

THE SOCIAL AND WORKMAN'S ADVOCATE.

VOLUME 1.

TRURO AND ACADIA MINES, SEPTEMBER 20, 1890.

NUMBER 5.

Ho, Ye Thirsty Ones SO TO E. Morrison's COOL REFRESHING DRINKS, NO. 4 QUATRAM ST., Ice Cream, Fruit and Confectionery, of the Finest Quality. Fruit Straps, Ice Cream, etc., supplied for Tea Meetings, etc., on Short Notice

Live To Eat!

And to do so, you must first eat to live. And to do so, you must first eat to live. And to do so, you must first eat to live.

A. J. STEELE, three doors north of the Vavery House, Main St., who can supply Transients with CHOICE MEALS LUNCHEONS OR LODGINGS.

Permanent weekly Board can be supplied with First-Class Accommodation. A. J. STEELE, Proprietor. Londonderry Mines, Aug. 23rd, '90.

The Largest, The Best, The Cheapest SEWING MACHINE HOUSE IN TOWN. Colechester Block, 50 Inglis Street Truro.

The NEW WILLIAMS is constructed upon well established mechanical principles. It lifts in certainties many new & original devices all of which are superior to anything which has ever been known and no other machine is so simple and so perfect and so adaptable as this. It is made in a compact and portable form and is a perfect and complete sewing machine. It is made in a compact and portable form and is a perfect and complete sewing machine.

Orders left at our Office for STAMPING AND PAINTING will have Mrs. Norris's best attention. Also in stock a fine lot of re-embroidered TRURO DECORATED AND FINE FURNITURE. Call and see us. NORRIS & CURRIE, at Sept. 25, 1893.

ATTENTION! MENS AND YOUTHS Ready-Made Clothing. I am now offering in my store, 1 Inglis Street, a well selected stock of Mens and Youtgs ready-made clothing. The goods are all of the best quality and at very low prices. My stock is well selected. My stock is well selected. My stock is well selected.

JAS. KELSÖ. Truro, May 24, '90.

5c. SMOKE 5c. "Small Queen" The Best 5c. Cigar in Canada. Guaranteed all Havana. Filler or money refunded.

MANUFACTURED BY A. ISAACS, ST. JOHN, N. B. WHOLESALE AGENTS, J. E. Biglow & Co. Havelock St. Truro, N. S.

5c. SMOKE 5c. Truro, May 3 '90. 6 mos.

A Lullaby. Baby, darling, hush a bye! Wherefore art thou and why? Art thou whistling to me from behind some door? Or dost thou peep out from behind some door? Dost thou peep out from behind some door? Dost thou peep out from behind some door?

The Prince Imperial of Japan. On the first day of the Imperial festival, even as the present day, Prince Hary is much more appreciated, and none of the old traditions are so much respected as they were in the past. There is no precedent to follow in the education of a Japanese prince in the West. Prince Hary has made some of the best of his education in the West. He is a wonderfully bright and precocious little fellow, and his mother, the Empress, is a most remarkable woman. She is a wonderfully bright and precocious little fellow, and his mother, the Empress, is a most remarkable woman.

The War of the Roses. The war of the roses was a civil war in England between two houses, the Yorks and the Lancasters. It was a struggle for the throne of England. It was a struggle for the throne of England. It was a struggle for the throne of England.

The Wash of Three Dials. John W. Davis, an Alabama watchmaker, has applied for protection at the patent office for a watch with three dials. This novel device is designed for three separate sets of machinery to be included in one case, with one face upon which three dials will appear. The probable importance and value of the thing can be best indicated by the relation of an actual occurrence. On the Memphis and Charleston railroad a few years ago two trains collided, killing two men and burning up a large quantity of oil and other valuable freight. The cause was that an extra coil of the hair spring of the watch of one of the conductors became entangled with the regulator, causing the crippled timepiece to run so much faster than usual as to gain twenty minutes in one hour. The bearing of the watch in consequence increased the speed of his train, and so unexpectedly met a train at a junction. The engineer, seeing the train ahead of him, tried to stop, but it was too late. He struck the other train, and both were wrecked. The cause of the accident was the watch of one of the conductors.

The Great Widow. Mrs. Green, who was a widow for many years, died recently. She was a very kind and generous woman. She was a very kind and generous woman. She was a very kind and generous woman.

The Petticoat Lobby. The "petticoat lobby" of the Capital has been engaged in some lobbying done here by women. It is a lobby of women who are interested in the welfare of the women of the country. It is a lobby of women who are interested in the welfare of the women of the country.

The Health of the Mind. There is a mutual relation between the mind and the body in regard to the health of each. The mind affects the body, and the body affects the mind. The mind affects the body, and the body affects the mind.

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HERE AND THERE. AN ODD COLUMN OF INTEREST TO EVERYBODY.

Fanman and the Pheasant Fancy. Armour's Hotel—Yesterday but Sell Unhappy—The Petticoat Lobby.

Horsehoes for Luck. "Never take the horsehoes from the door" is the advice given by a recently published receipt which is followed by the injunction that while the lift of iron will surely bring good luck, in this case as in any other, there are certainly many thousands of people who believe in the efficacy of the horsehoes in other things, and it is not surprising that they should believe in the efficacy of the horsehoes in other things, and it is not surprising that they should believe in the efficacy of the horsehoes in other things.

The Gift of the Magi. The gift of the magi was a story told by the wise men to the infant Jesus. It was a story of the gift of the magi. It was a story of the gift of the magi.

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LIVES OF

The Signal.

ACADIA MIXES & TRURO SEPT 20, 1890.

THE PASS BUSINESS

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

Truro's Civic Elections 1890

WHO WILL BE OUR NEW COUNCILLORS?

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

No. Ward.....

Candidate.....

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

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

Along The Rail.

Now is the time to subscribe for THE SIGNAL.

Driver E. Kennedy has returned from the Short Line.

Locomotive Inspector Stevens was in town last week.

Engine 24 went to the short-line Tuesday night.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A Collision on the Monon Route July 21st, resulted in the death of Engineer James Millard. Brakeman Morris Yacovoy is reported dangerously injured, and his recovery is doubtful.

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

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

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

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

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

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

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

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

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

Born.

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

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

Died.

At Truro, Sept. 16th, William C. eldest son of Dr. J. C. Phillips of River Phillip Cumberland Co.

LOOK HERE!

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

JAS. KELSO  
Truro, N.S.

PUBLIC ARCHIVES OF NOVA SCOTIA

PUBLIC ARCHIVES OF NOVA SCOTIA

Local News.

ACADIA MINES NOTES.

What about the Great Village Railway. Mrs Hart left for British Columbia on Wednesday. Miss Alice Brown arrived home from Wallace on Wednesday. Miss Wood of Pictou is the guest of Mrs. F. H. Johnson.

Several Springhill men claim to have discovered a zinc mine near Pugwash.

We are glad to hear Miss Annie Morris is recovering after her severe illness.

Mr. and Mrs. John Atkins left for British Columbia on Wednesday.

Mr. and Mrs. James Cockell arrived home from Boston Thursday.

Mr. Collin Campbell a genial composer of the Guardian, was in town on Monday.

What about incorporation, we would like to have the opinion of some of our citizens on the matter.

The Blast Furnace has been lighted, and things are humming around that part of the works again.

Messrs A Robb & Sons intend erecting their new buildings twice the size of their former.

F. H. Johnson intends fixing up the upper story of the store lately occupied by G. W. Cox & Co. for a Salvation Army barracks.

To Let—Part of the shop lately occupied by G. W. Cox & Co suitable for Gent's furnishings of General Dry Goods.

F. H. Johnson The Dominion Government have purchased a steamer for the transfer of cars from the I. C. R. across the Strait of Canso to the C.B.Ry. The boat is named the Queen, and cost about \$200,000.

A dividend of 12 per cent to shareholders and 6 per cent to non-shareholders on last quarters business, will be payable at the office of the Co-Operative Society on and after Monday 22nd.

We hope the rumour that has been going the rounds to the effect that the C. P. Ry. Syndicate contemplated locating their Machine Shops near this place may prove true. It would be a fine thing for Nova Scotia in general, and this place in particular.

Silver is reported to have been discovered near Brookfield in this county. It is said that a rich gold lead also exists near the same place in connection with which it is said by a person competent to know a 100 stamp mill will be running in one year.

WHISPERED AT THE MINES

That they smelt him coming. He was so glad to see her they tore the vines down.

Who got left making paste.

That they got elegant prizes.

That they lost their way from DeBert.

That when he went down in the pit his opponent bogged for mercy

That they cabbaged two stocks corn.

That he lost a letter out of the wooden mail bag.

That she said when she got on her Skates, she'll be square with them.

TRURO NOTES.

Truro should have a Clerk's union.

50 new houses in course of erection.

St Flunkard is again coming to town.

Dr. Thos. Chalmers V. S. is now permanently located in Truro.

Shenton Biguey, of Biguey Bros. Acadia Mines was in town Tuesday.

Business is reported to be booming at the Springhill collieries.

Some parties claim to have found lead in paying quantities in Colchester.

Tranton Steel works are running full blast.

Gays River Gold Mine is booming.

Pictou town is agitating for a summer hotel and water works.

The Glass Factory of Trenton is about to resume operations again.

The New Presbyterian church at Trenton is about finished.

Pictou town celebrated its 117th. birth day in grand style Tuesday last.

James MacMillan our energetic bill poster is erecting some extensive Bill Boards about town.

Mrs. James Q. MacGregor died at her home Stellarton, Friday the 12th inst.

A 12 year old son of Mr. Angus Kennedy was killed in the pit at the Old Mines Friday the 12th.

A Truro spectator says he has found an A.I. manganese mine in close proximity to the town.

Policeman Green is quite ill. Mayor Muir is away to the Northwest.

There is to be a grand promenade concert in the Victoria Park on Friday evening next.

The weather during the latter part of last and first of the present week was exceedingly warm.

A gentlemen just returned from the Mountains of Montana, says he saw the band stand on a snow drift and played Yankee Doodle, Hail Columbia etc. on the 4th of July.

Mrs. Cottam, widow of the late Captain Wm. Cottam raised on her farm at DeBert, this summer a cucumber 12 1/2 inches in length 10 inches in circumference, weighing 2 pounds.

T. G. McMullen's saw mill was totally destroyed by fire at Shubenacadia Saturday last, along with a large quantity of pine lumber, loss \$12,000 insurance \$2,000.

It was rumoured in town Friday morning that the Stallions Israel of New Glasgow, and Gladstone of Windsor had been matched to trot in New Glasgow on the afternoon of that day for \$500 a side.

We are pained to learn of the death of William Phillips, eldest son of the late Dr. Phillips, River Phillip. Mr. Phillips has been ailing for some time, and a short while ago went to the Victoria General Hospital, but the doctors could do nothing for him, he returned to Truro and stopped over with his sister, Mrs. R. A. Smith of this town, at whose house he died on Monday.

HISTORICAL FACTS.

Apples were first grown in Nova Scotia in 1633.

First recorded mention of coal in Nova Scotia, 1654.

First attempt at mining coal in Nova Scotia was in 1720.

The first Canadian coin was

issued in 1858.

The first Railway advertisement appeared in the Montreal Gazette 1837.

The first horse in Canada arrived 20th June, 1647, and was presented to the Governor M. de Montigny.

The first smelting of iron in Canada took place at the St Maurice Forges in Quebec, October 1733.

NOTICE!

J. W. Walsh who came to Truro one year ago and opened a first-class Barber Shop on the Esplanade, Truro, has worked up an exceedingly large business, his shop is open from 7 a.m. to 9 p.m., on Saturdays until 12 p.m. He has increased his number of private mugs to one hundred. Every regular customer gets a mug and brush free for his own use.

He has lots of obliging and efficient help, and all unnecessary waiting is avoided.

Don't forget the place. J. W. WALSH, Esplanade, Truro, N.S.

FOR SALE.

1 small farm containing 12 1/2 acres, situated at Johnson's crossing, 4 miles from Truro House and Barn on the premises in good state of repair, and a never failing well of pure water.

also 1 Mare, 11 years old, 3 tons of Hay, Sleigh, Harness and Buffalo Robe,

1 set of light Bob sleds, If not sold by the 15th of Oct. will be offered at public auction.

For further information apply to Wm. Waller on the premises. Sept 20th, 1m

Exhibition House

New Stock.

ROCK BOTTOM PRICES.

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**A Fan for Monaco's Princess.**

A very beautiful fan has been painted by Miss Albons for the new princess of Monaco—lately the Duchesse de Richelieu. The fan is to be presented by the Monasque maids and matrons to their princess on the occasion of her entry into the delightful domains of her husband. On the left of the painting is the ancestral home of the Grimaldis, casting the shadow of its soverely plain outlines on the cerulean sea and sky.

To the right rises Monte Carlo, with its background of mountain, while in the center of the two landscapes appears the allegorical figure of the principality, leaning one hand on the armorial insignia of the Grimaldis, and with the other scattering flowers over the sunlit land. The landscape is in pastel and the figure in gouache. The reverse side of the fan is ornamented with arabesques and branches of the mimosa, the whole being mounted in mother of pearl set off with precious stones. The work is worthy of the artist by whom it has been done.—London Telegraph.

**Electricity in an Indian Palace.**

Perhaps no more significant evidence of the onward march of civilization could be afforded than the lighting by electricity of the palace of the ruler of Baroda in India, that, too, on a scale of unstinting splendor. The interior is lit with 216 sixteen candle power incandescent lights. The large hall is illuminated with two large twelve light electroliers, made in bronze and lacquered work, while the light is softened and diffused by electric shades. Single lights are hung pendant from the ends of the columns of the gallery. In the numerous rooms are three and four light electroliers, made in a variety of designs to suit the surroundings.—Chicago Times.

**THE POWER OF A PLUGGED NICKEL.**

A White Careless Fascinated and Embarrassed by an Outlaw Car Conductor.

A tall man with a dark mustache and imperial got into a south bound Broadway car at Twenty-second street the other day and took a seat about midway up the car. When the conductor came for his fare the man fished a nickel from his pocket. The conductor looked at the coin sharply and passed it back again.

"What's the matter?" asked the man.

"It's plugged," said the conductor.

The man put a pair of spectacles on his nose and critically surveyed the nickel. He found that the conductor was correct, and handed him a good nickel. He was about to put the bad one back into his pocket when he noticed that every one in the car was looking at him. He turned very red, hesitated, and finally dropped the nickel slyly on the floor. Every one saw him do it, but every one tried to appear as if he didn't notice it. The nickel lay on the floor in plain sight, but no one would look at it. All seemed to think that they would appear as if they cared if it did.

Every one seemed quite uncomfortable. Two or three men tried to read, but they couldn't concentrate their attention on their newspapers. The conductor passed over the nickel once or twice, and tried not to notice it.

At Fourteenth street a man got in and was about to sit down, when he stepped on the nickel. He picked it up and tried to hand it to an old gentleman with a red face and a white mustache, saying, "You dropped this, sir."

"No, I didn't," said the old gentleman, with a laugh.

Then everybody laughed, as if greatly relieved. The man who picked up the nickel looked closely at it, turned bright crimson and dropped it again.

Everybody saw him, but whichever way he looked he saw only averted faces. The people would glance slyly at him from the corners of their eyes, and then look away again very quickly. Again no one looked at the nickel, although every man there knew to a nicety just where it lay. It stayed in the same place on the floor until the car stopped just above Chambers street. Here the conductor told the passengers to take the next car, as that one was going to switch off and go up town again. As they left the car the passengers took a last glance at the plugged nickel, but no one touched it. It started up town again, and all the passengers went down town with that nickel weighing heavily on their minds.—New York Sun.

**A Put Up Job.**

"I don't see why every one makes such a kick on putting up a stove and pipe," said Packer. "To read the papers, one would think it the shortest road to insanity, but I didn't find it so. Easiest job I ever did."

"Been putting one up?" asked Jinks.

"Yes—just finished."

"Well, didn't you get all soot, and spoil your clothes?"

"No—no!"

"Now lend me your fingers, and get your eyes full of soot, and spoil the carpet?"

"Not I."

"But you must have perspired, and tired yourself out, and fallen off the chair you were standing upon?"

"Nary."

"Say, Jinks, I believe you're a liar! You say you put up your stove and stove pipe without any of these adjuncts, and expect me to believe it."

"Of course I do—here's the ticket. I got \$10 on you."—Missey's Weekly.

**Professional Pride.**

First Printer—What are you saving your money for, Bill?

Second Printer—I'm a going to get my wife a new hat on her birthday.

First Printer—What! you ain't returning, are you, Bill?

Second Printer—No, but I'm bound to give my wife a display head for once in her life.—Burlington Free Press.

**A Good Excuse.**

Mrs. G.—I hope you will excuse my husband for not attending your brother's funeral.

Mrs. H.—Was he ill?

Mrs. G.—No, but he had one of his silly fits on, and she would laugh if you showed a gas bill at him.—Texas Sittings.

**Rubbed Out.**

A little girl 5-year-old was sitting down beside her mother on a stool outside on a porch in San Diego, Cal., the other day—and a most beautiful day it was, too—with slate and pencil in hand. She was trying to draw a house, but gave it up after a good deal of rubbing and cleaning the slate. Finally, after a short pause, the little girl concluded to draw the San Miguel mountains, whose majestic peak rise east of the city. She had just completed part of the outline of the mountains, and as she glanced up for another look, saw a high fog passing over the peak, when she exclaimed: "O mamma, mamma, just look! Dad has rubbed out the Miguel mountain!"—Lawton Journal.

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