



MANUFACTURED BY R. F. MADDIGAN & CO. CHARLOTTETOWN, P. E. I.

TRY OUR Home-Made Preserves

Made from home grown fruit. We have a large stock on hand. Sold in Bottles, Pails, and by the lb.

EGGS & BUTTER

We want EGGS and BUTTER for CASH, or in exchange for GROCERIES.

House Cleaning Supplies! We Have a Full Line in Stock

Give us a call.

EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales of it show a continued increase. Price 25 cents per lb.

R. F. Maddigan & Co.

Reasons Why The C. B. C. Is The Best

The Charlottetown Business College's claims of superiority are not based on hot air, bombast or broadside bragging.

The equipment of this college is complete in every respect. There are enough typewriters, forms, etc., for every student, and therefore none are kept back and none especially favored. The teachers are the best that can be secured and the location ideal—right in the heart of the business district—the courses plain, practical and full of "usable" knowledge.

Students who graduate from this institution are QUALIFIED to cope with any problem that is placed before them in actual practice. This institution is the only one in the Province to turn out successful verbatim reporters.

The courses cover bookkeeping, auditing, typewriting, shorthand, brokerage, banking, business correspondence, navigation, engineering and Civil Service preparatory exams.

Write today for free prospectus and full information.

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—AND INSTITUTE OF— SHORTHAND AND TYPEWRITING L. B. MILLER, Principal, VICTORIA ROW.

Fall and Winter Weather!

Fall and winter weather calls for prompt attention to the

Repairing, Cleaning and Making of Clothing.

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand

122 DORCHESTER STREET,

Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention. Our work is reliable, and our prices please our customers.

H. McMILLAN

(Continued from second page.)

ent Government are now able to estimate a surplus on this year's transactions, although the expenditure is the greatest in our provincial history. All this has been done notwithstanding the wretched condition in which the late Government left our finances. Their financial statement up to the 30th Sept., 1911, showed a deficit of \$26,000. But when the late Government went out of power two months later, there was a deficit of \$83,000. This is the wretched financial condition to which the present Government succeeded. But notwithstanding this in a little over a year all has been changed as above stated. Many other matters of importance were reviewed by Hon. Mr. McKinnon. Hon. J. A. McDonald moved the adjournment of the debate.

Taylor's Black Fox Company bill was read a second time and committed to a committee of the whole. The County Courts Amendment Act was also read a second time and sent to committee. The Kinkora Black Silver Fox Company was also read a second time and committed to committee. On motion of the Leader of the Government the Interpretation Act was read a second time and committed to committee. All these bills were duly reported and ordered to a third reading. Several bills were reported from the private bills committee and ordered to a second reading. The House then took recess.

House resumed at 8:45 p. m. Committee was immediately resumed on the election act. Progress was reported at 10:50. The House then adjourned.

Saturday forenoon the House met at 11:40. Hon. Mr. Stewart introduced a resolution to amend in part preventing frauds by secret bills of sale of personal chattels, by providing for the proof of the execution abroad of Bills of Sale. A bill founded on the resolution was introduced, read a first time and ordered to a second reading. The bill, incorporating the New Perth Blue Fox Company; the Standard Black Fox Company; the Sampson Black Fox Company; the Medeshill Black Fox Company; the oyster Area Registry Act were read a third time and passed. The Dominion Trust Company bill was further considered in committee. It was duly reported with amendments. The County Courts Amendment Act was referred back to committee for the purpose of adding some amendments. The Speaker took the chair and the chairman reported the bill with amendments. The House then adjourned till Tuesday afternoon 15.

Attempted Assassination. Madrid, April 13.—For the third time in his reign, King Alfonso narrowly escaped today being the victim of an anarchist attempt against his life. Three shots were fired at the King this afternoon in the streets of the Capital by a native of Barcelona, Rafael Sanchez Allegro, who was immediately overpowered. King Alfonso owed his life to his own courage, quickness and skilled horseman ship. Accompanied by his staff, he was riding along the Calle de Alca on the way back from the ceremonies of swearing in the recruits, when a man sprang from the sidewalk and seized the bridle of the King's horse with one hand, presenting a revolver pointblank with the other.

The King took in the situation at a glance. With lightning rapidity he dug his spurs into his horse which reared violently. His quickness saved his life. The bullet, instead of burying itself in the King's breast, struck the horse on the neck, but so close was it that the King's left hand glove was blackened by the powder discharge.

Before the assailant was able to pull the trigger again a secret service man sprang on him. The two men fell to the ground locked in each other's arms, struggling furiously. The assassin managed to free his revolver arm and fired two more shots in rapid succession, but the officer knocked his arm aside and the bullets flew harmlessly through the air. The King then raised himself in the stirrups and made a military salute to the people to show that he was not injured—he then dismounted and mingled with his staff to reassure them. Allegro is a violent anarchist, who, expelled from France, came to Barcelona, thence to Madrid. He was taken to prison, but the police with difficulty saved him from being lynched.

LOCAL & OTHER ITEMS

Hon. John McLean returned from Ottawa Monday night.

Fresh herring were abundant in the market yesterday. The price was from 12 to 15 cents a dozen.

It is reported from Berlin that much German money is being sent to Switzerland to escape the war taxes.

D. Nicholson, M. P., arrived home from Ottawa Saturday night on a brief business visit. He left on return to Ottawa yesterday morning.

The steamer Earl Gray, having on board the Inspector of Fisheries and others, left for the Magdalen Islands Monday morning.

Commander Evans of Scott's Antarctic party was lately at Port Sable on his way home. He says that all of the expedition agrees that the bodies should be undisturbed and that Scott and Mrs. Wilson support this view.

A can filled with gunpowder, connected with an electric fuse was found Monday afternoon inside the railing surrounding the wall of the Bank of England. It was removed by the police. It is supposed to be the work of anarchists.

A heat wave struck Moosejaw, Sask., Sunday. The wind was in the east during the first part of the day, but veered very sharply to the west in the afternoon. A maximum of 84 in the afternoon was recorded at two o'clock in the afternoon.

Lady Scott is home in London from New Zealand where she went to meet her husband and to learn of the tragedy in the Antarctic. Little Peter, her three year old son, awaited her. He knew that his father could not come with him, but was told that "Daddy" would be some other time.

Yesterday being the first anniversary of the sinking of the S. S. Titanic has been set as the last day on which claims against the Oceanic S. S. Co., owners of the ill-fated steamer, can be filed in the U. S. District Court of New York City of life and property. Damages in excess of \$10,000,000 have already been asked.

The C. P. R. steamship Princess Sophia, Capt. Charles Campbell, struck a rock at Sentinel I land, on the Alaskan coast, at 2:10 o'clock Saturday morning. A large hole was torn in the port side of the steamer's bow, but she was able to proceed on her way to Vancouver, B. C., under her own steam. The steamer's double bottom kept her from sinking. She was making a little water and was believed to be in no danger. The accident to the Princess Sophia was at the place where her sister ship the Princess May was wrecked August 5th, 1910.

The British steamer Roubi, commanded by J. J. McNeil, was on a patrol during the spring and early summer with the U. S. revenue cutter, put in to St. John's, N. B., to call up Monday after three weeks on the Grand Banks. Although she is reported at several points of the coast, the Scotia sighted on her in the steamer lane. After firing her bunkers the Scotia will proceed northward until icebergs are encountered. The position of these menaces to navigation will be communicated to each vessel 20 days in advance as far as is available as to the probable drift ice.

An additional cable is being laid to connect Prince Edward Island with New Brunswick at an approximate cost of \$45,000. The rate for the cable is \$100 per mile. The project has been extended to include all of the islands.

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The Market Prices. Butter 0.30 to 0.32, Eggs per doz 0.18 to 0.20, Fowls each 0.50 to 0.60, Chickens per pair 0.85 to 1.25, Flour (per cwt.) 0.00 to 0.03, Beef (priced) 0.08 to 0.10, Mutton, per lb 0.08 to 0.12, Pork 0.10 to 0.12, Potatoes (bush) 0.25 to 0.30, Hay, per 100 lbs 0.70 to 0.80, and continuing on Wednesday, the 9th inst., a Special Passenger Train will leave Charlottetown for Summerside at 7:35 a. m., connecting with the steamer Empress; returning will leave Summerside for Charlottetown on arrival of the steamer. The above arrangement will be in effect daily, except Sunday, until the next change of time table.

Federal Parliament.

On Wednesday last Premier Borden, according to notices, moved his closure resolution in a very able, moderate speech. At the conclusion of the Premier's speech, Sir Wilfrid Laurier, Leader of the Opposition, and Hon. Mr. Hazen, Minister of Marine and Fisheries, rose at the same time. Mr. Speaker recognized Sir Wilfrid; but Hazen remained standing. Thereupon Mr. Northrup quoted rule 17 of the House, which empowers a member to move that any one of several who may be simultaneously claiming the floor "shall be heard," and moved that Mr. Hazen be heard. This created quite a row, the Liberals getting very much out of humor. The division was taken and Mr. Hazen was accorded the floor by a majority of 38. He occupied but a few moments of time. He simply moved that "this question be now put." This is known as the previous question and shuts out all amendments. The Liberals seeing that they had been outwitted, became madder than ever. The debate on the closure resolution has continued ever since; but it is thought it may close tomorrow.

Fatal Railroad Accident.

Montreal, April 14.—Eight persons are dead and fifteen injured as the result of the derailment of an excursion train this afternoon on the Montreal Chamby branch of the Central Vermont Railway about four and a half miles out of St. Lambert. The train, which was carrying about seven hundred passengers, who had taken advantage of the free trip given by Cottrell, Limited, real estate agents, to prospective purchasers of lots at Akland Subdivision was returning to Montreal at a speed of between 20 and 30 miles an hour when from some as yet unknown cause the engine and the 3 first coaches left the track a few hundred yards from the other side of the Chamby station. The engine was running under full steam when the accident occurred, the tender jumped to the right side of the track, turning bottom up, while the engine went to the left, falling on its side. The engineer and fireman were thrown from the cab, the fireman receiving a injury from which he died soon after, while the engineer escaped with some painful bruises.

The three coaches which were derailed remained upright on the track, but the telescoping of their ends caused most of the fatalities. The first coach crossed the track nearly at right angles, its front end being superimposed upon the overturned engine. The second coach stood at an oblique angle across the track its front end jammed into the rear of the forward coach, while the third coach to the left and parallel to the track, was wedged into the side of the second car near its rear end.

The passengers of the first and second cars suffered most severely. All the deaths except that of the fireman and most of the injuries occurred in these two cars. As the train was crowded to its full capacity, many persons were standing on the platforms and it was among their number that the victims were chiefly found. Escaping from the boiler of the locomotive filled the derailed coaches with blinding steam adding to the horror and confusion of the surviving passengers, impeding them in their efforts to escape, and scalding some painfully.

DIED.

COOK—At Murray River, on April 8th, 1913, Esart Gladstone, youngest son of Mr. and Mrs. T. L. Cook, in his 15th year.

FORD—At Ebbesbar, on April 8th, 1913, Edward Hunley, infant son of Charles E. Ford, and Elsie Ford, aged 5 weeks.

HAYES—At Drumore, on April 3rd, 1913, Hayes aged 33 years.—R. I. P.

SHAW—At Brodesell, April 6, 1913, Mr. Earle Endicott Shaw aged 19 years and 10 months.

MOORE—At Kensington, April 2nd, Mr. William Hugh Moore, infant son of Mr. and Mrs. Herbert Moore, aged seven months.

MULLALLY—At Somerville Mass., on April 9th, 1913, to the 75 year of her age, Mary A. Mullally, widow of the late John Mullally of Cowan Brook, P. E. I. The remains were brought home for burial accompanied by her son Ernest and her daughter Laura. The body was taken to the home of her son by Mr. James Landrigan. These they were borne on Saturday 12th, and conveyed to Souris where interment took place on Sunday afternoon. She leaves to mourn her four daughters, two here and two in the States; and two sons, both in the States. May her soul rest in peace.

FIRE INSURANCE.

Royal Insurance Company of Liverpool, G. B. Sun Fire offices of London. Fidelity Phenix Fire Insurance Co. of New York.

Combined Assets \$100,000,000

Lowest rates and prompt settlement of Losses.

JOHN MACBACH, AGENT. Telephone No. 362. Mar. 22nd, 1906

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 1, from Belfast, P. E. I., from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Belfast, Point Prim, Mount Duchasman, Hants, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Ottawa, April 10, 1913.

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Over Rural Mail Route No. 3, from Kinross, P. E. I., from the Postmaster General's pleasure.

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Over Rural Mail Route No. 2, from Cape Traverse, P. E. I., from the Postmaster General's pleasure.

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JOHN F. WHEAR, Post Office Inspector, Ottawa, April 12, 1913.

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Over Rural Mail Route No. 2, from Kensington, P. E. I., from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Kensington, Margate, Clinton, New London, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Ottawa, April 3rd, 1913.

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Over Rural Mail Route No. 2, from O'Leary Station, P. E. I., from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of O'Leary Station, Mount Royal, Little Pierre Jacques, Glenwood, and at the office of the Post Office Inspector.

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JOHN F. WHEAR, Post Office Inspector, Ottawa, April 3rd, 1913.

P. E. Island Railway.

A mixed train will leave Charlottetown on Monday, Wednesday and Friday of each week, until a change of Time Table, at 7.00 a. m. for Souris, and will leave Souris at 1.20 p. m. for Charlotte town. The mixed train between Tignish and Summerside will run every day, leaving Tignish at 7.00 a. m., returning will leave Summerside at 1.00 p. m. These trains will convey passengers and freight.

H. McEWEN, Superintendent, April 9th, 1913—31

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 1, from New Haven, P. E. I., from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of New Haven and Rennie Offices, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Ottawa, April 11th, 1913.

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