

THE HERALD

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 Editor & Proprietor.

Please send in your subscriptions.

We are now drawing close to the end of the year, and a very large number of our subscribers have not remitted their subscriptions. Some have sent nothing for several years, although frequently reminded of their obligations in this respect. This is becoming rather monotonous and embarrassing, and we do not purpose continuing such a course much longer. Paying a high rate for money to carry on your business and distributing the product of your investment to those who never seem to think they should pay, is neither agreeable nor profitable. We have to be obliged to have recourse to harsh means to collect these outstanding bills; but if such a thing happens the delinquents will have themselves to blame.

Hon. Mr. Fielding, Minister of Finance, delivered his budget speech in the House of Commons on Thursday last, and introduced the revised tariff. The revenue for the nine months ending on the 31st of March next, he estimated at \$85,000,000, and the expenditure on both consolidated fund and capital account will amount to \$84,500,000. The estimates of expenditure on ordinary account alone for the year ending 31st March, 1907, is placed at nearly \$86,000,000. Mr. Foster followed Mr. Fielding and criticised the speech of the Finance Minister and the tariff, and the general course of the Government in relation to tariff and expenditure. He showed up in trenchant terms the illogical and untenable position of the Government in their present conduct as contrasted with their declarations before assuming power. He described the new tariff as "a kind of scrappy, choppy concern." As all the items of the tariff had not been mentioned by the Finance Minister, exhaustive criticism could not be made until the committee stage will be reached. The new tariff does not seem to make any very great changes. A little is taken from one item and placed on another. After some other speakers had addressed the House Mr. Cockshutt closed for the Opposition Friday afternoon, and the Government did not continue the discussion. Thus the debate came to a sudden termination, and now the Government have no work ready for the members. What is the use of calling the House early if the work of the session is not prepared?

At a very large representative and enthusiastic convention of Conservatives of the first district of Queen's County, held at Bradalbane on Saturday last, Mr. Murdoch Kennedy, of Bradalbane, was unanimously chosen to contest the district in the by-election to be held therein on Wednesday the 19th inst. The vacancy has been caused by the death of Hon. George Simpson, and the Government nominee is Mr. John S. Cousins. Mr. Kennedy is a young energetic business man, a son of Mr. Samuel Kennedy, of Bradalbane, and is well known and well thought of in the community in which he lives. He conducts a very large and very successful mercantile business, and is extremely popular with all his acquaintances. At the convention rousing speeches were made by Mr. John A. Mathieson, Leader of the Opposition, Hon. William Campbell, Mr. Kennedy, Mr. Michael Ready and others, and the utmost enthusiasm prevailed. All expressed a determination to redeem the district by the election of Mr. Kennedy, thus entering a solemn protest against the recklessness and mismanagement of the present Provincial Government. In his able speech, the Leader of the Opposition reviewed at some length the arrangements arrived at by the recent conference of Provincial Premiers, and showed how unfavorable this arrangement would prove to this Province in comparison with other Provinces, particularly the west. The representatives of this Province should not allow this arrangement to go into effect without placing on record their fixed determination to obtain, if possible, better terms. A series of meetings have been arranged for, and the prospects of winning the district are excellent.

On the 27th ult. Mr. Martin, M. P. for Queen's, asked the following questions in the House of Commons: 1. Does the Government propose to dredge Finette harbor, in Prince Edward Island, as prayed for in a Petition presented here last session? 2. Has the Government Engineer's report been received? If so, what is the nature of it? 3. Has the work been recommended by that report? 4. Has the Government taken any steps to provide life saving stations along the coast of Prince Edward Island, in order to prevent a recurrence of the losses of life and property such as happened during the recent severe storms on the eastern coast of Canada? 5. If so, where does the Government propose to place them, and how many?

A great deal is being said about the coal famine in the Canadian West. Indeed Halifax papers contain much about this far-away shortage of coal; but in none of them have we noticed a word about the comparative coal famine in the city of Halifax. We have in this Province a large number of coal mines, and the coal from no two of them is just alike. This variety in the character of our soft coals would be of the greatest advantage and satisfaction to our people, were they not deprived of all such benefits by the extraordinary conduct of the mines or the dealers. Every citizen has preferences as to soft coals, only certain kinds will suit his equipment or purposes; but it is safe to say that up to the present time this season not more than half the citizens of Halifax have been able to secure the kind of soft coal they desire for their winter supply. People go to their regular dealers and ask for the coal they prefer, only to be told that there is none of that kind in stock, and they have to be put off with something that does not suit them and they do not like. You may call on the largest dealers in the city, firms that advertise upwards of half a dozen kinds of soft coal, and the chances are that you will find only two kinds in stock, neither of which will suit you. Enquiry as to the cause of this state of affairs will elicit the information that the mines (whose coal you want) are so busy supplying some foreign market that they have no time to supply the home market, and Halifax especially must wait until Montreal and other foreign places are supplied. We have often before asked what benefit do the people of Nova Scotia derive from having coal deposits in their Province. Manifestly they derive no benefit. If a Halifaxian should move to Montreal or some other foreign port, he might be able to get the Nova Scotian coal he wanted and when he wanted it; but so long as he lives in Halifax he must wait till every other place is served, and must pay high prices for coal that does not suit him. Such a condition of affairs is a great public evil, and should be remedied. The public should demand a remedy and a speedy one. It is the people who own the coal deposits. The "operators" are but leasees, and they should be compelled to supply the home market in due season, or their leases should be subject to forfeiture. The coal deposits should be utilized for the benefit of the people of Nova Scotia, not for the pleasure and profit of a few corporations or the benefit of foreign markets. The citizens of Halifax are a long suffering people in more ways than one. Some folks are talking about the Mayor and Aldermen being asleep; but what about the citizens?—Halifax Herald.

The Montreal Gazette, referring to the Intercolonial's carriage of the mails ex Empress of Ireland, from Halifax to Montreal, says: "An average of 42 miles an hour for a distance under 1,000 miles can hardly be accepted as a high class performance these days." Well, perhaps not; but the I. C. R. officials are reported as saying that they can do the work in 16 hours, that is at the rate of 52 miles an hour. The latest achievement was so good as scarcely to deserve disparagement; but the promised speed, if attained and maintained, would be worthy of much credit.

The annual St. Andrew's Dinner on Thursday evening last, brought together a large audience at the Queen Hotel. The menu was all that could be desired and the haggis was introduced with regulation honors. The post prandial exercises were also of a high order. Excellent speeches were made by His Honor, the Lieutenant Governor, Judge McDonald, J. A. Mathieson, E. C. Leader of the Opposition, His Worship Mayor Paton, Stipendiary Magistrate McDonald, W. A. Scott, representative of the press and others. It was about 2 o'clock Friday morning when "Auld Lang Syne" was sung and the meeting broke up.

Railway President Killed On His Own Road.

Richmond, Ind., November 29.—In a rear-end collision, which occurred on Southern railway 35 miles from Chatham, this morning, President Samuel Spencer, of the road, was injured. South-bound vestibuled train No. 37 ran into the passenger train No. 33. At last accounts the wreck was burning. A later report says that President Spencer was killed. His car was at the rear end of the train and he received injuries which shortly afterwards proved fatal. A number also received injuries of a more or less serious nature. The wreck occurred about twenty miles south of Lynchburg.

NEW YORK, November 29.—Samuel Spencer, president of the Southern Railway Company, who was killed in a wreck on the Southern railroad today, was one of the prominent railroad men of the United States and for nearly twenty years had been at the head of one or more great railway enterprises. At the time of his death, in addition to the Southern, he was president and a director in the Alabama and Southern Railway Company, the Cincinnati, New Orleans and Texas Railway Company, the Georgia Southern and Florida Railway Company, and the Mobile and Ohio Railway Company. He was a director also of the Central railway of Georgia, the Chicago Milwaukee and St. Paul Railway Company, and other corporations.

Grand Trunk Railway at Jamestown Exposition.

All the arrangements for the Grand Trunk Railway System Exhibit at the Jamestown Exposition, Norfolk, Virginia, have been completed, and the Company have decided to erect a handsome building for the purpose. The building will be in the form of a cottage of unique architecture and one that will not fail to attract the attention of the visitors.

It will combine in its entirety an effect colonial with a wine verandah surrounding front half of the structure. It will be situated on a plot 50x100 feet in one of the best locations on the grounds, within a stone's throw of the Manufacturers and Liberal Arts Building and a short distance from the "War Path"—that portion of the grounds set apart for the lighter attractions and which will be on a similar line to the "Midway" of the Chicago World's Fair and "The Pike" at the St. Louis World's Fair. The interior will be of Elizabethan design and finished in dark colors—a series of large photographic views being inserted in the panels that will form the inner sheathing of the walls. A decorative frieze in colors and executed in oils will adorn the upper portion of the walls, and will consist of subjects symbolical of Canadian manufactures, industries, summer vacation haunts, transportation, hunting in Canada, etc. A collection of mounted animals, fish and birds native to the Canadian Forest and Waters will also be shown, and a series of moving picture machines projecting scenes along the line of the Grand Trunk will form another attractive feature. The exhibit will be one of the best advertisements that Canada has ever had in the United States. It is estimated that from eight to ten million people will visit this exhibition during its life. The exhibition opens on April 26th, 1907, and lasts until Nov. 30th, 1907.

MARRIED.

At St. Andrew's on the 20th November, by his Lordship Bishop McDonald, assisted by the Rev. J. E. McDonald and the Rev. A. P. McMillan, P. P., Dr. John C. McDonald, Pastor of St. John's, Helen Martine, daughter of David Egan, Esq., Hillside Villa, Mount Stewart.

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Charlottetown, P. E. Island.
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\$1.49.

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Figure it up, the cost of material, the cost of making, the thread, buttons, and all that goes to make a high class waist. But there's no need to go further than the first item, for silk enough for a waist of a quality inferior to that of which these bargain waists are made would cost much more than our price for one of these waists complete.

EXPLANATION.

These waists, while perfect in every other detail are somewhat off style with regard to the sleeves, a detail, however, which may easily be remedied. They're really \$4 to \$6 waists, of splendid quality soft Taffetas. A few shantungs and are made in pretty styles. Colorings include pink, white, sky, rose, royal, navy, linen, many of them being exquisite shades. Sizes range from 34 to 40 inclusive. These are high class waists, the cut, workmanship and finish being most superior and will be found perfect fitting.

Out of town customers unable to shop personally may order with every confidence BY MAIL. When ordering, please state color and size desired. Ten cents extra should be enclosed for postal charges. Should the waist be found undesirable in any way it may be returned at once and the money will be immediately refunded. Orders should be sent in immediately and will be filled in rotation.

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PROWSE BROS., Ltd.

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Special Saturday PRICES

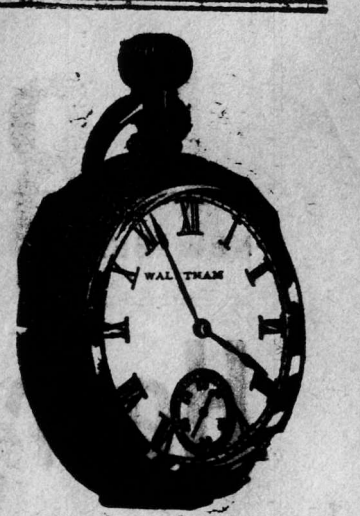
Black Sateen Waists in two of the newest designs, one has all over tucked front, and is trimmed with tabs and buttons, self collar, the other has stylish tucked and colored front, tucked collar, deep cuff of excellent quality, perfect fitting and worth \$1.25 for 88c

Handsome waists of white Basket Mauve Madras—a splendid wash fabric. This waist is plaited back and front, has tucked collar, deep cut and large pearl buttons. Worth \$1.35. Special at \$1.00

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