

The Planet

S. STEPHENSON, Proprietor.

LET THE WORK GO ON.

The citizens must feel more or less disappointed at the views of some of the aldermen in reference to the question of necessary improvements, as expressed in The Planet yesterday.

Ald. McKeough suggests to look into the subject of pavements this year and do the work next. That was the song the last council warbled, and it is altogether too threadbare to last out another year.

Then, again, some other aldermen take the ground that the fate of these improvements, rests wholly with the property owners. This is partially true, but in reality the council has the say. If the property owners refuse to vote an issue of debentures spreading the cost over a period of thirty years, the council can still go on with the pavements and include the whole cost in the current year's taxes. However, with the feeling as it is at present, we have every confidence in the result of a freehold vote and can see no excuse for the new council trying to evade the matter, that is, supposing the new council does try to evade it, which is not probable. We believe the majority will try to keep faith with the people and carry out the promises held out last year from time to time.

THIS CITY LEADS THEM ALL.

Chatham has abolished the ward system.

It owns and operates its own waterworks system. It does the same with its electric street lighting plant.

It possesses the finest and most convenient of parks, several in number.

It also has miles of granolithic sidewalk.

The city owns several splendid iron bridges.

Almost every street has magnificent rows of full grown shade trees.

No other municipality in the Dominion of Canada combines all these advantages at the present time, though many are seeking them.

The people of London voted by a majority of 2,409 to abolish the ward system.

In St. Thomas ward abolition likewise carried by a large majority.

Ottawa voted to reduce the number of aldermen from 24 to 16.

In Ottawa, also, the ratepayers decided in favor of municipal control of the electric light franchises.

In Woodstock municipal control of electric lighting was approved by a vote of 457 to 105.

The town of Pembroke voted to purchase the local electric light plant.

Lindsay decided to acquire the local waterworks system, now under private control.

Hamilton voted to spend \$150,000 on improving its street pavements.

Now that Chatham is ahead in municipal progress, it should try and keep ahead. While other places are seeking what we already possess, let us perfect our street pavements and secure a creditable market structure.

A PRIZE SEED CONTEST.

In October last Prof. Robertson, commissioner of agriculture and dairying, Ottawa, personally offered \$100 in 24 prizes to boys and girls for 100 heads of wheat and oats bearing the largest number of seeds. The farmers' boys and girls took the matter up with interest. All the provinces were represented in the competition. British Columbia took first prize for both wheat and oats. The prizes went to the provinces in the following order: Ontario, 13; British Columbia, 3; Northwest Territories, 2; Manitoba, 2; New Brunswick, 2; Nova Scotia, 1; Quebec, 1. Many very superior samples of grain were submitted and some of the competitors showed skill and taste in arranging the heads daintily and packing them carefully. However, some lots arrived in poor coverings and a generally dilapidated condition.

Prof. Robertson says that a gen-

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PURE PORK SAUSAGE
FRANKFURT SAUSAGE
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LIVER SAUSAGE

The famous Race Bear will be on exhibition on Wednesday next.

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erous friend, who has the best interests of the farmers' girls and boys and of the agricultural community closely at heart, has made it possible for him to offer cash prizes to the amount of \$10,000 for a competition in the selection of seed grain in all the provinces during the next three years. Full particulars regarding this splendid encouragement to farmers' boys and girls will be published shortly.

The Toronto Star, Liberal says:—The appeal which was threatened against the finding of the judges in the West Huron election case has not been pressed, and the time for entering it is now past. It is said that Mr. Garrow may not run again, and Mr. Dan McGillicuddy's name is mentioned. Mr. McGillicuddy is in the city to-day, but states that he is of the belief that Mr. Garrow will run.

The suggestion made at the last meeting of the school board that that body should adopt a progressive policy for the year is a good one. Chatham's schools should not be allowed to lag behind in efficiency. Any proposal for the improvement of the schools will meet with popular favor, while moss-back obstruction will find few sympathisers. But whatever the board does it should first of all take energetic measures to stamp out truancy.

When the railway, electric street car and natural gas companies found they were going to be legally taxed by the municipalities wherein their plant lay, they went to their protectors, the Hardy-Ross government, and got them to enact that the plants of private corporations could only be taxed for their value as scrap, that is, they could only be assessed for what they would bring if sold for old metal. Now, supposing the people wanted to expropriate these concerns themselves, would the companies be willing to have them expropriated on the basis of their scrap value?

The Ottawa assessment commissioner has issued a statement showing the exemptions granted for the year 1900 of whatever nature within the city limits. The Dominion Government is exempt to the amount of \$10,625,125. The exemptions in all total up \$16,025,725. Ottawa is now receiving \$60,000 a year from the Dominion treasury, which compensates it for the exemption of national property, but what about other cities. While the taxpayers everywhere are groaning under their burdens Government property and the churches are paying nothing for the benefits and advantages they derive. Who can blame the electors of Toronto, London and other cities breaking loose and voting for anybody who promises to even partially overthrow the present order of things.

The editor of the Ottawa Citizen proceeded to practice what he preached. He tendered his services for South Africa and was accepted. In his farewell he says the fact that his services have been accepted is an evidence that the militia department is making an honest effort to keep politics out of this matter, for the Citizen has no favors coming to it from the present administration. Candor forces us to admit that apart from the desire to vindicate the high principle of the press, we wanted to go anyway. The Citizen company has generously granted leave of absence "for six months or for the war," and we're off.

You can't refuse when you get the card, and the widow gives the party.

HOW SPIES ARE EXECUTED IN SOUTH AFRICA.

London Daily Mail.

"You can hardly realize what an awful scene a battlefield is," writes a gunner in the Royal Field Artillery from Orange River. "The most painful thing to see was a Dutch spy, who was caught trying to poison some horses, and he was tried and sentenced to be shot. The fellow was marched to his own grave. He was stood over it, and then there were twelve soldiers marched out, who had to pick up rifles out of a group of twelve. There were six of these loaded and six unloaded, so none of the men knew who shot him. The poor chap never said a word. It was all over in a few minutes."

TO CURE A COLD IN ONE DAY

Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. 25c. E. W. Grove's signature in each box.

CHILDREN'S RAILROADS.

A Great Many of These in existence at the Present Time.

Every boy and girl has seen the great steam engines that carry hundreds of passengers in the great, comfortable coach-a behind them, and go thundering along the iron rails, whistling a shrill warning to all to keep out of the way.

But how many of you ever saw a little railroad built especially for children, with the cunningest little engine you ever saw, pulling the tiny cars behind it? And yet there are quite a number of such railroads.

You might call them toy trains, and yet they are big and strong enough to carry fourteen or sixteen passengers, not dolls, either, but boys and girls.

They are certainly delightful toys. A gentleman in Ireland once made one of these fine toys for his children. With the exception of the engine, he made the whole train himself at odd moments he had to spare, and he even put the engine together at home. He prepared the way, laid the rails, made the cross-ties, the turntable, and signal-box, built the sheds, and did every thing else that had to be done.

It took, in all, over three tons of rails to lay the track: each rail being about fourteen feet long.

Almost all of the cars are open, and can hold four or five passengers apiece. So with three cars, each having five passengers, and two on the engine, there are seventeen in all. It may be a little crowded but it is fun anyway, and perhaps more fun than if there were more room.

Like all trains, this train has first, second, and third-class coaches, and to make even more fun, each passenger must have a ticket if he wishes to travel.

A ticket may be bought from Belmore, one of the stations, to Lime-tree; then if it is only good to Lime-tree, you must get out or else get another ticket to take you further. Or, if you want to go from the Lime-tree back to Belmore, you must have a fresh ticket.

How fast can this toy train go? Ordinarily, with a fairly heavy load, the speed is about six miles an hour, say about as fast as a horse trots. But when the engine has no coaches to pull, it can go much faster. You may sit by the engine-driver on his little seat, and whizz through the air at a rate of ten miles an hour. Not that you could go ten miles—the road is not long enough for that. Altogether it is about a quarter of a mile long—long enough to give the young passengers a delightful ride.

The engine is worked by levers which the young driver or engineer works wack and forth.

Naturally, you would not expect a toy train to carry grown-up passengers, but this one does. Not, of course, so many as if it were children; but it can take up comfortably; seven without much difficulty, and eight at a pinch!

The engine-driver has a seat to himself, but he can make room for one beside him if the train is crowded.

Next to the engine is an open car—a second-class coach; next behind it, the first-class—a closed car with windows; and last of all, the third-class coach.

In Central Park, New York City, a railroad similar to this one was built just this past summer. For five cents you can have a pleasant ride between the green trees with the soft carpet of grass on either side of you.

"Oliver Optic's" School.

When "Oliver Optic" was a school-master, away back in the '50's, in Boston—oh yes, he was a schoolmaster, and a good one—he was known by his real name, William Taylor Adams. It was at this time that P. J. Healy, now a prominent Chicago business man, made his acquaintance. Mr. Healy did not at first have the regard for Oliver Optic which I am sure you would have felt could you have known him. But you see, Mr. Healy was a mischievous boy then, and Mr. Adams was only "the teacher."

However, Mr. Healy still relates some amusing incidents of those school days, which may serve to acquaint you better with the personality of the rare story teller who has entertained so many thousands of boys and girls.

On one occasion young Healy arrived at school very early and placed some pieces of candy in the desks of several little girls who most suited his juvenile fancy. This proceeding was strictly against the rules. After school had been in progress some time a girl raised her hand and said: "Please, teacher, Master Healy has been putting candy in the girls' desks."

Mr. Adams replied instantly: "Did he give you any?"

"No, sir."

"Then sit down."

On another morning young Healy and two other boys had given such brilliant recitation that Mr. Adams granted them the very unusual privilege of going home at 11 o'clock for the day. So delighted were the boys that they rushed pell mell down the wide stairway leading from the upper floor, making, of course, nearly as much noise as a small earthquake. Just as they reached the bottom they ran straight into the arms of the headmaster, a crusty old fellow named Kimball. The other two boys named Adams and Brown, but the master grabbed young Healy by the hair, and without a word began to drag him back to the room from which he had departed in such triumph but a moment before. Arriving there, he was thrust into a corner by the terrible Kimball, who forthwith entered a complaint of riotous conduct with Mr. Adams. Then he departed leaving the culprit to be sternly dealt with. Oliver Optic had heard the headmaster's denunciation in silence, and he now asked young Healy for his version.

"Why, we were so glad to be let off early that we just ran down stairs as fast as we could."

"Well," said Oliver Optic, trying hard to look stern, "do you know what I think you had better do?"

"No, sir."

"Go right on," he pointed to the door.

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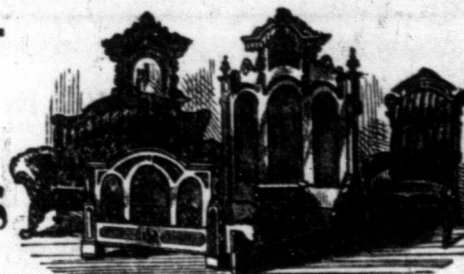
Traveller, $\frac{1}{2}$ lb. tins - - - 75c.

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something that will be of practical utility to the recipient, handsome in design and of the sort that will be sure of genuine appreciation. We have especially for this season's trade, an excellent variety of Leather Upholstered Easy Chairs, Couches and Rockers, deep-seated and comfortable, trimmed in the latest style, with the best of springs and material used in their construction. Our show rooms are filled with the things that have that little touch of originality about them, so much to be desired in choosing a New Year's gift. Purchases made now can be set aside and delivered at any time when ordered.

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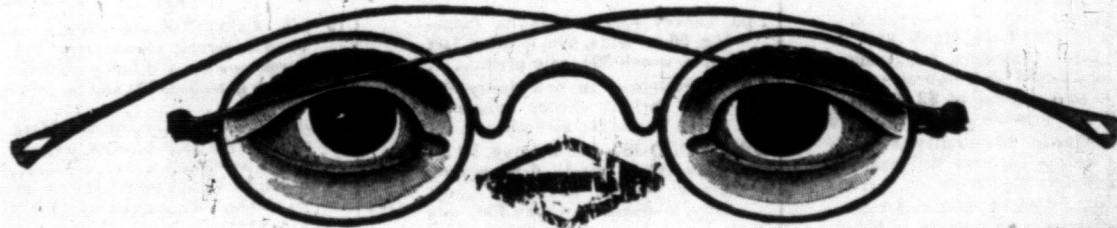
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Sold by J. W. McLaren.

VISION AND WORK.

Not always on the mount may we Rapt in the holy vision be: The shores of thought and feeling know

The spirit's tidal ebb and flow.

Yet hath one such exalted hour Upon the soul's redeeming power, And in its strength through after days We travel our appointed ways;

Till all the lowly vale grows bright, Transfigured in remembered light, And in untiring souls we bear The freshness of the upper air.

The mount for visions; but below The paths of daily duty go, And nobler life therein shall own The pattern on the mountain shown.

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WILBER J. HUFFMAN, Collector.