

# The Chatham Daily Planet.

VOL. XV.

CHATHAM, ONT., THURSDAY JUNE 21, 1906.

NO. 145

## Children's Straw Sailors at 19c.

10 dozen of them in plain white, with a variety of colors in the ribbon bands and streamers, also in fancy colored straws, all sizes for children, good wide brims, correct shapes, well sewn, just one of those snaps that come our way from the manufacturers.

These hats you would consider extra good value at 25c and 30c each—on sale while they last at

**19c. Each**

### Wash Belts at 15c.

We were out of them for a few days, and no wonder—the demand for them was beyond our expectations. 10 dozen are here for you now in a splendid variety of embroidered designs on good quality white duck, and metal buckle mounting.

### Wash Collars at 15c.

Had the same experience with these Collars as we did with our famous 15c. Wash Belt. We are ready now to show you a splendid assortment of White Embroidered Wash Collars at 15c each. You will be astonished at the value.

### White Hosiery.

A complete line of Girls' White Hosiery in plain and lace designs, all sizes from 5½ in. to 8 in.

Ladies' new White Lisle Hosiery with neat open work lace design, very correct and stylish.

### Japan Mattings.

Nothing nicer, nothing cheaper, nothing more serviceable for the floor of a summer cottage than these new Japan Mattings of ours at a yard 15c, 18c, 20c.

### Spot Muslins.

More new White Dotted Muslins in the dainty little dot that is so fashionable this season. We can suit you in prices from 12½c to 60c

### Dress Tweeds.

15 Pieces new Dress Tweeds, 42 in. to 52 in. wide, the new and correct light grey mixtures, also darker effects just the goods for summer shirts and suits. On sale to clear very special at a yard 43c.

### Our Black Dress Goods Sale

continues until Saturday night. This affords you an excellent chance of getting a black skirt or dress at a very considerable saving.

## LORD'S DAY BILL IS UP

Vitriolic Attack on the Measure by Mr. Bourassa

### AYLESWORTH EXPLAINS

Ottawa, June 21.—The first morning sitting of the House of Commons was held yesterday morning, with a fair attendance, notwithstanding the meeting of several committees at the same time.

Hon. Mr. Fisher introduced a bill to amend the Manitoba grain act.

The Lord's Day Bill.

The Lord's Day bill was taken up. In response to Mr. Bourassa's request, Hon. Mr. Aylesworth made the explanation. He said the question had been thoroughly considered by the special committee, who had heard the interested parties and had reported the bill in its present form. The Minister of Justice said that Christianity was recognized as a constituent part of the law of Canada, as it had been for years in Canada and in British legislation making certain acts on the Lord's Day offences against the law. Mr. Aylesworth then glanced over some features of the bill and noted the conflict over transportation interests.

Col. Tisdale asked if the bill would interfere with street railways and tramways now operating on Sunday. Mr. Aylesworth replied that he proposed to amend the bill to provide that it would not interfere with them where they were not prohibited by Provincial legislation. He went on to say that throughout the Dominion, except perhaps in a portion of Quebec, there had been agitation of a very pronounced kind for legislation in regard to the Lord's Day. The subject was necessarily one of very great difficulty. Business interests were in conflict with the convictions of other and well-meaning citizens of Canada. It was a matter in respect to which there was unquestionably a general demand for legislation. It was a matter in respect to which the Parliament of Canada was the only tribunal which could effectively pronounce.

It was a matter from every standpoint, therefore, in regard to which, in the general interests of the country, it was a necessity that there should be a spirit of compromise and concession. It was impossible that anyone deeply interested in the measure should have to the full extent his wish carried into legislation.

A Government Measure. Mr. Aylesworth concluded: "We adopt this as a Government measure. It may not be perfect in all its details, but it is presented as the result of faithful, honest and laborious work on the part of the special committee of this House, as a bill for which in the main we accept responsibility before this House and as a measure calculated to serve the best interests of this country. We hope there will be no other view than that it is the duty of the members of this House to assist in making it as perfect as possible."

Dr. Daniel, Chairman of the special committee, responding to the request

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## GRAND TRUNK RAILWAY WILL BE PETITIONED

Government Engineers Will Go Over the Ground and Will Be Interviewed by Deputation.—The Crossing Dispute

### The Dominion Railway Commission

have decided to again send engineers to look over the William street crossing. These gentlemen will visit the city Friday, and after looking over the ground will send in another report to the commissioners. At the C. W. & L. E. bondholders' meeting last night in the power-house auditorium, it was decided to take advantage of the engineers' visit to the city, and to appoint a strong deputation to wait upon them, and place before them the immense injury which is being done the City of Chatham and the surrounding country by the blocking of the C. W. & L. E. railway's plans for extension.

Those present at last night's meeting were, Messrs. J. Piggott, N. H. Stevens, Hugh Macdonald, W. T. Shannon, Chas. Hadley, J. T. O'Keefe, J. Park, J. G. Kerr, Dr. G. W. Cornell, W. W. Seane, Mamson Campbell, William Blight, Dr. Holmes, Jos. Hadley, Ward Stanworth, W. T. Piggott, Robert Gray, George Fielder, Ald. Stone, Manager Warburton and others.

Manager Warburton outlined the position of the C. W. & L. E., which has already been outlined in The Planet. He added that the company had secured the services of Mr. Matthew Wilson, and that that gentleman had communicated with the Railway Commissioners, and had been informed that they would send the government engineers to again look over the ground on Friday next.

Mr. John Piggott, who has just returned from Ottawa, where he has been for some days on railway business, said that the position of the Windsor, Essex & Lake Shore Railway, whom the railway commission had practically decided must build an overhead or a subway at the M. C. R. crossing at Essex, were practically in the same fix as the C. W. & L. E. The decision with all due deference to the commissioners, was practically an hold-up on the part of the railroads. It seemed very unfair that the steam roads which had been bonused and received so many privileges from the country in the past, should victimize the electric lines in this manner. The steam roads claimed that they were opposed to the level crossings on account of the number of accidents which occurred at such places, but it was a peculiar fact that where steam roads crossed each other the crossings were level almost every case. It was the blocking of these electric lines, was really a great drawback to the country at large, and the farmers and merchants as a result suffered most. These roads picked up scattered freight which the steam roads could not handle, and it was Mr. Piggott's belief that the wisest plan would be to get strongly worded resolutions from the city, township and county councils on the matter, and that these should be forwarded to the officials of the Grand Trunk and to the railway commission to show them the injustice of the pro-

### ceeding.

Mr. N. H. Stevens.—Can an appeal be made to the railway commission? Mr. Piggott.—Well, that would be decidedly difficult. The point just at present is to get a reconsideration from them.

Mr. J. Park.—As far as accidents are concerned, the Grand Trunk have already had accidents at this crossing through shunting there, which I think is more dangerous than a level crossing properly guarded, would be.

Mr. J. G. Kerr.—The G. T. R. by their action are practically holding back the development of this country.

Dr. G. W. Cornell.—The trouble with the G. T. R. is, that if the level crossing were to be put down they could no longer continue their shunting inside the city limits.

Mr. Ward Stanworth.—If a subway were built at William street crossing, the building of it would result in great damage to property adjoining on both sides along the major portion of that street.

Mr. Warburton asked if there was anything any of the citizens present could suggest with regard to the engineers' visit to the city next Friday.

Mr. Kerr suggested that a strong citizens' committee, by appointed to meet with these gentlemen, and to present them with a petition signed by every business man in the city.

Mr. Piggott thought this would be a good idea, and thought it might be well to have our Dominion member and Mr. Archie Campbell, M. P., here on that date to confer with the engineers.

Mr. Robert Gray.—I think the G. T. R. can be brought to see the injustice of this affair, if the business men and manufacturers only take the trouble to impress upon them the great injury their action is doing this city.

Mr. W. D. Sheldon.—A petition to the G. T. R. in my opinion, would be the most effective way of bringing about a settlement.

Mr. John McCorvie held the same views.

Mr. W. W. Seane, seconded by Dr. G. W. Cornell, moved that the following gentlemen be a committee to wait upon the government engineers and to consider what steps were advisable in the matter: Messrs. Shannon, Piggott, Stevens, Sheldon, Dr. Holmes, Gray, Campbell, Park, Macdonald, Hadley, Taylor, the Mayor and Railway Committee, with power to add to their number as they see fit.—Carried.

The following were appointed as a committee to draft up a petition, which will be left in places of business for signatures, and sent to the officials of the G. T. R.: Messrs. Ward Stanworth, J. G. Kerr, Edwin Bell and Manager Warburton.

It was also decided to telegraph Mr. Archie Campbell asking him to be present on the occasion of the engineers' visit to the city. Mr. H. S. Clements will also be requested to be present.

## THE WATER WAS FINE

Military Officer and Friend Take a Canoe Trip

### A VERY SUDDEN BATH

A certain well-known officer of the 24th Regiment had a friend from out of town to visit him last night. After the drill last evening, he took his friends around to see the sights. He wanted his friend to see all the beautiful things there are in this vicinity. He succeeded even to showing him those things which are below the water level on this portion of the map.

They decided on a canoeing trip up the river. The night was fine. So was the water, as they were afterwards to discover. The discovery was made in a manner most unique, though it has been tried before.

Our friends had paddled up the river some distance, when they decided to land and take a short rest on Terra Firma, so to speak. Here the officer rolled his friend a cigarette, and entertained him with a few of his choicest anecdotes. The evening was sublime, and foxy old Father Thames rolled on to the lake without a splash of warning as to the awakening which was to come. The swimmer decided to make the return trip.

The officer got into the canoe first, his friend following. Then something happened. Canoes are notorious for their eccentric habits. Canoes are like mules—one can never bank on their reliability. They are liable to kick up at any incautious moment. Our friends will back up this statement. Directly as the officer's guest stepped in, the canoe got nasty at the other end, and launched the gallant military man in mid air.

Kerplash!

The officer with the true instincts of the diver, landed on his head. Next moment he was busily engaged in subterranean research.

There were two in the water now. The other end of the canoe had tipped, and the guest was now in the same boat—or rather in the same stream. Both regained the canoe, and the return trip was made in comparative silence. However, both were duly thankful that there were no witnesses to their disaster, with the exception of the fishes.

Later in the evening, a pair of gaunt and dripping figures might have been seen wending their way from the water-front.

Next time the officer takes a friend up the river, he is going to charter a scow and be on the safe side.

Women have a knack of saying things which mean a great deal.

**25c.**

Choice Line of beautifully colored

## Cushion Tops

with material to work them. 25c each.

Also a full line of

## Souvenir Cushions

nicely colored, 25 Cents each.

This is a bargain. See King St. Window.

## SULMAN'S BEEHIVE

King and Sixth Streets...

PHONE 96

R. W. RUTHERFORD, M.B. SPECIALIST. EYE, EAR, NOSE AND THROAT.

GENITO-URINARY DISEASES.

33 KING ST., EAST, CHATHAM, ONT.

It is better to be carried away by enthusiasm than by a patrol wagon.

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Carpets and Wall Papers

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The new style Gasoline Stoves are just as convenient as any Gas Stove. You can get a meal just as quickly, and they are in every way as safe as gas stoves.

Gasoline is very cheap summer fuel. Come in and see them.

## GEO. STEPHENS & Co.

Mason & Risch Pianos, White Sewing Machines.

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## Swell Hammocks!

with good webb and beautiful colorings, just examine our line. They are the correct line.

## WESTMAN BROS.

BIG HARDWARE

## MANUFACTURER'S EXHIBITION OF GOURLAY PIANOS

To be Held in Chatham For Two Weeks, Beginning Thursday, June 21st, in Seane's block—An Opportunity to See How Gourlay Pianos are constructed.

There are comparatively few people who know much about the construction of pianos. Yet there is not another article put in the home that should require the thought and careful selection as the piano. One cannot afford to buy a piano every few years, neither can they afford to be continually spending money to keep a poor piano in repair. It pays to buy the best in pianos, buy an instrument that is recognized as the most perfect in tone, construction and durability. Gourlay, Winter & Leeming, manufacturers of the Gourlay Piano, has spent years in the piano industry; they have profited by experience and have without a doubt produced a piano that is the best piano built in Canada today.

They spare no expense in securing the best materials, the best workmen; the entire work is supervised by the different members of the company. It costs to build a good piano, but the people are willing to pay for the best, then the method of selling the Gourlay is where the customer saves.

The customer can order direct from the factory, have terms arranged to suit him, and buy at the same price as the small dealer or agent. That means a saving and moreover, the instrument is guaranteed by the company who build them to the one who uses them.

Just look up the rating of Gourlay, Winter & Leeming, inquire at any bank, and you will find their guarantee, their standing is unquestioned.

If you are interested in good pianos stop at this exhibit, see and hear the Gourlay, investigate the construction, you will then order a Gourlay direct from the factory. Exhibit will be open evenings.

## G. T. R. CROSSING

Robert Milner Has Something to Say Of the Action of the Grand Trunk.

Speaking to a Planet representative this morning about the G. T. R. and C. W. & L. E. crossing matter, Mr. Robert Milner said: "I noticed in The Planet that many of our most influential citizens put themselves on record as being strongly opposed to the G. T. R.'s action over the crossing matter."

"I am glad to see the stand they are taking in this matter and I greatly appreciate The Planet's action in presenting the case so clearly to the public. There is one thing in regard to the Railway Commission's decision that the C. W. & L. E. should construct a subway under the G. T. R. instead of a crossing, and that is the utter impossibility of such an undertaking. The land about Chatham is only a few feet above the water mark of the river and if a subway was constructed it would fill with water. It could not be drained because the pipes would not incline to the river, and there would also be a continual backwater, preventing any draining at all of the subway. I think that the Railway Commission, had they have known and considered this fact, would have ruled in favor of a crossing."

### CORNER STONE LAID

Rev. Dr. Battisby and Trustee William Somerville were in Buxton on Tuesday, where they attended the laying of the corner stone of the new Presbyterian manse of that place. The four corner stones were laid by Rev. Dr. Battisby, Mrs. Taylor, Rev. Mr. McQuarrie, of Valetta, and Mr. Peter Haggart, of Blenheim.

Speeches were delivered, and after the important event was over a very tasty supper was served on the lawn.

## EFFECT OF A FALL

Mrs. Elizabeth Bachelder Passes Away at Her Home in Dover.

One of Dover's most highly esteemed and oldest residents passed away yesterday in the death of Mrs. Elizabeth Bachelder, wife of Mr. John E. Bachelder, of the Baldoon Road. The deceased had attained the ripe old age of 83 years, five months and twelve days. She had been ill for a short time.

Exactly a week previous to her demise, the late Mrs. Bachelder sustained a bad fall, the effects of which were largely the cause of her death. She was one of Dover's pioneer residents, having lived in the township for the past 40 years.

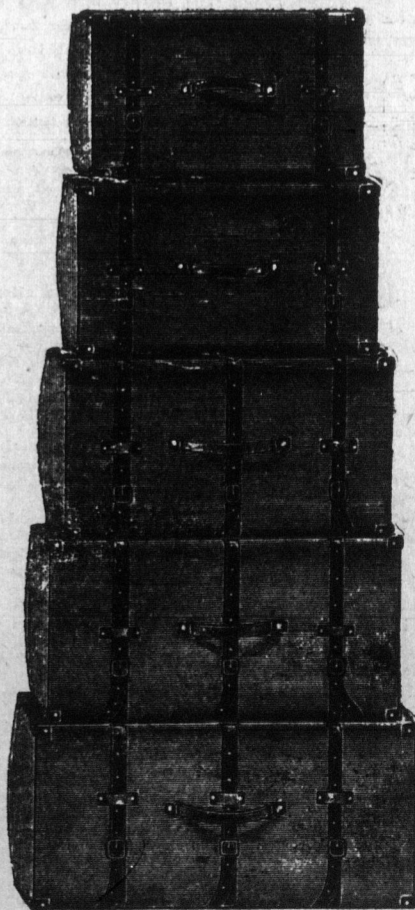
She leaves a family of six to mourn her loss. The children are as follows: Robert, Nebraska; Edward, British Columbia; Frederick, Norwich; John, Dover Township; Mrs. William Osgrove and Mrs. Charles Willmore, of this city. Her husband also survives her.

The brothers and sisters of the deceased lady are: George Mason, Nashville, Mich.; Mrs. Annie Malatt, Township of Norwich, and Mrs. Rachael Mudge, Brownsville, Ont.

The funeral will take place at 1:30 Sunday from the late residence of the deceased to Maple Leaf Cemetery.

### LACROSSE GAME

A lacrosse game which promises to be an interesting and spirited one, will be played off on Tecumseh Park this evening at 6:30. The game will be between the Chatham Juniors and the senior team from Wallaceburg, and is of course, an exhibition game. The Chippewas are confident that they can make the Wallaceburg bunch hustle, and the game has every indication of being keenly contested.



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