

D. 277

# THE PEOPLE'S PAPER

# THE SEARCHLIGHT.

"Hew to the Line, Let the Chips Fall Where They Will."

VOL. I.

TRURO, N. S., WEDNESDAY, JAN. 31, 1906.

No. 65

### Just Picked Up.

Winter is going.  
Tuesday next is election day.  
This is the last day of January.  
How are you guessing on the election?  
Yesterday was nomination day for the civics.  
Yesterday morning the 30th January, the mud was ankle deep on the streets.  
Good progress is being made in repairing the damage to the Metropolitan rink.  
Rev. John Wood preached two excellent sermons in the Congregational Church Sunday last.  
The gas company should make another effort to come to Truro. It would be gladly welcomed now.

The committee having in charge the big entertainment to take place under the auspices of the Working Men's Protective Association, is making good progress.

I. C. R. trainmen will, no doubt, be interested in the new schedule of rates for C. P. R. trainmen on the Western division, publication of which we commence to-day. It will be continued in Saturday's issue.

No person, that is, neither candidate mentioned municipal ownership of the town lighting system at Friday night's meeting. We believe the larger majority of the rate payers of Truro are in favour of municipal ownership of the light plant.

### Along the Rail.

Traffic is brisk on the I. C. R.

Tom Lowrey, and D. C. McDonald, who captured the spy out in South Africa, are both ex-I. C. R. men.

The South Shore railway people are seeking to have their Halifax terminal on the Common in Halifax.

Mr. Gordon Cooke, mason, is putting up fines in all the section men's houses between Truro and Halifax.

The Sydney C. B. Reporter says T. B. Spencer, Londonierry, has been appointed I. C. R. station master at Sydney, C. B.

Owing to illness Conductor Margeson, for a time at least, has been forced to lay off. Conductor Pollock is now relieving him on the Pictou accommodation.

Juo D. McKay, a former I. C. R. brakeman, but now running on the C. P. R. out of Rat Portage, in renewing his subscription to SEARCHLIGHT says he is doing well in the west.

### Thos. Lowrey Writes From the Front.

HE AND D. C. McDONALD CAPTURE A SPY—OTHER INTERESTING NOTES.

Through the kindness of Mrs. Thos. Shea, of this town, we are permitted to make some notes from letters received by herself, and mother, Mrs. Lowrey, Halifax, written by her brother, Pte. Thomas Lowrey, "H" Company 2nd Royal Canadian regiment, South Africa. The letters bear date Belmont, South Africa, December 17th, 1900, and are the latest received in Truro. The soldier lad, among other things, says:— "There was a big fight where we are now stationed, Belmont, and a great number were killed. The dead bodies of Boers are lying all around, only partly covered over with stones; so that you can imagine the sanitary condition of the place. The stench is awful.

The other day we erected a cross at the grave of Lieut. Wood, son of Capt. Taylor Wood, Halifax, who was killed at Modder River, where we were for three days. We have lots of work in the morning and man the trenches, as that is the time the Boers make their attacks—just at sunrise. I have just come in from 30 hours outposts on the "kopjes," the hills. We buried one of "G" Company, a St. John man, the other day. He died of fever; a few others have it, but they are on the mend.

I do not know what the natives live on in this place, as there is nothing but hills and rocks.

I was expected to move to Kimberly at any hour. Dan McDonald and I captured a spy and his horse the other morning, and brought him to camp. We are not able to surprise the Boers, but feel that we can do them up in quick time when we meet them. You should see us at. We have hard tack and coffee for breakfast, and soup for dinner.

HANDSOME DONATION.—Mr. Alfred Dickey has donated one hundred dollars toward paying for the Lower Stewiacke Presbyterian church bell.

J. P. McDONALD INJURED.—We regret that our good citizen, John P. McDonald, foreman of the I. C. R. blacksmith shop here, slipped and fell on the icy street Friday last, breaking a collar bone, which will, of course, confine him to the house for some time.

GOOD FARM LAND.—Laugh at rocky Winkler Junction as much as you please, but Mr. James Adams and Mr. McKay, are demonstrating that it is capable of being a good farming locality; there is some splendid land suitable for agricultural purposes around the Junction.

### The Contest.

The civic contest goes quietly on. After all it is a quiet election—everything is passing off good naturedly. The only Councillor contest will be in Ward I, between retiring councillor Beck, and Mr. Frank Smith.  
In the majority contest, there is very little boasting on either side. The Stuart men, so we are informed, figure on a majority for Turner in Ward I, that Ward II will be pretty even, but that Ward III will give their man sufficient majority to place him handsomely at the head of the polls. On the other hand, the Turner men are confident; they are not revealing their hand as to figures, but say their man can win. In fact, the quiet contentment seems born of assurance.

### Where is Kitchener?

People are beginning to ask, "Where is General Lord Kitchener?" Since arriving at Cape Town some weeks ago, he seems to have passed out of the eye of the public. It is also being asked where the multitude of troops are that have poured into Cape Town during the past two weeks. Have Kitchener and those troops gone into the interior? Are they marching on the Capital of the free state? It is said Kitchener is a man of surprises.

### Branch at Sydney.

Mr. E. Bigelow of the firm of Bigelow & Hood this town, was recently in Sydney, C. B., with a view to locating a branch of their business in that town. The firm already have a branch in Halifax.

WAKING UP.—It is said Halifax people are just beginning to realize what they may lose owing to the Midland Railway coming direct to Truro.

W. S. McDONALD DEAD.—W. S. McDonald, of Pictou, a well-known printer, and lately in the employ of the I. C. R., died at his home in that town, quite suddenly, Sunday last, his death being the result of an injury. Deceased was interested in the "gold cure" some years ago, and practised it in Truro.

WAR SERVICES.—At a meeting of the Truro Ministerial Association, held Monday, 29th, the following motions were passed:— "In view of the present exigencies in South Africa, this association requests all the churches in town to observe Wednesday evening as a meeting for intercession for Divine guidance in the present crisis. Also, that a special Union meeting for intercessory prayer be held Thursday morning, Feb. 1st., at 9.30, in the parlour of the Young Men's Christian Association."

# The Searchlight.

THE PEOPLE'S PAPER.

C. W. LUNN, Editor and Manager

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## The Municipal Contest.

Yesterday was Nomination day in the municipal elections. Those nominated were:

For Mayor—G. W. Stuart, and R. J. Turner, Esqs.

Ward I.—W. H. Beck and Frank Smith, Esqs.

Ward II.—Dr. H. V. Kent.

Ward III.—Hugh Cameron, Esq.

Mr. Kent and Mr. Cameron are elected by acclamation.

**NEARLY A TOWN.**—Bedford is growing rapidly, and will soon be a town. Industries is all that is needed to bring it more rapidly to the front.

**DID THINGS THOROUGHLY.**—After all they used to do things pretty thorough in the early days of railroad building in this country. The stone and iron trestle at Windsor Junction was built over 30 years ago, and yet it is the most substantial on the I. C. R., and will last for many more 30 years.

**BOOMING AHEAD.**—During the past few years Lower Stewiacke, Siblebancas, and Elmshale are places that have sprung from little hamlets to thriving country villages in fact are bordering onto towns, and we predict that the time is not far distant when they will be. They are inhabited by an enterprising class of people.

**IN THE WRONG PLACE.**—It is twenty five years since North Street station house Halifax, was completed, and now one can see that it is in the wrong place, and that the traffic of the road is fast outgrowing the yard room. Some place on the corner nearer the centre of the city is the proper place for the railway depot and yards.

**THE DOUBLE TRACK GRIEVANCE.**—If the D. A. R. should get control of the Midland Railway the necessity for building a double track between Truro and Halifax will be greatly lessened. Freight from East and West go then via Truro Junction instead of west go via Windsor Junction.

**MR. TURNER'S EXPLANATION.**—Mr. R. J. Turner, explained Friday night that when Mr. Stuart announced that he would not be a candidate this year, he promised some friends that he would, afterward he could not honorably back out. Mr. Turner said that had Mr. Stuart stated at the beginning that he would again be a candidate, he, Turner, would not now be in the field as he did not want a contest.

## THE SEARCHLIGHT.

### Colchester Boy Abroad.

We have received a finely illustrated card of the Province, published at Vancouver, B. C. It is a loom sheet for Kamloops, B. C., and from it we clip the following:

"No one in insurance circles is better known the Yale district over than Mr. Chas. S. Stevens, who possesses those qualities which create friends and go to build up a good business. A native of Nova Scotia—before settling in Kamloops in 1895, Mr. Stevens was for several years a trusted employee of the C. P. R. He has travelled extensively over the Eastern, Western, and Southern States, and as a result of his observations, prefers Kamloops to any other point, basing his belief on its future and the great undeveloped natural resources of the country around it.

In fire insurance, Mr. Stevens represents three of the largest and most reliable companies in existence—namely, the Phoenix of London, the Liverpool, London & Globe, and the Norwich Union. His territory includes Ashcroft, Carleton Place, Shuswap, and the Nicola country, and he probably handles, for his company, more insurance than any other representative in Kamloops. He is also manager for the Dominion Permanent Loan Co., of Toronto, for whom he does a big business.

Mr. Stevens is a prominent and active member of the Board of Trade, alive to the interests of the community, and always ready to give his time in support of any movement for the public benefit. He is a prominent member of the Masonic lodge, and meteorological service agent for the Dominion government. As an ex-railroad man, familiar with railroad rates and methods, he was one of the committee appointed by the Board of Trade to provide data, showing the discriminating construction of the rates in effect to points in the interior. He is a worker, and a Kamloops man to the core."

There is also a cut of Mr. Steven's first residence, Chas. S. Stevens is a Colchester boy, a son of the late James Stevens, of Belmont, and brother to Mrs. Gunn, wife of Mr. J. M. Gunn, I. C. R. station master at Belmont. Mr. Stevens is himself an ex-I. C. R. operator, and went west about ten years ago.

**TRUSTS THE ENGLISH.**—It is a fact worthy of note that although President Steyn, of the Orange Free State, is fighting against England, he has sent his family into British territory for safe keeping.

**PARTNERSHIP DISSOLVED.**—David S. Crowe and James Weatherly, being business as general blacksmiths on Waddell-street, have dissolved partnership. Mr. Weatherly retiring.

**EASTERN NOTES.**—I. C. DORON, late station agent of the I. C. R. at Sydney, will in future control the freight department here.

Neil McMillin, engineer of the I. C. R. who was directed to bring a special from Grand Narrows to Sydney on Saturday, was injured at Bosdale. While arranging the headlight he slipped and fell upon the track, receiving a severe injury to his chest.—Sydney Record.

—Advertise in SEARCHLIGHT.

### Personal.

Mr. Jas. Weatherly is going to Sydney to locate.

Mr. A. C. McKenzie arrived home yesterday morning.

Mr. J. E. Bigelow is confined in his residence suffering from a severe cold.

We regret to hear of the continued illness of Mrs. McPherson, of the Bevere house.

Rev. Mr. Martin and Mrs. Martin were at the Victoria-Temperance Monday night.

Brakeman John McDonald, Truro, who has been ill for some time past, will soon be out again.

Brakeman Hector Bruce, who was injured a few days ago, is able to move about again.

We are glad to see Mr. A. F. Ross, of the firm of A. F. Ross & Co., who has been ill, able to get out again.

Miss Lizzie Edwards is teaching at Lower Stewiacke for a few weeks, relieving one of the teachers who is ill.

Mr. Donald, of Moncton, is at the Victoria-Temperance. He is here in connection with the repairing of the Metropolitan rink.

Mr. A. C. Bell, M. P., New Glasgow, passed through town this morning on his way to Ottawa, to attend to his parliamentary duties.

Mr. D. Gunn arrived home from Sydney, C. B., Saturday night last, where he is conducting a successful auctioneering business, assisted by Mr. Holley.

### Opera News.

The Frost Stock Company is occupying the boards in the Opera House this week. The Frost people give first-class clean shows. Each member of the Company is a star, and those who attended their shows Monday and last night, came away more than pleased. Play again tonight as usual.

### Ladysmith in a Week.

General Buller says he has found the key to the road and will be in Ladysmith in a week. Making as reported has not yet been relieved.

**RAILWAY MAN'S DAUGHTER.**—Miss Jessie McKenzie, daughter of Station Master McKenzie, Bedford, is one of the efficient teachers on the Acadia Mines school staff.

**NO BREAK.**—The fact that the office and plant of the bright Pictou Advocate was burned out on the 21st inst., did not make a break in the publication, as the paper came to hand yesterday, reduced in size to be sure, but the energetic publisher, Mr. Jno. D. McDonald, will soon have it as large, bright and newsy as ever. Bro. McDonald has our sympathy and best wishes for a speedy recovery from the catastrophe.

Three things to be careful of—health, reputation, money.

## Mr. A. C. McKenzie Writes.

Councillor A. C. McKenzie, writing from Brooklyn, Elgin County, N. S., to SEARCHLIGHT, under date of Jan'y 24th, says he has completed planning the stations on the Midland railway, and adds that those stations are the best built ones in the maritime provinces. He says in appointing Mr. John B. McDonald, of Sable Hill, inspector, the committee made no mistake. In Mr. McKenzie's opinion Mr. McDonald knows his "biz."

Mr. McKenzie is grateful to his many friends for mentioning his name for the mayoralty, but adds that at present he could not think of being a candidate, as he has not the time to give the attention that the importance of the office requires of Ward III for the kindness they have shown him during the seven years he has held the office of councillor for that Ward, and while he could not agree with all of the opinions of the electors, he always acted in what he thought was for the best interest of a progressive town like Truro. He is pleased to note that the sewerage question has come up in a business way, and hopes it will soon be an accomplished fact. He adds that we should have had it long before this. When we get it we will have permanent streets, and thus away. When we get sewerage we will have many more desirable people locating in Truro, for it is hard to make people believe that natural drainage is sufficient for a town like Truro.

Mr. McKenzie says Truro made no mistake in having the Midland terminate there, as it runs through a fine agricultural country. He does not think there are sixty miles of railway in the country any better located or built.

However, he adds, that the business men of Truro, in order to capture the trade, will have to provide a market for the produce which now goes to Halifax. If they do so, they can reap a rich harvest, as the people along the line from Kentook are looking to Truro.

## Personal.

Miss Gertie Lewis is visiting friends in Kentville.

F. H. Armstrong, general passenger agent D. A. R. was in town last week.

Mrs. Blair, wife of Hon. A. G. Blair, minister of finance, is very ill with pleurisy at Ottawa.

Mr. W. W. Dakin, of Winsbor, was the guest of his brother, Mr. G. B. Dakin, Pleasant street, over Sunday.

METHODIST.—On Friday, February 16th, a tea and entertainment is to be given to the scholars of the Pleasant Street Methodist Sunday School. The committee are hard at work making the necessary arrangements, and do not doubt the affair will be a success.

CAN'T DO WITHOUT HIM.—Mr. R. F. Black is always attentively listened to at a town meeting and what he says is much in fact. In fact, what would a town meeting be without Mr. Black? There is his hearers, and there is the best interests of Truro always lie nearest his heart.

## The Assessing System.

We were taken Friday night last with what Mayor Stuart said about assessing—that is, that the law should be entirely complied with, and property assessed at its cash value, thus making a reduction of the rate of taxation. He said it would make the assessment court of appeal more useful than it now is, with an assessment valuation of 75 per cent. of the real value. The understanding—not the law—is, that property is assessed at 75 per cent. of its real value. A property may be assessed at 75 per cent. of its real value, and on the 75 per cent. basis a man may feel he has a grievance, but when he goes to the appeal court he is asked if he will sell the property for what it is assessed at. Certainly he will not, because it is only 75 per cent. of the real value, consequently, if above that amount, there would be no grievance real grievance, and when the owner went before the appeal court, he would get relief, because he would then say he would gladly sell the property for what it is assessed at. If the valuation is raised, the rate of taxation will be lowered. Winsbor, N. S., before the fire, assessed at the real value, and had an 80 per cent. rate; we assess at 75 per cent. of the real value, and have a 41.50 rate. One thing is sure—if the assessment valuation is kept down, the assessment rate must be kept up; if the assessment goes up, the rate comes down. We believe the real valuation and the low rate is the better and most honest way. We say honest, because the 75 per cent. assessment causes the assessor to violate his oath of office, as he is sworn to assess at the real value. Mr. H. T. Laurence, assessor for Ward II, called attention to this last fact at Friday night's meeting.

## Stray Shots.

The empire has not yet begun to fight.

The voters' list is the centre of attraction.

These days the average ratepayer is singing: "Is my name written there?"

Johnny, get your promise ready, there's a candidate at the front door.

The candidates are not "absent-minded beggars." They remember all the shortcomings of the other fellows.

Y. M. C. A.—At the men's meeting in the Y. M. C. A. parlour Sunday afternoon, Rev. R. G. Strathe gave an exceedingly interesting talk, his subject being "The Judgment."

"GEORGE" IS TOWN.—Mr. G. H. Laurence, one of the best known and most popular men in Acadia Iron Mines, was at the Victoria Sunday. For many years Mr. Laurence was manager of the Co-operative store at the mines, but he has ceased to do business. "George" is not just sure what will go at now, but hopes to be in business again before long.

## News Notes.

Joubert's nephew is reported in camp at De Aar fighting with the British.

Mr. J. J. Copp, M. P. for Digby, has been re-nominated by the Liberals of the county.

Barbados is anxious to send troops to South Africa, and thus show her loyalty to the empire.

Osman Digna, the principal General of the late Khalifa Abdinlah, who was recently taken prisoner by the British, has been taken to Suva.

The remains of John Ruskin were interred at Coniston on Thursday amidst universal signs of sadness, and with a eegonential typically rural.

James Bailey, probably the tallest man in the world, died last week near Rochester, N. Y., aged 75 years. He was known as the Alleghany giant, and measured 7 feet 4 inches in his stockings.

The German naval bill has adopted the new hull built which provides for doubling the present number of battleships, and the construction of six large and seven small additional cruisers.

A London cable says that it is understood that the house of commons will be re-elected on Thursday, March 1st. This is in addition to the £8,000,000 already appropriated.

Lord Strathcona has enlarged the number of his horse from 400 to 531, and the government has chartered the steamship Monterey to carry them to South Africa. The steamer is to sail from Halifax the last of the present month.

## The Boers Rob the Dead.

BUT THEY TREAT THE LIVING WOUNDED WITH CONSIDERATION.

The St. James Gazette's correspondent in his mailed account of the Battle of Colenso, dwells on the effect of the Mauser bullet, which he says is, no doubt, a very humane one, and inflicted some wonderful wounds.

"Some of the bullets," he says, took extraordinary courses. A man was shot in the head; the bullet came out of his side, and he is doing well. An officer was shot in the left breast; the bullet came out low down the back, and he was walking about on Sunday and said he felt nothing wrong with him.

The Boers treated our wounded well, and, in fact, did not take them prisoners, as they said they could not be bothered with them. They took the wounded colonels, as they like colonels, and would prefer one with a title, but they rifled their pockets, and went for bread in the haversacks with green. "I don't think they can be getting much bread now. They also stripped our dead of all clothing, for they have no plumico behind them, and officers' breeches were highly treasured.

The arrangements made by the medical officers were perfect. The wounded were picked up almost at once, and, within twelve hours, they were comfortably settled in hospitals, and being attended by the best nurses, with every comfort that money could procure."

## THE SEARCHLIGHT.

### The Arm-Chair Warrior.

Ye amateurs of England  
Who keep your native sates  
And criticise so bravely  
The fighting man's defeats;  
Ye turkey-cocked warriors  
Who ventilate your view  
Or what could be accomplished  
If things were left to you.

My paper-map civilians  
One cannot but admire  
With how sublime a courage  
You face the chamberlain fire;  
With what prophetic wisdom  
You speak the warning word,  
Choosing the happy moment  
When things have just occurred!

There runs to ancient proverb,  
Good for the swollen head,  
How fools rush in security  
Where angels-fear to tread,  
But here the common mortal,  
The stroller down the street,  
Knows better than to follow  
Your rash, intruding feet.

Is not our task enough, Sirs,  
To bear the present hunt,  
That you on wounded honours  
Must dump your little dirt  
You, from your padded armchair,  
Safe in a sea-locked land,  
While those who sweat and hold  
Their lives within their hand.

When we are short of critics  
To sum the final blame,  
We'll ask a fighter's verdict  
Upon a fighter's game  
But you who pass opinions  
On work that half begin,  
Please give us your credentials  
Show something you have done,  
—Punch.

### Cross Country Locomotives.

When the Boers sent their ultimatum to the British Government, the British problem was confronted with this great problem: Given, a magnificent army at hand, supplied with every conceivable necessity, with which to crush the enemy's country, how to transport the supplies to the army when it sets out beyond rail-head into the enemy's territory, where horse-transport cannot be relied on safely owing to the plague of rinderpest and to the ravages of the deadly tsetse-fly.

This question the British War Office met with the prompt answer: "Traction engines."

Not a moment was lost in organizing what may be called "The Traction-Engine Brigade." All the Government steam sappers that could be spared were country road-engines, sought out by the Company's purpose; one or two of the engines were armored; suitable trucks, drivers, stokers and mechanics were enlisted, being drawn largely from railway reserve men; and roaming road-cars, resembling gipsy caravans, for the use of which in charge of trains, were built and fitted.

As at present arranged, the Transport Company in charge of the engines consist of a total strength of 130 men, with a captain and subaltern, six sergeants, four

corporals, and a competent staff of mechanics, drivers, stokers, and smiths.

### THE TYPE OF WAGGON.

The February number of Pearson's Magazine will contain a description of the new engine and coaches by Mr. J. M. Woodward. The steam sappers are all of one pattern, fitted with interchangeable parts, so that one driver would be at home with any engine, and in case of accident repairs could be easily made. Each engine cost upward of £2500; the road-cars for the officers upward of £500.

One type of wagon has been designed with the special purpose of transporting compressed forage for the horses; it will carry sufficiently compressed forage to last 2,000 horses for three days—an incalculable advantage in a land of barren veldts and sparse pasturage, consisting often only of "sour grass," poisonous to the horse. A special type of engine is fitted in front with a crane attachment for the object of lifting heavy weights. Suppose, for instance, a laden train upset, falls into a ravine. The crane-engine would be brought up, a wire hawser would be run out from the crane, and one after another the overturned engine and trucks would be quickly and easily hauled out, and set on their wheels again.

There is no comparison between steam and horse transport—Supposing, for example, a load of twenty tons to be carried to the front. With horses, twenty regular service waggon would be required, ninety horses, and forty-eight men (1,800 pounds of forage would be necessary for the horses, 5,000 pounds of water. The average daily length of march would be fifteen miles.

To move twenty tons fifteen miles, a traction engine requires of coal 500 pounds, and of water 200 pounds. In place of forty-eight men, only a driver and a stoker are necessary, and perhaps an escort of ten men.

At the halt the horses require forage and water in the same quantity as when working. The engine, not eating when not working, costs nothing. The horses would soon break down under heavy, continuous daily marching; the engine can easily perform on good roads fifty miles per day month after month.

Each engine can be used as a "winding engine," being fitted with a winding drum and seventy-five yards of steel rope. When guns or baggage fall into heavy, boggy ground, from which no horses could pull them, an engine would soon extricate them; or it could draw guns over marshy ground where horses would be unable to gain a foothold.

Suppose, again, that an engine drawing a heavy load up a hill breaks down midway; so that no persuasion will induce it to proceed. Another engine comes to the rescue. It takes up its position at about the thirty yards ahead; its wire hawser is unclimber and attached to the unwilling hill in motion—the engine remaining stationary; the wire is wound in, and the engine is drawn up until it is again able to forge ahead unaided.

By unwinding its rope, and attaching it to some distant, stationary object, an engine could wind itself through almost any impediment that is likely to arise. It can perform a useful service in sawing wood and pumping water for the use of pumps, each engine can deliver 2,000 gal-

lons per hour to an altitude of 300 feet, and can send the troops water at this rate through a portable main half a mile long, thus alone saving a camp of say 10,000 men seventy-one pairs of water-cart horses.

**Special Discount.**

During January we will give a Discount of 10 per cent for Cash.

**A. B. COX & CO.,**

**THE UP-TO-DATE TAILORS**

GUNN'S BLOCK INGLIS ST., TRURO.

**Lumbermen's**

Overshoes

Rubbers

Moccasins

Sox

Leggings

**Smith's Shoe Store**

INGLIS ST., TRURO.

(Written for SEARCHLIGHT.)

**Thoroughness.**

Each day as the old world swings along through space, hinging its nearer and nearer to the end of all things,—for us we have cause to be amazed at the multitude of people who sail calmly on under false colors, impressing their friends, and the world at large with their great ability, their wonderful knowledge of many facts which arises, however diverse each may be from the other, however wide apart the qualities of mind necessary for the proper understanding and enjoyment of all. A little thought, perhaps, will even deepen it, but we will no longer marvel at the wisdom of these others, but at the blindness of ourselves, for it is impossible for one person to know everything, and if any seem to do this the solution is that that person is superficial.

The hand that grasps at a thousand things can do no more than touch with the finger tips, and thus gain a faint idea of the depth a closer contact would reveal. We say our little  $1=10, 10=100$ , risk an opinion, perhaps, and those who hear spread abroad the fame of our cleverness. But he who knows his subject, knows our ignorance, and if, with the magnanimity of large minds, he keeps this knowledge to himself, we have only cause to feel our littleness the more.

The sin of superficiality is one of the marks of the age. Education is so universal it is made to cover so much ground and so little time that it is impossible to gain much insight into anything.

In all things thoroughness is as the vital marrow by which the structure grows and is fed, and nowhere is it more absolutely essential than in the many phases of daily life. For instance in true friendship. That pleasant superficiality of sympathy which binds us, apparently, to so many charming people, gives us delightful acquaintances but no real friends. There is all the appearance of friendship, the caress, the loving word, the familiar phrase, yet there is no depth, no thoroughness beneath, in our hour of need it is not to those we turn for there is always the chance that they will desert us, taking part in the cabal against us. With real friendship we know that by no accident of fortune, no spiteful act of fate, can the real friendship be loosened. For faithful to the friendship based upon thoroughness of knowledge; no inner sanctuary conceals some great or little vice from the eye of a true friend, there is no deception, no posing, the understanding each of each is thorough.

Thoroughness in the whole of life, from start to finish, is one of the things which we ought to cultivate more than we do. It is of no use to do things by halves. In friendship and charity, in work and kindness, if we are not thorough we deprive our acts of more than their light and grace, and considerably more than half their usefulness.

So in all our life this quality is to be prized and cultivated. In work, in play, in friendship, and in self-education, let us try and be thorough above all things.

—Advertise in SEARCHLIGHT.

# Shubenacadie Mineral Water.

Results count—we wish to be judged by them. If we gain your confidence today, we shall do our best to keep it—for all time—just as we ought to do if we want to be honest with our patrons. We believe you will like this water, because it is good for you, and we think any doctor will tell you the same if he has read the analysis published on the label.

**BIGELOW & HOOD.**  
Truro, and 41 Bedford Row, Halifax.

## DISCOUNT SALE!

But there is no discount on the quality of the goods discounted in price.

CHOICE CONFECTIONERY ALMOST GIVEN AWAY.

**GANONG'S BEST CHOCOLATES AND CREAMS.**

24 Lines Cream Goods, and numerous Mixtures by Robinson Bros.

DON'T FORGET THAT WE ARE THE CENTRE OF ATTRACTION FOR

Books, Magazines, Newspapers and Stationery.

Prince Street, Truro, N. S.

**J. M. O'BRIEN.**

## F. DEXTER & CO.

PLUMBERS, Etc.

ESTIMATES CHEERFULLY FURNISHED.

Telephone 143, Prince Street, Truro, N. S.

### Speaking of 1900

I may say that I am still on deck, and as usual have a fine line of

## CHOICE FAMILY GROCERIES

"CREAM OF WHEAT"—NEW BREAKFAST FOOD

And Elegant Picture of Northwest Scenery.

Given away with every two packages purchased.

**A. E. EDWARDS, = = Outram Street**

## Answering an Ad.

A little while back a lady, whose organ of benevolence is not properly developed, inserted the following advertisement in a London paper.

A lady in delicate health wishes to meet with a useful companion. She must be domesticated, musical, early riser, amiable, of good appearance, and have some experience of nursing. Total abstainer preferred. No salary.

A few days later the advertiser received a hamper, labelled: "This side up with food—perishable." On opening it she found a fine tallow cut with a letter tied to her neck. It ran thus:

"Ma'am,—In answer to your advertisement I am happy to furnish you with a very useful companion, whom you will find exactly suited to your requirements. She is domesticated, a good vocalist, an early riser, possesses an amiable disposition, and is considered handsome. She has had great experience as a nurse, having brought up a large family. I need scarcely add she is a total abstainer. As surely as I am her object, she will serve you faithfully in return for comfortable home."

## Wise Bits.

Health is better than wealth.

If you are well, let yourself alone.

Children are what the mothers are.

Kindle no fire you can't extinguish.

The sun shines for you; let it into your house.

Cheerfulness and good-will make labor light.

No ill befalls us but what may be for our good.

Health is a long price to pay for education.

Cheerfulness gives clearness and vigor to the mind.

If there were no clouds, we would not enjoy the sun.

Three may make a secret—if two of them are dead.

One hour's sleep before midnight is worth two after.

Fretting never removed a cross or produced a comfort.

If death be terrible, the fault is not in death but in thee.

## Trapping Cattle.

General Laurie has 150 head of cattle on his farm at Oakfield. Last fall a number of them had become so wild that all sorts of inducements failed to get them to permit of being housed for the winter. As a consequence some of them are yet running wild in the woods. However some have been caught by aid of keens being built in the woods and fodder put in them. When the animals went in to feed, the doors were so rigged that immediately the animal stepped inside the door closed, and the animal was a prisoner. The trapping took place at night.

## CARD.

To George W. Stuart, Esq., Mayor Town  
—of Truro:

DEAR SIR,—Notwithstanding your public announcement that you would not accept the Mayoralty for another year, we, the undersigned, recognizing the importance and business like manner in which you have conducted the affairs of the town during the past two years, beg to believe that it is in the best interests of the town that you should serve us for the coming year.

We hereby request you to accept a nomination and pledge yourselves to do all in our power to secure your election.

To Rev. Mr. Admus, William Cummings, T. M. King, C. B. Archibald, Duncan McDonald, J. H. Kent, J. E. McKay, John Dickson, and J. W. Johnson, Esq's.,

and the several hundred other electors who have signed the requisitions handed me, and the many other citizens who have waited on me personally during the past few days.

Permit me to say notwithstanding my public announcement that I had no inclination or intention of occupying the civic chair another term, I feel I am obliged to reconsider my resolve and shield your solicitations.

Since accepting my first nomination, now two years past, which I did most reluctantly, I have had but one object in view—to serve the town faithfully, regardless of personal interests, which I have done at considerable personal sacrifice. Every matter, of whatever nature, that has been before your council has been dealt with in a manner looking to the best interests of the town, and the results accomplished as shown on the records—open to the public—will never be forgotten.

In again acceding to your earnest solicitation should you elect me, I can only serve you as I have done in the past.

To call on you each personally in this busy time closing up the year's work you can understand will be impossible.

I am your humble servant.

G. W. STUART.

## CARD.

TO THE RATEPAYERS OF THE TOWN OF TRURO:

Ladies and Gentlemen:

Having been requested by a large number of the Ratepayers to allow myself to be nominated for the Mayoralty, I now accede to the request and place myself in your hands, and if elected will do my best for the welfare of the town.

Yours respectfully,

R. J. TURNER.

**Bruce's Bakery**

The oldest and the best. White, Brown and Whole Wheat Bread.

**Pies, Cakes and Pastry.**

Wedding Cakes a specialty.

PRINCE STREET, - TRURO, N. S.

## 3 UNDERWEAR SPECIALS.

UNDERWEAR—The very name suggests a glowing singleness this weather.

If you are one of those people who put off buying underwear until now, because January prices are always lowest, we are thing you'll appreciate at a price that never before bought like goods.



Men's Double-breasted winter-weight shirts, with drawers to match; dark, stripe pattern, made to sell at 55 cents.

Special.

29c

Men's Heavy ribbed Double-breasted Shirts, with drawers to match; good value at 55 cents.

Special.

45c

Men's Extra Heavy All Wool Shirts and Drawers in mottled blue and white, pink and white stripes.

Special.

65c



Stanfield's Unshrinkable Underwear

In all sizes.

Wright's Health Underwear

In Cotton, Woolen and Silk Fleeces.

A Point about Our Underwear worth remembering:

It bears the stamp of the very best makers—the makers who have the reputation of making good underwear and making it fit.

**PHILLIPS**

The Clothier.

N. B.—Our place of business will be closed at 6 o'clock on Tuesday, Wednesday, Thursday and Friday evenings, until further notice.

### New Schedule for C. P. R. Trains.

We commence to-day the publication of the rates governing the schedule of rates for trainmen, which went into effect Sept. 1<sup>st</sup>, 1899, on the western division of the C. P. R.

**Article 1.—PASSENGER TRAINMEN.**  
Sec. 1.—Conductors 2 cents per mile. Baggage-men 1 1/2 cents per mile. Brake-men 1 1/4 cents per mile.

Crews assigned to regular passenger runs to be guaranteed \$105 for Conductors, \$85 for Baggage-men, \$60 for Brake-men. Overtime after 52 1/2 miles for Brake-men, but will not be required to run extra passenger, mixed or freight trains to make up full mileage.

Sec. 2.—Relieving Crews or men will be paid at not less than a proportionate rate of the regular salary for the number of days they are employed on such regular run.

Sec. 3.—Five crews to remain on present run between Winnipeg and Fort William.

Sec. 4.—**WORK.** In cases where crews are assigned to run a portion of which is S. W. Branch, 41-passenger mileage is less than 120 miles for each trip, such is paid regular mileage rates, each will be but not in case less than regular passenger salary for combined runs of 120 miles or passenger work and mileage for mixed train work, as per article 7.

**Article 2.—MIXED TRAINS.**  
Conductors \$90.00 per month; Baggage-men \$60.00 per month; Brake-men \$50.00 per month.

Overtime at 3 cents per mile for Conductors and 2 cents for Baggage-men and Brake-men, after 3,100 miles per month. Where regular run is less Company have right to use crews in road service up to them around other crews except in the case of branch line mixed crews on their own sections. Detention time to be paid as per article 4.

Same arrangement as formerly for Ed. Montan run—Conductor \$125.00, Baggage-man and Brake-men \$75.00 per month. Prince Albert Branch—Conductor \$100.00, Baggage-men \$65.00, Brake-man \$50.00. If switching to be paid for on above runs as per article 6, in addition to stated salary.

**Article 3.—WORK TRAINS.**  
Conductors \$90.00 per month; Brake-men \$70.00 per month.

Twenty six days or the calendar working days of a month to constitute one month, twelve consecutive hours or less to constitute a day's work, such hours not to run beyond midnight; overtime to be paid for at same rate. Crews held for work trains to get a day's pay every working day, irrespective of any overtime, which may be worked on other days.

**Article 4.**  
Sec. 1.—Conductors \$1.00 per hundred miles, Brake-men \$2.00 per hundred miles, one hundred miles shall constitute a day in road service. Overtime after nine hours to be paid for at schedule rates this time to count from time-hill. Time of time for which train is ordered. Time of

finishing trip shall be when Conductor registers at terminal.

During the life of this agreement all inexperienced Brake-men engaged on and junior men for a period of one year's service and shall be paid at the rate of \$0.75 per 100 miles. Under this arrangement the rate of passenger Brake-men will not be changed. Brake-men who enter the service two or more years experience will be paid at the rate of \$2.07 per hundred miles.

Ten hours or one hundred miles will constitute a day's work in road service after Dec. 31st, 1899, inclusive; thereafter, nine hours will constitute a day's work. Detention time will be paid for at eleven miles per hour from September 1st, 1898.

Sec. 2.—On all freight and mixed trains above the tonnage capacity of "S. R." engines of the 419 standard there shall be three Brake-men or two Brake-men and one Baggage-man employed, and any Brake-man used as extra man over any portion of the road or to any terminal, or turn around point not required with same crew on return trip, who is held longer than 24 hours, or than said crew, shall be paid for such time in excess of 24 hours at detention rates as per Sec. 2, above Article, and if returned deadhead he shall be paid as per Article 2.

Sec. 3.—Trainmen detained between terminal points by cancellation of train or other unavoidable cause will be allowed actual mileage made (or proper mileage for short runs) and thereafter 100 miles for each successive 24 hours on the basis of hour for hour up to 10 hours and so on until mileage to terminal. This is to apply to miles per hour.

Sec. 4.—Freight crews will be run first in first out of terminal points, except Holland and Manitow. For short runs of 50 miles, or four and a half hours or less, crew shall be paid 50 miles; for over 50 miles up to 75 miles, or six and three quarter hours, shall be paid 75 miles; for over 75 miles, or six and three quarter hours, shall be paid 100 miles.

Sec. 5.—Men employed in freight crews regularly set up shall make not less than 2,500 miles or its equivalent in road service, in any one month, irrespective of switching. When it is necessary to regular way commencing with the junior men, and crews running only a part of the month will be credited with mileage at this rate according to the number of days held in service.

(Continued in Saturday's issue.)

### They Say.

She longs for vacation time—C. Lee.  
E.H. likes dough boys, or any other kind of boys.

M J says "a bird in the hand is worth two in the bush."—eb, Went?

## Steel Roofing.

A. T. DALRYMPLE, Lyman Street, is Agent for the PEELAN STEEL ROOFING AND CEILING. Write or call for prices.

## NOTICE.

ANY person in Truro or surrounding lake for a shorter time, one or more of three small boys, 8, 10 and 13 years, who would be willing for some time to work for board and clothes, with the privilege of going to school, could apply at the grading school, Truro, for information regarding such.

W. D. McCALLUM,

Truro, Jan. 29th, 1900.—63-6.

## Dissolution of Partnership.

THE partnership hereto existing between David S. Crowe and James A. Weatherly in the town of Truro, has this day been dissolved by mutual consent, James A. Weatherly retiring.

David S. Crowe will continue the business at the present stand, and will assume all liabilities, and to whom all debts owing the late firm must be paid.

D. S. CROWE.

J. A. WEATHERLY.

Truro, N. S., Jan. 29, 1900.

## Why Glasses are Worn.



For a long time glasses were used only to assist in reading or near work, but with increased knowledge of the eye, we are able to adjust glasses to improve the sight, thereby curing chronic headaches, neuralgia and many nervous afflictions caused by eyestrain.

The thousands who wear properly adjusted glasses are the living testimonies to the truth of it. Examination free.

A. H. Smith,

JEWELER AND OPTICIAN,

136 Prince St. Truro, N.S.

GOOD FITTING  
BOOTS & SHOES.

Good stock and good workmanship to every customer. All orders promptly attended to. Repairing in all its branches executed with neatness and dispatch.  
GEORGE WISENER.

Prince St., Truro.

## The Unemployed.

NEW ZEALAND LEADS THE WORLD IN SOLVING THE PROBLEM.

"New Zealand is far ahead of the other colonies of Australia, and, in fact, of any other country in the world with which I am acquainted, in its treatment of the unemployed. It has a well-considered plan in actual operation, by which the unemployed are gathered up in cities, at government labor bureaux, and are forwarded to one point or another, where they are wanted on government railroads or other public works. At these they are assigned farms, and their work is not kept in acamp to be scattered again when the work is through, but they are ranged that they work alternately for the government and on their own land. The government advances them funds to clear their land and to build themselves homes. In all parts of the colony the penniless-out-of-work is by this system being converted into a thrifty land owner.

"It is not to the unemployed alone that the government gives land. It entered upon a deliberate policy of breaking up the large estates which were formed in the early days. It purchases these estates, if the owners are willing to sell; if not, it condemns them. The land is then improved with roads, properly surveyed, and is resold in small farms.

"A specimen case is that of the estate of Cheviot, of 80,000 acres, which under the old regime supported a single family. The estate was entirely devoted to the grazing of sheep, but New Zealand statesmanship thinks that a man is better than a sheep. This estate has now been divided into a hundred or more prosperous little farms, and where there was once only one family there is now a population of 2,000.

"New Zealand's latest experiment is not its least important. It now treats its worn-out workmen and women not as paupers, but as pensioners. Every one who has been in the colony twenty-five years and is a citizen, and has an income of less than \$170 a year is entitled to a pension of a shilling—a quarter—a day. This is not merely a tender form of charity than that which obtains in other countries; it is a distinct recognition of the honest toiler's right to a share in the wealth he has created."—H. D. Lloyd in Ainslee's for January.

## Entire Family Without Teeth.

John Leonard and family living in the eastern part of Indianapolis, U. S., have a peculiarity. Mr. Leonard and all of his children are without teeth. Mr. Leonard is over fifty years of age, and has passed this much of his life without the assistance of a molar or baby tooth. He never grew. Twenty years ago he married a woman with a fine set of teeth. They have four children, all of whom are healthy, but who like their father never had a single tooth. Their gums, however, come down much farther than is ordinarily the case, and are as hard and as firm as bone. Mr. Leonard can crack nuts between his jaws without pain, and seems to get along as well as though he possessed a full set of teeth. The family has no use for dentists.

—Advertise in SEARCHLIGHT.

## CARD.

TO THE ELECTORS OF WARD III:

Ladies and Gentlemen,—I have been requested by a large number of working men and business men, ratepayers and voters of Ward III, to permit myself to be put in nomination for Councillor for the said Ward at the forthcoming civic elections, and I have acceded to their request and now place myself in your hands.

As regards my position in connection with many important matters engaging your attention at the present time, I may say that I will do all I can to safeguard and serve the best interest of each and every one of the ratepayers of the town in general, and Ward III in particular.

I will honestly and conscientiously do all I can to fairly and squarely enforce all laws having for their object the right and proper governing of the town. I will be watchful and cautious on my part in expending the funds of the town, seeking at all times to do justice to all parts of the town in the proper maintenance of streets, etc. In short, I will strive to merit your approval in every way, should you see fit to elect me as your representative at the Council board.

Faithfully yours,

HUGH CAMERON,  
Truro, N. S., Jan. 6th, 1900.

## Sewing Machines

Cleaned and Repaired.

Also General Repairing.

Vaill's old stand, Victoria Square.  
T. W. LANGILLE, TRURO, N. S.

## Organ For Sale!

ONE BERLIN ORGAN, good as new, will be sold at a bargain.

JAS. McDORMAND,  
Young St., Truro.

## B. R. Pearsall,

Manufacturing Jeweller  
and Engraver,  
Ingis Street, Truro, N. S.

Diamond and Set Rings, Medals, Badges, Silver Novelties. Our one piece WEDDING RINGS leads them all. Mail orders solicited, and estimates cheerfully furnished.

# Victoria-Montreal

## FIRE INSURANCE COMPANY.

CAPITAL \$1,000,000.

Property of all descriptions insured at Lowest Rates. We have some of the best business firms in Truro insuring with us.

THIS IS A NON-TARIFF COMPANY.

G. B. DAKIN, Agent,

Searchlight Office, Truro

Truro, Dec. 30th, 1899.

# Great Expectations!

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We expect to do a larger business in 1900 than ever, and in order to do so have lots of

UNION BLEND TEA

Apples  
Prunes  
Oranges  
Dates  
Canned Goods

MONSOON TEA

Cheese  
Raisins  
Flour  
Rolled Oats  
Farina, etc.

ENGLISH BREAKFAST TEA

TELEPHONE 98.

S. M. BENTLEY & CO., - - PRINCE STREET, TRURO.