

THE HEAD LIGHT.

VOL. 1.

TRURO, N. S. SATURDAY, NOVEMBER 30th, 1889.

No. 16.

THE HEAD LIGHT.

Truro, Saturday, Nov. 30, 1889

We Want 1000.

We want 1000 subscribers to the HEAD LIGHT. Will our friends please assist us in getting that number. If they do, we will guarantee to give them the best weekly paper in the Maritime Provinces. THE HEAD LIGHT is a home paper—its columns have been and will be devoted entirely to our own Maritime Provinces. We are asked every day when we will enlarge it—just as soon as our means will permit. Whenever our subscription list begins to enlarge, our columns will be likewise. Special rates to those getting up clubs. Write us for particulars. Subscription price \$1.00 per annum; six months, 50 cents, payable in advance.

Address,
C. W. LUNN,
Editor and Proprietor,
Truro, N. S.

RAILWAY WORLD.

In Germany, since here, railroad accidents are the chief sufferers from rail road accidents. In 1887, while only 25 passengers were killed and 156 injured on the lines of the German Railroads Union, 398 employees were killed and 1,427 injured.

A Berlin manufacturer is offering for sale an oil can with a small lantern attached, and a reflector, which is intended to enable the oiler to do his work without carrying a lantern in one hand and an oil can in the other. The lamp burns kerosene oil (a vegetable oil which still competes with petroleum on the Continent, and especially in France), and the oil-holder is inserted in the oil can, and serves to keep the fabricating oil warm in cold weather.

The half-yearly report of the British Board of Trade, giving a summary of the railroad accidents in July 1, 1889, includes special reports on 12 train accidents which were inquired into during the last half of the period covered by the report. None of these accidents were very serious. A feature of these reports is a classification of the casualties to employees according to the class of service in which they were employed. Thirty-five classes are represented, including contractors' employes, and the injuries are subdivided into 18 kinds, from amputation of principal members down to unspecified injuries described as "severe," "shaken" and "slight." The injuries summarized in this table include those happening to all employes, whether connected with train accidents or otherwise. Eighty-one passengers and no employes were killed, and 523 passengers and 30 employes were injured by train accidents in the United Kingdom during the six months. Of the passengers, 30 killed and 200 injured were on the Great Northern of Ireland, on which road occurred the Armagh collision, but the special report on that catastrophe is apparently not yet completed, as it does not appear in the book.

A railway from Alexandria to the Cape of Good Hope, crossing the continent of Africa from North to South is seriously proposed.

The Engineer's Story.

WHICH CAUSE JUSTICE TO BE DONE TO THE EXTENT OF NINE DOLLARS.

New-York Sun.

In the smoking car along with half a dozen others of us, was an engineer who was going down to Peoria, and after a time the judge started to draw him out by saying:

"I presume you have had your share of close shaves, along with other engineers?"

"I have shaves," was the reply.

"Been in many smash-ups?"

"A full dozen, I guess."

"Any particular adventure that might be called wonderful?"

"Why, yes, I did have one," replied the man, after lighting his old cigar stoup.

"I didn't think it any great shave myself, but the boys cracked it up as something extra."

"Let us hear about it," said the judge, as he passed him a Havana.

"Well, one day about three years ago I was coming west with the lightning express and was running to make up lost time. Down here about twenty miles two roads cross, as you will see, and there are a lot of switches and side tracks. I had just whistled for the crossing and put on the brakes when the coupling between the tender and the baggage car broke."

"I see, I see," murmured the judge.

"At the same moment something went wrong with old No. 40, and I could not shut off steam. She sprang away like a flash, and as she struck the crossing she left the track and entered a meadow filled with stumps."

"Good heavens!"

"She kept a straight course for about forty rods, smashing the stumps every second, and then leaped a ditch, struck the rail of the D. and R. road, and after a wabble or two, settled down and ran for two miles."

"Amazing! Amazing!"

"Then at a crossing, she left the metals, entered a cornfield, and leaping to the right, plunged her way across the country until she came to our own road again. She had a long jump to make over a marsh, but she made it, struck the rails, and she went."

"You—don't—say—no."

"I was now behind my train, and after a run of two miles, I got control of the engine, ran up and coupled to the palace car, and went into Ashton pushing the train ahead of me."

"Great Scott! And was no one hurt?"

"Not a soul and not a thing broken. The superintendent played a mean trick on me, though."

"How?"

"Why, the farmer who owned the meadow paid the company \$18 for the stumps I had knocked out for him, while the cornfield man charged \$9 for damages. The Superintendent pocketed the balance of the money."

"The scoundrel. And how much are you paid a month?"

"Ninety dollars."

"That's for running on the road?"

"Yes."

"And nothing for lying?"

"Not a red."

"That's an outrage. The superintendent is an old friend of mine and I'll see that you get the \$9 on the stumps and a salary of \$200 a month as long as you live. Is such men as you who make a line popular."

There are twenty liquor suits on the docket and the end is not yet.



Town of Truro.

NOTICE:

Fire Alarm!

EIGHT New Fire Alarm Boxes have been put up in the following places:

Box No. 12.—North Side Snook's Store. Key at Electric Light Station, King Street.

Box No. 13.—Corner King and Victoria Streets. Keys at Herbert Clark's or Mrs. E. Brittain's (the house on which no place is placed.)

Box No. 14.—On Flag staff by Post Office. Key at Wm. McCully's, Prince Street. Key at James McEwen's, No. 10, Lower Street.

Box No. 15.—At Kent's Coal Shed. Keys at Railway Coal Shed and at James Street. (The John Moore house.)

Box No. 16.—North Side of W. N. Miller Store, corner Prince and Inglis Streets. Key at W. N. Miller Store and at R. A. Longhead's, Church Street. F

Box No. 17.—South Side Passenger Station, near Office. Key at Train Dispatchers' centre of building.

Box No. 18.—At Pumping Station. Key at Pumping Station.

Box No. 19.—On Telegraph Pole near corner Prince and Lyman Streets. Keys at Wm. Youds and Brian Archibald's.

(*) On the discovery of a fire the first duty of every citizen is to run to the nearest box and give the alarm by pulling the box, or, if there is no box, to ring a quick pull, then let it go and close the box.

The number of strokes the box is operated upon gives on the gongs at the Pumping Station, the Electric Light Station, and the Railway Station, and the houses of Members of the Fire Company, locates the fire.

The number of strokes will be repeated on the Steam Whistle at the Electric Light Station.

By Order,
W. D. McCALLUM,
Town Clerk.

Truro, Oct. 16th, 1889.—[4th Jan. 1.]

THE LOST DOG FIEND.

During the past two weeks we have met no less than six different persons, all of them looking for a lost dog. The peculiarity about the thing is that the description of these lost dogs are identical, they are all large yellow dogs. The last person who accented us with the query was a man belonging to six miles back of Harmony.

He met us at the Truro post office and said his big yellow dog was last seen at Goshen, some miles above Upper Stewiacke. He wound up by saying, "Look yer mister, yer didn't see him around town, did you?" We told him no, and if this thing did not stop we would save our interest in the railway local franchise business and ask our provincial government to establish a detective bureau in Truro for the discovery of lost yellow dogs.

THE NEW BRAKEMAN.—Hon. P. A. Landry, a few days ago recommended a young man to the railway authorities and requested that he be given a position in the service. He chose the position of a brakeman and got his order to go out, but when he was needed the Conductor found him asleep. He woke him up and asked him for his fare. It is said the man was ordered to fasten the bell cord to the bell, but instead of so doing, he went out and attached it to the smoke stack and returned, his sleep.—*Moncton Transcript.*

Daniel Orniston of New Glasgow has patented a railway station indicator. The name of each station is legibly shown doing away with the necessity of the conductor making an announcement as a station is approached.

The Scott Act was sustained yesterday at Fredericton, N. B., by 68 majority.

PUBLIC ARCHIVES OF NOVA