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HERE AND ELSEWHERE.

Subscribers remit their 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.

ACACIA VILLA.—A circular of Acacia Villa School at Horton Landing has been issued, giving information as to terms of the school, course of instruction, etc., and containing a cut of an additional building recently erected. The school now closed for the holidays will be opened on August 31st, not August 7th as is usual.

A DISTINGUISHED VISITOR TO THE FAIR.—It is announced that Count Tolstoi intends visiting the World's Fair, accompanied by a number of Russian nobles, who will spend the most of their time while in America in farm houses, their object being to learn the causes of this country's agricultural success, and also to investigate American methods of irrigation.

SMALL POX ON THE MIAMAC.—J. W. Carmichael & Co's new steel steamer *Miamac* arrived at Pictou on Saturday flying a yellow flag. One of the crew had been taken ill on the trip from Liverpool, and Dr. McMillan of Pictou boarded the steamer and pronounced it a mild case of small-pox. The sick man was removed and the steamer quarantined near the light house. There is apparently no danger of the disease spreading.

THE MASOON FAIR.—The choruses to be sung at the opening of the Masoon Fair promise to be one of the most pleasing features of the programme. A large number of ladies and gentlemen, including some of the best singers in the city, have responded to the invitation of the musical committee, and practices are being held in preparation of the coming event. The other features of the Fair programme are numerous, and the committees are busily engaged in preparations.

CANADIANS APPRECIATING NOVA SCOTIA.—It would seem now that our American cousins have discovered what a beautiful summer land this Province of ours is, the Upper Provinces people are also beginning to appreciate our advantages. This week a party of Mr. P with their families have been taking a cruise through the Annapolis Valley and Cape Breton, and it is hoped that this is but a forerunner of the Upper Province tourist parties who will in the future seek rest and recreation in Nova Scotia during the summer season.

TRAIN GOING TO CHICAGO.—Citizen George Francis Train is going to Chicago. He doesn't see how he can say no to the Commissioners' invitation to visit the World's Fair, since he is the only man in the world, so he says, who can put the White City on its feet. He has declared that Chicago is a bankrupt. She has no money, and the Fair is a stupendous failure. But I shall save the Fair, depend upon that. I will suggest that the three hundred and fifty thousand school teachers in the country be sent to the Fair for a five days' stay at the expense of their cities and towns, and have the school children taken there at one-sixth the usual fare. The citizen also has suggested that if the Illinois legislature would pass a bill repudiating all debts of the Fair the enterprise would soon be clear of all embarrassments. Citizen George Francis Train is a big man, in his own mind.

A GOLD EVENING'S WORK.—The Board of Works at their meeting on Monday evening put through quite an amount of business. One of the matters before the Board was a report by the Engineer in re the carelessness of drivers of the city watering carts in either leaving the caps of the hydrants off altogether or but partially screwed on. When thus left children find amusement in filling the nozzles of the hydrants with stones and other articles, and the Engineer claims that the consequences of this carelessness might be very serious in case of fire, and asked that the Board authorize him to fine any man leaving a cap off or partially off. The Board adopted the report and decided that if the caps are left off the drivers will be fined \$1.00 for first offence and will be suspended for a second. Another matter before the Board was the esplanade nuisance. W. H. Neal, Chairman of the Board of Health, was present in regard to the matter and stated that several residents of that vicinity had made complaint to him of the state of the esplanade, and asked for remedy. The Engineer reported that he was making surveys to get an estimate of the cost of any improvement proposed, and recommended that in the meantime a suggestion made in a previous report, namely, that the deposit on the shore be removed and the shore left as clean as possible, be carried out at once. This appeared to strike the Board favorably, and a scow owned by the city is to be used for the purpose of keeping the shore in this vicinity clean. Perhaps, after all, had the *Miamac* lived but a little longer it might have witnessed the removal of its *late noire*, the "dumplinade nuisance."

Write to the proprietors of Puttner's Emulsion for copies of testimonials to the excellence of Puttner's Emulsion from the most skillful physicians and prominent citizens of Nova Scotia.

PLEASANT TIMINGS.—M. J. Keating writing to the *Truro News* says:—"Has it struck anyone yet that there are more visitors in the Maritime Provinces at the present time than has been the case during any summer in the history of the country. It is a fact, just the same. Where they are all domiciled is for those interested to find out; figures don't lie (at least those I have before me do not), and the total shows that during the past four weeks more persons have gone out of Boston bound for some point in the Maritime Provinces than during any corresponding period since the improved transit facilities have been undertaken." This is good news to all who take an interest in the Maritime Provinces. A large tourist travel means money in a good many pockets. Mr. Keating also says the seashore resorts near Boston are being slimly patronized this season, and the harbor excursion steamers are not doing a third of the business of other summers in the past. A wail of poor business also goes up from the hotel proprietors of the mountain resorts in New England. All things considered the Provincial passenger business is turning out the best of them all.

SECOND FALL OF THE NARROWS BRIDGE.—At about 1:30 a.m. on Sunday the bridge which spans the harbor from Richmond to Dartmouth fell with a crash. The section gone extends from the draw near the Dartmouth side to within about 200 yards of the Halifax shore. The train crossed to Dartmouth on Saturday evening and all appeared to be as usual. The wind was not blowing and the tide was not at its highest when the break occurred, so it remains unexplained what caused the disaster. In September, 1891, a severe wind storm carried away the same section. Luckily on both occasions the collapse was not accompanied by any loss of life. It is said the piles on which the bridge was built did not reach the bottom, and it is also said that the deep water terminus is in a similar condition. If this latter be true it seems a very unwise policy to wait until an accident occurs before having the defect remedied. Should the wharf go as suddenly as the bridge has done, the consequences might be indeed serious. The bridging of the narrows does not seem to be a success, and public opinion is strongly in favor of giving up the attempt and connecting Dartmouth with Halifax by an overland route, connecting with the I. C. R. at Windsor Junction.

A BIG FIRE IN HALIFAX.—It is some time since Halifax has had such a fire as that which occurred in the north end on Tuesday evening, which resulted in the destruction of about \$15,000 worth of property. The fire broke out in a large shed owned by John Davidson & Son, containing about 50 tons of straw, and surrounded by piles of lumber and shingles. How it originated is not positively known, although conclusions are drawn from the fact that some boys were near the shed, smoking, about 20 minutes to six, and a few minutes later the building was in flames. Some delay in sounding the alarm caused the fire to have a big headway before the fire department arrived on the scene, the straw and lumber making good fuel for the fierce flames. The fire spread in an easterly direction, and it seemed at one time as though the district bounded by Agricola, West, North George and Charles Streets would go, but thanks to the strenuous exertions of the firemen but a part of the uncluttered block was destroyed. Seven houses on John Street were practically destroyed, and Davidson's store house on North George St., the large barn and the residence owned by the Misses Landall on Charles St., between John and North George were burned to the ground. By 7:30 the fire was fully under control, although it smouldered all night. The firemen did good work and deserve great credit for the dispatch and efficiency with which they got the roaring mass of flames under control. John Davidson & Son's loss is estimated at \$5,000 with \$700 insurance, Misses Landall's at \$3,600, no insurance; D. W. Burgoyne's house and barn, damage \$600, insurance \$1800. The other properties destroyed were only partially insured. All Halifax turned out to see the fire, and the crowds which gathered at the scene from six to eight o'clock included all classes from the upper tennant to the lower hoodlum.

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