

The Chatham Daily Planet.

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CHATHAM ONT., THURSDAY, OCTOBER 29, 1903

NO. 260

Men's Underwear.

A Chance to Save Money.

Thirty dozen, pure wool, guaranteed unshrinkable, men's ribbed shirts and drawers, in all sizes, elegant quality, fine finish, sold everywhere at \$1.25, our great sale price **75c.**

Friday Specials Staple Dept.

TOWELS.—Pure Linen Huck Towels, size 18x36, plain or with colored borders, the largest and best towel ever sold in Chatham for 12½c, on sale Friday at 10c.

LONSDALE CAMBRIC.—36 inches wide, extra fine, better has never been sold at 15c, our extra special price 10c yard.

Friday Specials Staple Dept.

TUCKED APRON LAWNS.—Here are some tucked lawns that will surprise you, the prices are small but the quality is excellent. Reg. 15c quality at 10c, regular 12½c quality at 10c.

VICTORIA LAWNS.—45 ins wide, fine and even thread as good as you usually pay 15c for, our extra special price 10c yard.

Men's Made-to-Order Suits.—Ten different patterns of fine English Tweeds and Worsteds to choose from, dark and light shades, regular \$21.00, your choice while they last, made by best men's tailors, **\$14.**

THOS. STONE & SON.



Garland Ranges.

With large extension broiler door, large square oven, with two piece bottom, will not warp or crack, oval fire pot in construction. Wood stoves from \$18 up. Coal and wood stoves, \$18 and upwards.

GEO. STEPHENS & CO.

TRY

C. A. Cooksley's in extreme low prices and excellent qualities in our Ready-to wear Hats.

C.A. Cooksley's, Next to Big Clock.

CALENDARS.

Place your order for calendars for 1904 with

The Planet.

For samples and prices call at this office.

CHATHAM TO SECURE CARSHOPS OR CASH BONUS OF \$16,000

Result of Deputation's Visit on Pere Marquette Officials—Satisfactory Report of Major Scholfield and Ex-Mayor Malcolmson Unanimously Accepted—General Manager Carpenter Met the Committee Most Fairly—Votes of Thanks to Deputation.

The following telegraphic despatch was filed at the C. P. R. offices shortly before eleven o'clock this morning:—

"M. J. Carpenter, Vice-Pres. & Gen. Man. P.M.R., Detroit. 'City Council unanimously accepts proposition.' W. E. McKEOUGH, Mayor."

This despatch chronicles the happy termination of years of litigation and difference between the city of Chatham and the railroad, and marks the dawn of a co-operation and mutual benefit.

By it the city receives some \$16,000.00 from the railroad company or the building of the car-shops in Chatham.

Some months ago The Planet first took up the matter of avoiding expensive litigation by the appointment of a strong and representative citizens' committee to personally wait upon General Manager Carpenter and in a friendly spirit present Chatham's claims to the car-shops or some adequate compensation.

The Planet's suggestion was taken up in a most energetic and business-like way by his worship, Mayor McKeough, who submitted it to the Council and urged action upon its lines.

As a result a strong committee was appointed, consisting of his worship the Mayor, ex-Mayor Hugh Malcolmson, Major G. P. Scholfield, President W. A. Hadley, of the Board of Trade, Ald. W. S. Marshall and Ald. W. T. Piggott.

These gentlemen visited Detroit yesterday and held an extended and friendly consultation with the officials of the railroad, as a result of which a special meeting of City Council was held this morning at ten o'clock.

There were present Mayor McKeough and Ald. McKeough, Marshall, Scholfield, Piggott, Monaster, Robinson, Edmondson and Martin.

The Mayor, in opening the meeting, said it had been called to consider and deal with the report of the committee. He asked Major Scholfield to submit this report.

Major Scholfield gave a most lucid and business-like history of the negotiations. He said the committee, after obtaining much valued information from preparatory consultation with City Solicitor Wilson, had visited Detroit and met General Manager Carpenter and the solicitor and general superintendent of the railroad. The citizens' committee had stated their position freely and openly. They were there in the endeavor to get rid of all of the differences and difficulties which existed between the two corporations. They felt their mission must be a definite one—that it was utterly useless to return to the Council and citizens suggesting further delay. It was a case for action and finality. The committee did not want money. Their desire was to secure the car-shops for Chatham.

Mr. Carpenter had met the committee most frankly and sincerely, Major Scholfield continued. He had pointed out that, although they had given it considerable thought, the proposal to establish their central car-shops in Chatham did not seem, at present, practicable, although he would not say that it was not possible to locate them here. But it did seem, to use his own expression, like a man going out of his home to get his meals.

Mr. Carpenter suggested the advisability of establishing divisional car-shops in Chatham, along the lines of the old Erie & Huron agreement, viz., one engine to eight miles.

Major Scholfield pointed out that mileage would scarcely be a proper or equitable basis. He felt that an arrangement governed by the ratio of tonnage and tonnage would be adequate, but that the principal consideration should be the general and central car-shops.

This matter Mr. Carpenter could not close without extensive estimates. Beyond it he had no suggestion to offer—neither had the committee. Accordingly, in the event of the car-shops not being secured, a monetary basis of consideration was discussed.

When the matter was being dealt with at Ottawa, Hon. Mr. Blair, then Minister of Railways, had mentioned, perhaps as a mere figure for estimate, the sum of \$15,000 relative to the consideration of the shop side of the question, apart from the station.

Mr. Carpenter had suggested a sum of \$5,000, while the ideas of the committee centered on \$20,000.

Mr. Carpenter said it seemed a little unreasonable to penalize the Pere Marquette for the default of the old Erie & Huron, and in that the committee partially concurred, stating their willingness to let the improved and bettered system and service stand as an offset against defaults in the past.

As there appeared some danger of a deadlock the committee decided to withdraw for an hour, in order to consider the possibility of justly reducing their claim to some extent, while it was hoped that Mr. Carpenter might substantially increase his offer.

At the expiration of that time the conference resumed and after some discussion the sum of \$16,000.00 was mutually decided upon to be paid in two years and bearing five per cent. per annum interest unless shops satisfactory to the city of Chatham were within that time established in Chatham.

Major Scholfield urged the acceptance of this agreement as in the city's best interest. He paid tribute to Mr. Carpenter's frank and sincere method of conducting the business of the conference and said that the railroad was not in any sense antagonized by its terms. The company did not feel that it was a "hold-up" the matter had been adjusted in an amicable and businesslike way.

In concluding Major Scholfield said that he believed that, by this agreement, the city was nearer securing the car-shops than ever before and added that, while he was the spokesman of the delegation in arriving at the agreement, every member of the committee heartily endorsed it.

He then read the following letter: Hon. W. E. McKeough, Mayor, Chatham, Ont.:

Dear Sir,—Referring to the conversation of your committee to-day, the Pere Marquette Railroad Company will accept your proposition for the payment of \$16,000.00 in lieu of all claims of every kind and nature in connection with the payment of a bonus by your city to the Erie & Huron Railway for the location of shops at Chatham; provided, that we may pay this sum on or before two years from date, with five per cent. interest per annum thereon, unless shops are erected, satisfactory to the people of Chatham, by this company, in the meantime.

This letter is contingent upon the acceptance of sums by the proper authorities of the city of Chatham.

Yours very truly, M. J. CARPENTER, Vice President and General Manager. Ex-Mayor Hugh Malcolmson, also a member of the committee, made a capital address. He complimented Major Scholfield on the terse, logical and businesslike manner in which he had presented the report of the committee. He had gone over the ground completely and Mr. Malcolmson believed the settlement arrived at one of the best the Council ever made.

He was vigorously opposed to needless litigation and the legacy of discord which it provoked, and it was exceedingly encouraging to see an amicable and profitable settlement arrived at.

Mr. Malcolmson endorsed what Major Scholfield had said concerning the fairness with which the Railroad met the committee. Mr. Carpenter was a strong man and a fair man and the committee were glad they had been able to retain his respect towards the city. Mr. Carpenter had talked frankly and pleasantly that he liked Chatham—there was an air of business about the place which he admired. And Mr. Malcolmson continued, it meant much to Chatham to maintain a friendly attitude towards the railroad—the market day rates alone proved that. As a ratepayer he earnestly advised the Council to accept the agreement and have it ratified.

Ald. Marshall then presented the following motion: Moved by Ald. Marshall, seconded by Ald. McKeough: "That while the city of Chatham would prefer to have the workshops in Chatham, yet as the committee, according to the report of Mr. G. P. Scholfield, were met in a spirit of goodwill and friendship by Mr. Carpenter, who finally made the offer contained in his letter of 28th October, 1903, on behalf of the Pere Marquette Railway Company, addressed to his worship W. E. McKeough, Mayor; this Council should in the same spirit of goodwill and friendship accept, and the Council does hereby accept, such offer; and that the solicitor be instructed to stay proceedings now pending before the Railway committee of the Privy Council."

In presenting the motion Ald. Marshall said he was exceedingly glad settlement had been arrived at and believed it would be a duty to the advantage of the city to accept it. Mr. Carpenter had met the committee in a most cordial and amicable manner and he had every hope that Chatham would receive at least the divisional car-shops and perhaps the regular workshops.

Ald. McKeough in seconding the motion said he felt sure the citizens would be well satisfied with the cash payment although they would prefer the car-shops. The cash remuneration was sufficient to induce an industry of the size of the car-shops to locate here anyway. He thought the gentlemen who had devoted their time and effort to this matter were deserving of the thanks of all ratepayers.

Ald. Edmondson offered his hearty congratulations to the committee for securing a settlement of a long and tedious controversy. He hoped yet to see the shops established in Chatham.

Ald. Martin made a spirited and capital address. He said he had been viewed as the heathen and the skeptic in this matter and accordingly it afforded him special satisfaction to congratulate Messrs. Malcolmson and Scholfield on the splendid result they had achieved. When The Planet first suggested the course he had put up an aggressive fight for an unpopular cause in the interests of the people and The Planet had criticized at times severely because he did not favor the project. Now he saw the results. The advantage of both stands. He thanked these gentlemen on behalf of his constituents for what they had done and congratulated them on having the good office of the city solicitor Mr. Wilson. Ald. Martin was heartily in favor of acceptance of the agreement.

Ald. Piggott also spoke vigorously in support of the agreement. As chairman of the industrial committee he has contributed largely to the result and expressed the hope that the shops for the entire system would yet be located here.

Ald. Scullard added that the people of Chatham would long be indebted to the gentlemen of this committee and paid tribute to the singularly lucid statements of Messrs. Scholfield and Malcolmson.

The motion was carried unanimously.

Mayor McKeough gracefully suggested that it would be an appropriate and proper action on the part of the Council to formally record their appreciation of the good offices of the citizens on this deputation.

The following motion was then unanimously passed: Moved by Ald. Piggott, seconded by Ald. Mounteer:

"That the thanks of this Council be tendered to Messrs. Hugh Malcolmson, G. P. Scholfield and W. A. Hadley for the very valuable assistance rendered by them in bringing to a satisfactory settlement the difference existing between the Pere Marquette Railway Company and the city of Chatham."

BRITAIN AND CANADA.

The Countries Must be Linked More Closely.

London, Oct. 29.—The Chief Secretary for Ireland, Mr. Wyndham, speaking at Dover, said that unless Britain was prepared to lose her prestige she could not afford to see Canada dominated by American capital. With fiscal reform, as proposed by Mr. Chamberlain, said Mr. Wyndham, Canada could become the granary of Great Britain. He strongly urged the linking of Canada directly with the mother country. This, he said, must be done, whether it be accomplished by Mr. Chamberlain's method or by some other.

FOR FISCAL REFORM.

Dublin Chamber of Commerce Favours It.

London, Oct. 29.—The Rt. Hon. Mr. Long, President of the Local Government Board, speaking last night at Trowbridge, said the change recommended by the Government in the fiscal policy must be made as the only means of a return to Imperial prosperity.

The Liverpool Steamship Owners' Association have passed a resolution in favor of the reconsideration of the law and conditions affecting the shipping and commerce of Great Britain. The council of the Dublin Chamber of Commerce has declared in favor of a rearrangement of the fiscal system.

The London Daily Mail says it will be in Britain, as in Australia, Canada, Germany and France, where protection has been carried by the votes of the workmen.

FIVE STRIKERS KILLED.

Situation at Bilbao, Spain, Has Become Dangerous.

Bilbao, Spain, Oct. 29.—As a result of the strike situation the foreign Consuls have demanded from the military authorities protection for the ships of their nationalities now in port. During the fighting in the streets five strikers were killed and a large number were wounded.

The troops are guarding the banks and public buildings, and are occupying strategic positions throughout the city in order to prevent the massing of strikers.

Happiness is hope, not experience.

Local Briefs

Algrettes, best of chocolates at McKay's. You want the best in kid gloves. Buy Perrin's at Thibodeau & Jacques, every pair guaranteed.

For sale, bowling alley, two beds, 60 feet long, all complete. Apply at Taylor's cigar store or Box 609. If Burney Weldon will present a couple of capital specialties at the Firemen's Benefit at the Grand this evening. Be there.

Perrin's washable kid gloves, new process of tanning, only to be had at Thibodeau & Jacques.

ATTENTION! McKay, confectionery, pays prompt attention to small orders for Oriental Sponges and French Bon-Bons for parties.

Tickets for the Sons of England concert are 25 cents each. Reserve seat plan opens at Brisco's on Friday, Oct. 30. Any seat in the house can be reserved for 10 cents extra. Grand Opera House, Monday, Nov. 2nd.

The cold weather will surely come. Don't wait until then to have your windows made snug and tight. Keep out the cold winds. Save your fuel. No house is complete without the Chamberlain Metal Weather Strip is attached to the windows. See window equipped at this office of T. J. O'Rourke.

MR. BORDEN'S PLANS.

Conservative Leader to Make Another Campaign Tour.

Montreal, Oct. 29.—The Conservative leader, Mr. R. L. Borden, said here to-night that after resting for a short time at Halifax he intended to spend a considerable part of the time until the end of the year in addressing public meetings in different parts of the Dominion. He did not say where he would begin.

TELEGRAPH BREVITIES.

Miss Alice Clark dropped dead while walking in Victoria Park, London.

West Assinibola Conservatives nominated Mr. C. M. Annable for the Commons.

Rev. A. J. Saunders of Listowel Baptist Church has resigned to accept a pastorate at Moose Jaw.

The cornerstone of a new Carnegie library at Brockville was laid by Mrs. Crawford Morgan.

Mr. Samuel Wallace, one of the oldest residents of Peel county, died at Brampton, aged 84 years.

City banks will finance the Temiskaming Railway for fifteen months, obviating the issue of bonds.

Would-be assassins stabbed the Governor-General of the Caucasus three times, but he was not seriously injured.

Toronto Orangemen have made arrangements for the maintenance of such members as may require to enter a city hospital.

To reduce expenses, the Erie Railroad Company has discharged 10 per cent. of the working force in its various shops on the system.

Forty-three collieries in the Pottsville, Pa., district, employing 30,000 hands, were closed for one week in order to curtail the production of coal.

There has been a considerable deficiency on the first year's operations of the Pacific cable. Canada's share of the shortage, amounting to over \$100,000, was paid a short time ago.

Harold Case of Barton township, near Hamilton, accosted two mysterious strangers last night, and was shot in the arm. It is thought these two may be the murderers of Police Constable Barron.

The Government have decided to offer the tariff preference of 33 1/3 per cent. now enjoyed by Great Britain to the colonies in the South Africa Customs Union, in return for tariff concessions by them to Canada.

THE NEW

DOROTHY DODDS ARE HERE

Are here in all their brightness.

Many new lasts and styles have been added to our stock.

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

Prices { \$3.75. \$4.00

Peace & Co.

SOLE AGENTS