

**ACADIA MINES NOTES.**

Mr. G. R. Smith left on Tuesday for Ontario.

Mrs. David-Morris arrived home from Parrsboro on Monday.

Mr. D W McDonald arrived home on Tuesday.

Mr. Dan McDonald, leaves to day for Esterville.

Miss Emma Parsons has gone to Oxford for a few days vacation.

Liquor Prosecutions are again the talk of Acadia Mines.

Miss Eliza Morrison arrived home from Parrsboro on Tuesday.

The Presbytery of Nova Scotia met in the Presbyterian church here on Tuesday.

Mr. S. G. A. Morrison arrived from Parrsboro on Saturday last.

Rev. Mr. Brown preached in the Episcopal church here on Sunday last.

The concert in St. Bridget's hall on Saturday night last proves quite a success.

Mr. and Mrs. Joseph Cockell left on Tuesday for a short visit to the Hub.

Mr. Harvey Smith arrived home from Pictou after a few days well earned vacation.

At Springhill, on Wednesday, Sept. 3rd, by Rev. Mr. Smith, Richard Richmond to Flossie Gillespie.

The social held in the Baptist church on Friday night, (the 6th.) was largely attended.

Mr. and Mrs. S H. Smith, returned home Wednesday from a short visit to Halifax.

The apple crop of Annapolis valley is not as large or of as good a quality as previous years.

On Saturday last two of our too numerous liquor sellers were lodged in the Truro jail, for the illegal sale of intoxicants.

Rev. M. W. Brown of Onslow, received 5 candidates in Baptism at Folly Lake on Wednesday last.

Mrs. M. J. Nicol accompanied by her son Alexander left on Tuesday for a visit to brother at Providence, R. I.

Mr. Frame of Boston accompanied by Miss Frame and Miss Cochran of Maitland, were in town this week.

The Temperance Hall here has been painted and fixed up, it presents quite creditable appearance.

Mr. David Johnson assistant in company's office, has purchased the shop lately occupied by Mr. Stephen MacLaughlin, where he intends carrying on the peanut business.

On Tuesday night, an attempt was made to blow up the house of Mr. C. W. Totten with dynamite. The charge which was a very heavy one was placed under the platform, and exploded about 11 o'clock, making a report which was heard for miles but fortunately the only damage done was the platform was blown away, the side of the house shattered, and some windows broken. This has not been the first attempt of that kind made at Acadia Mines, for only a few months ago Mr. Totten's morning found dynamite hung to his door, but the fuse had not been lighted. We sincerely hope that the perpetrators of such heathenly acts will be brought to justice at an early date.

**WHISPERED AT THE MINES.**

That they visit the Schools.

That flagging is prohibited.

That they had quiet an entertainment on the hen coop.

That he got left on the date racket.

That she got fastened in the collar.

That he has converted the boiler house into a Laundry.

That he has placed on order for a number of Almanacs.

He would get of the apples if it had not been for the dog.

**TRURO NOTES.**

Lively times at the Hub.

Moneton's sewerage system cost \$108,000.

Colonel Blair was in town Tuesday.

Chilly weather at nights, but beautiful days.

Frank & Brown's Circus Co. has taken up at Bangor.

There is a large number of strangers in town this week.

Now is the time to subscribe for THE SIGNAL.

W. H. Remie, of the firm of Geo. Layton & Co., New Glasgow, was in town this week.

It is said Inspector McCurdy has lodged an Economy lady vendor of the ardent at the queen.

Sheriff Archibald of Halifax was in town Tuesday.

We are pleased to see our contemporary the *Guardian* taking hold of the sewerage question.

The six travellers for as many four houses met at the Learmont one day last week.

Mrs. L. D. Windsor, Halifax was at the Learmont last Thursday week.

Hans A. McGillivray of Antigonish, and A. Miller were in town Monday.

Joe Gero, (colored) deaf and dumb mute, returned to the Deaf and Dumb School, Halifax, Monday.

New Glasgow is pestered with a gang of miserable thieves, who steal flowers from the graves in the cemetery.

The Prohibitionists are beginning to move in the matter of putting candidates in the field for the ensuing Dominion Elections.

It is expected that the Harmony legislature will meet for the dispatch of business, on or about the 1st of October. The session will be a stormy one.

Wm. Croelman Esq. Auctioneer, Truro, showed us a claw-hammer one day this week which is claimed to be 125 years old. It is a rough clumsy affair in comparison with the hammer of the day.

Stipendiary Licenses gave judgement in the recent liquor cases Wednesday morning, acquitting Mr. Alexander Carter, of the Grand Central hotel, and convicting A. S. Murphy of the Railway hotel.

The bar-rooms of Truro, were closed at 7 o'clock on Saturday evening, and remained closed until Monday morning. As a consequence but few under the influence were seen on the streets Saturday night.

**Along The Rail.**

Traffic is good.

The Pictou Midland railway is being pushed forward.

Track laying and ballasting on the Missing Link Railway is being vigorously pushed forward.

Angus Robert a brakeman on the Londonderry Iron Co's., road was in town Tuesday.

Conductor Bachanan has returned from the Oxford and New Glasgow.

Conductor Hopper, Ritchie and McDonald of the N. G. Railway were in town Sunday.

Quite a number of new hands have been taken on the road lately.

**PLAIN TALK FROM MR. COFFIN**

Hon. L. S. Coffin, who never loses an opportunity to make an argument for the railroad men, recently wrote to the *Railroad Gazette* as follows:

I must ask you once more to allow me to appeal to the managers and owners of railroads in this nation in behalf of their employes. I have before me the report of the conference of State Railroad Commissioners with the Interstate Commerce Commission here in Washington, held May 25th and 29th this year. In that report is a synopsis of railway accidents for the year ending June 30, 1890. I will quote here only the list that is directly traceable to coupling cars and using the old hand brake.

"Coupling and uncoupling cars, 300 killed and 6,757 injured.

"Falling from trains and engines, 493 killed, 2,011 injured.

"Overhead obstructions, 65 killed and 296 injured."

Making the terrible total, 858 killed, and 9,046 injured—a total for one year—9,922.

Falling from engines does not always come from poor coupling, and what number must be deducted from the total so as to rightly get at the number due to couplers and brakes, I cannot say, but it is perfectly safe to infer these with those who are killed and injured in collisions and other accidents which could have been prevented if all trains were equipped with power brakes.

Here are, then, 9,922 of these employes who have thus been killed or crippled, and in most cases for life, this last year, as shown by the reports of the Commission. How many of these poor fellows who were reported "injured" have since died from those injuries, God only knows.

Still, with these terrible facts confronting us, some of the high railroad officials come here and oppose the enactment of a broad liberal law requiring the railroads to equip their cars in a reasonable time with safety appliances which they admit are now at hand and perfectly practical, just because, to use their own words, "it would be a bad precedent to establish" for Congress to commence legislating to save these 10,000 men who are ground to death under the wheels or otherwise injured yearly.

Gentlemen, every trainman on your roads know that now there is no excuse for longer delay. They know, and know it, too, perhaps better than you do, that there are good, practical automatic couplers and they know that freight trains can be controlled by power brakes by the engineer, and can you blame these men if they soon conclude that they will no longer take such risks as they now run in coupling and breaking with these old death dealing appliances?

I am well aware that some of the roads are equipping their cars with these safety couplers and brakes, but we all know there are tens of thousands of cars in this country that would not and will not be equipped in the next decade unless there is a "thrust with the law." This proposed law will not injure an one of these good-road roads. Why then should they oppose it? Foreign cars will and must come to your roads but the law say such cars must be safe for your men to handle; show that you think more of the lives of your faithful

Gen. W. J. Rutledge left yesterday for Beaufort, from thence he will visit Boston, after which he will return to Wolfville to resume his clerical studies.

The annual School meeting will be held the last Monday evening in September. Don't forget the School Tax.

Rev. W. J. Rutledge left yesterday for Beaufort, from thence he will visit Boston, after which he will return to Wolfville to resume his clerical studies.

The C. B. Ry. is nearing completion. The Grand Narrows bridge has been completed, and will be tested this week by placing four locomotives on it. To be formally opened by his excellency the Governor-General.

Victoria Bridge Montreal has 3,000,000 feet of masonry in its construction, and, 500,000 rivets. It was built at a cost of \$6,000,000. A factory chimney at Point St. Charles, near Montreal, has 480,000 brick in it, it cost \$10,000 to erect it, and the engine furnace connected with it consumes 35 tons coal p. or day.

**ATTENTION!**  
**MEN'S AND YOUTH'S**  
**Ready-Made Clothing**

I am now offering at my store, Inglis Street, a well selected stock of Men's and Youth's first-class Clothing at prices which will surprise you. Please call and examine my new selection. My goods are all marked in plain figures. I sell at one price.

**JAS. KELSO.**  
Truro, May 24, '90.

**5c. SMOKE 5c.**

"Small Queen"  
The Best Cigar in Canada.

Guaranteed all Havana Filler or money refunded.

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**J. E. Biglow & Co.**  
Halifax St., Truro, N. S.

To whom orders from Truro and vicinity should be addressed to insure a prompt delivery and a saving in freight.

**5c. SMOKE 5c.**  
Truro, May 3 '90. 6 mos.

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SAINT JOHN, N. B.  
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12,000 in premiums.  
Competition open to the World, Space and Power Free.  
A large Array of Special Attractions.

Ample accommodation for Special Excursions on all Rys. and Steamboats.

For a full List, Entry forms and full information, address,  
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Apples, Pears, Bananas, Plums, Lemons, Cherries, Water Melons, Fresh Tomatoes, Cucumbers, Cabbage, Beets, Carrots, Parsnips, Onions, Peas, Beans, Confectionery, Nuts, Syrups, Jellies, Chocolate, Cocoanuts, New Fruits, and Vegetables, always on hand. Don't fail to try our Choice Tea, Cheese, Cooked Corn Beef, Ham, Salt Pork, Salt Beef, Herring, C. fish, Molasses, and all kinds of canned goods. Don't pass the GREEN GROCERY, if you require any of the above stock. Every Description of GOODS in our line always ready for our CUSTOMERS and perfect Satisfaction Guaranteed.

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The NEW WILLIAMS is constructed upon well established mechanical principles. It likewise contains many new and original devices all of which are covered by patents which prevent them from being used on any other machine. It works upon cone wearing centres and from a perfect and adjustable centres it is free from cogs, cams and gears and parts liable to wear.

Best machines sold on Easy Terms and old machines REPAIRED and taken in exchange. Needles and Oil of the Best quality.

Orders left at our Office for **STAMPING and PAINTING** will be done by Mrs. Norrie's best attention. Also in stock a fine lot of the celebrated new **OSBORN and Frost Finestras.** Call and see us.

**NORRIS & CURRIE**  
at Sept. 25, 1890.

**Live To Eat!**

And to do so, you must first eat to live. And to make a sure job, the proper method to adopt is to call upon

**A. J. STEELE,**  
three doors north of the Waverly House, Main St., who can supply Travellers with CHOICE MEALS, LUNCHEONS OR LODGINGS.

Permanent weekly Boarders can be supplied with First-Class Accommodation.

**A. J. STEELE,**  
Proprietor.  
Londonderry Mines, Aug. 23rd, '90.

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**60 TO E. MORRISON'S**

FOR YOUR COOL REFRESHING DRINKS, NO. 4 OUTRAM ST.

Ice Cream, Fruit and Confectionery, of the Finest Quality.

Fruit Syrups, Ice Cream, etc., supplied for Tea Meetings, etc., on Short Notice.



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