

# MACDONALD & CO.

(LIMITED)

HALIFAX, N. S.

Manufacturers of and Dealers in  
**PUMPING MACHINERY**  
 FOR MINERS' USE  
**IRON PIPES AND FITTINGS, &c.**

HERE AND ELSEWHERE.

Subscribers remitting Money, either direct to the office or through Agents, will find a receipt for the amount enclosed in their next paper. All remittances should be made payable to A. Milne Fraser.

**A HEAVY SUIT.**—The Joggins Railway Company have begun an action claiming some fifty thousand dollars from the Merchants Bank of Halifax, not the Halifax Banking Company as erroneously reported.

**MONTREAL TO HONOR LORD ABERDEEN.**—A civic address is to be presented to Lord Aberdeen by Montreal on Sept 27. His lordship will be the guest of the city and in the evening there will be a banquet.

**UNHAPPY BRAZIL.**—With the flight of President Peixotto of Brazil the government practically falls into the hands of the revolutionary party. Her four years experience as a republic do not appear to have brought the prosperity and harmony that was anticipated at the time of the deposition of Emperor Dom Pedro II.

**ASSISTANT BISHOP AT ST. JOHN'S.**—The intelligence has been received at St. John's that Bishop Brennan, of Dallas, Texas, has been appointed by the Papal Propaganda assistant bishop of St. John's, to aid Dr. Power, the present incumbent, in his manifold and arduous labors. The appointment was unexpected and causes general surprise and satisfaction.

**A STRANGE RECOVERY.**—It is reported that the money stolen from the Mineral Range train last Friday by train robbers has been recovered. One of the gang paid a Duluth and South Shore brakeman fifty cents to check a trunk which contained the proceeds of the train robbery, and a special train was sent out and the money recovered at a point on the line of that road.

**OPENING OF THE HALIFAX LADIES' COLLEGE.**—The above institution, which has already acquired a high reputation for the superiority of the educational advantages it offers, has opened its present session with the brightest of prospects, the attendance being very large. There have been important additions made in many departments, and the academy is now fully prepared to meet all requirements.

**REPEAL OF MCKINLEY BILL.**—The majority of members of the ways and means committee have not yet decided upon a time for beginning the work of formulating the bill to replace the present McKinley law. The probabilities are that nothing will be done regarding the details of the bill before next week. It is the expectation of Chairman Wilson and his colleagues on the committee that this measure will be ready for presentation to the house by November.

**INCENDIARY FIRES.**—Messrs. Stairs, Son & Morrow have offered a reward of five hundred dollars for the apprehension of the party or parties who are supposed to have set fire to their premises, and this has been supplemented by a reward of two thousand dollars by the Nova Scotia Association of Underwriters for the discovery of the incendiaries in both the Stairs and McCullough fires. The action of both the Messrs. Stairs and the underwriters is greatly to be commended, and we trust it will result in bringing the fire fiends to justice.

**COINS UNEARTHED.**—Abraham Gould, an Indian of Hants county, reports that while digging close to the water's edge of a river in Colchester County, his pick struck a bonanza in the form of a number of gold and silver pieces. The gold pieces are of different sizes and shapes, some being about two inches square, and over an inch thick. Among the lot are fifty silver pieces, about the size of an American silver dollar in circumference, and about half an inch thick. The gold and silver pieces all bear inscriptions. It may be added that so far there is no confirmation of the Indian's story.

**DEATH OF A DISTINGUISHED CANADIAN.**—On Tuesday last Sir Alexander T. Galt, G. C. M. G., LL.D., died at Montreal. Deceased was the son of John Galt, the author, and was born at Chelsea, September 6, 1817, and educated partly in Canada. He was therefore 76 years of age. He was in the service of the British and American Land company from 1833 to 1856, and commissioner and manager of their estates from 1844 to 1856. He was first elected to the Canadian parliament in 1849 and in 1858 was requested by the governor-general to form an administration. This he declined, though he joined Mr. Cartier's administration as finance minister, and held that office until the ministry was defeated on the militia bill in May, 1862. The late Sir Alexander resumed his post as finance minister in March, 1864, and retired in August, 1866, on the failure of a proposed measure to secure certain educational privileges to the protestant minority of Lower Canada. He was appointed finance minister of the Dominion government at Confederation, and resigned Nov. 4, 1867. From 1880 to 1883 he was high commissioner for Canada in England. The degree of LL. D. is from Edinburgh university. He was the author of "Canada from 1849 to 1859."

**CHOLERA AT HAMBURG.**—There were six new cases of cholera and two deaths from the disease reported in Hamburg on Wednesday. At Altona, one of Hamburg's suburbs, two cases of the disease occurred.

**WORLD'S FAIR ADMISSIONS.**—The proposition to charge twenty-five cents admission to the World's Fair on Sundays and ten cents for Chicago school children on certain days was voted down by the directors.

**THE VALKYRIE'S SPEED.**—Some indisputable evidence of the phenomenal speed of the *Valkyrie* comes in ahead of her. Captain Griffiths of the National Line steamship *Spain* states that on Saturday last in a wholesale breeze, under jury spars, the *Valkyrie* held his ship from 11 a. m. until 6 p. m., covering in that time a distance of 72 miles, and making an average speed by the log of over 10 knots an hour. The captain further volunteers the information that she is a hummer, and will open the eyes of people over here."

**THE ALLAN FORTUNE BOUND UP IN THE BANKRUPT MANITOBA & NORTH-WESTERN RAILWAY.**—The *Boston Herald* has published a sensational article showing that the large fortune left by Sir Hugh Allan, outside of the interest in the Allan Line, has been bound up in the bankrupt Manitoba & North-western Railway. It makes quite interesting reading, but when submitted to a critical analysis it is found to be rather lacking in the essential element. The estate may be a heavy loser through its investments in this enterprise, but not to the extent indicated in the *Herald's* article.

**KING'S COLLEGE CALENDAR.**—The Calendar of the University of King's College, for the year 1893-94, has been laid on our table, and is a neatly printed pamphlet of some 120 pages, containing most interesting details of the work of the institution and the course of study provided. It is illustrated with three full page engravings of the college, the interior of the library and a students room. The University is so well known that it is unnecessary to dilate on the advantages it has to offer students, but its pages should be carefully scanned by all intending to take advantage of a collegiate course.

**ROBBERY OF BULLION FROM THE MINT.**—Now that the government is practically assured of recovering more than 4-5ths of the amount of gold abstracted from the vault in the Philadelphia mint, the story of its disappearance and the circumstances leading to the capture of the culprit are gradually coming out. Friday evening Weigh Clerk Cochrane, in charge of the reserve vault, made a full confession to Chief Drummond and Mr. Preston. He stated that for the past five or ten years he had been abstracting bullion bars from the vault. During that time he had taken \$34,000 worth. Within the last ten days he had taken \$100,000 worth. Of the \$134,000 stolen \$107,000 has been recovered.

**EMPEROR WILLIAM'S KEEN INTEREST IN BISMARCK'S ILLNESS.**—The Emperor has shown the keenest interest in Prince Bismarck's illness, and is daily informed as to the condition of the ex-Chancellor. During the recent critical period of the illness the Emperor often nervously asked for news. Favorable reports had a wonderful effect on the Emperor's spirits, which had been low from the beginning of serious symptoms. It is possible that if the Prince recovers, this illness may effect what the combined efforts of Prince Albrecht, the King of Saxony, the Grand Duke of Baden, and the late Duke of Saxe-Coburg and Gotha could not bring about. It is certain that even if he should become reconciled with the Emperor Prince Bismarck would never take office again, even if one were offered to him.

**CENTENNIAL ANNIVERSARY.**—Monday last was celebrated at Washington as the centennial of the laying of the corner stone of the Capitol. The day was ushered in by ringing centennial chimes. Following as closely as possible the programme of the original ceremonies, the procession was chiefly confined to civic bodies, under the marshaling of Gen. Ordway, commanding the district National Guards. It started shortly before one o'clock, in four divisions, from the front of the White house. It moved along briskly up Pennsylvania Avenue to the Capitol, the civic organizations four abreast and the military in columns of companies, with a brave display of civic insignia, much music and the plaudits of a mighty concourse of spectators. At the head of the procession rode the President of the United States and his Cabinet officers. The President was escorted by a squadron of United States Cavalry which made a glittering show in their full dress uniforms, helmets and waving plumes. In the carriage following the President came the orator of the day, Hon. William Wirt Henry, of Virginia, grandson of Patrick Henry.

**AN ARSENAL ON WHEELS.**—The *New York World*, in commenting upon the train robbery on the Lake Shore Railway, remarks editorially:—"Something must be done. Here is the New York express train on the Lake Shore Railway, held up by about twenty armed road agents in Indiana, only four or five hours out of Chicago, and robbed of a large amount of money, variously estimated at from \$10,000 to \$300,000. This is all very well in the 'Wild West,' where such incidents take on a feature of romance, partly due to Buffalo Bill's show, but when it comes so near home it is evident that something must be done. What are we to do? It is idle to advise the passengers to carry arms and resist, when a single robber with a black mask and a couple of revolvers can 'hold up' a whole car-load of people. Will it be necessary to arm our engines and cars like iron-clad cruisers, with pivot guns and heavy broad siders? Will the railway time-tables of the future announce that train No. 16 will leave the Grand Central Railway depot at 9 a. m., with an armament of eight ten-pounders and two swivels? Will the public be reminded in the railway advertisements that all the palace cars on the Pennsylvania Central are armor-plated? What railway company will be the pioneer in this new departure?"

In view of what Hood's Sarsaparilla has done for others, is it not reasonable to believe that it will also be of benefit to you?