

THE ACADIAN.

HONEST, INDEPENDENT, FEARLESS.

Vol. II.

WOLFVILLE, KING'S CO., N. S., FRIDAY, APRIL 4, 1884.

No. 13.

NAMING THE GASPEREAU

When the rainbow tints of autumn
Deck the ancient hills,
And the dreamy river saunters
Past the lazy mills,
Let us seek the murmuring forest,
Where the pines and hemlocks grow,
And a thousand fringed shadows
Fall upon the Gaspereau.

When the old Acadian farmers,
Sailing up the bay,
Landed with their goods and cattle
On the fair Grand Pre;
Wandering through the ancient forest,
Claude, Rene and Theriot,
In a vale of matchless beauty,
Found the river Gaspereau.

Found the lithe and dark-skinned Mic-
In his birch canoe, [mac
Paddling down his "Magapskegeek"
To the Basin blue,
Little dreaming of the presence
Of the Indian's pale-faced foe;
Singing unmelodious boat-songs
On the winding Gaspereau.

'Mid the brushwood and the rushes
And the trembling ferns,
Where the river sighing, singing,
Speeds with many turns
Through the gateways of the mountain
Towards the sunny plain below;
Paused they often, lost in rapture,
By the sun-kissed Gaspereau.

Those were days of dream and legend,
Continents were new,
And the brave Acadian peasants
Had their romance too.
From their roaming in the forest,
Claude, Rene and Theriot
Brought their comrades rapt description
Of the vale of Gaspereau.

Then around the hemlock fire,
In the cabin rude,
With their stock of cheese and brown-
And their ale, home-brewed, [bread,
Gathered all the Norman peasants,
In the hemlock fire's glow,
And they named the new-found river
Gaspere-water—Gaspereau.

Gaspere was a friend and comrade,
Who had joined their band,
With an eager heart and buoyant,
For the Acadian land;
But, e'er half the voyage was over,
He, the bravest of the brave,
He, the truest heart among them,
Rested in a watery grave.

There was mourning in the vessel,
Every strong man wept,
And with limbs grown strangely weary,
Through his duties crept.
There was wailing in the vessel,
As, with trembling voice and slow,
Pere Pelician read the death prayers
Ere the loved form sank below.

Dreary seemed the voyage thereafter
On the cruel sea,
Till they reached the smiling meadows

Of fair Acadie.
Never rose their songs at evening,
For the flame of hope burned low;—
So they named the smiling river,
With fond memory, Gaspereau.

Thence in summer, when the plowing
In the fields was done,
And the busy looms were growing
Silent, one by one,
Many a lover in the moonlight,
Speaking tender words and low,
Sought the path across the meadow
To the quiet Gaspereau.

When there came some loss or sorrow
To the little band;
When the crops failed or the dykes broke
In the Acadian land,
Many a tired wife and mother,
All her spirit dark with woe,
Found release from her forebodings
By the peaceful Gaspereau.

Vanished are the Acadian peasants,
Sweet Evangeline,
Gabriel, Benedict, and Basil;
And no sadder scene
Ever gave itself to story,
Than that scene of wreck and woe,
When the English ships weighed anchor
In the mouth of Gaspereau.

Still it flows among the meadows,
Singing as of yore
To the ferns and trailing mosses
On the winding shore;
To the pines that dip their branches
In the crystal waves below,
And the crimson waves of autumn
Falling in the Gaspereau.

—A. W. Eaton in *Youth's Companion*.

HIS LIFE OR THEIRS.

In looking over the telegraphic despatches in a newspaper a short time since, I came upon a brief account of a railway collision in the West. The engineer of one of the colliding locomotives had displayed a touching heroism which had undoubtedly saved the lives of many passengers; and not only was he the only person killed, but no other was even seriously injured.

Incidents of courage and self-sacrifice are by no means unusual among railway men, as any reader of the daily newspaper knows; and after reading the despatch above referred to, I merely said to myself, "One more brave fellow gone." Just then the concluding sentence of the despatch arrested my attention. "The name of the brave engineer was Samuel S. Homan."

Homan? Samuel Homan? The name was familiar. I had once known a boy whose name was Homan, and he had left school to become a locomotive fireman. Later in the day, I learned conclusively that the dead engineer was really my boyhood acquaintance; and many old-time memories rose as I

thought of him.

He was the champion base-ball player of our class, during the first year at the High School—not a showy but a very thorough sure player. Perhaps he gave too much time, interest and attention to the game; the ordinary boy cannot put himself heart and soul into athletic amusements and stand high in his studies. And Homan was not a quick scholar. He was one of those boys who are obliged to give time and hard study for what they learn.

Towards the end of the year, we began to fear that he would not pass the examination and secure promotion with the rest of us. For this reason during the last week we tried to "cram" him in his studies, for we were eager to have him in our class the next year.

But Sam did not take kindly to the cramming process. I well remember what he said one morning when Plummer and I were drilling him in his neglected algebra.

"But if I haven't fairly got it, fellows I don't want promotion, and perhaps it wouldn't help me much if I passed." Something in the way he said this made me always remember his words.

He did not pass—much to our regret and a month or two afterwards he obtained a situation as fireman on the railroad that ran through our town. We used to go to the station to see him occasionally. In old, greasy, drilling overalls, with a smutted cap on his head, and with face and hands grimy with contact with the coal and oil of the locomotive, he did not look like the same boy that was with us at the High School. But he was, nevertheless, the same "solid" Sam; and we liked him as well as ever, if his hands were grimy. A boy's a boy for all that; and if he has honest stuff in him, a pair of white hands and a handsome suit of clothes do not make him truer or manlier in conduct or character.

It happened that Sam was promoted to the place of engineer, or engine-driver, sooner than is generally the case. I do not know that the promotion was on account of his merit entirely; but a vacancy occurred, and he was chosen to fill it after he had acted but a year and a half as fireman. The superintendent, no doubt, saw that he was a steady fellow, thorough in his work, and therefore to be trusted, although he was scarcely twenty years old at the time.

He now received three dollars a day, and sometimes more for extra running; and during the first year, he received the prize, given by that railway company to the engineer who ran his locomotive with the least expenditure, to the mile, of coal, oil, and money for repairs. This at least shows that Homan was a careful and intelligent driver.

But in railroading, there are always "chances," or risks, which must be encountered; so, at least, railroad men tell us. The most careful men on a road may meet with a mishap. Accidents certainly occur after a manner of seeming freakishness. For this reason it sometimes happens that a careful engineer may seem to be heedless, or at least, unlucky.

After Homan had been running his engine about a year, an accident occurred, caused, it was said, by negligence on his part. At the end of his usual trip, he was ordered one morning to take his engine back over the line to bring in a special train. His regular trip then occupied a part of the night, and he did not arrive at Polo, the terminus, until two o'clock in the morning. After a rest of only thirty minutes, he was, on this morning, started on his way back up the line with his locomotive.

An engine running alone on special service, is termed a "wild" engine; and by the running-rules of the railway on which Sam was employed, the engineer is obliged to report his arrival to the telegraph operators at certain stations along the line, and to get an order from them to proceed before starting out.

It had been a bleak winter night; and the two boys no doubt had a cold time of it. I call them boys, for, though holding men's positions, Sam was not yet twenty-one, and his fireman, Martin Fallon, was but nineteen. They stopped at Z station at six in the morning, in the midst of a thick snow-squall. Getting off the locomotive, half-frozen, Sam reported to the operator, and thought the man gave him a verbal order to proceed. This the operator subsequently declared he did not give him.

Jumping into his cab, Sam started the engine at once in the thick, blinding squall, and was soon running at a high rate of speed. When four miles out from the station they came suddenly in violent collision with a down-freight. So thick was the weather, that neither Sam nor the freight engineer saw the approaching engine until they were within a hundred yards of each other. Neither of them had much more than time to reverse his engine when the collision followed; Sam and his fireman jumped from the locomotive, and landing in a snow-bank, were not greatly injured.

The freight-engineer, however, had his leg broken; his fireman was instantly killed; and two brakemen were thrown to the ground, one of them killed and the other badly hurt. Both engines were wrecked—converted into masses of iron rubbish; and eight or nine freight-cars, loaded with corn, were more or less injured.

In the investigation that followed,
(Concluded on Fourth page.)

THE ACADIAN,

-PUBLISHED AT-
WOLFVILLE, KING'S CO., N. S.
DAVISON BROS., Publishers and Proprietors.
A. M. HOARE, Editor.

Terms:—The ACADIAN is published every Friday at FIFTY CENTS per annum in advance.

Any person sending the names of FIVE subscribers, accompanied with the CASH, will receive a copy of the ACADIAN for one year free.

All communications should be addressed to the ACADIAN, Wolfville N. S.

We cannot engage to preserve or return communications that are not used.

OUR ANNIVERSARY.

This is the opening number of a new volume. One year has passed since we first ventured into the perilous task of running a newspaper. It has, to a large extent, been up-hill work for us.

As our funds were limited, we preferred commencing in a very small way to running into debt and having a heavy burden to carry in the way of interest. We have been adding as fast as we could to our plant, and have enlarged our paper from time to time as we could. Last week we purchased a large Washington Press, and this issue of our paper is printed on it. We have also decided to issue our paper from this date weekly, thereby giving us a better chance to keep up with our weekly neighbors east and west, making our news items fresher and consequently being of more service and interest to both our readers and our advertisers. We are going to do the very best we can. If we fail to satisfy our patrons and friends it will be because we cannot help it.

SCOTT ACT.

The Bench of Judges at Halifax has declared the Scott Act not in force in this county by reason of the clause, saying it shall be in force, after its acceptance by vote of the people and from and after the expiration of the license then in force in the County. As there were no licenses in force here at the time, it was decided the law could not come into force. Much anxiety is felt as to what will be the next move of the temperance people. We hope to see the matter brought out all right and feel sure that it will. Under any circumstances there has been a marked change for the better and the county cannot afford to lose the ground already gained against this curse. Cheer up friends, don't be discouraged, try it again and may the Great Ruler of the Universe grant a speedy destruction

to the terrible traffic which has devastated our homes and done such fearful work in the past. Right must conquer eventually though might seems just now to be in the ascendancy.

The amendments to the Scott Act, now being considered by the Dominion Parliament must pass, they cannot do otherwise and soon the rumsellers will have no quibbles left to help them, when victory cannot fail to perch on the banners of temperance and peace.

The Wolfville Editor of the *Bull dozer* seems to eat his humble pie with a very bad relish. His offer to bet that things would result a certain way were the same event repeated is a very poor excuse for saying that they did result that way in the present instance. He evidently was and is an extremely incompetent person to act in the capacity of a judge.

We would be very much pleased if some of our friends throughout the County would send us such items of news as come under their notice from week to week. By so doing they will help us and make our paper of much more interest to themselves and the public generally. Our columns are always open for the discussion of any of the popular topics of the day.

Please send along your contributions and we will give them all the prominence they will merit.

BEARS.—The unusual sight of two bears closely followed by six rough looking men, was seen in the village on Wednesday. The bears did not seem to be very ferocious however, and did not make a meal off of any of our people. After a due amount of song and dance, interspersed with somersaults and collections, they proceeded westward. We omitted to mention that the bears were like the "dude," perfectly harmless, allowing themselves to be led by the nose at the will of their companions.

A communication to the *Bulldozer* says: "John L. Brown and Caldwell & Murray pay the highest road taxes in the village except Mr. Barss." The following from the assessment roll will show who pays the largest amount of taxes in Wolfville.

Name	Total Assessment
J. W. Barss	\$ 16,500
Rufus Burgess	15,000
John L. Brown	12,300
A. D. De Wolf	8,700
S. P. Benjamin	8,300
S. S. Borden	6,600
F. & H. Brown	6,500
D. M. Welton	6,000
Caldwell & Murray	4,800

HEN STEALING.—On the evening of 20th March Mr. Ashley Forsyth had three hens stolen from his premises. Suspecting certain parties, Mr. Forsyth applied for a search warrant which was issued on the 21st and the premises of Sidney Stephens and Joseph Parker were searched by Constable E. B. Forsyth and the stolen property found. The Constable thereupon arrested Stephens and Parker and took them before J. B. Davison, Stipendiary Magistrate who remanded them to jail until Monday. On Monday morning they were again brought before Mr. Davison and signified their willingness to be summarily tried. The charge being read to them, they both pleaded guilty and were sentenced to three months imprisonment in the common jail, the lightest possible penalty.

ENTERTAINMENT.—The young people of Greenwich Church intend holding a grand Musical and Literary Entertainment to-night. A splendid and lengthy programme is announced and a nice time is expected. Vocal music, Instrumental music by violin and piano, Comedy, Farce, Readings, and recitations are among the attractions. Admission 25 cents, children half price. Proceeds to go towards raising the debt on the church. Don't fail to attend!

The Acadia Rapid Telegraph Co. further extended their line last week. The following places of business are now connected by wire:—

W. & A. R. Station, Post Office, Custom House, ACADIAN Office, People's Bank, R. Prat's store, and Western Book & News Co's store.

We see by the papers that Mr. Wm. M. Carruthers, formerly Post Master at Kentville, met with a most serious accident in the North West lately. He slipped on the icy side walk, breaking his leg and putting his ankle out. He will likely be confined to his house for some weeks.

ON DIT.—That the rate-payers of ward 9 have made a compromise with the Warden of the County to the effect of reducing the whole rate in said ward 9 to the extent of 9 per cent, and will persuade the Council to legalize it when they meet.

The two streets leading over the hill and also Mud Bridge are in a fearful condition this Spring. Street commissioners will have plenty to do this year and we hope they will see that their work is well done.

Mr. Jas. E. Bishop's household furniture etc. was sold at public auction on Wednesday afternoon by Auctioneer Manning. Mr. Bishop is now in the States where he intends to reside.

An "Acadia" Freshman has turned out poet but we are assured that he is not one of the dangerous sort.

Bicycling has commenced and we are waiting for the first accident.

"CERES" SUPERPHOSPHATE,

Three sizes

Ground Bone.

The best Fertilizers in the market.

The above Celebrated Fertilizers, manufactured at the

CHEMICAL FERTILIZER WORKS
JACK & BELL, Proprietors.

Office: Pickford & Black's Wharf,
Halifax, N. S.

C. H. Wallace, Ag't,
WOLFVILLE.

OUR STOCK

-OF-

ROOM PAPER

-FOR-

SPRING 1884

Is now nearly complete. Sample Books will be ready in a few days. Give us a call before purchasing elsewhere. We have this year

15,000 ROLLS
all prices and styles.

WESTERN BOOK & NEWS CO.
A. M. Hoare, Manager.

WOLFVILLE SKATING RINK,

Open every afternoon from 3 till 5.30 o'clock; and Monday, Wednesday and Friday evenings from 7 till 10 o'clock.

The Rink will be lighted every Friday evening with ELECTRIC LIGHT.

ADMISSION

Ladies' Tickets,	\$2.00
Gents' "	3.00
Special Rates for Family Tickets—	
Single Skate,	15c.
Promenade,	5c.

D. A. MUNRO, Proprietor
Wolfville, Dec 17th. 1883.

THOS. BIRD,
WATCHMAKER,
WOLFVILLE, N. S.

Begs to inform the inhabitants of Wolfville and vicinity that he has leased part of the store occupied by Rockwell & Co., where he is prepared to repair all kinds of Watches, Clocks and Jewellery. And trusts by sound work and moderate charges to merit a share of public patronage.

I warrant all my work for one year.

Thos. Bird.

RATES

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RATES OF ADVERTISING.

Half Square one ins.	\$0.50
Square "	1.00
Half Column "	2.00
Column "	3.00

All advertisements not having the number of insertions specified in the manuscript will be continued and charged for accordingly.

In order to insure insertion, advertisements should be in the office no later than Monday morning.

Local and other Matters.

Several light snow squalls this week.

Waltham Watches from \$15.00 at BIRD'S.

PERSONAL.—Capt. Clarence Eagles was home this week.

Whose place is it to fix that disgraceful street leading to the R. R. Station? Some one should be made to do it.

Reports from Hants Co. say that a gold lode has been discovered near Ellershouse which gives promise of turning out rich.

The Rink has closed for the season. The overflow caused by the last rain closed it earlier than usual by carrying a lot of grit upon the ice.

Mr. C. L. Weeks, formerly organist of the Baptist Church of Windsor, presided at the organ in the Wolfville Baptist Church last Sabbath.

BUILDING.—Operations have been commenced upon a new house at Grand Pre for Mr. J. T. Avery. Mr. D. Greenough of Windsor is the builder.

RELIGIOUS.—A committee of the Halifax Presbytery met at the Presbyterian Church in this place last week. Rev. Dr. Burns preached an interesting sermon in the afternoon.

S. OF T.—At a regular meeting of Wolfville Division No. 112 S. of T. the following officers were elected for the ensuing quarter:—

- W. P.—B. O. Davison. W. A.—Miss Ella Patriquin. R. S.—A. M. Hoare. A. R. S.—Wm. Follett. F. S.—K. E. Bishop. Treas.—Wm. Knowlan. Chap.—Anthony Lantz. Cond.—Geo. Patriquin. A. C.—Miss Etta Lantz. I. S.—Miss Flo. Seabourne. O. S.—A. S. Davison. P. W. P.—Geo. V. Rand.

Just as we went to press last issue, a gray horse attached to a sleigh ran under the awning in front of our office, nearly tearing it down. It seems the harness broke coming down Church Hill and he commenced to run. The three young ladies in the sleigh kept their places till they came to the Wolfville Hotel when they all rolled out and the horse continued going till he struck our awning which checked him so that he was caught a few yards further on. The damage was slight.

Local and other Matters.

Get up clubs for the ACADIAN.

Rogers' Silver Knives, Forks, and Spoons very low at BIRD'S.

CORRECTION.—We regret to say that we were misinformed in relation to Mr. Rupert Forsyth's business. He has not compromised but has assigned.

WILD GOOSE.—On Tuesday afternoon Mr. John DeWolfe and Mr. Thos. Hancock shot a large wild goose in Mud Creek, quite near the Railroad bridge.

"ACADIA."—The Freshmen, Sophomores and Juniors leave on the first of May this year, under the new arrangement. The Seniors, as also the Seminars and Academicians, stay till June 1st as formerly.

DANGEROUS.—We would call the attention of the Street Commissioners to a dangerous hole in the side walk just east of our office. It may pay the ward to have it fixed before some one gets hurt by falling into it.

The Rev. Dr. Burns of Halifax lectured in Evangeline Hall Lower Horton, Thursday 27th March, on "Egypt and Gordon." Although the night was one of the worst of the season, there was a fair attendance, who were amply paid for facing the storm.

WOLFVILLE PLANING AND MOULDING MILL.—Mouldings of any shape or size to 9 inches wide, and stair rails on hand or made to order. Also pine boards planed and matched. Dry pine lumber always on hand.

D. A. Munro. Wolfville, Oct. 12th, 1883.

The Dalhousie Gazette contains the following:—

"We have heard that a lady from Wolfville Seminary has written to a friend in this city intimating that she has had proposals from all the theological students of Dalhousie; but has declined them all. Her accomplishments must be of the highest."

RELIGIOUS.—The religious movement in the churches here is rapidly spreading and bids fair to assume large proportions. Numbers are becoming converted under its influence and the work will probably be a great and good one. It seems now to be largely confined to the young. The prayer meetings are very largely attended.

Attention is directed to some changes in the advertisement of the W. & A. Railway. The steamship "Secret" is now on the route between Annapolis and St. John and makes three trips weekly, on Mondays, Wednesdays and Saturdays each way. The steamship New Brunswick now leaves Annapolis every Saturday afternoon for Boston direct, and the steamship Cleopatra leaves Yarmouth for Boston every Wednesday afternoon.

J. WESTON,
MERCHANT TAILOR,
WOLFVILLE, N. S.

Has a fine stock of Cloths which will be sold Cheap.

JOHN W. WALLACE,
BARRISTER-AT-LAW,
NOTARY, CONVEYANCER, ETC
Also General Agent for FIRE and LIFE INSURANCE.
WOLFVILLE, N. S.

CALDWELL & MYURRA'S

FALL and Winter Stock
IS NOW

COMPLETE
In all its Branches.

CARRIAGES.

AND

SLEIGHS

of all kinds

Made At Shortest Notice

—AT—

A. B. ROODS.

Repairing in all its branches promptly attended to.

Wolfville, Oct. 12 1883

STANDARD TIME.

We receive every day by telegraph exact Standard Time, and also keep a full stock of

School Supplies,
Commercial Stationery,
&c., &c.

—ALSO JUST IN—

1800

BEATTY'S COPIES,

35 DOZ.

Blank Books,

And a Full lot of

STATIONERS' SUNDRIES.

Western Book & News Co.,

A. M. HOARE, Manager,

Wolfville, March 7th, '83.

Burpee Witter

IS OFFERING

HIS ENTIRE STOCK

including his

Fall Importations

AT

REDUCED PRICES

in order to affect a

SPEEDY CLEARANCE.

He invites all his friends and the public generally to see his stock before making their purchases, which is large and well assorted and must be turned into money or Merchantable produce before the end of the year to meet pressing obligations.

All persons indebted to him are earnestly requested to settle their accounts at the earliest possible date.

ROCKWELL & Co.

Will still be found at the store lately occupied by Redden Rockwell & Co. where they will be glad to furnish their patrons with

PIANOS,
ORGANS,

AND

Musical Merchandise,

BOOKS,
STATIONERY,

And a variety of Fancy Articles.

ALSO

Agents for the Celebrated "BOSTON" Sewing Machine, and findings for all the leading machines in use.

Rockwell & Co.

Main St., Wolfville.

Call and see our splendid stock of

XMAS GOODS—

Photo, Autograph & Scrap Albums Scrap Pictures, Writing Desks, Work Boxes, Jewel Cases, Wallets, Photo. Frames, a choice selection of Xmas Cards, Dolls and children's Toys in variety, a few Vols. Poems, also fine German Accordians, etc. etc. etc.

THE ACCIDENT
INSURANCE COMPANY

OF

NORTH AMERICA

IS THE

FIRST AND ONLY ACCIDENT
INSURANCE COMPANY

IN AMERICA

Confining itself to the one business.

J. B. DAVISON, - - Agent
WOLFVILLE, N. S.

... (last page.)
 ... accident was ...
 ... did not try to ...
 ... but acknowledged that it was ...
 ... probably due wholly to his mistake in ...
 ... not understanding the operator, and ...
 ... made no attempt at excuse.

He was at once dismissed from the company's service, and it was only out of compassion for him on account of his youth, the double duty he was doing, and the bitter severity of the night, that he was not committed for trial on a charge of manslaughter.

So in one day Sam found himself dismissed from an honorable position in disgrace, and branded by the newspapers as a criminal who ought to be sent to prison. Almost all of us, his old mates, went to see him when he came home, after the investigation and his dismissal. He was the same Sam as ever, telling us frankly about the accident with every little detail of truth, either for or against himself. He seemed to think that he had escaped with a less punishment than he deserved. Only when he spoke of the poor fellows who had been killed and injured, his eyes filled with tears and his lip trembled.

It would be a mistake to call such a man a "criminal." There was not the slightest trace or taint of crime in Sam Homan! He said several times that he wished he had not jumped from his engine. No doubt by jumping he had saved his life, but if he was ever placed on another engine, he should not again forsake his post.

"It looks better for an engineer, to stick to his machine and take what comes!" he said.

To the writer such a resolve seems to indicate a purely Quixotic devotion.

Seven or eight months later, Sam went West, and I heard that he had secured the situation of fireman on the C. B. H. & R. Railway. He had begun at the bottom again and was working up. For while railways do not make a practice of hiring as employees men who have been dismissed for cause from other lines, they sometimes do so. In the two years that followed, I learned incidentally that he had been promoted on the same railroad to the place of engineer.

Ten years of busy life, succeeded, and I had almost forgotten Sam and many other of my old school acquaintances when the press despatch I have spoken of at the beginning of my narrative recalled him and his history to mind. A feeling of sadness came over me at the thought of his death; and I sent for the papers published near the place of the accident in order to gather additional particulars respecting it.

From these I learned that he had run an engine nearly ten years on that line without an accident; and the collision that caused his death was in no way due to carelessness on his part. He had so far retrieved the mistake of former years that the company deemed him its safest driver, and had entrusted to him its most important passenger train. Twice he had been publicly complimented by the directors, as an engineer by whom they had never suffered loss, and who had never had an accident to his train.

Some part of this immunity was no doubt due to good fortune, but most of it to his extreme carefulness. That sad lesson of his youth had evidently never been forgotten.

On the afternoon of the collision, he was taking his train—the "down" passenger express—over the line as usual. When they reached D—, at 4.30 P. M., the train conductor, named Hadley, received an order from the telegraphic operator at that place to "cross" an "up" freight train at the next station, called "Sanford's."

The passenger express immediately went on at the usual rate of speed—thirty-eight miles an hour. But the operator at Sanford's failed to deliver to the conductor of the freight the order to wait there for the express to pass him. It was a single-track line; and the two heavy trains were thus put in motion, to meet each other between the two stations.

As the express dashed through a track of pine woodland, and turned a reversed curve along an embankment, at the foot of which ran a small river, the long freight train was suddenly discovered coming down the gradient at full speed.

The name of Homan's fireman was Frank Galbraith. He seems to have seen the freight an instant before it was seen by Sam. The latter at the moment was trying some of the steam cocks, or noting the gauge.

"Good God!" the fireman cried out—"Here's No. 23 right into us!"

With the swiftness of a long practised arm, Sam shut off steam, applied the vacuum brake, then reversed and opened the sand-spouts upon the rails. The fireman whistled for the hand-brakes at the same instant.

With these powerful appliances promptly put in operation, a train going at the speed of Sam's can now be stopped on a little less than five hundred feet of level track. Had the engineer of the freight been equally well provided, the collision might have been prevented, or at least have been reduced to a trifling concussion.

But he seems not even to have seen the express till it was nearly upon him; and he had a heavy load of factory machinery and only hand-brakes to stop his train. With scarcely diminished speed he rushed headlong to his fate.

Seeing that a collision was inevitable, and that the passenger cars were likely to be tumbled down the embankment into the river, this is what Sam Homan did:

"Jump, Frank!" he said to his fireman. "You'd better save yourself!"

Then he reversed again and pulled the throttle of the locomotive wide open. The steam was at full pressure, and the engine, springing violently ahead, fortunately snapped the coupling back of the tender, then shot forward alone, and like a wild beast springs for its prey, seemed almost to leap at the approaching freight! When the two engines met, it bore almost all the brunt of the collision itself.

The heavy freight, thus violently checked, shoved the disabled express locomotive backward a few yards, when it left the rails, toppled over and rolled into the river-bed fifty feet below. And there, twenty minutes later, they found my old school-mate mangled and dead

beneath it. As white a soul had gone out as ever struggled in honest but unconscious heroism, through this rough, troubled life.

The passengers in the cars behind could scarcely believe that a fatal accident had happened—so slight was the shock to them. But for the self-sacrificing act of their generous guardian in the locomotive, they might at that moment have been maimed and in agony, or dead, in the river below. His quick glance had seen that it was his life or theirs, and he had unhesitatingly given them his.

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Wolfville, opt. 8th 1883.

W. & A. Railway
Time Table

1883—Winter Arrangement—1884.

Commencing Monday, 10th. Dec.

GOING EAST.	Accm. Daily.	Accm. T.F.S.	Exp. Daily.
Annapolis Leve		A. M. 6 15	A. M. 1 15
14 Bridgetown "		7 10	2 03
28 Middleton "		8 10	2 48
42 Aylesford "		9 15	3 30
47 Berwick "		9 35	3 48
50 Waterville "		9 50	3 57
59 Kentville Dep	6 00	11 15	4 35
64 Port Williams "	6 20	11 35	4 51
68 Wolfville "	6 30	11 44	5 00
69 Grand Pre "	6 43	11 57	5 11
72 Avonport "	6 55	12 10	5 23
77 Hantsport "	7 12	12 30	5 38
84 Windsor "	8 00	1 20	6 00
116 Windsor June "	10 15	4 00	7 20
130 Halifax arrive "	11 00	4 40	8 00

GOING WEST.	Exp. Daily.	Accm. M.W.F.	Accm. daily.
Halifax—leave	A. M. 7 15	A. M. 7 00	P. M. 2 30
14 Windsor Jun—	7 35	7 22	3 30
46 Windsor "	9 15	10 15	5 33
53 Hantsport "	9 40	10 44	6 01
58 Avonport "	9 56	11 02	6 19
61 Grand Pre "	10 06	11 15	6 33
64 Wolfville "	10 17	11 30	6 46
68 Port Williams "	10 25	11 40	6 53
71 Kentville "	11 00	12 30	7 10
80 Waterville "	11 27	1 05	
83 Berwick "	11 36	1 20	
88 Aylesford "	11 50	1 40	
102 Middleton "	12 30	2 50	
116 Bridgetown "	1 15	3 50	
130 Annapolis Arrive	2 00	4 45	

N. B. Trains are run on Eastern Standard Time, 45 minutes added will give Halifax time.

The 1.15 p.m. Train from Annapolis will not be detained when Steamers happen to be late.

Through tickets may be obtained at the principal Stations.

P. Innes,
 General Manager.

Ken... 1883

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Wolfville, Nov. 3rd. 1883.