, that it was part of the great Mississippi Valley, and he told the people of that country in so far as they were geographically concerned they did not belong to Canada, but that they belonged to the United States, and that they must look to the United States for their supplies; that their wants must not be supplied by Ontario and the Maritime provinces, but by the Americans who live adjacent. I would like to ask the hon. gentleman, when he is making that appeal to a false, and un-Canadian sentiment in this country, when he is endeavoring to tell the people that they are infinitely better off in the United States commercially and politically, why are we improving our waterways, for what are we improving our railways, for what are we spending large sums of money to improve Canadian transportation, if the great stream of Canadian wheat produced in Manitoba and the Northwest Territories is to be diverted to the United States? I think no more dangerous doctrine could be enunciated in this country. No man is less affected, perhaps, than I am, by what may be called false sentiment, but which is no false sentiment; it is a danger to Canada, and the hon. gentleman in giving utterance to such ideas takes upon himself a great deal of responsibility."

Passing on to a consideration of the growing expenditure of the country, Mr. Clancy dropped in on the Intercolonial railway. Before he finished he had given the house figures and supported his arguments, which prove Hon. A. G. Blair to be the most successful railway manager in America, if we are to judge success by disastrous financial results of a railroad. The minister of railways has made a dismal failure of the Intercolonial during the past six years. Let us look at the results for that period and the corresponding period immediately preceding under Conservative management, and if open to conviction at all, we must agree with Mr. Clancy that less of Mr. Blair as a presiding genius in the railway department will materially benefit the pockets of the people of this country. From 1891 to 1896, the Conservative minister of railways expended \$20,651,000 for working expenses and \$2,698,000 on capital account, making a total expenditure of \$23,349,000. The revenue for the six years was \$19,020,000 in round numbers, leaving a net deficit of \$4,329,000. From 1897 to 1900, Mr. Blair's outlay for working expenses was \$26,648,000, and for capital expenditure \$13,485,000, or a total disbursement of \$40,133,000. Mr. Blair had a revenue of \$36,074,000, so that Canada's loss on his six years' management has been \$14,422,000, as against \$4,329,000 during the last six years of Conservative rule. This is what Mr. Fielding congratulates the minister of railways for accomplishing; this is what the people of Canada are asked to acclaim.

Let us go a little further into details and compare the earnings per train mile on the Intercolonial with similar earnings on the Canadian Pacific and Grand Trunk. In 1896 the Canadian Pacific Railway earned per train mile \$1.40 and in 1902 it earned a little over \$1.71 per train mile. The earnings per train mile of the Grand Trunk in 1896 were \$1.00, while in 1902 they had increased to \$1.26. The average earnings per train mile on all Canadian railroads for 1896 were \$1.17; in 1901 they were \$1.44, an increase of 27 cents per train mile. Now mark the progress the Intercolonial has made in five years. In 1896 the earnings on that road per train mile were 76 cents, while in 1901 they were 79 cents, or an increase of only three cents per mile. Isn't this a splendid showing for

The Stimulus
of Pure Blood

That is what is required by every organ of the body, for the proper performance of its functions. It prevents biliousness, dyspepsia, constipation, kidney complaint, rheumatism, catarrh, nervousness, weakness, faintness, pimples, blotches, and all cutaneous eruptions.

It perfects all the vital processes.

William Ross, Sarnia, Ont., took Hood's Sarsaparilla to make his blood pure. He writes that he was all run down, his appetite was gone, and his nerves were so unstrung he could not rest nor sleep. He had tried many remedies without benefit when Hood's Sarsaparilla was recommended and he began to use. Three bottles of this medicine entirely cured him.

Hood's Sarsaparilla
Promises to cure and keeps the promise. Accept no substitute, but get Hood's today.

Mr. Blair to make, in return for the \$14,000,000 of debt that he has placed on the shoulders of the people of this country? How he managed it is explained by the undue proportion of expenses to receipts on the Intercolonial as compared with other roads. The Canadian Pacific Railway in 1896 had to pay 60.5 per cent. of its earnings to carry on its affairs, and in 1901 they paid 60.8 per cent. for the same purpose. The Grand Trunk's expenses for 1896 were 69.09 per cent. of its earnings, while in 1901 they were 63.11 per cent. The average cost of maintenance on all Canadian railroads in 1896 was 67 per cent. of their earnings, and in 1901 they were 66 per cent. or an average reduction of one per cent. When we come to the Intercolonial however, we are confronted by another miserable spectacle of incompetency. In 1896 the cost of running this road was 110.75 per cent., or 11 per cent. more than it earned. What a splendid showing at a time when all other railroads in this country are not only reducing their running expenses, but are increasing their earnings at a rapid rate.

The only defence offered on behalf of Mr. Blair is that the Intercolonial Railway is run in the interests of the people of Canada. It is said that it carries freight at reduced rates, and thus gives back large sums of money to the people. But is this so? When the Intercolonial was costing the country \$4,320,000 in six years the revenue per ton per mile for all freight carried over that road was 11.297 cents. In 1901, which is included in the period of six years which the Intercolonial cost over \$14,000,000 from the taxes of the people, the revenue per ton per mile on the freight carried by the road was 14.78 cents. So that all the privileges following the lavish expenditure for improvements on the Intercolonial has been privileges of paying increased freight rates.

Mr. Blair has been as unfortunate in his management of our canal system as he is in the direction of the Intercolonial. From 1892 to 1896 the Conservative Government spent on our canal system \$14,828,981. From 1897 to 1901 the Liberal Government spent \$17,635,377, or an average yearly increase of \$561,000. Mr. Blair would like us to believe that splendid results followed and that there was a great expansion in canal traffic. But the facts are all against him. The revenue from canals in 1896 was \$339,539, and in 1901 it was \$315,426, a decrease of \$24,113. This, too, was during a period when we were boasting that our canal system would be of the greatest assistance in the transportation of Canadian commodities. But the traffic which in 1896 was 5,033,869 tons, fell in 1901

J. FLETCHER'S
GLAD NEWS

Dodd's Kidney Pills Cured his Lumbago and he is a Sound Man

Granton Man Shouts the Good News That There is a Cure for Kidney Disease and That is Dodd's Kidney Pills.

Granton, Ont., May 3.—(Special).—There is no uncertain sound about the statement of John Fletcher, of this place. "I am glad to let the public know that Dodd's Kidney Pills have cured me of Lumbago and now I am perfectly sound," that is the way he puts it. Questioned as to the particulars of his cure Mr. Fletcher said:

"I had been troubled for a year with Lumbago and Kidney Troubles. My urine was of a very bad color and I could get nothing to help me. I consulted doctors but they could not help me and I was not in a very cheerful frame of mind when I decided to try Dodd's Kidney Pills."

"But it was a lucky day for me when I did. Almost from the first they gave me relief and I was soon entirely cured."

"Yes, my Lumbago is gone; my Kidney Complaint is gone and Dodd's Kidney Pills did it all."

Dodd's Kidney Pills never fail to cure Kidney Complaint, whether that complaint takes the form of Bright's Disease, Diabetes, Dropsy, Rheumatism, Sciatica, Lame Back, etc.



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The opportunity to make a profitable investment and get one of our Spring Suits. Are you going to let it go by? Now if you are wise, you are not. You'll never regret the purchase. Call and see our exclusive styles.

\$5, \$6.50, \$7.50,
\$8, \$10, \$12.00.

See our Browne Style.

Meynell's

Three doors west from market,
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Insist on seeing the MAGI
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Caledonia Water.

Bottles without labels are
only used to defraud.

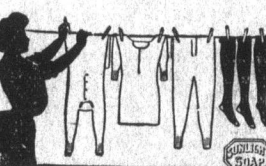
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Sole Agent
TORONTO
SOLD EVERYWHERE

to 2,408,985 tons, a decrease of 2,624,884 tons, or over fifty per cent. Behind on the Intercolonial, behind in the management of the canal system, Mr. Blair is passing from bad to worse.—London Free Press.

EXIT THE SOORHER

The day of the scorching record-breaker is over. People ride the bicycle to-day because it is a sensible, exhilarating exercise, and because it saves time. It is the easiest and most economical means of locomotion we have. The person who rides to business can select the prettiest route, the quiet street; the mind is not distracted and possibly irritated at the beginning of the day by coming down town in a jostling, crowded street car. That is why the scorching fanatic has given place to people of sense who ride for reason. And the reasonable man or woman can find plenty of reasons for riding a bicycle.

Be not disturbed about the future, for if ever you come to it you will have the same reason for your guide which preserves you at present.



You won't harden or shrink
woolens with Sunlight Soap.
The purity of the oils and fats
and the absence of free alkali
prevent that.

A Sad End.

"We've become up' dat redheaded bell hopper wot always said he could guess wot people wanted by de way de bell rung" asked the hotel porter of the head bellboy.

"He hopped a call from four eighty-six yesterday mornin'," explained the head bellboy. "He took up a pitcher w' ice water because he said the bell rung like it was a thirsty call."

"Well?"

"Well, dere was a guy from Kentucky in dat room, dat's all."—Judge.

Good Enough For Him.

Hewitt—What became of that fellow who was always telling people to go to grass?

Jewitt—He took his own medicine at last.

Hewitt—How was that?

Jewitt—He married a grass widow.—New York Herald.

Very Good.

Kind Father—My dear, if you want a good husband marry Mr. Goodheart.

Daughter—Are you sure of that, pa?

Kind Father—Yes, indeed. I've been borrowing money of him for six months, and still he keeps coming.—Stray Stories.

Rubbing It In.

Graspit—Yes, I'm a self made man.

Cynicus—Well, I must say you are entitled to a great deal of credit for your charitable act.

Graspit—What charitable act?

Cynicus—Relieving the Lord of the responsibility.—Cleveland Plain Dealer.

Minard's Liniment for sale everywhere.

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and
Draperies.

Women with thoughts of home decorating will be interested in this brief notice of curtains. These are busy days in our curtain section and many homes will be brighter and more homelike in consequence. It has not been our good fortune at any previous time to own so worthy a collection of curtains and draperies. We invite you to inspect these. We believe they're the best values your money can buy.

Fine lace curtains, in beautiful new designs, overlook edges, 54 inches wide, seven yards to pair, special at \$1.00 and

\$1.25.

Lace curtains, 54 inches to 60 inches wide, seven yards to pair, in choice range of new designs, overlook edges, special a pair \$1.50, \$1.75, \$2.00 and \$2.50.

Finest Nottingham lace curtains, beautiful styles, plain centres with small designs and rich border effects, overlook edges, full length and width, special a pair \$3.00, \$3.50, \$4.00, \$4.50 and \$5.00.

Brussels net curtains, fine quality net with delicate applique designs, overlook edges, full sizes, at a pair

\$4.00, \$4.50, \$5.00, \$6.00, \$7.00 and \$10.00.

Curtain muslins, curtain lace, curtain nets, bobbin nets, curtain scrolls, panel nets, sash nets, door panels, window shades, curtain poles, cottage rods, brass extension rods, etc., all at less price than can be had for elsewhere.

Rich tapestry curtains, three yards long, fringed both ends, rich designs and colorings, special a pair

\$2.75.

Handsome tapestry curtains, in beautiful designs and colorings, extra large size, heavy fringed ends, extra values at a pair \$3.50, \$4.00, \$4.50, and \$5.00.

Beautiful tapestry curtains, rich

silky mercerised finish, in elegant new designs, rich colorings, very desirable styles, at a pair \$6.50, \$7.50, \$9.00, \$10.00 and

\$12.00.

Nottingham lace curtains, in pretty designs, taped edges, five yards to pair, special at 35c and

25c.

Lace curtains, good strong net, five yards to pair, choice designs, overlook edges, very special at a pair

50c.

Fine lace curtains, six yards to pair, in pretty fish net designs, wide width, overlook edges, special a pair

75c.

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WANTED—Porter, at Grand Central Hotel. 10

GIRL WANTED—For general housework. Apply at once at McConnell's Grocery, Park St. East. 10

PRINTER WANTED—Young man to work on advertisements. Apply at this office.

WANTED—Competent men to appoint agents, whole or spare time. Commission paid. Apply John Doyle, Drawer 531, London.

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HOUSES FOR SALE—Three houses on Grant St., and house and lot on Victoria Ave. For particulars, apply to Thos. Scullard, Victoria Block, or at this office. 11

FOR SALE—A few desirable houses and lots in the city; also a few good farms at low prices and easy terms of payment. Apply to J. A. Walker, Barrister, King street.

FOR SALE—Gladstone buggy for sale cheap; cost \$135. Apply at this office.

FOR SALE—Gas Engines—two seven horse power. Apply at The Planet Office.

LOTS FOR SALE—One and one-half acres at the head of Victoria Ave., and six lots on Maple St. Apply to Mrs. Tassiman, Victoria Block, or The Planet. 11

Notice to Contractors.

Bulk of separate tenders will be received at the offices of the undersigned architects, addressed to W. F. Robertson, Esq., marked tender for church at Valetta, up till 7 o'clock p. m. Friday, May 15th next, for the several branches of work required in the erection of a brick Presbyterian Church. Plans and specifications to be seen at the offices of the architects and addressed to the secretary.

Lowest or any tender not necessarily accepted. Building committee provides all building stone, bricks and sand on the grounds.

W. F. ROBERTSON,
Sec. Building Com.
J. L. WILSON & SON,
Architects,
Chatham, Ont.

Notice to Contractors.

Bulk and separate tenders will be received at the offices of the undersigned architects, addressed to W. F. Robertson, Esq., marked tender for church at Valetta, up till 7 o'clock p. m. Friday, May 15th next, for the several branches of work required in the erection of a brick Presbyterian Church. Plans and specifications to be seen at the offices of the architects and at the residence of the secretary of the Building Committee, on and after Thursday, April 30th, 1903. The lowest or any tender not necessarily accepted. Building committee provides all building stone, bricks and sand, delivered. James Ross, Esq., Chairman; W. F. Robertson, Esq., Secretary Bldg. Com.; J. L. Wilson & Son, Architects, Chatham, Ont.

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Co.
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will commence her regular trips on Monday, May 11th, and will make a round trip from CHATHAM to DETROIT every

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Leaves Chatham for Detroit on Thursday morning at 9:30 o'clock, and leaves Detroit for Chatham on Friday morning at 8:30 Detroit city time or 9 o'clock Chatham time.

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Children under 12 years, half-fare.
Tickets good for day of issue only.
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JOHN ROURKE, Captain.
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Cor. King and Fifth Sts., CHATHAM.

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Until further notice, HAROLD W. SMITH, of Toronto, will be at Wm. Gray & Co. Factory.

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25c per Bottle

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