THE HERALD

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JAMES McISAAC,
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Subscribers are now furnished with statements of their subscription accounts, and we trust they will not delay in remitting their respective amounts. Nothing in business is so much appreciated as prompt payments and, on the other hand, nothing is more disappointing and discouraging than long delays. If our friends will be so kind as to take these facts into their serious consideration, we may expect to hear from them in a substantial manner without much delay. Please don't forget.

Fielding's Surpluses.

The financial statement of the Federal Government for the month of October just passed, while it shows increases in revenue and decreases in expenditure, shows that the debt of the country is increasing at an alarming rate. The total net debt of the Dominion on October 31 amounted in round figures to $322,000,000, an increase during the month of over one million dollars. The months revenue was approximately $8,500,000 and increase of over $1,000,000 and the total revenue for the seven months of the fiscal year was $55,907,700, or $7,500,000 more than during the same period of 1908. The expenditure for October was $6,700,000, and during the seven months the expenditure on Consolidated Fund account was over $2,000,000 less than the corresponding period last year. There is also a small decrease in capital expenditure. But to the thinking Canadian the juggling by the government with the bookkeeping of the country will not have much weight. The man who can show a surplus in his bank but on the other hand is piling up his debts right and left is not generally regarded as a business success. Yet that is exactly the position held by this government. Mr Fielding may triumphantly point to his baby surpluses but their weak cries are lost in the noise of the rapidly accumulating debt. One of these days the people of Canada will awake to find they are saddled with a rapidly increasing burden of debt which load has been placed on their shoulders by the extravagance and recklessness of the present minister of Finance. In spite of his mythical surpluses Mr Fielding is still a constant visitor to the money markets of the world and he will be still obliged to go hat in hand to the usurers in the near future. For this he blames the National Transcontinental Railway, whose capacity for money is insatiable. But Mr Fielding should have thought of this before. He it was who made those famous declarations during the debates in the House of Commons when the contract with the G T P was being discussed that the road would fill a long felt want and that it would cost a bare $50,000,000. Now Mr Fielding has the spectre of the rapidly increasing cost of the road ever before his eyes. He cannot escape from it and his professions of yesterday are swallowed up in the realities of to day.

Chief of Police Falcon of Buenos Ayres and his secretary, were assassinated in that city, while driving. The anarchist who perpetrated the dastardly murder, suddenly sprang from a selected spot and threw a bomb directly under the carriage. The vehicle was blown to pieces and both Falcon and his secretary were terribly injured. They both died shortly after.

Conservatives Win.

Two by-elections for the House of Commons were held in Ontario last week. One was in West Middlesex to fill the vacancy caused by the appointment of the sitting member, Mr W. S. Calvert, to the G. T. R Commission, and the other was in North Essex, rendered vacant by the appointment of Hon. R. F. Sutherland, ex Speaker of the House of Commons, to the Exchequer division of the Ontario High Court. In both ridings the Conservatives made gains; and in North Essex elected the Opposition candidate by a handsome majority. In West Middlesex the Government candidate was elected by a majority of 155. At the last general election Calvert, Liberal, had 206 majority. The election was hotly contested and nearly every vote was polled. In North-Essex Oliver J Wilcox, Conservative, was elected by a majority of 132, over W J McKee, Liberal. At the general election, last fall, Sutherland had a majority of 558. This makes a complete turn over. This is an important victory, seeing that this riding has steadily returned Liberals for the last twenty two years. In 1891 the Liberal majority was 849, in 1896 it was 473, in 1900 660, in 1904 368 and in 1908 the majority was as stated above, 558. There was no lack of Government effort in the campaign. Several members of the Cabinet spoke at meetings throughout the constituency and all the Government influence was brought to bear; but the people refused to be stampeded. This victory for Mr Borden, at the opening of the Parliamentary session, is a hard crack for Sir Wilfrid and, like Bermondsey, comes at an opportune time for the Opposition.

It is wonderful, indeed, to find the Halifax Chronicle and other equally extreme Grit papers praising Mr Foster and quoting his speeches in Parliament. For several years these same papers could not find in their vocabularies words sufficiently strong to denounce the conduct of Mr Foster as a public man. Of course all that was only simulated; they very well know that Mr Foster stands preeminent as a parliamentarian; as a debater and an orator and that their mud-slinging was outrageously wrong; but they hoped it might damage him in some way. Anything good they say of him now is, as it were, despite themselves. They are caught off their guard and their better nature asserts itself.

The speech put into the mouth of the Governor General at the opening of the Parliamentary session at Ottawa on Thursday last, is a pretty lengthy pronouncement; but beyond that it presents no extraordinary features. It refers to a number of subjects concerning which we have already about as much information as the Government are likely to give us: but it is very barren as to new legislation of importance. The references to the prosperity of the country are little more than stereotyped expressions with which the general public are familiar. The paragraph relating to the Transcontinental railway, enumerates the number of miles completed and under construction on the different sections of the line; but has no reference to the "nasty taste," experienced by Sir Charles Rivers Wilson when he went over the ground a short time ago. The exploratory surveys for a railway from western wheat fields to Hudson's Bay is a subject that might be dilated on at any length in a speech such as this. The realization of such a project is away in the dim and distant future. The Quebec Bridge, too, that has already been the cause of the loss of over seventy lives and has saddled over $6,000,000 on the tax payers of Canada, furnishes material for a paragraph in the speech. It might fairly be set down as a speech with length; but without depth; a speech of generalties; but without definiteness.

Dominion Parliament.

The second session of the eleventh Parliament of the Dominion of Canada was opened by his Excellency the Governor-General with the usual ceremonies on Thursday afternoon last, the 11th inst. The speech from the throne was as follows:

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In again meeting you at a season most convenient for the despatch of business, it is with great pleasure that I congratulate you on the prosperous condition of the country.

The present year, which is now drawing to a close, has been a period of steady and progressive growth. Immigration has poured into the new settlements of the north and of the west, in a copious and well ordered stream, drawn from the best elements of the British Isles, the United States and Continental Europe. Trade and commerce have made rapid advances in all directions. The revenue has almost completely regained what it lost in the recent period of depression. Most remarkable has been the rapid recovery from the financial embarrassment which for a short time was the cause of anxiety among business men. In nearly every branch of business there has been a revival of activity which gives assurance of continued progress and prosperity.

Two members of my Government attended the Imperial Conference called by His Majesty's Government, on the question of defence. A plan was adopted after consultation with the Admiralty, for the organization of a Canadian Naval Service, on the lines of the resolution of the House of Commons, of the 29th of March last. The papers will be immediately brought down and a bill introduced accordingly.

The new Convention between His Majesty and the President of the French Republic, respecting the commercial relations between France and Canada, having been approved by the French Legislative Chambers, you will also be asked to confirm it.

The construction of the Transcontinental Railway has made substantial advance during the year. The Western division has been extended 66 miles beyond Edmonton, completing a total distance of 861 miles west of Winnipeg. Contracts have been let for 309 miles in the Mountain division; good progress was made on this work. The Eastern division is now open for traffic from Winnipeg to Lake Superior Junction and thence, by the Grand Trunk Pacific branch, to the lake itself. The whole of the work between Winnipeg and Moncton is now under contract.

The board of Engineers entrusted with the preparation of plans for the construction of the Quebec bridge has sufficiently advanced its work to admit of tenders being invited for the substructure.

The exploratory surveys for a railway from the Western wheat fields to Hudson's Bay were pushed energetically during the whole of last summer. It is hoped that a report of the operations will be placed before you at an early date.

In order to improve the facilities already afforded the public by the government railways, and to enhance their value as part of the great transportation system of Canada, a Bill will be submitted to you for the purpose of enabling the Minister of Railways, on the recommendation of the Government Railways Managing Board, and subject to the approval of Parliament, to lease any line or lines connecting with the Intercolonial Railway.

A measure will be submitted to you for the purpose of rendering more effective the present legislation respecting combinations which unduly enhance prices.

Bills will also be introduced respecting banks and banking, insurance, navigable waters, and other matters.

Gentlemen of the House of Commons:

The accounts of the last year will be laid before you.

The estimates for the coming fiscal year will be submitted for your approval at an early date.

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

I pray the Almighty Lord that He may guide and bless your deliberations, and that they may bear fruit in a further increase of our country's prosperity and well-being.

After the members of the House of Commons had returned to their place from attendance in the Senate Chamber, some matters of routine were attended to and some questions were asked by the Leader of the Opposition. Three new members were introduced, Mr King, Mr Lafortune, Montcalm, and Mr Douglas, Strathcona. In response to questions by Mr Borden, Sir Wilfrid Laurier said that the papers relating to the Imperial Defence Conference probably will be laid before the House early next week. The waterways treaty, he said, is still under advisement. He will inform the House tomorrow whether he can bring down the papers with regard to Mr Lemieux's resignation. Mr Fielding informed Mr Borden that there are no new papers with regard to the French treaty, neither has there been any correspondence with regard to the American tariff. The Government cannot forecast the judgment of the United States Government and does not deem it expedient to take action or make any statement on the subject as yet. It prefers to await the action of the United States Government.

On Friday, the House sat for an hour, the opposition raising the question of delay in the appointment of judges to the British Columbia Court of Appeal. Mr Aylesworth in replying conspicuously failed to deny the charge that several Liberal candidates now offering themselves for election in the Provincial contest have been promised seats on the court if they are defeated. Mr Borden brought the matter up on a motion to adjourn after routine proceedings. The British Columbia legislature, Mr Borden showed, passed legislation establishing a court of appeal so long ago as 1907. The necessary federal act consequent on this was passed in 1908. Last May the British Columbia Government sent to the Dominion Government formal notice that the Provincial act would be brought into force by September 1, 1909, thus giving ample notice to the Dominion Government to effect the appointment of the four judges who are needed to complete the court. The proclamation was duly issued and now jurisdiction has been transferred from the older tribunals to this new court. The new court should have begun work on Nov. 2 last, yet no appointment has been made. Why this delay? Mr Borden asked. Rumor in British Columbia has it that these appointments have been used to influence persons to enter the present Provincial campaign. Had the Government made any promises direct or indirect, of this nature? Why had the Government delayed so long, allowing ten or eleven weeks to elapse during which business had been brought to a standstill. Mr Barrell (Yale Cariboo), objected to the laws delays and observed that at present as a result of this delay no litigant in British Columbia can appeal a case. He also pointed out the manner in which judicial appointments have been bandied about, and the frequency of shuffles from the bench to the political arena and from the political arena to the bench. Mr Aylesworth's statement that he would make up his mind by the end of the month was significant in view of the fact that the British Columbia elections occur on Nov. 25. Mr Middlebro, North Grey, pointed out the awkwardness caused by the delay and the discussion then ceased. The House adjourned at 4 o'clock. Mr Foster has given notice of a series of important resolutions. The first declares the prevailing system of party patronage a menace to honest and efficient government, and calls for its elimination. The second is for correspondence relating to the presence of American warships on the great lakes. The third calls for information relating to the formation and work of the secretorial decided upon by the Imperial Conference of 1907. The fourth proposes to invite the co-operation of the British authorities in devising a practical and systematic plan for the selection, preparation and distribution of British immigrants.

Fatal Trolly Accident

A terrible accident, by which fifteen lives were lost, occurred on the 11th on the tram from Vancouver to New Westminster B C. A passenger car from Vancouver had just been twenty minutes on the way, when a freight which had broken away from an electric tram ahead of it, came rushing down the hill. The motorman jumped, but the passengers had not time to save themselves before the crash came. The freight car loaded with heavy timber had broken away from the freight tram near Lake View. The passenger car was ascending at the time. Seeing the freight car approaching, the motorman called on the passengers to jump. After reversing the comptroller, the motorman also jumped. Fifteen bodies were laid out at Lake View Station. The injured passengers were cared for at private residences until the arrival of a special train bringing doctors and nurses.

Storm Swept Jamaica.

Advices of the 12th, from Kingston, Jamaica indicate that the damage in those regions from recent storms has been enormous. The greatest portion of the railway and the coastline on the north side of the island have been seriously damaged. Landslides are numerous on the main railroad, and communication has been completely cut off. Many bridges also have been carried away. Property in and around Kingston has suffered severely, the damage sustained thus far being estimated at $1,500,000. The in-take and the main culverts of the city's water supply system have been destroyed, and owing to the continued downpour it has been impossible to effect repairs. The record rainfall from November 10 was 48 inches. There are no signs yet of the weather breaking. Communication was established on the 12th with the north coast by steamer. The military cantonment in the mountains has been cut off from communication since a week ago last Saturday. All telegraph wires were down and messages were being sent from Kingston to the cable hut by boat. The banana plantations in the north and northeastern portions of the island have been badly hit by the storm. Thousands of acres of trees have been levelled, and the fruit trade is at a standstill, for it is impossible to get the bananas to the ports for shipment. The United Fruit Company's steamer Bradford, which went ashore at Fort Antonio, is a total wreck. The steamer Bradford was built at Copenhagen in 1904. She is of 911 tons net register and is owned by M. Jebsen, of Hamburg.

Coal and Steel Merger.

Advices of the 12th, from Montreal say: The negotiations which have been going on during the past few days between Mr. E R Wood and Col. Sir Henry Pellat, representing a syndicate of Toronto molders of steel and coal, and Mr James Ross, president of the Dominion Coal Company, represented by Mr Charles H. Cahan, in a legal capacity, were brought very near to a close this evening and the finishing touches, it is expected, will be put on the agreement tomorrow morning. It is authoratatively stated that the result of the negotiations in question will be the passing of a portion of Mr James Ross' holding in the Dominion Coal Company, the whole of which represents a par value of $5,000,000 to the syndicate at a price somewhat under par. It may also be added that the merger of the Dominion Coal Company and the Dominion Iron and Steel Company into one great company to be known as the Canada Steel Corporation is now nearer an accomplished fact than ever before. In fact as soon as the transfer of this large block of coal stock is made active steps will be taken to bring about the union of the two companies, although it can be said that no basis as to prices of the two companies entering the merger has yet been reached or discussed.

Hundred Million Bank.

New York is to have another "Hundred million dollar bank." It will be known as the Mechanics and Metal, and is a consolidation of the Mechanics National Bank and the National Copper Bank. The merger, which already has been approved by the two directorates, will represent combined assets of about $100,000,000. Gates W. McGarrah, president of the Mechanics' National Bank, will assume the same position in the new institution, and Chas. H Sabin, president of the National Copper Bank, will be vice president.

Storm at Newfoundland.

A storm of hurricane proportions, apparently a continuation of the West Indies gale, raged along the Newfoundland coast, the latter part of last week. Thirty fishing vessels and trading schooners are ashore along the coast, and a half dozen vessels are missing as the result of the hurricane which raged for three days. No lives of seamen on the vessels accounted for have been lost.

I. C. R. Pictures Prove Popular.

NEW YORK CROWDS SEE THREE WITH ELECTION RETURNS.

At one of the principal Bulletin Stations of the New York Herald on election night, the waiting thousands on the street, eager for the election returns, had also an opportunity of viewing some very beautiful pictures of the scenery along the line of the Intercolonial Railway. It is the custom at the Bulletin displays to entertain the crowd, during the period between bulletins, with a serious of pleasing and instructive views, the New York Herald management never permitting anything in the nature of low comedy, or any direct advertising. On this occasion the operator decided upon the Intercolonial pictures which had been gladly furnished at his request. Twenty-four views were flashed upon the screens, these being selected from every portion of the line. In a letter thanking the I C R authorities for the use of the slides, the operator observes that the pictures proved most interesting and were viewed by no less than 50,000 people.

Several noted lecturers will use Intercolonial Railway views to illustrate their lectures this winter, and the attractions of the "People's Railway" will thus be displayed to audiences of a refined and cultured class.

Train Robbers Surprised.

An attempt to rob a New York Central express train between Lyons and Syracuse on Wednesday night last was frustrated, and two men were captured at the muzzles of revolvers. A third is believed to have fallen under the train and been killed. The Express is generally laden with silk and other valuable goods consigned by shippers in New Orleans and other western cities to New England merchants. On this occasion there were ten cars in the train. A car on the train was looted of several hundred dollars worth of silks four weeks before and two weeks later, two New York Central detectives Wm. Hennessey and Frank Boquard were ordered to ride the train between Buffalo and Syracuse. Both were well armed. Hennessey having a double barrelled shot gun. No sign of car thieves apperred until last Wednesday night when the train stopped at Lyons at nine o'clock when the detectives and express manager noticed three men with a large electric flashlight lamp walking along the tracks examining the cars. When they reached the car in which were the officers they mounted the steps and waited for the train to pull out. The locomotive was soon speeding a mile a minute, and the men with a skeleton key, turned the lock. A large chain still held the door and this was soon pulled from the wood work by a claw hammer. Two men entered the car and were quickly covered by the officers guns and ordered to throw up their hands. Too surprised to move they failed to obey. A second order was effective and the prisoners were shackled. A search was made for the third man but no trace of him could be found. The prisoners declined to say anything about themselves beyond saying their names were George Williams and Frank Brown, aged 18 and 16 respectively, and saying that Buffalo was their home. They also declined to give information about their companion.

Obituary.

THE LATE SISTER ANDREA.

"Her grave is not a grave; it is a shrine
Where innocence reposes,
Bright over which God's stars must love to shine,
And where, when Winter closes,
Fair Spring shall come, and in her garland twine
Just like this hand of mine,
With whitest of white roses."

Those lines, from the pen of the immortal poet priest, may be very fittingly applied in recording the death of one of our dearest friends, Sister Andrea, who passed away in St. Joseph's Hospital, St. Paul, Minn., on Wednesday, the 3rd, inst.

The deceased, who was known in the world as Miss Matilda Rose O'Keefe, was born at Avondale 32 years ago. She was a gifted member of a talented family. She taught in the public schools for several years, achieving splendid and lasting results in the profession.

From early life she was imbued with a deep religious feeling; and, about six years ago, she joined the Sisters of St. Joseph, in St. Paul, Minn., where she has since resided. Well educated, widely read, a skilful musician highly accomplished in all womanly graces, there seemed, but a short time ago, a very bright future of usefulness in store for her.

However, the arduous and exacting duties of the classroom proved too much for her constitution. About three years ago she was stricken with paralysis, from which she never fully recovered. Although suffering great pain, during a long and protracted illness, she never murmured, but bore her affliction with the greatest patience, and resignation to God's will, dying consoled by the sacraments of the church which she loved so well.

The funeral service was held in the cathedral of St. Paul, on Friday, the 5th inst. A high mass of requiem was sung by the Rev. Father Beardon. The Rev. Fathers Cullen and Donahoe were Deacon and Sub-deacon respectively. After the funeral service her body was laid to rest in Calvary cemetery.

Three brothers and four sisters remain, besides a large number of relatives and intimate friends, to all of whom we extend our sympathy in their bereavement.

May her soul, through the mercy of God, rest in peace.

On Wednesday last an accident, that might very easily have been fatal, occurred in connection with a threshing mill on the premises of Mr. Hugh McMillan Head St. Peters Bay. They had been threshing grain for a day or two, and when that was done commenced hay was threshed. As this did not require as much power as the grain, one of the horses was taken off the mill. Then some of the young lads at the barn started to go upon the mill floor, as much for sport, as to assist in adding to the speed. Among these was Mr. McMillan's own son, a boy of fifteen. He started to climb in over the forward part of the mill. In doing so his left foot caught between two of the planks of the floor. His leg was quickly drawn along under the spindle to which the fly-wheel is attached. The alarm was given and those in the barn succeeded in stopping the mill just as the leg and thigh had been drawn in right up to the hip. To extricate the sufferer required a space of twenty minutes; as the wood work through which the spindle end was fastened had first to be cut out, and then the iron fastening had to be removed. When it is considered that the space between the spindle and the plank floor of the mill is only about an inch and a half, and considerably less when the planks turn under the spindle from the front, it seems most marvelous how poor Johnny escaped without having the leg bones crushed. When he was relieved and medical attendance summoned, it was found that no bones were broken. The leg was of course, badly bruised all the way up; but he has not suffered much pain and he has rested easily. He, his parents and other members of the family entertain feelings of great thankfulness at his marvelous escape from a most perilous accident.

One of the world's greatest mining horrors occurred at the St. Paul coal mine at Cherry Illinois on Saturday afternoon last. A fire accidently occurred and increased so that the avenues of escape for the miners were filled with smoke and flames. Corridors then fell in and entombed all caught in the sad plight. The mine had a day shift of 686 men. Fifty of these left at noon and twenty-five more escaped after the fire broke out. All the rest about four hundred are believed to be dead.

The Market Prices.

Butter, (fresh)	0.25 to 0.26
Butter (tub)	0.22 to 0.23
Calf skins	[illegible]
Ducks per pair	0.83 to [illegible]
Eggs, per doz	0.28 to 0.30
Fowls,	1 25 to 1.50
Chickens per pair	0.75 to 1.00
Flour (per cwt.)	0.00 to 0.00
Hides (per lb.)	0 11 to 0.11½
Hay, per 100 lbs	0.50 to 0.75
Mutton, per lb (carcass)	0.06 to 0.0
Oatmeal (per cwt)	0.40 to 0.42
Potatoes	0 20 to 0.25
Pork	0 09 to 0.00
Sheep pelts	0.55 to 0.60
Turnips	0.11 to 0.12
Turkeys (per lb.)	0.16 to 0.18
Geese	1.00 to 1.50
Silk oats	0.42 to 0.45
Pressed hay	10.00 to 00.00
Straw	0.30 to 0.35

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The Always Busy Store

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Pretty near time to be thinking about that new Winter Coat, don't you think?

Our assortment this year is very large, and we feel sure that we will be able to please you with one of our coats.

Tweed Coats $4 50, $5 50, $8 50
Heavy Broadcloth Coats, $7.50
$9.00, $11.00

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