

The Signal.

ACADIA MIXES & TRURO SEPT 20, 1890.

THE PASS BUSINESS

Our friend McDougall of the bright and spicy Campbellton Pioneer has got his back up at us. We said he was mad because Supt. Pottinger would not grant him a pass to ride over the I. C. R., and like the small boy when cornered he resorts to calling names, that are false. He says we have been known to 'steal rides on special trains,' we tell our friend he is a malignant false-her, or else his lying assertion are the outcome of a defective brain, and we challenge him to prove his assertion by any Conductors, or trainmen on the I. C. R. or else stand branded a faithful follower of saint Ananias. Mr. McDougall thinks David Pottinger a 'pretty tyrant, appointed to an office that God never gave him ability to fill, he cruelly insults and brow beats the honest employe, it is a crying shame that a great public institution should be run as is the I. C. R. by Pottinger, and Schrieber. The italics are ours, but the quotation from the pen of Mr. McDougall, the Editor of the Pioneer who professes to be a fearless exponent of the cause of the working man, especially railway men. If Pottinger is such a tyrant, why does Mr. McDougall go begging after a little piece of paper, hearing Pottinger's signature in order to secure a bump ride over the I. C. R. We have no particular liking for Mr. Pottinger, and when ever opportunity offers in the future as in the past to talk to him in plain language in the interest of the railway men we will do so. We claim and maintain a dignified attitude towards Mr. Pottinger, as an official of the I. C. R. which we will never lay at his feet by whining for a passers pass, all we want is fair play for the men on the I. C. R. and in advocating that we fear neither McDougall Schrieber or Pottinger, and our friend of the Pioneer might as well understand us first as last.

Truro's Civic Elections 1890

WHO WILL BE OUR NEW COUNCILLORS?

We will hold a mock poll for one month, to ascertain who are to be our next councillors in the several wards. Parties wishing to vote will use the following ballot out from this paper

No. Ward.....

Candidate.....

HOW TO VOTE.—Fill in the first blank with the number of your ward, and the second with the name of the person you wish to be councillor for your ward. Put the ballot in an envelope and address it to the Editor of this paper, or leave it at the store of A. T. Dalrymple, 46 Inglis St.

No votes will be counted unless marked on the ballot cut from the SIGNAL. The state of the poll will be published each week. The candidate receiving the largest number of votes will be presented with a silver headed cane. Poll closes at 12 o'clock Friday the 17th of October, final result published in the SIGNAL on Saturday the 18th.

Along The Rail.

Now is the time to subscribe for THE SIGNAL.

Driver E. Kennedy has returned from the Short Line.

Locomotive Inspector Stevens was in town last week.

Engine 24 went to the short-line Tuesday night.

The girders have been put in position on the "Y" Bridge Truro.

Driver Howard MacDonald and wife, are visiting friends on P. E. I.

BRAKEMAN W. J. DANIELS was killed at Dresden, N. J., on his first trip.

Driver Tom Henneey, and Mrs Henneey recently spent a few days vacation at Malgrave.

SAM CHRISMER, brakeman L. B. & W., was killed at Frankfort, Ind., July 25.

Wm. Worthington, a brakeman, was severely injured at Bristol, Pa., August 4.

Brakeman Cain was killed in a wreck on the Cotton Belt, near Beldon, July 15th.

Engineer Charlie Coon, Union Pacific, was seriously scalded at Beatrice, Neb.

Walter Powell was run over and killed by a switch engine at York, Ont., August 4.

Joseph Douglas, brakeman N. Y. P. & O., was killed at Youngstown, Ohio, July 23.

Chas. M. McInerney, an Eric brakeman, was seriously injured at Avon, N. Y., Aug. 5.

Brakeman J. A. Rank was struck by a bridge near Clinton, Iowa, July 20 and killed.

In a wreck on the Northwestern, at Malta Ill., July 22nd, Fireman James Duffy was killed.

Brakeman J. Latham was instantly killed at Lorenz, Ills., July 23.

Brakeman Cullit, on the B. & M. was probably fatally injured at Plattsmouth, Ohio, July 21.

On July 31 Ben Vocht, a Union Pacific switchman, fell under the wheels at Omaha and was killed.

July 29 Brakeman F. L. Pickering fell through a break in a train near Newark, Ohio and was killed.

Brakeman Samuel Chrismer was killed at Frankfort, Indiana, July 12th, by falling between the cars.

Brakeman Charlie Smith, of Lynn, Mass., was struck by an overhead bridge and killed, July 20th.

Brakeman George P. Dadoo was struck by a bridge near Carthage Junction, Ill., July 30th and killed.

On July 24th while coupling cars at Louisville, Ky., Switchman John Finigan had three fingers cut off.

Switchman William Wilder was run over and killed on the B. & O., at Columbus, Ohio, July 21st.

Charles Belden, a brakeman on C. H. & D., fell between the cars at Dayton, Ohio, July 21st and was killed.

Howard Litz, brakeman Union Pacific, was run over and killed by a switch engine at Laramie, Wyo., August 1.

August 8 two trains collided near Howe, Tex., Engineers Blair and Blake, and Fireman R. L. Hughes were killed.

Brakeman Joseph Collins, of Richmond, Ind., fell from a train and fractured his skull. The injury was fatal.

Wm. C. Randell, brakeman, had his right arm crushed while coupling cars at East Deerfield, Mass., July 24.

S. W. Puckett, brakeman L. & N., fell from a train near Hopkinville, Ky., August 4, and was severely injured.

James Lawler, brakeman I. I. & I., caught his foot in a guard rail at Dwight, Ill., was run over and killed July 23.

Brakeman E. T. Nelson, on the Newport News and Mississippi Valley road, was killed at Princeton, Ky., July 31.

Frank Scott, switchman B. & M. R., was run over by the cars at Lincoln, Neb., August 6, and had his leg mangled.

At Canon City, New Mexico July 26, a headend collision occurred on the Santa Fe, killed Engineer Frank Dennis.

J. H. Myratt, an E. T. Y. & G. brakeman, was struck by a bridge near Clinton, Tenn., July 28, and seriously injured.

In a collision near Bradford, Ind. August 3, on the L. N. A. & C. Engineer A. Burns and Fireman George Cole were killed.

On July 31 Chris Lennon, switchman Rock Island, at Des Moines, Iowa, fell between the cars and had one leg cut off.

Driver Fred Milligan son of Conductor Milligan, St. John, is now running out of Truro. Fred is very popular among the boys here.

S. C. Graham of New Glasgow has secured a contract on the Stewiacke and Landsdowne Ry.

Brakeman George F. Anderson was thrown from a switch engine at Lynn, Mass., July 3, and probably fatally injured.

Switchman Henry Stiner was killed at Chicago July 22. He was struck by a plank projecting from a lumber car.

John Gorman, a brakeman on the Central Hudson, was run over at Fort Plain, N. Y., July 25 and killed almost instantly.

J. P. Kigo, Missouri Pacific brakeman, while coupling cars at Nebraska City, Kan., July 28, had his foot caught and smashed.

A Brakeman on the Illinois Central fell between the cars near Grenada, Mass., August 4, and his body was out in twin.

John Crawley, switchman L. & N., was caught between the drawbars at Louisville, Ky., and had his arms badly mangled.

Conductor Daniel Duffly, of the Lohigh and Hudson road, was struck by a train passing his caboose, July 17th, and killed.

Brakeman H. A. Mateer, while making a coupling at Portage, Pa., fell and had one limb badly crushed by the wheels, July 22.

David Lampton, brakeman at Nashua, N. H., slipped from an engine, crushing his right leg so that amputation was necessary.

A Passenger train on the Rock Island road went through a bridge near Limon, Colo., July 21st. Engineer McCormick was killed.

July 22, M. A. Phalen, brakeman N. Y. P. & O., fell from a car with his left arm on the rail, which was cut off above the elbow.

John Burns, brakeman, St. Joseph and Grand Island, fell from a train near Seneca, Kan., August 4, and was instantly killed.

Barry Farrington, a brakeman on the Missouri Pacific, while making a coupling at Sheldon, Mo. July 22, was fatally injured.

Brakeman George B. Bender was struck by a train on the Hollidaysburg branch of the Pennsylvania, July 21st, and instantly killed.

Conductor James Stillwell, of the Grand Island, fell from the top of a car at Robinson, Mo., July 30, and was almost fatally injured.

Edward Baker, switchman Santa Fe yards at Dodge City, Kansas, fell from a box car at that place August 5, and was instantly killed.

On July 26 Ed. Irvin, a brakeman on the B. & O., while making a coupling at Spencers, Ohio, was caught and fatally crushed about the head.

John Horseman, Conductor Chicago and Northwestern, was fatally crushed by the cars at Woodstock, Ill., August 4, and died next day.

By the breaking in two of a train on the Cloversville railroad, New York State, Brakeman Fay Vanderver was run down and killed July 23.

A. J. Frasier, a Wabash brakeman while making a coupling at Jacksonville, Ill., July 29, was dragged under the wheels and his leg torn off.

A switch engine on the M. K. & T. struck an excursion train at Hannibal, Mo., August 2, Brakeman Robert Brothers had both legs broken!

D. H. Graham, brakeman Pennsylvania Railroad, was thrown from a train by the breaking of a coupling, near Frazer Tower, Pa. and killed.

Brakeman Pitts, of Erie, Pennsylvania, was thrown from his train at Cory, July 22nd. His left foot was cut off and he received serious injuries.

On August 8 Conductor Ed. Hilton was thrown between the cars by a sudden jolt, while setting brakes near DeSoto, Ill. He was killed instantly.

A Brakeman named Tavin was thrown from the cars on the B. & O. road at Scottsdale, Pa., July 20. His skull was fractured and leg crushed.

While riding on the side of the engine, Brakeman John Floyd, of Grove, Pa., was thrown to the ground. He was badly hurt but will recover.

On August 2 Wilson Reynolds, brakeman Maysville and Big sand was knocked from a train by an overhead bridge and killed near Johnson, Ky.

A Train on the Cincinnati, Southern ran into a boulder on the track near Oakdale Junction, Tenn., August 3, killed George Moore, engineer, and L. Ivohan, fireman.

Engineer John H. Mull, the C. St., L. & P., was run over and killed at Bradford Junction, Ohio, July 31: He had been in the service more than twenty-five years.

On July 22nd, two Lake Shore freight trains came together near Tigertown. Brakeman Seymour and Fireman Sims were killed. Engineers Ryan and Laing were badly injured.

Engineer Strope, who was said to be the oldest engineer on the Monon Route, was killed near Delphi, Ind., July 21st. The train was thrown from the track by striking a cow.

A Collision on the Monon Route July 21st, resulted in the death of Engineer James Millard. Brake-

man Morris Yacovoy is reported dangerously injured, and his recovery is doubtful.

In a collision on the Ontario & Western, July 21st, Engineer W. J. Fuller, of Middleton, New York was killed. Brakeman John Badger was thrown into the Delaware river, but swam to the shore.

On July 1, as Samuel Wardwell, brakeman Michigan Central, was climbing on top of a box car; at Lansing, Mich., the iron end step gave way. He fell under the wheels and was instantly killed.

The explosion of the boiler of a switch engine in the Georgia Pacific yards at Birmingham, August 7, resulted in the serious injury of Engineer Wm. Davidson. Fireman Wm. Black was fatally scalded.

Yardmaster George Bannel, N. Y. P. & O., had his right foot caught in the guard rail, and was thrown across the rails and dragged some distance by a break boom, but escaped without serious injury, July 21st.

J. Paul Kirkbride, of Bordentown, a conductor on the Amboy Division of the Pennsylvania Railroad, while coupling cars on July 25th, at the Haddon avenue station, had his hand caught between the bumpers and badly mangled. It is thought, however, that amputation will not be necessary.

Driver John Edwards while coming from Moncton Tuesday last on No. 24 train, took deep breathe ill at Sackville Station with cramps in the stomach. He was removed to the hotel and medical aid summoned. He was able to return home on No. 2 on Wednesday.

The work of enlarging the Londonderry Station freight house has commenced.

That gigantic railway enterprise at Truro the "Y" is about completed. It is expected to be opened in December the day following the opening of the C. B. Ry. by Sir John and the Governor-General.

Station Master Gunn of Belmont, is quite a fancier of fowls he raised a number of chickens this summer one day over a week ago one of them got into the barn and feasted over stuffed its crop with feed. Mr. Gunn opened the maw and took out the over dose of food soiled it up again, the chickens now living doing well.

Born.

Sept. 15th the wife of John Ferguson of a son.

Sept. 15th the wife of L. Huggles of a son.

Died.

At Truro, Sept. 15th, William C. eldest son of Dr. J. C. Phillips of River Phillip Cumberland Co.

LOOK HERE!

I am now selling ready-made clothing cheaper than any other house in Nova Scotia, that is I give better value for the money received. I buy and sell strictly for cash, and my expenses being light I can sell away down below any other clothier. My goods are marked in plain figures. I sell at one price. Give us a call no trouble to show goods.

JAS. KELSO  
Truro, N.S.