THE ANDOVER NEWS.

VOL. III ANDOVER ALLEGANY COUNTY, N. Y., JULY 30, 1890. NO. 19

L. JAY [illegible]
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dian [illegible] Real Estate Agency,
ANDOVER, N. Y.

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PETER LANPHEARE.

GRAND DRAWING
OF THE
Lotteria de la Beneficencia Publica,
OF THE
State of Zacatecas, Mexico.
The State Geographical Statistics have approved the contract for operating
LOTTERY,
which extends its business throughout the United States and British Columbia.
In which will be found a list of prizes which will be drawn on
JULY 26, 1890,
AT ZACATECAS, MEXICO.
And continued monthly thereafter.
CAPITAL $150,000.00
WHOLE Tickets at $10.; Halves, $5.; Tenths, $1.; American Currency.
LIST OF PRIZES:

1 PRIZE OF	$150,000 is	$150,000
1 PRIZE OF	50,000 is	50,000
1 PRIZE OF	25,000 is	25,000
2 PRIZES OF	10,000 are	20,000
5 PRIZES OF	5,000 are	25,000
10 PRIZES OF	2,000 are	20,000
10 PRIZES OF	1,000 are	10,000
20 PRIZES OF	500 are	10,000
80 PRIZES OF	200 are	16,000
300 PRIZES OF	150 are	45,000
500 PRIZES OF	100 are	50,000
APPROXIMATION PRIZES.		
100 PRIZES OF	$150 are	$15,000
100 PRIZES OF	100 are	10,000
100 PRIZES OF	50 are	5,000
1,000 Terminal Prizes of	50 are	50,000
		$554,000

WHOLE TICKETS; 6 Tickets for $50.
Special Rates Arranged With Agents.
AGENTS WANTED
in every town and city in the United States and British America.
Payment of prizes is guaranteed by a special deposit of five hundred thousand dollars ($500,000) in the State Government, and approved by Gen. Carbajal, Governor.
The drawings under the personal supervision of Commissioner Arteago, who is appointed by the Government as Intervenor.
I HEREBY CERTIFY that with the State Treasurer all the necessary guarantees are deposited, assuring full payment of all prizes of this drawing.
HERMINIO ARTEAGO, Intervenor.
IMPORTANT.
Remittances must be either by New York Express or Registered Letter, American Money.
Collections can be made by Express Companies or Banks. Tickets sent directly by mail. Payment will be paid by drafts on New York, Boston, St. Paul, Chicago, San Francisco or City of Mexico. For further information address
JUAN PIEDAD, Manager,
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TIME TABLE.
Adopted May 11, 1890. Eastern Standard Time.

Eastward from ANDOVER, N. Y.

12:25 p. m. daily, No. 10, Accomodation for Hornellsville. Passengers for points east of Hornellsville will be transferred at that station to No. 8, the vestibuled limited, which passes Andover at 12:46 p. m. daily, but does not stop.

1:45 p. m. daily except Sundays, No. 96, way freight and accomodation.

6:34 p. m. daily, No. 12, Hornellsville accommodation. Passengers for points east of Hornellsville will be transferred at that station to No. 12, Atlantic Express, which passes Andover at 7:48 p. m., but does not stop.

Westward from ANDOVER, N. Y.

7:00 a. m. daily, except Sundays, No. 95, way freight and accomodation.

8:47 a. m. daily, No. 3, Pacific Exdress for Cleveland, Chicago, Cincinnati, St. Louis and all points west.

1:51 p. m. daily, No 29, Accomodation for Salamanca, Bradford, Dunkirk, Jamestown, Meadville, Titusville and Oil City. Connects at Dayton for Buffalo.

8:24 p. m. daily, No. 1, Express for Chicago, Cleveland, Cincinnati and St. Louis. Stops at principal stations to Salamanca.

Further information from C. H. RICHARDSON, Agent at Andover, or
GEO. E. ALLEN, Gen. Northern Passenger Ag't.
D. C. FARMER, Gen. Passenger Agent.

B. E. & C. R. R.
T. C. PLATT, Receiver.

WEST BOUND.

Leave Wellsville	8.00 a. m.	2.15 pm
" Allentown	8.38 a. m.	2.53 pm
" Bolivar	9.05 a. m.	3.20 pm
" Ceres	9.33 a. m.	3.48 pm
" Eldred	10.05 a. m.	4.20 pm
Arrive Bradford	11.35 a. m.	5.30 pm

EAST BOUND.

Leave Bradford	8.15a m.	2 10 p m
" Eldred	10.15 a m.	4.25 p m
" Ceres	10.52 a m.	5 02 p m
" Bolivar	11.15 a m.	5.25 p m
" Allentown	11.43 a m.	5.53 p m
Arrive Wellsville	12.20 a m.	6.30 p m

W. W. ATWOOD, Sup't,
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Trains leave Seneca St. Depot, Hornellsville, 6:30 and 9:35 A. M., 6:00 and 7:35 P. M. Arrive, 10:10 A. M., 4:12 and 8:35 P. M.
For further information apply to
CHAS. H. HAMMOND, G. P. A.
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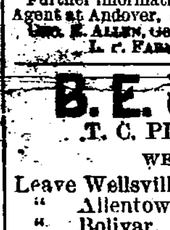
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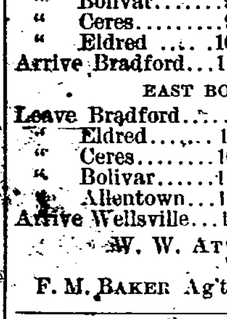
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A Journey Through Dixie

On the evening of June 30th I left home to spend a few days in traveling through a portion of the "sunny south," and as I had never been in Dixie I anticipated an interesting journey, even though I had been cautioned by friends respecting going south during hot weather, and before I returned home my most sanguine expectations of an interesting journey were fully realized.

At 7:35 p. m. we left Tama City, enroute for Dixon, Ill., over the Chicago & Northwestern Ry., traveling nearly due east, arriving at Clinton at 1:30 a. m., where we were billed to cross the 'Father of Waters. Our heavy laden train moved slowly across the long bridge and the extension trestle on the Illinois side till terra firma was reached when she darted along at her accustomed speed across the fertile prairies of Northern Illinois. At 3 a. m. we crossed Rock River and soon afterward steamed into Dixon, a thriving city of 7,000 population.

Here we must change cars and, as our train does not profess to connect with the train we desire to take on the Illinois Central Ry., we must walk the quarter of mile between depots, or rather run, for there are but ten minutes in which to get there. Away we go as hard as we can run, stumbling over side tracks and side-walks and everything else and just succeed in catching our train for Centralia, Ill. We now have our tickets for Cairo, in the extreme southern point of Illinois, where the Ohio and Mississippi rivers mingle their waters and send them on to the Gulf.

Passing through Amboy, Mendota, and many minor towns, we cross the Illinois River at La Salle soon after sun-rise, and early in the forenoon we pass through Minouk, where a lady from near Andover, a classmate of ours in 1888 at Alfred University, has been teaching for the past year.

We are now in the country with which we are familiar, through which in years past we had often traveled both by rail and carriage. To the west of us twenty-eight miles is the old home where mother and father still live and where our boyhood days were passed. We looked longingly across the level prairie toward the old home but could not stay our rapid flight and in a few hours were ushered into new and strange surroundings.

8:55. Here we are at Clinton, Ill., and our porter cries out 'change cars for St. Louis, twenty minutes for breakfast.' Leaving Clinton we passed through considerable virgin prairie which was now a vast sea of wild flowers of every color. Those unacquainted with the wild prairie can form no idea of their beauty in midsummer, nor can I stop to draw a pen-picture of them for the reader, but to me it is one of the grandest sights I ever gazed upon.

At 10:15 we arrive at Decatur, a city of 12,000 population, noted as a railway centre and for its extensive railway yards. Here all passengers for Springfield, Indianapolis and Cincinnati must change cars.

Pana, a great coal mining city and railway centre is passed just before noon, and at 2:40 p. m. we halt at Centralia, where the monotonous voice of our porter is again heard as he sings out 'change cars everybody.'

We have six hours to wait here, till the Cairo Limited arrives and takes us on to Cairo. We go to the post office and drop a card back to our family in Iowa, then to a restaurant for a meal, then to a hotel for a sleep for we have been out all night and have another one before us. Not till our train arrived at 8:50 p. m. did we remember that here at Centralia reside Prof. Burdick and wife, formerly of Andover, where for so long they were engaged in teaching. We are sorry our forethought came afterward as usual, and we were thereby deprived of a visit with these friends, but so it was and we are off for Cairo on the solid vestibuled limited. The run from here to Cairo is through a heavily timbered country chiefly and quite a portion of the way is through swamps. On we go, faster and faster, till we almost fly. We rush [illegible] in and [illegible] through [illegible] have [illegible] at [illegible] station, [illegible] but while we yet think of friends we have left both places behind and the whistle sounds for Cairo. We pass almost the entire length of the city and finally halt at the large depot which stands upon the levee as do also many other business houses of the city.

The founders of Cairo anticipated its becoming the largest city in the Mississippi Valley, but its unhealthy location held the city back from its contemplated magnitude, however, it now has more than 10,000 population and is a prominent port of entry, having a costly custom house and does business with all the steamers on the Mississippi and Ohio rivers.

At schedule time our train, the 'New Orleans express,' leaves the depot and we return along the levee, the way we entered the city, till we arrive at Transfer depot. Here we change engines and start toward the depot again, but instead of being on the levee we find ourselves ascending the long high trestle that leads to the new steel bridge that spans the Ohio River here. As we look out the windows we find ourselves getting higher and higher till we are above the tree-tops and houses of the city, and above all the surrounding country.

Curving to the left our train rolls upon the enormous bridge proper and we find ourselves over the river and up in the air 70 feet high. Having crossed the river to the Kentucky side we are lowered by degrees to the earth again by passing over a long trestle similar to the one by which we had made the ascent to the bridge.

The bridge was erected by the Illinois Central Ry. Co. at a cost of $4,000,000, and, including the trestle on each side, is four miles long There are no draws in the structure since all shipping passes beneath it with no inconvenience, as it stands 50 feet above the highest water mark. We are now in the edge of Dixie and have our first introduction to the swamps of Kentucky.

There are few houses here for many miles, but grades and trestles are everywhere and heavy timber in abundance. We occasionally catch a glimpse of the broad Mississippi through the openings among the trees as we flit by, but we gradually recede from the river and find ourselves coming out on higher ground and where houses and farms begin to appear. We now pass through a beautiful country with well improved farms carved out of dense woods, where we see fields of wheat already in shock and in places saw threshing machines running. From Cairo to New Orleans the depots are built upon the side track instead of on the main line. The reason for this is because the Ry. Co. have so much heavy freight to handle, such as cotton bales, &c., that they want the platform on the side track where the freight cars may stand with impunity, but it sems to us that no sufficient reason can be given for this discommoding the traveling public. The first-class passenger coaches on our train were dingy, smoky cars, and would be regarded 2nd class in the north.

Early in the morning we left Kentucky and crossed the line into Tennessee, which we found to be pretty much the same as the country through which we had been passing. Soon after entering Tennessee we saw our firs' cotton field and several plantation negroes, both men and women, were in the fields cultivating and hoeing. Now we call to mind 'Uncle Tom's Cabin,' 'Twelve Years a Slave,' 'Among the Pines,' and much other literature we have read respecting slavery and we felt thankful that those dreadful days of slavery are past, and even the rumbling of our swiftly moving car wheels seemed to repeat, "'tis past, 'tis past, 'tis past.' Yes, those days that so blighted this beautiful country and the hopes and ambitions of the thousands of bondmen, are past, but to rid our nation of this crime cost her the blood of thousands of her truest and bravest sons. Further south in the state we found the country very poor and desolate in appearance and in many cases farms had been abandoned because the soil, if there ever had been any, was washed off and the fields were full of ditches and as sterile as a desert.

At 6:15 a. m. we arrived at Jackson, Tenn., where are located the machine shops of the Ry. Company and extensive railway yards. Leaving Jackson we entered an extensive tamarack swamp which reminded us of many we had seen in northwestern Wisconsin. Coming out from this swamp we came to a section of country where drouth ruled almost supreme. Vegetation was almost burned up and the parched earth was dried and cracked until all moisture seemed to be gone and all the thin soil converted into dust which rolled up in great clouds as our train rushed by. On we whirled amid blinding clouds of dust, through swamps and cotton plantations and over streams [illegible] at [illegible] arrive at Hollly [illegible]

THE MAN EATING TREE.

Graphic Description of a Horrible Worship of a Tribe in Africa.

On the island of Madagascar, off the southeast coast of Africa, there is a race of people called the Mkodes. They constitute one of the smallest races in the world, the men seldom exceeding 56 inches in height. Their religion consists solely in the awful worship of their sacred tree, the crinoida dajeeana. This tree is most peculiar in its appearance and nature. Its trunk is somewhat like a pineapple in shape, and when full grown about eight feet high. From the top, which is at least two feet in diameter, hang down eight leaves, 11 or 12 feet long, 2 feet through in their thickest part, and tapering from a width of 3 feet to a sharp point. They are very convex on the under side and concave on the upper. The concave side is thickly set with strong horny hooks. The top of the trunk is in shape like a smaller plate set within a larger one, and this plate is filled with a sweet liquid, which when tasted produces delirium and sleep.

From under the rim of the lower plate a series of great green tendrils from seven to eight feet long stretch out stiffly toward the horizon, while above these six long white palpi (thin as reeds and frail as quills apparently) rear themselves toward the sky, twirling and twisting with incessant motion. The tree and the worship of it were discovered by Karl Leche, who wrote to Dr. Omelius Friedlowsky, this description.

The mode of sacrifice as witnessed on one occasion was as follows: The natives had been shrieking around the tree and chanting propitiatory hymns to the great tree devil. With still wilder shrieks they now surrounded one of the women and goaded her on with the point of their javelins until she mounted the trunk and drank of the fluid in the plate, rising instantly again with wild frenzy in her face.

But she did not jump down; as she seemed inclined to do. The atrocious cannibal tree that had been so inert and dead came to sudden savage life. The slender, delicate palpi quivered a moment over her head, then coiled round her neck and arms. The green tendrils wrapped themselves about her in fold after fold, ever tightening. Then the great green leaves rose slowly and stiffly; approached one another and closed about the dead victim with the force of a hydraulic press. As the bases of the leaves pressed more tightly together from between them trickled down the trunk of the tree great streams of the fluid mingled with the blood and oozing viscera of the victim.

The savages bounded forward and with cups, leaves, hands and tongues got each enough of the liquor to set him mad and frantic. The tree remained unchanged in appearance during ten days and at the end of that time the leaves, the tendrils and the palpi had all regained their original condition, and nothing but the skull of the victim remained as a proof of the sacrifice which had taken place there. Another witness of a sacrifice to the Crinoida Dajeeand says that when the tree had completely enveloped the woman the natives set fire to it and it became her funeral pyre.—Brooklyn Eagle.

A Baseball Discovery.

There is a lady in Washington who has spent numerous afternoons in an effort to acquire an acquaintance with the game of baseball. She has attended game after game and recently, at the dinner table, announced the result of her observation.

"I have discovered," she said deliberately, "that the pitcher does not try to throw the ball so that the man can hit it."—Washington Post.

Thorough.

A close fisted man who wished to build a picket fence round his grounds haggled long with the village carpenter, an excellent workman, about the cost of erecting it. At last the carpenter agreed to build a certain sort of fence for a sum much lower than he had originally asked, and was told to "Go ahead."

When a dozen yards of the fence had been built the owner of the grounds saw that it was a much better job than he had contracted for.

"See here," said he to the carpenter, "you don't suppose I'm going to pay for such a high priced job as that, do you?"

"No, I don't," answered the mechanic, "much [illegible]

[illegible] Blessing.

[illegible] autograph books at the Ca[illegible] the names of Napole[illegible] during periods of his life. Wi[illegible] elected president of the [illegible] he wrote his name L. [illegible] and the letter i[illegible] which he [illegible] his acceptance [illegible] the [illegible] very moderate and full patriotism and Republicanism. On another page a letter is pasted in. It is dated only a year later, but in it Louis Napoleon has thrown off his title Bonaparte and signs himself simply Napoleon. In the next letter [illegible] the Louis, and comes [illegible] "Napoleon, the emperor."

Shortly after he became [illegible] announced his marriage with Eugenie. This marriage took place in 1853, nearly twenty years before he lost the throne. It was a love match, and the letter written in French which Napoleon sends about it is interesting. He says that he hopes that the marriage will promote the friendship between the two countries, and he closes by saying he is to God and [illegible] Good Friend, Napoleon."

The book of French letters is full of social history of France. Louis Philippe announced his ascension to the throne to the President of the United States the marriage of his son, and a short time later I find his signature appended to a letter stating that the Comte de Paris, his grandson has been born. Louis Philippe is one of the best penmen of all the kings. His letters look more like diplomas than ordinary correspondence—Washington Cor. New York World.

A Potato Makes a Good Pen Wiper.

"See that potato?" said the clerk in one of the large hotels, as he pointed to a huge specimen gracefully [illegible] on the box of toothpicks.

"Yes, sir; what of it?"

"That is my pen wiper. I find it the most improved pen wiper of the [illegible] When a guest signs the register I [illegible] the pen and hurl its point into the potato. In an instant the point is perfectly clean and ready for the next [illegible] The juice of the potato keeps the nib of the pen soft and free from dirt. After the potato gets too old it can be thrown away and replaced by another. I have tried about everything in the market, but I think nothing in the line of a pen wiper can compare with a good [illegible] potato."—Detroit Free Press.

She Has Stopped Shop Talk at Table.

Watchmaker (during dinner in [illegible] York boarding house)—No sir, there is nothing tougher than the spring [illegible] used in watches.

Landlady (innocently)—Mr. Thrasher, won't you try some of these fried lamb?—Jewelers' Weekly.

That Hair Cut.

Wife (to husband)—Take Johnnie to the barber's. He wants his hair cut terribly bad.

Husband—Come along, Johnnie; my barber'll give you a terribly bad hair cut.—Epoch.

Count 180 Descendants.

[illegible] (O.) register tells [illegible] Burke family in [illegible] vicinity. Joseph Burke, a free [illegible] from Prince William county, [illegible] came with his family in 1854 to [illegible] port, where he died three weeks [illegible] ward, leaving a wife and twelve children. The widow still survives, [illegible] most of her children. A recent count of the family, including children, grandchildren and great-grandchildren, gives an aggregate of 180. Mrs. Hannah Burke, now aged [illegible] probably the most motherly woman in Ohio.

The Little [illegible]

When Nellie was [illegible] tal, she went to visit her mother's. On [illegible] her husband [illegible] sion upon [illegible] and the [illegible] many, [illegible] humor. [illegible] the little alarm [illegible] running door [illegible] Readily to who [illegible] der [illegible] thusiast [illegible] York [illegible]

After the age of [illegible] possible to discover [illegible] with a perfect foot. [illegible] one in a hundred will [illegible] retained its natural [illegible] ed by the abnormal shape [illegible] able shoe; but when [illegible] vanity has set in, [illegible] real beauty of the [illegible] of the chiropodist [illegible]