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Our clothing always fits well, looks well, wears well and sells well in spite of costing you so little.—Prowse Bros., Limited.

There's a chill in the air that says in language plainer than words, "Get your overcoat ready." The overcoat is an absolutely necessary part of every man's apparel. It is essential to comfort that the coat should fit well. Ask to see our overcoats, try them on, note the style, fit and finish. We will please you in price as well. Prices vary—\$5.00 and all the way up to \$25.00 each.—Prowse Bros., Limited.

Men who wish to be well dressed are finding out the merits of our clothing. This store has struck up a more extended acquaintance this spring with men who dress well than ever before. That's only natural. Its decidedly to your interest to get acquainted with our clothing. All the latest styles. Every suit is the tip-top as to style and the height of good taste. While the price is much lower than clothing of equal merit would cost elsewhere.—PROWSE BROS., LTD.

If you want anything at any time, and cannot come yourself, just drop us a postal, and we shall be pleased to send you samples and give you any information of any line of goods offered in a first class store like ours. Stanley Bros.

Our store has gained a reputation for reliable Groceries. Our trade during 1908 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

TENDERS

Grocery Stock of the Estate of the Late John Connolly.

CHARLOTTETOWN, P.E.I. March 20th, 1909.

Sealed Tenders will be received by the undersigned until noon

MONDAY, APRIL 5th, from any person or persons willing to purchase the stock of the estate of the late John Connolly.

Full particulars and lists of stock can be obtained at the store at corner Queen and Sydney Streets.

Parties may tender for the whole or any portion of the stock.

The person whose tender is accepted shall have the option of renting the store now occupied.

The highest or any tender not necessarily accepted.

Mary Teresa Connolly, Administratrix. March 24—21

LOCAL & OTHER ITEMS

Mr. Chas. Perry, who came to Halifax a month ago as Deputy Consul General of the United States has received word which transfers him to Calcutta, where he is directed to assume charge of the Consulate.

While two Italians were engaged in loading at Marshall's Camp, near Chipman, N. B., a premature explosion occurred, resulting in the death of Antonio Lorenzo. At the coroner's inquest a verdict of accidental death was rendered.

Harry Davis, a merchant, was shot and captured at Galena, Kansas, on the 16th, while blowing open the safe in the Miners' State Bank. Davis' confederate escaped. Davis was a leading citizen. His family is wealthy.

Mr. Irving asked the Commissioner of Public Works in effect, what the Government proposes to do about McAlay's wharf; said the Commissioner stated that as soon as the ice falls away from the piers, an investigation will be held and necessary repairs made.

The St. John express which left Boston Thursday night ran into an open switch at Brunswick, Me., and crashed into a shipping engine. Both locomotives were wrecked, but the cars were not badly damaged. Two mail clerks were slightly injured but no passengers.

On Thursday last, Mr. John A. McDonald, member for Cardigan presented a petition of certain inhabitants of Ruskin and Riverton school districts, paying for one school district, instead of the two now existing in consequence of the new district created at Riverton quite recently.

Mr. Murdoch Kennedy asked the Commissioner of Public Works to lay on the table of this House all invoices, bills of lading and all correspondence together with drafts, in connection with coal purchased from Joseph Sellers' Sons and John Grady as shown by the Public Works Report, page 152, year, 1908.

The Feast of St. Joseph, was appropriately celebrated in the convent of that name, in this city on Friday last. Masses were celebrated in the morning, and the evening there was a sermon di circumspecto preached by Rev. Dr. McMillan. The services were brought to a close by solemn Pontifical Benediction of the Blessed sacrament, his Lordship the Bishop officiating.

The Lenten sermon in the Cathedral on Sunday evening last was preached by Rev. Dr. McLellan. His theme was the sacrament of penance, and his text was from the XVI. chapter of the Gospel according to St. Matthew: "And whatsoever thou shalt loose on earth, it shall be loosed also in heaven."

For the fourth time this winter, Governor McGregor, of Newfoundland, on Tuesday issued a proclamation summoning the Legislature. The date set for the opening is March 30.—Several postponements have been necessary account of the deadlock, which finally resulted in the resignation of the Premier, Sir Robert Bond. It is not known whether Sir Edward Morris, leader of the Opposition, will be able to carry on the Government.

In the Senate, Ontario Senator Comau moved that "in the opinion of the Senate, it is desirable that if any change be made in the boundaries of Ontario, Quebec and Manitoba, the interests of the Maritime Provinces be safeguarded by the reservation to the Dominion for the benefit of the Maritime Provinces of part of the mineral rights in the territory adjoined to first named Provinces." A lengthy discussion followed.

The anthracite coal mine operators in the United States declare that to accede to the demands of the miners' organization would necessitate an increase in the price of coal, and that the demands will not be acceded to. The operators are seemingly looking for the public's sympathy in the struggle they have entered on. The public, remembering how the price of its domestic fuel has increased in ten years, will hesitate to give its approval to anything that threatens a further hoisting of the cost.

The total number of homestead and pre-emption in the Northwest during 1908 was 31,475, an increase of 2,381 over 1907. The total area of land surveyed in the three Provinces is now 134,290,000 acres. There have been 37,963,200 acres taken under homestead or pre-emption act, and 31,864,074 acres granted to Railways. The total area under the grain crop last year was 9,600,000 acres, of which six million acres were in wheat. The total wheat yield last year is officially given as 105,000,000 bushels.

Advice from London state that the past week was a week of agitation on the subject of "tariff reform." Two most important speeches have been made, one by the Premier Mr. Asquith, who on Tuesday delivered a reply to the charge that capital was being driven out of the country by the free-trade policy, and one by Mr. A. J. Balfour on Friday, in which the Unionist Leader declared that tariff reform was the first matter to which any Government must address itself. Mr. Balfour had never gone so far before.

The dramatic revelation by Reginald McKenna, First Lord of the Admiralty, of Germany's extraordinary development in the capacity to build battleships rapidly, seems to mark a crisis in Great Britain's naval history. It will thoroughly arouse and alarm the country as to the possibility of England maintaining naval supremacy. Its effect was electric. Immediately the debate on the naval estimates was concluded a hurried meeting was called of the members of the House representing a small party, at which the situation was discussed, and a motion was carried, which was expectedly revealed to the House. The Government will be urged by a majority to make the "conditional" programme for additional "Dreadnoughts" an absolute building programme. Mr. Balfour, Leader of the Opposition, decided to take the sense of the House as to whether four or eight "Dreadnoughts" be definitely included in this year's naval programme. He gave notice to move a vote of censure of the Government last Monday, declaring the proposed provision for ships of the newest type not sufficient to secure the safety of the Empire.

Shocking Train Accident.

Four people are dead and thirty others were more or less seriously injured as the result of the blowing out of a wash-out plug, on the locomotive hauling the Boston express due at the Windsor street station Montreal on the C. P. R. at 5:15 P. M. Wednesday morning, three miles out from the station.

Scalding steam filled the cab and the engineer and fireman jumped. The train without a guiding hand at the throttle, rushed on for three miles, and dashed into the Windsor station through the ladies' waiting room, and then into the roundhouse, where the locomotive, after demolishing one massive stone pillar, was brought to a stop by colliding with another. The four who were killed were seated in the ladies waiting room. An investigation of the cause of the accident was made by General Manager McNeill, disclosed that the break in the boiler was at the fireman's side. The latter, Louis Craig, jumped at once and landed in a snow drift, practically uninjured and rushed down the track after the train. Half a mile further on he found the train lying unconsciously by the side of the track. His locomotive had been fractured when he jumped. Why before jumping, he failed to bring his train to a standstill by shutting off the steam and applying the brakes, is not yet known, and may never be, for Cunningham is still unconscious and is not expected to recover.

The train was carrying a heavy load, and the engine was working hard. The fireman, Louis Craig, had just jumped out of the locomotive when the boiler exploded. The train was moving at a high speed at the time of the accident. The explosion was so violent that it threw the train off its tracks and into the ladies' waiting room. The engine was completely destroyed, and the train was scattered in all directions. The fireman was severely injured, and the engine driver was killed. The passengers were also injured, and many were killed. The accident was a very serious one, and it has caused a great deal of concern among the public.

A sad feature was the death of Mrs. W. J. Nixon and her son and daughter. Nixon is a train dispatcher on the C. P. R. at Medicine Hat, Alberta. He had secured leave of absence to come to Montreal to get his family, and they were all at the station to greet him after six months' separation. Nixon's train was late, arriving a few moments after his little family had been hurried into eternity. The mangled bodies of his wife and daughter were almost the first thing that met his eye as he stepped from the train. The body of the boy was not found till the afternoon lying under a heap of debris in the basement of the station. The dead are Mrs. W. J. Nixon, Montreal, her son, aged 13, and daughter, aged 9; Elsie Villiers, aged 12 years.

At the conclusion of the investigation, D. McNeill, vice-president of the C. P. R., gave the following statement, based upon the statements of the witnesses examined: "While the night express from Boston was approaching Montreal this morning a plug blew out of the engine boiler at the Montreal Junction and Westmont station with a loud report. The plug was on the side of the cab where the fireman sat, and he was at once enveloped in scalding steam. The fireman at once concluded that something serious had happened to the boiler, and without a second thought rolled out of the cab window, falling almost unharmed into a snow bank. He then got up and followed the train, walking along the track, and found that Engineer Cunningham had also jumped from the cab about half a mile further on. He, however, found that the engineer had not been so fortunate as himself in jumping and that he was lying unconscious beside the track with a fractured skull. The engineer has remained unconscious, so that it has not been possible to discover what happened on the engine after the fireman jumped. The train naturally gained great speed on the down grade, approaching Montreal, but the train crew did not observe that it was going too fast until it was approaching Gay street. Then it was seen that something was wrong and one of the train crew applied the emergency brakes, which slowed the train down, but not sufficiently to stop it in time to prevent it from plunging through the ladies' waiting room and into the general waiting room at the station."

"We do not know exactly what happened on the engine," said Mr. McNeill, "but from the evidence of the fireman it is concluded that it was what is known as a wash-out plug. The engine is so badly wrecked that it is impossible to guess what happened to it. But from the evidence of the fireman, Louis Craig that is the inference gathered. In his statement, Fireman Craig said: 'Something blew out with a bang. I thought it was a sheet in the fire-box, and jumped without turning to see what was the matter when I felt the hot steam coming around me.' The steam was evidently flying in the fireman's direction," said Mr. McNeill, "and he was enveloped in it and had to jump from the window." Asked as to how it was that the engineer was able to hold on for another half-mile before jumping, yet had not applied the brakes or reversed the engine, nothing was known.

When the train entered the trainshed, Glenman Whelan, who was standing at the buffer of the track on which it was running, saw that it was beyond control. Two women and a man were standing alongside of the buffer, and these he swept out of the way just as the locomotive struck the buffer, smashing it into smithereens and dashed into the stone stone wall of the station at the rear of the connecting platform. Directly over the ladies' waiting room and the roundhouse are located the general passenger agent's office, filled at the time with clerks. The crash of the falling wall and the collapse of the big pillars sent them scurrying for safety, convinced that an earthquake had occurred, the crash being accentuated by the fact that the floor of the office sank nearly a foot when the pillar gave way.

When the locomotive came to a standstill it remained standing erect in the roundhouse. The tender broke through the floor and fell into the immigration

office of the road, located in the basement, fortunately vacant at the time with the exception of a single clerk, Emanuel Bock. He was buried under a pile of debris and it required two hours to release him. He was not, however, badly injured.

A number of ladies in the waiting room had narrow escapes. Two Indian girls were struck by the locomotive as it rushed through the room, but escaped serious injuries. Mrs. Alonso Schoolmaker, of 190 2nd St. Albany, N. Y., had one of her legs injured. She was with the party which included little Elsie Villiers, her niece, who was killed. None of the passengers on the train were injured, beyond slight contusions, none of the cars in the train suffering the slightest injury with the exception of the baggage car.

Resolution of Condolence.

At the regular meeting of Branch No. 359 C. M. B. A., Mr. Sewart, held on the 16th inst., the following resolution, moved by Bro. P. W. Clarke, seconded by Allen Morrison, was unanimously adopted: Whereas it hath pleased almighty God, in His infinite wisdom, suddenly to remove from our midst by death our esteemed and beloved President, Brother Elias Villiers, a member of Branch No. 359, endeared himself to us all by his gentlemanly bearing, his sterling integrity; his noble Christian character; his untiring ability; his uniform kindness and unassuming manners, and Whereas the awful suddenness of his taking away has been a terrible shock to us, his brother members, and has filled our hearts with sadness, and has brought grief and pain to the surviving members of his family; therefore Resolved that we, his brother members of Branch No. 359, while bowing in humble submission to the will of an all-wise God, who doeth all things well, bereave place on record an expression of our heartfelt sorrow at his demise, and tender to the surviving members of his family an evidence of our profound sympathy and sincere condolence in their sore bereavement.

Resolved that this resolution be inscribed on our records, and that a copy thereof be sent to the family of our deceased brother. D. F. EGAN, Recording Secretary.

DIED

In Boston, Mass., March 10th, William Butler, aged 35 years, son of the late Patrick Butler, formerly of this city. May his soul rest in peace. In the Charlottetown Hospital, March 20th, Johanna Carroll widow of the late Michael Carroll, aged 86 years. May her soul rest in peace.

I am showing the largest range of Fall and Winter Caps you ever saw. Prices from 50 cents to \$1.50. I can fit any man's head or suit any man's purse. H. H. BROWN The Hat and Cap Man

\$50 Scholarships Free To the Student making the Highest Marks during next term. Will YOU win it?

An up-to-date modern business training with no waste time. Write today for new prospectus, terms, etc. Union Commercial College, WM. MORAN, Prin. KING EDWARD HOTEL.

Mrs. Larter, Proprietress. Will now be conducted on KENT STREET Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices. June 12, 1907. J. A. Mathieson, K. C. E. A. MacDonald Jas. H. Stewart.

Mathieson, MacDonald & Stewart, Newson's Block, Charlottetown, Barristers, Solicitors, etc. P. O. Building, Georgetown.



Now Sir! "Honest Injun," We want to ask you a question.

IT'S THIS: If the price tags were not on our Clothing would you not think they cost much more than they do?

Our Kind of Clothing

Have a habit of looking much more expensive than they really are. We are confident that we have just the Spring Suit you'll like, and will be pleased to show it to you any day you are ready to look at it—COME TO-DAY.

Spring Overcoats \$5, \$8, \$10 & \$12 Spring Suits \$5, \$7, \$10, up to \$18

NEW SPRING HATS

Right this way, Sir, with any Hat idea you may have. We have every new shape that's going, that's correct. There are higher priced Hats than ours, but there are no better ones.

If you want the best that money can buy, come to us, it's here waiting for you.

PRICES. \$1, \$1.25, \$1.50, \$2, up to \$5.

PROWSE BROS., Ltd.

Charlottetown's Big Departmental Store.

STANLEY BROS. Our mail order department gives immediate and careful attention to all orders received by mail or telephone. There is no reason why you should not enjoy all the advantages of a large and carefully selected stock. We can do as well for you as any house in Canada. Absolute satisfaction guaranteed or your money back. We prepay the freight on all parcels over \$5.00 in value.

Stanfield's Undersclothing. This make of Undersclothing is worn by at least half our people in the Maritime Provinces. I am showing it in all weights and sizes. Prices from \$2.00 per suit upwards. H. H. BROWN The young Men's Man.

Besides securing a sound, practical business training, you have a chance of winning the \$50 scholarship at the Union Commercial College. Enter now. Full particulars on request. Wm. Moran, Prin., Charlottetown.

Go to Brown's for your Fall Suit or Overcoat; he will save you a dollar. H. H. BROWN The Young Men's Man. 158 Queen Street.

CANADA, Province of Prince Edward Island.

In the Probate Court, 9th Edward VII., A. D. 1908.

In re Estate of Annie Coffin, late of Morrell, in King's County, in said Province, widow, deceased; Intestate.

To be sold by public Auction, on Wednesday, the fourteenth day of April, A. D. 1909, at the hour of three o'clock in the afternoon, in front of the premises of the Auctioneer, in King's County, aforesaid, and by virtue of a license granted by the Surrogate Judge of Probate of the said Province, on the 20th day of November, A. D. 1908, to the undersigned Alexander McAulay and William A. Lewis, executors of the last will and testament of the said Annie Coffin, deceased: All that tract of land situate at Morrell, in Township Number Forty, in King's County, aforesaid, bounded and described as follows, that is to say: (commencing at the junction of Murray Street with the Morrell Rear Road and running along the Morrell Rear Road north a distance of thirty feet, or until it meets Ambrose Bery's line fence; thence in a westerly direction of sixty-six feet to land owned by R. N. Cox; thence south along the said R. N. Cox's western boundary line to Murray Street, aforesaid; and thence east along said Murray Street a distance of sixty-six feet to the place of commencement; also all that other tract of land at Morrell, aforesaid, described as follows, that is to say: Commencing at a point on the east side of the Morrell Rear Road one hundred and twenty feet southwardly from the Main Post Road near Morrell, thence eastwardly along the Morrell Rear Road southwardly for a distance of one hundred and fifty feet, or until it meets the northern boundary line of a lot of land owned by Robert Coffin to John Hogan; thence eastwardly along said John Hogan's northern boundary line for a distance of one hundred feet; thence north and parallel to the said Morrell Rear Road for the distance of one hundred and fifty feet; thence in a westerly direction parallel to said north boundary line of John Hogan's lot for the distance of one hundred feet, or until it reaches the said buildings and appurtenances to the said lands belonging or in anywise appertaining.

Dated this fourth day of March, A. D. 1909. ALEXANDER McAULAY, WILLIAM A. LEWIS, Executors.

CANADA, Province of Prince Edward Island.

In the Surrogate Court, 9th Edward VII., A. D. 1909

In re Estate of George McAulay, late of St. Peter's Bay, in King's County, in said Province, trader, deceased; Intestate.

To be sold by public Auction, on Wednesday, the fourteenth day of April, A. D. 1909, at the hour of ten o'clock in the forenoon, on the premises, under the authority of a license granted by the Surrogate Judge of Probate of the said Province, on the 22nd day of February, 1909, to the undersigned Margaret McAulay, administratrix of the personal estate and effects of the said George McAulay, deceased: All that tract, piece or parcel of land situate lying and being at St. Peter's Bay, in King's County, aforesaid, bounded and described as follows, that is to say: On the north and northwest by the Fortune Road, on the west by the Fortune Bay Bridge, on the northeast and east by land of Ambrose Somers, and on the south by the Marsh on the bank of the river, together with the dwelling house thereon, being the land for some years past occupied by the said deceased.

Dated this fourth day of March, A. D. 1909. MARGARET McAULAY, Administratrix.

ENEAS A. McDONALD, Proctor. March 10, 1909—51



Price \$2.50

Amherst Boots

Are the Farmer's friends. Made from Solid Leather throughout, counters, insoles and heels. They stand up and stand the strain of hard wear through all kinds of mud, slush and wet.

Men's Amherst Boots \$1.00 to \$2.75 Women's " " 1.25 to 1.75 Boys' " " 1.50 to 2.00 Girls' " " 1.10 to 1.35 Children's " " 1.00

Alley & Co.

Montague Dental Parlors

We guarantee all our plate to give perfect satisfaction or money refunded. Teeth pulled and extracted absolutely painless. A. J. FRASER, D. D. Aug. 15 1906—3m