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Jamaica and the U.S. Tariff

Jamaica, the largest, British Island in the West Indies, it is reported, did not join in the trade reciprocity agreement with Canada last year, mainly on account of the large trade in bananas with the United States. It is well known that a campaign was carried on in several of the islands by United States importers against the agreement, and in Jamaica the threats of tariff retaliatory measures apparently proved successful. From a recent dispatch from Kingston it appears that as far as bananas are concerned the trade of Jamaica will be seriously menaced by the new tariff in the United States as the Underwood Bill includes bananas, which are to be taxed five cents a bunch. This tax, which on the face appears small, will, it is claimed, severely affect Jamaica's most important output. If the measure is made law and the duty of five cents is exacted on bunches or items regardless of the sizes and weights, it would be a serious discrimination against Jamaica, estimated at from 40 to 50 cents owing to the fact that the greater number of items produced and shipped from the island are smaller than those exported from Central American points. The opinion is generally held on the island that the tax is aimed at the American fruit companies controlling the banana trade who are regarded as monopolists, and not intended to discriminate against Jamaica. This, however, will not improve the situation in Jamaica unless there are modifications in the proposed tax. The total export of bananas from Jamaica to the United States now exceeds 17,000,000 bunches per annum.—St. John Standard.

The Situation in Australia.

In Australia as a result of the recent general elections Mr. Andrew Fisher, the Prime Minister of the Government, recently tendered his resignation which was accepted by Lord Denman, Governor-General of the Commonwealth. Mr. Fisher took this course because the latest figures of the recent election showed that Sir W. Lyne had lost his seat, thus placing the Labor party in a minority of one in the House of Representatives. Mr. Fisher has been Premier of Australia since April, 1910, when the Labor party came into power for the first time. The leader of the Liberal party in the House of Representatives, Mr. Cook, has accepted Lord Denman's commission to form a Ministry. The new Parliament will meet at the end of the second week in July.

It was during this crisis the Hon. George E. Foster sailed from Sydney for Hong Kong to complete his programme of visiting China and Japan before returning to Canada. It may be confidently expected that his visit to Australia will result in a closer intercolonial and inter-Imperial relationship. The Sydney correspondent of the London Times recently telegraphed that the result of the elections was the sole cause of postponement of the trade preference negotiations with Canada, which were being carried on

through the Canadian Minister of Trade and Commerce. In the opinion of the Government the result of the elections had deprived it of the authority to conclude important negotiations in the name of Australia, but it was hoped and believed that the negotiations would be resumed as soon as the political complications had been unraveled.

The chief purpose of Mr. Foster's journey was achieved before he sailed from Australia. He went there primarily as a member of the Royal Dominions Commission appointed by the British Government at the instance of the last Imperial Conference to make a survey of the Empire's natural resources, and to make recommendations for their more effective development.

\$26,000 is the amount this Province is to receive from Ottawa in respect to agricultural aid, as agreed upon at the Cabinet Council on June 24th.

The annual report of the city-owned street railway of Manchester, England, recently issued, contains much interesting statistical information. The total length of the system figures up to over 188 miles of single track. The gross capital expenditure is roughly \$10,000,000, and the total revenue for the year was \$4,420,000. Working expenses came to \$2,780,000, leaving a gross profit of \$1,640,000. After meeting all charges for interest, redemption of dept, contribution to street improvement, and local and Imperial taxation, \$480,000 was carried to reserve, renewals and depreciation account and \$500,000 handed over in aid of rates. The population served by the Manchester street railway is nearly a million. The passengers carried for last year were close on 200,000,000. In connection with the system the city carries on a parcel delivery service, the growth of which has been phenomenal. In 1912 the number of parcels carried was 1,417,715, last year it increased to 1,489,143, while the receipts grew from \$4,400 to \$63,000 and the profits from \$1,325 to \$17,840. Manchester, as is common now in the United Kingdom, operates its street railways throughout an area larger than is contained by the city boundaries.

The "adverse balance of trade," as it is sometimes termed, was about \$300,000,000 last year, says the St. John Standard, but this is not necessarily an unfavorable feature. It has been more than compensated for by borrowings from abroad on capital account amounting to about \$250,000,000 by government, municipal, railway and loan companies, and by the cash value of Canada of an additional 400,000 people who have come to this country from Great Britain, the United States and elsewhere. An official estimate says that these 400,000 immigrants brought with them at least \$200,000,000 in money and goods and that of the 141,000 immigrants included in this total who came from the United States, each one brought an average of \$1,000. These immigrants' effects and the large investments being made by United States manufacturers in the business of the country are included in the excess of imports over exports, constituting the so-called "adverse balance of trade." If this "adverse balance" has been built up as the result of expenditure in unproductive ways, there might be reason for criticism, but so far from this being the case, the "adverse balance" is merely a natural incident in the rapid progress of a developing country.

With both legs and an arm cut off in Mimico yards, David Stewart, G.T.B., brakeman, died at Grace Hospital, Toronto, Sunday night.

Roden C. Hooper, manager of Marshal Wells Company and wife, Earl Meredith, superintendent of Marshal Wells Company and wife, and Mrs. Case, wife of Manager Case, of West End branch of the Imperial Bank, and a mechanic were all drowned at Edmonton when a motor launch upset in the river. Case himself was saved.

The killing of a man at Port Union, Ont., by being drawn against the express train by the rush of wind it created should be heeded by people waiting at railway stations on main lines and who make a practice of standing near the edge of the railway platforms as expresses fly past. This form of recklessness is as common as it is dangerous. Montreal Gazette.

The administrator of the Government at Ottawa has received cable advices from the Secretary of State for the Colonies, to the effect that Field Marshal, the Duke of Connaught, has consented to have his term of office as Governor-General of Canada extended for a year. The cable also stated that his Royal Highness would return to Canada in the autumn when, it is hoped, the Duchess will be sufficiently restored to health to enable her to accompany him.

The activity of the Canadian Pacific Railway, its influence on the financial mercantile, manufacturing and labor interests of Canada, will be partially appreciated when it is stated that in the current year the company's appropriations for construction of additional railway mileage, for cars and locomotives, terminal facilities at St. John, Montreal, Toronto, Fort William, Winnipeg, Calgary, Vancouver and elsewhere, for ocean steamships and hotels, extensions of the telegraph system shops, sidings and improvements generally in Canada, will approximate no less a sum than \$100,000,000.

Hon. Arthur Meighan, M. P. for Portage La Prairie, Manitoba, has been appointed Solicitor-General of Canada, and was sworn in at Ottawa on Thursday last. The ceremony followed a meeting of the Cabinet Council at which the formal appointment was made. The oath was administered by Mr. F. K. Bennett, assistant clerk of the Privy Council, in presence of Premier Borden and several Cabinet Ministers. The Solicitor General does not rank as a member of the Government, but exercises important functions in connection with the administration of the Department of Justice. The office carries with it the title of "Honorable" and a salary of \$5,000. The last Solicitor General of note was Sir Charles Fitzpatrick, now Chief Justice of Canada. The post has been vacant since the change of Government in 1911 up to now. The acceptance of the position vacates Mr. Meighan's seat and necessitates an election. Hon. M. Meighan entered Parliament at the general election in 1908 and has won front rank as a debater. Arrangements for the by-election have been made by the Cabinet. The writ has been issued and nomination fixed for July 19th, and polling, if any is necessary, on the 26th. He left for the west on Friday to attend to his election. It is thought his return will not be opposed.

Minard's Liniment cures Dandruff.

It must be confessed that the Canadian senate, in passing the Liberal amendment and thus hanging up indefinitely the proposals of Mr. Borden to contribute three battleships to the British navy, is not acting up to the patriotic role hitherto assigned to the Dominion.—Glasgow Evening Times.

Terrible Explosion On Oil Tank Steamer.

New York, June 27.—Two hundred tons of oil on board the steel tank steamer Mohawk, owned by the Standard Oil Company, exploded with a terrific roar and a burst of flames, this afternoon, while the vessel was at anchor off Tompkinsville, Staten Island, in New York Bay killed five persons and injured six others. A dozen more are unaccounted for, but are believed to have escaped on crafts that came to Mohawk's aid, or by swimming ashore. Two bodies were seen floating in the hole while fire boats were still pouring streams of water into the wrecked after-end of the steamer late to night. The other three victims probably were blown to pieces. The dead are:

- Edward Donahue, 35, steam fitter, Brooklyn.
- John Donovan, 26, a machinist's helper, Brooklyn.
- Two unidentified sailors, members of the Mohawk's crew.
- Fourth engineer of the Mohawk, a foreigner, name not obtainable.
- Three of the injured, Gustave Elmgren, forty pipe fitter; Phillip Lepic, 33, sailor, and Herman Weissmann, thirty one, sailor, were taken to the hospitals on Staten Island. Elmgren was probably fatally burned. Percy Payne, a machinist, and third engineer Vandegrief, of the Mohawk, were slightly burned.

CARELESSNESS CAUSED IT.

Carelessness of a machinist's helper was reported to have caused the explosion. Fifty men, including the crew and twenty machinists, who were making repairs preparatory to the Mohawk's departure for Taxpan, Mexico, tomorrow morning, were on board. Perhaps a dozen of them were in the boiler and fire rooms.

A helper was declared to have dropped a washer into the hole below the fire room. Seeking to recover it, he is believed to have carried a lighted candle, which caused combustion among generated gases in the hole.

The explosion was heard for many miles around. A two hundred foot flash of flame, a column of smoke, the detonation, a volcano of debris and the Mohawk settled while the fire boat, tug, Standard Oil wrecking tugs and other harbor boats came to the scene.

MEN BLOWN OVERBOARD.

The Mohawk's life boat was tossed a hundred yards and a score of men blown overboard. These men were rescued, uninjured, from the water. Others clung to stanchions or rails or were huddled in the bow, whence they were dragged to safety by persons on the first boat that ventured near.

The Mohawk's crew was getting up steam to start the second half of her maiden voyage from Mexico and return. She was without cargo.

Shortly after nine o'clock tonight the fire was under control and the crew returned on board and began pumping the vessel out. The stern was completely under water, but it is believed the rest of the hull is practically intact and that the steamer can be readily gotten into dry dock for repairs.

Another Train Wreck.

Montreal, June 28.—The first five sections of the Barnum and Bailey Circus train, bound from Ottawa to Montreal this morning ran into a stalled freight train at Valois, 30 miles from here. The train plunged through the caboose and another car stopping when the engine hit the third car which was loaded with stone.

There were no fatalities or serious injuries, as far as the crews of either trains were concerned, but six circus horses were killed while a seventh was injured so badly that it had to be destroyed. Engineer Glasier of the circus train, seeing the collision inevitable jumped from the cab and sustained a sprained ankle.

There has been no investigation of the accident but it is said to have been due to the fact that the crew of the freight train failed to protect the rear of their train.

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