

The Signal

Acadia Mines & Truro Sept 13, 1890

EDITORIAL NOTES.

We hope our citizens will not lose sight of the sewerage question. Why not request the council to call a public meeting of the rate-payers and have the matter discussed, and get the sentiment of the people on the matter. Now is the time to strike.

An exchange says that the Pennsylvania company will be compelled to abandon engine No. 1313. The reason given is that this engine has figured in so many disasters that there is not an engineer or fireman on the road who is willing to ride upon her. Last summer No. 1313 plunged over a bridge at Littleton, plunged into the water and killed the engineer, fireman and ten passengers. A month later she collided with a train near Blaine, seriously injuring the fireman and breaking several cars. Not long ago while ascending a heavy grade, her boiler burst and the fireman was blown through the cab window. About two months ago she ran into a freight train, smashing up ten or twelve cars and injuring the fireman. A few days ago while running near Sang Hollow, an oil can exploded, severely burning both engineer and fireman. We have known engines to have a much worse record than this, and we doubt the truth of the assertion that the railroad men have refused to ride upon No. 1313.

Natal day proceeding were ushered in on Friday morning last at 5.30 by the noise of somewhat meager band of horrors, at 9 o'clock it began to rain, and continued to do so until the parade ended at 11.30. The procession was not large but was very nicely gotten up, with the exception of the order of marching, the few polymorphs that took part formed a most laughable feature of the affair. The widow McIntyre with her sleigh and old nag created lots of amusement for young and old. Mr. and Mrs. Spence went on a bust, the Harmony Lacross club colored minstrels in a wagon, driven by a real mule along with many other get ups were exceedingly comical costumes. But the parade of horrors excited the most interest as well it is sight as there was some handsome specimens of the equine race in the procession. Chas. Cotton, Wm. Brown, J. A. Leaman, Chas. Archibald, A. E. McKay, W. H. Tremaine, held the ribbons over some handsome double teams, as fine as can be found in Canada to day. John Ross steered Lady Landings and Modesty two of the hand-some paces in the magazine providence. There was a magnificent turnout of singles. The citizens Band was present and played some fine selection of music.

OUR NATIVE SOLDIERS.

KN-BROUTE ADDRESSHOT.

No. 12 and 3 companies. Picton, and coichester portions of the 78th regiment, Canadian militia, went into camp at A'dershot Tuesday last, Colonel Sutherland in command, Colonel Blair not going. Some impo. tant changes have taken place among the officers of the Truro Company, Captain H. L. Laurance has been raised to the

rank of major, and Lieutenant Mackenzie to that of Captain. The McKay has been made 2nd Lieutenant. The men especially the company presented a most Soldier like appearance, they conducted themselves in a very orderly manner. The 90th Canadian band did not go into camp at A'dershot this Summer.

A WOMAN KILLED BY A VAMPIRE.

The wife of Senor Gonzalez, a prominent citizen of Monterey Mexico, was found dead in her bed the other morning, with a large bag of vampire variety fastened in her hair. She had been sleeping by an open window, and the creature had flown in an evidently killed her by sucking her blood from two wounds on her neck close to the jugular vein indicate the place it had punctured. Its escape had been prevented by the hair of its victim, which was very long and abundant, and had so entangled the vampire in its meshes as to hold it until it could be killed. The death of Senora Gonzalez is much regretted in the community, as she was a lady of amiable and benevolent character, as well as noted for her beauty.

The death inflicted by these bats is a very peaceful one, for while draining the blood they keep up a continuous gentle fanning of their wings, which soothes and lulls the sleeper until his members glide imperceptibly into eternal rest. Senor Gonzalez, who was asleep by his wife's side, as he was first awakened by the bat's frantic endeavors to free itself from its net of hair, and that he killed the gorged and impoisoned creature without difficulty, and could scarcely believe that his wife was dead, so placidly and naturally did she sleep.

FROGS AND SWITCHES.

A correspondent of the Railway Are holds forth as follows about the necessity of blocking frogs. I notice in your issue of the 3rd inst. a quotation from the forthcoming annual report of the New York state railroad commission for 1889 with reference to frog accidents, as follows: The board has from time to time recommended to different railroad the insertion of blocks in frogs and between rails to prevent this horrible form of accident. It is reported, however, by many of the railroad companies that the blocking rather promotes than prevents the accidents.

The railroad companies of Michigan, many of them, formerly reported to this commission in a similar way. But our Legislature required them to block their frogs nevertheless, and since June, 1883, the law for such purpose has been in force. What the practical working of the requirement has been may be seen from the following statistics, taken from the annual reports of this office since 1880, it being the first year that frog accidents were reported separately:

Year	Killed	Injured	Total
1880	4	1	5
1881	3	1	4
1882	4	17	21
1883	4	5	9
1884	1	1	2
1885	1	1	2
1886	1	1	2
1887	2	1	3
1888	2	1	3

Investigation into the two fatal accidents in 1887 revealed the fact both were guard rail or switch accidents and the rails not blocked in either case.

From the above it will be seen that with a constantly increasing intelligence with our frogs and guards blocked we are having no frog accidents, and that is a sufficient comment on the claim of the New York companies that blocking promotes rather than prevents that class of accidents.

W. C. RANSOM, Pop. Com. of Railroads State of Michigan STRUCK BY THE PLAGUE.

TERRIBLE RAVAGES AMONG THE NEW FOUNDLAND FISHERMEN.

St. John's, N. F. Aug. 13.—Men, women and children dying a horrible death, their bodies lying without hope of a Christian burial. Such is the report that has reached here from some of the fishing towns on the French shore where the unfortunate inhabitants have already suffered so grievously. The nature of the disease is not known, but it is a very fatal one, and it is not unusual for those who are attacked to die in a few days. The death authorities are of the opinion that the epidemic has been introduced here by the regular coasting steamer, the captain reporting that while at "St. John's" a fishing settlement in the district of Barga, 338 miles from St. John's, he was informed that an epidemic had broken out at Cochin's Cove, a fishing station 30 miles from La Poile. The inhabitants supposed it to be the virulent dysentery. The death authorities are of the opinion that the epidemic was introduced here by the coasting steamer Conscript to the following fact: The first case of the disease was reported by the doctor at St. John's, but no official report has been published. Still it has leaked out that things are shockingly bad. The quarantine and disinfection, with the absence of sanitary aid, are helping the deadly march of the disease, which, it is now, already suspected not to be typhoid, but the black or Asiatic plague.

Paul Saunders, of Harbor Grace, and in a fishing vessel at Little Bay, came from the infected district, on the steamer with the doctor, and in substance the following story: The first outbreak occurred at "LaSons," a fishing station with a wretched population of eighty souls. Last fall the French fishermen entered the harbor, and as the Newfoundlander they did not know their fishing grounds, their boats and gear were wrecked. Without guard they could not fish. The without fish they could not obtain the necessities of life. Blood then men, women and children have been dying without a scrap of food or vegetables, their sole food for a few days they caught at their useless landing stages. LA more than skeletons, attacked by scurvy, it was no wonder that epidemic should ensue. After the outbreak in July a family of seven died in four days. Then the disease spread rapidly. frightful sights were witnessed daily. No attempt could be made to give the last burial rites to the dead. A dead mother was found in bed with two dying children, while the arms of a corpse lightly clasped a living infant. Then the people lost courage had made no further effort to stay the scythe of death. The symptoms of the disease are violent headaches and nausea. Then unbearable pains, which pulse and heart cease. In six hours the throat was almost closed, and the body turned black. The disease spread then to Little Bay, and thence to La Poile Bay, and in case supposed to exist at Tilt Cove a place of importance with upwards of 2000 inhabitants. This is a picturesque village celebrated for its copper and nickel mines, which have exported \$4,000 tons of ore since 1856.—Woolly Herald.

ST. JOHN EXHIBITION.

The work of preparation for the exhibition is making most creditable progress. The number of entries being made is both large and various. Arrangements have been made for exhibiting many articles which or not of domestic manufacture.

The first consignment of Messrs Paine's fire-works has already arrived and has given every indication that they are going to prove to be some fine features in their display. Contracts have been made to have the exhibition buildings fitted up with electric light. In addition arrangements have been made for 3 days special excursions from all points outside the Providence of New Brunswick including the I. C. R. All exhibitors wishing to visit the city previous to the exhibition can obtain certificates on application to the secretary, entitling to return tickets at one first-class fare for 3 journeys previous to the exhibition. These tickets are good between the 10th September and October 4th to go, and are good to return until October 6th.

THE MINERS PRIDE.

Miner's Pride is a Brand of Flour manufactured by D. & J. Ferguson, which is claimed to be the best Family Flour ever used in this Town. S. Y. is their brand of Choice Tea, which for Strength, Color, Flavor, is not excelled in the town. All their other goods are of the Highest Quality that can be procured. Acadia Mines, 23 Aug. '90.

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Jas. Kruso Truro, N. S.

WATCH THIS Space NEXT WEEK.

NOTICE!

J. W. Walsh who came to Truro one year ago and opened a first-class Barber Shop on the Esplanade, has worked up an exceedingly large business, his shop is open from 7 a. m. to 9 p. m. on Saturdays until 12 p. m. He has increased his number of private mugs to one hundred. Every regular customer gets a mug and brush free for his own use. He has lots of obliging and efficient help, and all unnecessary waiting is avoided. Don't forget the place.

J. W. WALSH, Esplanade, Truro, N. S.

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