

# The Chatham Daily Planet.

VOL. XII

CHATHAM ONT., THURSDAY, AUGUST 20, 1903

NO. 200

## REMNANT SALE FRIDAY AND SATURDAY.

Remnants of Black Dress Goods,  
Remnants of Colored Dress Goods,  
Remnants of Prints and Gingham,  
Remnants of Shirtings and Shakers,  
Remnants of Cottons and Sheetings

All go on sale Friday and Saturday at prices to clear the lot in two days. These remnants represent the choicest and best selling goods we have had this season, and are in useful lengths for Waists, Skirts and Children's Dresses. You will be wise to look through them.

### Alteration Sale of Ladies' Underwear.

Ladies' fine linen vests in pure white, no sleeves, open front, reg. price 40c each, sale price 25c.  
Ladies' black cotton vests, fast color, sleeves, reg. 25c, sale price 16c.  
Ladies' fine cream cotton vests, elastic finish, short sleeves, reg. price 12 1/2c, sale price 6c.

### Alteration Sale of Corsets

Only reliable makes find room in our stock, and only good styles. But these are sometimes styles which we are discontinuing, and these we are clearing at these prices:—

\$1.00 corsets in black, white and drab, in sizes 18, 20, 22, 24 and 26, on sale at 50c.

\$1.25 corsets in white and drab, in sizes 18, 20, 22, 24 and 26, on sale at 60c.

### Lace Sale.

20 pieces of Cotton Torchon Laces, blue and white mixed, reg. price 2 a yard, on sale at per doz. 36.

### Men's Work Shirts.

Men's work shirts, made of fine stripe Oxford shirting in good medium colors, all sizes, reg. value 65c each, on sale for 50c.

### Sale of Muslins.

A clearance of our muslin stock will take place Friday and Saturday when we offer for your choosing an immense selection of muslins at about half-price.

10 pcs. fine American Muslins, in very neat designs and colorings, reg. price 10c a yd, for 6c.

25 pcs. fine American and Scotch dimities, lawns, muslins and batistes, reg. price 12 1/2c and 15c a yd, on sale for 7 1/2c.

25 pcs. fine Scotch and French Organdies Muslins in exquisite designs and colorings, the choicest patterns of the season, regular price 25c a yard, on sale for 14c.

A chance to BUY A DRESS for next Summer, or to buy muslins for winter comforters.

## Thos. Stone & Son.

### Cedar Posts.

10000 Cedar Posts per Sch. Rathadin, arrived last week.

**BUILDERS' HARDWARE** in large and small quantities. Lumber, lath, shingles, etc., always on hand at lowest prices. We are agents for the celebrated Chillsack B. C. Shingles, and sell them wholesale and retail. Painting, paperhanging and decorating done on short notice.

**BLONDE Lumber and Manuf. Co.**  
Builders and Contractors,  
Phone 52.

## Lime, Cement AND Cut Stone.

We keep the best in stock at right prices.

**JOHN H. OLDERSHAW,**  
Thames Street,  
Opposite Police Station...

## THE GIBSON PICTURES

AT THE  
**GIBSON STUDIO.**  
Cor. King and Fifth Sts  
CHATHAM.

## The Chatham Loan and Savings' Co.

CAPITAL, \$1,000,000.  
INCORPORATED A. D. 1881.

### Money to Lend on Mortgages.

Apply personally and secure best rates and low expenses. Deposits of \$1 and up wards received and interest allowed. Debentures issued for three, four or five years with interest. Coupons payable half-yearly. Executors and Trustees authorized by Act of Parliament to invest Trust Funds in the Debentures of this Company.  
**S. F. GARDNER,**  
Manager.

**E. E. Parrott.** **Benj. Rothwell.**

### PARROTT & ROTHWELL.

If you want to buy or sell real estate, or to get a loan, or to insure your life or your property, or to have your accounts written up, or to have collections made, just interview

**PARROTT & ROTHWELL**  
Office King Street, Opp. Market  
Chatham.

## EYE SIGHT IS PRICELESS.

Don't neglect any little trouble with your eyes—it may be a great big trouble before long. Our examination by a skilled Optician is both FREE and FAIR—if there is nothing wrong we'll tell you. All kinds of Optical Goods on hand.

**A. A. JORDAN**  
SIGN OF BIG CLOCK,  
CHATHAM.

### DIVERGENT VIEWS.

#### MANY OPINIONS EXPRESSED AT MONTREAL CONGRESS.

Party Feeling Runs High Among Delegates and Some Warm Speeches Are Being Made.

Montreal, Aug. 20.—The gauntlet has been thrown down by the Manchester School, and the commercial delegates are fighting on the old lines of protection and free trade. The effort of the committee to come to a common understanding and present a united front on the trade question has failed, and expressions of opinion of the utmost divergence are being given. It was thought on Tuesday that the rather cold resolution then presented favoring "a policy of mutual benefit" would meet with almost unanimous approval, and that at least no serious opposition would be offered. Yesterday, however, Sir William Holland, M.P., delegate from Manchester and London, representing the former chamber in the connection, particularly, proposed an amendment to the last clause of the first paragraph of Mr. Cockshutt's resolution, varying it from "due consideration being given to the fiscal needs of the component parts of the empire" in the original resolution to "due consideration being given to the fiscal and industrial needs of the component parts of the empire, with the view of avoiding injury to any."

A futile attempt was made to reconcile the views of the two sides on the new amendment by committee meetings, so it was decided to go on and fight it out. The Canadian delegates are still hopeful, of carrying the original paragraph, as the Canadian boards are all pledged to it, likewise the London board, which also promised to swing the support of several other chambers from over the sea. The debate was continued throughout the afternoon with great vigor, and was marked by a number of excellent speeches, which at times raised delegates to a high pitch of enthusiasm. Sir Wm. Holland, as the champion of the free traders, is a clear speaker of polished diction. He claimed for every part of the empire the right to adjust its tariff to its own needs. His argument against a preferential tariff was that it would make England's food dearer—an insurmountable barrier. Being a manufacturing country, they must receive enormous quantities of raw materials from other countries. Mr. H. M. Belcher of Winnipeg in a strong speech resented the idea that Canada wanted to bargain. Mr. P. W. Ellis of Toronto, whose speech was one of the features of the day, announced the manufacturers' opposition to any further tariff reduction, said the preference had increased over British imports and declared amid great cheers "if the manufacturers are to be hurt we would rather be hurt by British manufacturers than by foreign manufacturers." Mr. C. H. Lugin of Victoria, B. C., struck a discordant note among the Canadian delegates by denying that the empire could be cemented by tariffs. Mr. G. H. Hogg of North Shields was another champion of the free traders who roused enthusiasm by declaring against any proposal which would prevent the mother country buying in the cheapest markets. Mr. O. E. Bodington of the British Chamber of Commerce, Paris, France, demanded a strong resolution backing up Mr. Chamberlain's to the fullest extent, while Mr. F. J. Usher of Dublin suggested a definite amendment favoring a preferential tariff. Many other speakers were heard on both sides, and still a long list remains, so that the other resolutions not dealt with will likely receive scant attention. The convention resumes at 9.30 a.m. tomorrow to give all the time possible to the matter. The delegates have reached a high pitch of enthusiasm on the subject. Party feeling runs high, and one or two low hisses were heard at the mention of Mr. Chamberlain's name.

### SILVER SPRAY INCIDENT.

Official Story Told By The Petrel's Captain.

Ottawa, Aug. 20.—The firing on the Erie tug Silver Spray for poaching in Canadian waters on Lake Erie turns out to have been a greatly exaggerated incident. Captain Dunn's log has been received by the Minister of Marine, and in it the matter is treated as an ordinary occurrence of no great importance. The Petrel sighted the Silver Spray and gave chase. The Silver Spray turned and made straight for the Government cutter. When the former was almost up, the latter signalled for her to stop, but the tug rushed by at full speed. Captain Dunn fired a rifle across the Silver Spray's bow, but it failed to bring her to. Thereupon, to quote from the log itself:—"I then fired direct at her with several rifles, but the tug kept on, and as she was as fast as the Petrel, there was nothing to do but lay to until she was out of sight, when we put in for Port Stanley." This exhausts the details in the log. The department have asked for more information, and Captain Dunn will make an extended report.

A strike of musicians and stage hands in the Canadian and American theatres in which the Havlin-Stairs-Small syndicate is interested is threatened.

In the Railway Committee of the House of Commons the Toronto & Hamilton Railway bill was amended in accordance with the views advanced by the municipalities opposed to it.

### MIDLAND KING LAUNCHED.

A Fine New Steel Steamer For the Upper Lake Trade.

Collingwood, Aug. 20.—The launch of the big steel steamer, the Midland King, built by the Collingwood Steel Shipbuilding Company for the Midland Navigation Company, was successfully accomplished yesterday afternoon in the presence of several thousand spectators. The Midland King is a sister ship to the Midland Queen, recently launched, and is a 200,000-bushel grain-carrier, to be placed in the grain-carrying trade on the upper lakes.

The launch was beautifully done, the great steamer sliding off the ways into the drydock almost the instant the signal "Let her go" was given. Mrs. Featherstonhaugh, wife of Captain Featherstonhaugh, christened the steamer as she went into the water. Among those who witnessed the launch were Mr. James Playfair, Vice-President of the Midland Navigation Company, and Mrs. Playfair; John Bertram, W. B. McMurrich, Thomas Long, J. J. Long, Charles Cameron, Mr. White, a director, and Mr. Denton, Secretary of the Midland Navigation Company.

### IRON & STEEL COMPANY.

The Position of President is Still Vacant.

Montreal, Aug. 20.—The meeting of the directors of the Dominion Iron & Steel Company has been again adjourned, this time without any date for the next meeting being set. No definite arrangement was arrived at. The committees stand as heretofore. The position of President, caused by Mr. Ross' resignation on Tuesday, is still vacant. Mr. Ross made the following statement yesterday: "There is not the slightest reason why my resignation from the Presidency of the Dominion Iron & Steel Company should be construed as meaning that I have lost faith in the success of the enterprise. As proof of this I might mention that I still own one of the largest holdings of the bonds and stock of the Steel Company, was one of the largest subscribers to the new issue of bonds, and would willingly subscribe to double the amount if the other interests of the company would also agree."

### FARMERS USED DYNAMITE.

Blew Up a Dam Belonging to Gananoque Water Power Company.

Kingston, Aug. 20.—For some years there has been trouble along the Rideau and Gananoque Rivers owing to the fact that a dam at Marble Rock results in the flooding of farm lands. Several law suits have been entered against the Gananoque Water Power Company for damages, but none have ever been concluded. Believed by the judges, they would not have taken the matter into their own hands by blowing up the dam with dynamite, and ascertaining who the guilty parties are.

### FLORAL DAY A SUCCESS.

The Hamilton Carnival Continues to Draw Crowds.

Hamilton, Aug. 20.—The summer carnival is now at its best. Every event down on the programme has been a success, and the promoters of the four days' enjoyment have every reason to be proud of the results of their efforts. Last night there were over 3,700 names of visitors on the committee's register, which is an unusually good showing, as it is fair to assume that thousands have not called at headquarters. All the visitors agree with the citizens that the summer carnival and the Old Boys' reunion is the best function that they have ever attended. The programme has been varied so as to meet as much as possible the wishes of every citizen and visitor, who are more than pleased with the old home. Everybody seems to make the success of the carnival a personal affair. No limit has been put upon the deluge of the people. At night bands parade, and the visitors do just what suits them best. Sometimes the fun gets too hilarious, but it is all to the success of the event. There were a few showers yesterday, but only enough rain to lay the dust. To-day is the last day, and a big time is promised. The committee say it will be the biggest day of all. There will be a trades and labor parade, with decorated floats. Each manufacturer is preparing something fine. The work horse parade is another feature peculiar to Hamilton. For the rest of the city will be in the hands of the visiting regiments from St. Catharines, Buffalo, Brantford and Toronto. The regiments will gather at the Gore at 1 o'clock and march to the Jockey Club grounds, when a review will take place at 2.30.

### TELEGRAPHIC BREVITIES.

A German officer was probably fatally wounded in a duel.

There have been more discoveries of lignite in northern Ontario.

Toronto charities may benefit by the will of a wealthy New York citizen.

Major Thomas Charles Watson, a resident of Ottawa, died suddenly.

The revenue of Hull, Que., will not meet expenditures, and the deficit now aggregates \$156,694.

Missouri State Senator W. P. Sullivan is on trial, charged with soliciting a \$4,000 bribe from baking powder interests.

The steamer Manchester Trader, which went aground off Anticosti Island, has been floated, and will proceed to Quebec for repairs.

The British Ambassador explained away to the Porte Mr. Baltour's speech about the responsibility of the Bulgarians for the present troubles.

### LOOKING FOR A FIGHT.

#### SENATOR M'MULLEN'S OPINION OF UNITED STATES.

They Think They Could Beat Great Britain Any "Time" — Canada Should Be Ready.

Ottawa, Aug. 20.—The bill for the incorporation of the Grand Trunk Pacific Railway passed its second reading in the Senate yesterday. Senator McMillen took advantage of the opportunity to point out the necessity of such a transcontinental line from a strategic point of view. He believed the construction of a line from Winnipeg to Fort Simpson was an absolute necessity. Supposing there was a conflict with the United States? He prayed there might not be, but still it was possible. He reminded the House of the difficulty experienced in getting troops up the country at the time of the Red River difficulty. They had the Soo Canal, which might be destroyed. They had the Lake Superior for 150 miles, and was most open to attack. The treaty with the United States provided that no gunboats or war vessels shall be kept on the great lakes, except one on Lake Erie and two each on Lakes Huron and Ontario. The United States had applied for a revision of that treaty to allow the building of vessels of war on the great lakes. United States men-of-war might come up the canals, causing destruction. They knew this danger, and must provide against it. If the C.P.R., on the north shore of Lake Superior, were destroyed, Canada's communication between the east and the northwest would be cut off. Canada must feel that she was getting out of her teens and provide for the defence of her own interests. In view of this consideration he said the road could not be built a moment too soon, and so he would support the motion.

The United States was anxious for a fight with a European country. The Spanish-American war had whetted their appetite, and he believed the United States thought they could beat Great Britain at any time. If so Canada would be the field. He believed this was in Sir Wilfrid Laurier's mind when he said this was the time to act. He dwelt on the great expenditure being made by the United States on the navy. Under the circumstances Canada was perfectly justified in looking into the future and providing against contingencies. He thought the increase of population in the northwest and the desire to keep the trade routes open would justify the construction of the line. At the same time he believed the bulk of the grain would be brought out by the canals. He had read the address of Mr. Borden on this measure in the other House, and he did not think his suggestions would do. They would not provide for independence. He advocated the construction of the line as a military necessity, but regretted that the eastern section had been tacked on. However, he would take that rather than the rest. They were justified in seriously considering their duty as a nation and taking steps to guard their homes and their country in case of an invasion.

Sir Mackenzie Bowell, in seconding the motion, said he wished to understand that in doing so he did not pledge himself to all the provisions of the bill. Mr. McMillen had discussed the Government bill. He complimented Mr. McMillen on having made a speech worthy of a blue-blooded ultra loyalist Tory.

### NORTHWEST HARVEST.

Conditions on the Whole Are Most Favorable.

Winnipeg, Aug. 20.—The weather is now most favorable for harvesting operations, which are gradually extending from the southern part of the Province to the west and north. An Edmonton despatch received to-day says the weather of the last few weeks has been conducive to luxurious growth. Grain is of an excellent sample and heads are well filled out. In some localities grain is much further advanced than in others, but in every district prospects could not be better. From the experience of former years a warm fall is being looked forward to. The recent cool weather is expected to have the effect of warding off possible hailstorms, and with a continuance of the present bright weather for two or three weeks the great proportion of grain in the district will be ready for the binder. Barley especially promises to be an exceptionally fine crop this year, and the acreage under barley is greatly in excess of what it was last year. Wheat is an excellent crop, and oats will yield prodigiously. There will be no shortage in the Edmonton district crop this year if the weather holds out, as in all probability it will. Barley and flax will also yield big crops. The average yield of wheat expected in Manitoba is eighteen to twenty bushels to the acre, and in the Territories it is about twenty bushels.

### To Sell Yorkshire Swine.

Guelph, Aug. 19.—(Special.)—The second annual combination sale of large Yorkshire swine takes place to-morrow at the Winter Fair building. The stock is all now located in the pens, and are splendid representatives of this noted breed. There are 106 entries.

At the convention of the Metal Polishers and Allied Trades in Cleveland President E. J. Lynch of New York insisted on a nine-hour day throughout the United States and Canada.

### NO CARS FOR THEM.

Harvest Hands Have Hard Time at Union Station.

Toronto, Aug. 20.—The worst passenger blockade in the history of the Union Station occurred yesterday, when hundreds of excursionists destined for the northwest found themselves stranded in Toronto, without a train available to carry them out of the city. Extraordinary efforts during the summer has been tiling upon the resources of both railroads, and when the last train of harvest hands left the Union Station yesterday the last Canadian Pacific excursion car within reaching distance of Toronto had been used. The problem which faced the station officials yesterday was to find accommodation for the thousands of odd settlers who were expected on the early trains, and the coming through long left little time for solution.

The cheap rate advertised by the Canadian Pacific Railway attracted all of the available harvest hands, the territory designated for yesterday's excursion, and hundreds of others who were anxious to take advantage of the low rate of \$10 to Winnipeg. The first to arrive came into the Union Station from the Niagara Peninsula about 9 o'clock, and during the forenoon the crowd grew steadily until by 2 o'clock there were estimated to be twelve hundred people on the station platform. At that hour the Canadian Pacific officials picked up the cars in the yards, and sent out special train loaded with the women and children of the party, who were travelling without male escorts. Thousands remaining at about the platform, on their trunks, munching the lunches which they had prepared for use during the long trip to Winnipeg. In the absence of any other sitting places, rows of young men sat the rails of the tracks running into the station, and were the object of considerable anxiety on the part of the station constables.

By 4 o'clock the situation became acute. Most of the harvest hands had been in the station since, and the officials of both railroads in despair. Representatives of the passenger department of the C. P. said that it was the business of the Grand Trunk Railway to provide transportation from Toronto to North Bay and that if the excursionists were stranded on the C. P. R. main line they would be handled easily. The Grand Trunk Railway officials contented themselves by saying that it was C. P. R. excursion, and that the company should look after its own both sets of officials, however, saw the entire Toronto territory by a few cars, and succeeded by taking odd-class cars from almost every mining train in making up three additional specials.

At night an agreement was reached whereby all of the C. P. R. second-class cars in the yard were used by the other company agreeing to say by the morning sufficient coaches equip the early Canadian Pacific train. The last special left the station before 11 o'clock, and some of passengers had been on the platform twelve hours.

It is estimated that there were sixteen hundred people in yesterday's crowd. On the previous day railroads handled fifteen hundred, and on Monday seventeen hundred, during the three days last year the roads of harvest excursionists leaving Toronto were 3,525, 4,470, 330, or a total of 7,688.

### Mr. A. K. Schofield Dies.

Port Colborne, Aug. 19.—A. K. Schofield died at his residence here last night after a long illness. Mr. Schofield was born in Stamford, Ont., in June, 1824, and served as a Colonel in the Welland Canfield Battery during the Fenian war. In 1870 he was appointed Clerk of the Sixth Division Court of England county. Deceased leaves three daughters, Mrs. W. C. Hellwell, Oak River, Manitoba; Mrs. R. MacDonald of Carleton, and Miss L. Schofield at home.

## 20 Per Cent DISCOUNT

If you contemplate travelling and need a good serviceable trunk. Take advantage of our 20 per cent. discount sale.

All trunks now in stock are offered at a big cut price to clear them out as we do not intend to handle any more after these we have are sold.

**PEACE & CO.**