

# The Chatham Daily Planet.

VOL. XII

CHATHAM ONT., TUESDAY, OCTOBER 20, 1903

NO. 252

## The Choicest Millinery Here

It is now generally conceded that we are showing the choicest millinery in the city. Purchased from the leading centres in Europe, imported direct by ourselves and put together by the most skilled trimmers in Canada, you find a showing of Millinery here unsurpassed in any city in Ontario.

A special showing of the latest shapes in New York Outing Hats and Ready-to-Wears at \$1.25, \$2, \$2.50 and \$3. We ask your careful consideration and inspection of our Millinery.

## Ladies' and Children's Jackets.

The largest showing of Jackets ever in this store awaits your inspection now. If you want a JACKET we think we can SUIT YOU. At any rate it costs you nothing to find out and it might cost you considerable in expense and disappointment if you buy without seeing our stock.

### Ladies' Jackets.

Ladies' Black Jackets, made of fine heavy Kersey Cloth, with the new cape and stoles, new puff sleeves, trimmed with mohair braid, very special value at \$5.

Ladies' Zibiline Tweed Jackets, semi fitted, 28 in. long, check back, made with capes and new sleeves, in mixed shades of Fawn and Black, very stylish and very special at \$10.

Black Silk Coats for elderly ladies, made of heavy silk and lined with quilted silk, applique collar and stoles, fitted back, 36 in. long, very handsome and stylish, special value at \$35.

### Children's Jackets.

Children's Reefer Coats, made of heavy cloth in brown and navy, fancy collar, new sleeve, special value at \$2.50.

Children's Ulsters made of good weight freize, with cape, trimmed with velvet folds and braid, special at \$3.25.

Children's Raglan Coats in navy, royal and brown, with corded flounce skirt and fancy sleeve, special at \$3.50.

Children's Military Ulsters, made of heavy Navy Beaver Cloth, standing collar and cape, edged with red and trimmed with brass buttons, very stylish at \$9.00.

## Thos. Stone & Son.

Come in and see our stock of . . .

## Oil Heaters, Air Tight Heaters.....

Very nice for cool weather, and all prices. We have an immense stock.

## ..WESTMAN BROS..

### DOWIE AND HIS ARMY.

Some Strong Language in Reference to His Critics.

New York, Oct. 20.—After attending an early service in Madison Square Garden, John Alexander Dowie's "restoration host," numbering nearly 4,000, began a house-to-house canvass of the city. Before giving them his final instructions Dr. Dowie said:—

"I am going out to do a little restoration work myself, and I won't be far from Wall street. Pray for me." In his address at the noon meeting Dr. Dowie alluded to some clergymen as "mean dogs," and others whose criticisms of him had been published in the newspapers, he said, were "working for the devil."

Later Dowie, accompanied by Mrs. Dowie, his son and Deacon W. P. Kinzie, called on Mayor Low at the City Hall, and told the Mayor that his people had respect for New York and admired the Mayor for what he had done. He thanked the Mayor for police protection and receiving assurances of the Mayor's pleasure, departed with the Zion salute, "Peace be unto thee, brother," to which the Mayor responded, "Thank you, sir."

Toronto, Oct. 20.—Mr. W. J. Palmer, Manager of the City Dairy Co., has been appointed Director of Agriculture for the Orange River Colony, South Africa, at a salary of \$6,000 a year, with certain perquisites. He was one of the brightest students of the Ontario Agricultural College.

### EARTHQUAKE IN PERSIA.

Thirteen Villages in Ruins—One Thousand Persons Homeless.

London, Oct. 20.—A despatch from its correspondent at Odessa says that news has reached there from Korasan that 250 lives have been lost in an earthquake at Turshiz, Persia. Thirteen villages were destroyed, and some 1,000 persons are now homeless.

Any irregularity on the part of The Planet's carrier boys will be immediately remedied by calling at the office or phoning 53a.

It is not what a man hears but what he believes that makes him wise or foolish.

### RAILWAY SUBSIDIES.

A LIVELY DEBATE IN THE HOUSE OF COMMONS.

Some Conservative Opposition—Mr. Brock and Sir William Mulock Lead the Discussion.

Ottawa, Oct. 20.—The attention of the House was engrossed for the greater part of the day by the resolutions granting subsidies to railways, which were considered in committee. All the re-votes of subsidies which have lapsed, thirty in number, were passed, and half a dozen new subsidies received the assent of the committee.

Hon. Mr. Sutherland, replying to Mr. Demers, said it was true the Government had paid for certain improvements to car No. 001, which was fitted up for the then Minister of Public Works (Hon. Mr. Tarte), in whose possession the car still remained. The question of reclaiming the cost of the improvements had not received the attention of the Government. (Laughter.)

The House next went into committee on the railway subsidies.

The route of a portion of the Strathroy & Western Counties Railway was on Mr. Caldwell's motion changed to read from Lambeth to Strathroy via Mount Brydges and Caradoc, instead of only from Caradoc to Strathroy.

Another change was to reduce the mileage, for which a subsidy was granted to the Ottawa, Northern & Western Railway, from four to one and a quarter miles, for completing connections in the vicinity of Hull.

Mr. Gourey urged the Government to increase the subsidy for a shore line four and a half miles in length from Debers station, on the I.C.R., to Debert coal mine, which should be \$6,000 per mile. Three thousand two hundred dollars, he said, was a ridiculous sum to offer. The Government might as well send the company a pound of candy.

Mr. Wm. McCreary, in explanation of the delay in building the railway from Feulon to Icelandic River, necessitating a revote of the subsidy, stated that it was caused solely by the lack of labor in the west. As a result of this scarcity of labor, probably not more than 100, instead of 400, miles of the Canadian Northern Railway would be built this year. Some of the teams employed by that company were absolutely waiting for men to load them.

Just before the Deputy Speaker left the chair at 6 o'clock the committee approved the last of the thirty-one items which are classed as revotes of lapsed subsidies formerly granted.

On taking up the new subsidies this evening, Mr. Richardson (South Grey) and Mr. Henderson (Halton) entered a general protest against subsidizing railways in the older parts of Canada which should be self-supporting.

Sir Wm. Mulock challenged the hon. gentleman to move a resolution to strike out any subsidies they objected to. Until they did that they were equally responsible with the Government for the granting of the subsidies.

Mr. Brock also objected, and said the subsidies were intended for constituencies rather than for railways. To challenge a vote was a system of terrorizing, as, if the Opposition opposed the subsidies, they would be derided for it in the riding affected.

Sir Wm. Mulock—Do you object to all the subsidies here?

Mr. Brock—I do. All the subsidies should go before the Transportation Commission first.

Sir Wm. Mulock said the hon. gentleman dare not answer the question categorically. He (Mr. Brock) had a mandate from Toronto to use his best endeavors to secure a subsidy to the James Bay and other railways affecting Toronto.

Mr. Brock—I made no such statement. I always support bonuses to railways through a new country, but I would not ask that the city of Toronto should have a railway built into Toronto. I would oppose a subsidy to any railway from Toronto up to the C. P. R. line.

Sir Wm. Mulock recalled that the leading citizens of Toronto had favored a railway to James Bay, and had applied for an act of incorporation. Some six weeks ago a deputation from that city had pressed the Government to aid that line, and that aid was now proposed to a point a few miles north of Sudbury. Should the hon. gentleman not join the Government in supporting that railway?

Mr. Brock—I now put myself on record against building that railway.

Sir William said that if Mr. Brock was opposed to public opinion in Toronto that was another matter.

Mr. Brock—I did not say anything of the kind.

Sir William—Are we to take their views or yours?

Mr. Brock—Please yourself.

Sir William said the hon. gentleman was either for it or against it. That was a definite scheme. Toronto had also expressed a desire that the Iron dale & Bancroft Railway should be aided, and the city was also interested in the Bobcaygeon & Pontypool Railway. In fact, Toronto was interested in probably one-tenth of the mileage to be aided. They were entitled to know where the hon. gentleman stood with respect to them.

Mr. Brock—Just where I stand with regard to all the other subsidies in Ontario.

Sir William remarked that his hon. friend became very virtuous and eco-

nomical after his own constituency has been properly served with railways (Hear, hear). Mr. Brock's constituents were entitled to know whether he was supporting the scheme. Would Mr. Brock take upon himself the responsibility on behalf of the city of Toronto of standing up in the House and requesting the Government to strike out all the subsidies in which Toronto was interested?

Mr. Brock wanted to know what Sir Wm. Mulock meant by asking whether

he favored striking out all the subsidies in which Toronto was interested. Toronto was, he insisted, interested in every subsidy for every railway between the north pole and the American boundary. Toronto is cosmopolitan, but Toronto is not prepared to advise the Government or to advise itself to vote for subsidies for railways, not only those in which the city has no interest, but simply those in which political expediency was an interest. He had told his constituents that he would oppose the granting of subsidies in the old settled parts of the country. Toronto had not officially asked that a subsidy be given for a railway. The city had already a capital connection with all the country to the north. Sir William had thought he was going to force him into a corner, but the country knew the petty politics to which the Postmaster-General was willing to descend in order to drive a political opponent into a corner. While not in favor of subsidies in general, he was prepared to support them in the case of railways designed to open up new territories in Canada.

Dr. Sproule, Mr. Clancy, Sir Herbert Tupper and Mr. A. C. Bell all offered suggestions respecting the manner in which subsidies ought to be granted, and quoted former speeches by the Postmaster-General against granting subsidies.

After Mr. Puttee had expressed his opposition to all the subsidies, the committee considered the subsidies in detail.

On the Tillsonburg, Lake Erie & Pacific Railway item, a bonus for 35 miles, from Woodstock or from Ingersoll to Stratford, Mr. Brock favored granting a bonus straight to Collingwood, and offered an amendment to this effect.

Mr. Blain (Peel) and Mr. Henderson urged that the route be definitely fixed so that the municipalities should be protected against being held up.

Mr. Brock withdrew his motion in favor of one by Dr. Sproule fixing the route as "from Ingersoll towards Collingwood in the most direct and practicable route."

Hon. Mr. Sutherland expressed approval, but the item stood to allow the company to be heard from.

In connection with the Iron dale, Bancroft & Ottawa Railway, Sir Wm. Mulock invited Mr. Brock to accompany a deputation from Toronto tomorrow, who would ask for assistance to the line.

Mr. A. A. Wright said the line would reach the largest corundum mine in the world.

Mr. Brock declared that while opposed to granting public money to undesirable enterprises, he supported the subsidy to this railway. He regarded this as an important project, and had invested a large sum of his own money in it, although, as he did not expect to get anything out of it, he was not actuated by selfish motives. With regard to the invitation of Sir William Mulock to meet the deputation from Toronto, he did not regard any municipal officer coming to Ottawa at the request of some railway company as representing the city as well as he representing it. He protested against subsidizing railways to parallel existing lines.

Sir Wm. Mulock replied that the deputation from Toronto was not coming in the interest of any particular railway. However, he expressed gratification that Mr. Brock endorsed the action of the Government in granting this subsidy.

The item passed, as did those for the Nipigon Railway Company from Lake Superior to a point north of Lake Nipigon, and the Manitoulin & North Shore Railway from Little Current via Sudbury.

Upon the latter item Dr. Sproule suggested that the Clergue firm was not in a position to promote railways just now.

Hon. Jas. Sutherland replied that Mr. Clergue had two charters, the Manitoulin & North Shore Railway and the Algoma Central, to both of which roads subsidies were granted. The two railways were different organizations, although Mr. Clergue and his associates held the controlling interest in them. He admitted that the enterprises with which Mr. Clergue is associated are in difficulty, but they are very great undertakings, and in their establishment in an unsettled part of the country he had spent a great deal of money. But he still had confidence that the result would be that large and important industries would be established, and thought that this small vote should not be refused when Mr. Clergue still had faith in his expectations of future success.

In reply to a question by Dr. Sproule, Hon. Mr. Sutherland stated that Mr. Clergue, as far as he knew, represented the railway propositions, and asked for financial arrangements by which these enterprises might be carried through separate from the other schemes. While the original investors might lose their investment in some of the enterprises, he had confidence that ultimately the undertakings would succeed, and that Mr. Clergue would reap the reward of his efforts.

The item passed, together with that respecting the Thunder Bay, Nipigon & St. Joe Railway Company, and the House adjourned at midnight.

Chinatown, at Montreal, was raised early this morning and seventy-five persons arrested, including forty children.

## ALDERMEN ANXIOUS TO INVESTIGATE POOR CIVIC LIGHTING SYSTEM

Bell Telephone Franchise Finally Settled—Award of Mayor's Lawn and Garden Prizes—Victoria Avenue to be Paved—Other Important Civic Business.

The acceptance of the Bell Telephone Company's offer of \$400 for the city franchise and the question of a cobble stone foundation for the Queen street pavement were the two matters that gave rise to discussion at the meeting of the City Council last night.

The Council at their last meeting passed a motion offering to accept \$500 for the franchise and the city pay for all the 'phones used. The company replied with an offer of \$400 on the same terms and the Council accepted.

Ald. Marshall in moving the acceptance of the offer also stipulated that the payments should be made quarterly.

Ald. Edmondson seconded. He thought it wise to settle the matter at once. It had been hanging fire long enough.

Ald. Piggott said he had been out of the city all week and that the committee appointed to look up the matter of a municipal system hadn't had a chance.

Ald. Marshall said that in handling the city's business he acted just the same as he would do in his own and always did the best he could. The term of five years was a short one. He had no faith in a municipal system.

Mayor McKeough suggested that perhaps the company would give a half rate to each of the city hospitals as before.

Ald. Marshall said that the present offer was about \$5 better than the previous one. At present the city was at the mercy of the Bell Telephone Company. There was no agreement with the company, and they could raise the rates if they wanted to.

Ald. Piggott said that as far as he was concerned he had favored the \$500 offer of the city. There were more subscribers now than there were five years ago and the city was entitled to more money. He would not favor accepting any less than the \$500. He was not in favor of tying the city's hands for five years for less.

Ald. Edmondson said that the matter had been open for about eight weeks and had been discussed at the Council meetings. During all these weeks Ald. Piggott had not brought anything definite in regard to his municipal system before the Council.

Ald. Marshall said that he didn't know whether Ald. Piggott had seen any Port Arthur papers or not, but there was a discussion on there now over the municipal telephone system in use in that city. The Town Council were accused of squandering \$6,000 in 18 months on a plant that was no good. In regard to the rates, there would soon be legislation governing charges for 'phones. This closed the discussion and the motion carried.

A petition was received signed by 41 ratepayers on Queen street asking that the specifications be changed to permit of the use of cobblestones for the foundation. John Park and I. L. Davis protested against any change being made.

Ald. Edmondson asked if the City Council had power to change the specifications. Part of the work was already done.

Ald. Piggott said that he hadn't gone over the petition closely, but nearly everyone had signed it. It was an influential petition and the Council should pass on it if it could be done legally.

Mayor McKeough suggested that the matter be left with the Board of Works to consult the city solicitor as to the legal aspect of the case. Ald. Mounter said that there was no doubt of the power of the Council to change the specifications.

Ald. Marshall said that he had voted two weeks ago not to change the specifications. One reason why he had voted so was because the company had taken on themselves to put down cobblestones without consulting anybody. They had known when they agreed to put down the payment that there was cobblestones lying on that street and if the stones were necessary why hadn't the company stated so at the time. He now believed that cobblestones were a good idea but he hated to change the specifications. It gave the public a chance to say that there was underground work being done.

Ald. Mounter asked Mr. McKendrick, who was present, if he would guarantee to put not less than three inches of crushed stone on top of the cobblestones.

Mr. McKendrick said that the cobblestones were worth double what the broken stones were worth. When they started work they found the cobblestones thicker than they had expected. They had also found the sand of such a nature that it was very unsuitable. He considered that

the best foundation that the city could get was cobblestones. They were not interested in skipping the pavement for the sake of an inch of stone; they wanted to do good work. It was quite within the powers of the Council to change the specifications. Mr. Wm. Drader and others on the street had insisted upon the change being made in front of their properties.

Ald. Piggott—The City Engineer told me he thought it was an improvement.

Mayor McKeough—It wouldn't be an improvement to have only one inch of crushed stone on top of the cobble.

Ald. Edmondson—A practical man told me that the cracked stone would work down through the cobble and raise the large stones up.

Mayor McKeough—Mr. Campbell, the road commissioner when here, advised putting the large stones at the bottom.

Mr. McKendrick—There will be more than three inches of crushed stone on some of the cobble, but we would agree to have not less than an inch on any. Some of the cobble stones are higher than others. An inch of broken stone would be plenty.

Ald. Edmondson—This city had an example of changing the specifications. I refer to King St.

Ald. McCoig—If the engineer thinks it a decided improvement on the specifications why doesn't he recommend it.

Ald. Mounter—The company drew up the specifications themselves.

Ald. Mounter consulted the City Engineer, then reported that he did not advise the change petitioned for.

Ald. Scullard pointed out that the Engineer had power to change the specifications where such was necessary to avoid damage or injury by reason of natural conditions. The power to change the specifications for other reasons did not lie with the Engineer. He feared that to take any action might result in a crop of lawsuits.

Ald. Mounter said that the City Engineer would recommend the change if the company would guarantee not less than two inches of broken stone on top of the cobble stone.

Mr. McKendrick said he would agree to this.

Ald. McCoig said that this Council had a little experience with verbal agreements in regard to the same street. He thought it would be unwise to make any changes.

Ald. Piggott thought Mr. McKendrick would put his offer in writing, and Mr. McKendrick agreed.

Ald. Mounter said he would move, provided there was no opposition, that the Board of Works, after consulting the City Engineer, be empowered to change the specifications, accepting not less than two inches of crushed stone.

Ald. Scullard said he would oppose the motion, and the matter dropped.

Ald. McCoig said that he would bring up the matter of the lighting of the city. It was a source of inconvenience to the citizens and annoyance to the Council. Where the fault lay should be found out. It would be a very good idea to appoint a committee to meet with the Property Committee and investigate. The lights on Queen St. in front of Mr. Knott's were out to-night. He moved that the property committee appoint three practical men and report at the next special meeting.

Ald. Edmondson said that as far as Moore Bros. were concerned, he

Continued on Fifth Page.

THE NEW

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We can fit any ladies' foot with a Dorothy Dodd Shoe.

Prices { \$3.75. \$4.00

Peace & Co.

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