# YOU CAN NEVER TELL

How a made-to-order Suit or Top Coat is going to look until it is finished. It will only take about five minutes for you to know how a STEIN-BLOCH Suit or Top Coat will look and fit you, for it is all ready to put on when you buy it. This means a great saving of time and money. Satisfy yourself, for we are the authorized agents in this city for Stein-Bloch Suits and Overcoats.

**$10.00 to $25.00.**

Young Men's Suits,

**$8.00 to $20.00.**

## NEW MANHATTAN SHIRTS.

The kind you want now, or for summer wear. Exclusive styles, all of them.

**Manhattan Shirts, $1.50 to $2.50.**

**Princely and other brands, 50c and $1.**

## MEN'S LISLE HOSE.

The very newest for Spring and Summer wear. All the new shades are here.

**CHOICE 25c and 50c.**

Wear a KNOX HAT, it is the best Hat made and costs no more than the ones called just as good. Your money back for the asking if not satisfied.

**SCHAUL & ROOSA,**
120 MAIN ST., HORNELLSVILLE, N. Y.

## GREENWOOD.

A dry time.

Roads are getting dusty.

Forest fires raged last week.

Pennsylvania woods were ablaze.

Mrs. Hortensia Bassett of Whitesville was the guest of Mrs. Darius Shaw Saturday.

Mrs. Carrie Shingle House was in Greenwood Sunday.

Peter Rollins is sick with pleurisy.

Byron Rugar, Will Loper, Wesley Knight, Ad. Hilliker and Walter Cheesman are working in the Marsh on the Johnson-Barber hotel.

Theodore Cobb spent a few days at G. M. Webster's last week.

Mrs. R. V. Paine went to Andover Thursday on a visit to former neighbors.

Mrs. Wm. H. Campbell is down with grip.

The supper at John Youngs was a success socially and financially. Receipts $11 and upwards.

Mrs. Agnes Miller of Corning visited relatives in town Saturday.

Mrs. Wm. Putman of Michigan is the guest of her sister, Mrs. A. W. Putman.

Elra Hall was among the sick last week.

A. P. Woodward was in Canisteo Saturday on business.

Prof. Reid of Fichburg spent Saturday in Greenwood. He is an applicant for the Principalship of our school.

Rev. Baner and wife returned Monday from quarterly meeting.

Dr. Probasco of Whitesville was a visitor in Greenwood Sunday.

Mrs. Ellen Young returned from Buffalo Wednesday.

Miss Edith Berger returned Wednesday from Buffalo, where she had been for medical treatment.

Miss Cra Dennis of Jasper called on friends in Greenwood Sunday.

Burr Rugar and John Williamson were in Andover Saturday and Sunday.

Elvin Potter of Young Hickory was the guest of his sister, Mrs. E. Hall, Saturday.

Hartlett A. York is moving engines and boilers for oil wells in West Union.

Charles Peckham of Canisteo was the guest of Blanche Van Fleet Sunday.

Miner Shaw and wife were in Hornellsville Monday.

We learn that Prof. Reid of Richburg has been engaged to teach our school.

Dr. and Mrs. Vaughan of Rexville were in town Monday.

Mrs. Agnes Miller returned to her home Monday.

Fred and George Bassett were in our city Monday on business.

Mrs. Carrie Fulsome made a visit at Canisteo Saturday and Sunday.

G. M. Webster was out last week taking leases for oil lands.

Alphonsus Lewis of Troupsburg was in town Monday.

George Alvord of Hornellsville was in Greenwood Saturday on business.

Mrs. Samuel Pease has gone to Dalton for a week to assist her sister, Mrs. Emory Chilson, settle in the hotel recently rented by Mr. Chilson.

Elra Hall and wife spent Sunday at Young Hickory with her parents, Rev. and Mrs. J. O. Potter.

We noticed the portly form of our friend, Jack Conlon of Troupsburg on our streets Monday.

Mrs. Mary Phelps of Young Hickory was in Greenwood Monday. She recently returned from Buffalo Business College.

Rev. J. O. Potter was in Greenwood Monday, calling on friends.

David Travis was in Andover and Elm Valley Monday.

A golf club is talked for this village. The two mile tramp is specially recommended for invalids unable to work.

Mel. Henderson and Albert Stephens were in Shingle House Sunday.

T. O. Swan of Jasper was in town Saturday.

Edward Patchen and wife visited his sister, Mrs. John Shelley, in Hornellsville, Sunday.

John O'Hara and Bernard O'Hargan were in Greenwood on business Friday.

Frank Barber and Vern Johnson were in Hornellsville last week purchasing furniture for their new hotel in the Marsh.

Mrs. Chas. Mulligan of Jasper was a caller in town Saturday.

Abram L. Wood of Belmont visited his daughter in this place last week.

Frank Allen of Woodhull was a visitor in town Monday.

A crew of the N. Y. & Pa. Telephone and Telegraph Co. were in town Saturday.

S. Ryan of Hornellsville was in town Monday.

Photographer Smith of Oswayo occupied his Greenwood studio Saturday.

The Johnson & Barber House in the Marsh will be ready to do business this week.

Edward S. Dexter of Whitesville was in Greenwood Friday.

Ora F. Witter of Friendship called in town last week

Cornelius Johnson of Rexville was in town Tuesday.

Charles Kelley of Wileyville was a visitor Tuesday in town.

John Tanner of Canisteo was canvassing for stone work in town Thursday.

Oil business is brisk in the Marsh field these days.

J. W. Wheaton of Rochester was in our city Thursday.

M. J. Harding was in town last week on business.

J. L. Robb, the hay buyer of Wellsboro, Pa., visited this market last week.

J. H. Fulkerson of Knoxville was a caller in town last week.

N. Roseman of Elmira was calling on friends in Greedwood last week.

Mr. and Mrs. Ray Van Vleet of West Jasper are the proud possessors of a brand new baby of the female persuasion. Congratulations.

That this store leads in everything pertaining to women's ready-to-wear garments is evidenced every day by the large quantity of goods sold. This business is built up, and is growing, not up on chance or sentiment, but upon honest business methods, honest made goods, reliable merchandise, your money's worth every time and often a little more. Another reason for this steady growing business is that we never sell any garments but those that are bright and new, come direct from the maker to us and consequently are not half worn out before you get them.

We have on sale a large number of special values in Suits, Skirts, Coats and Waists. To be correctly dressed and with good fitting, well made garments you should come to this store.

We want you to see those Suits we are selling for $5. None are worth less than $10 and from that up to $25, a money saving chance of a life time.

ERLICH BROS.,
118 Main Street, Hornellsville.

**A Wonderful Cure For Dyspepsia.**

Jas. Durell, 433 DeKalb Ave., Brooklyn, writes: "Being troubled with dyspepsia for years, and no relief from the many so-called cures, I obtained a box of Pepsikola which gave such good results I candidly say it is all it is claimed to be, and is worth double the price to sufferers from indigestion." For sale by L. A. Burrows.

# Trouser Troubles.

Ever had any?

Some men would rather stand up all day than run the risk of making their Trousers bag at the knees by sitting down. Here's a chance for these men to have a rest Our Trousers are cut by expert Trouser Cutters—well made—sure to fit in any position. They're the popular

**"NUFANGL"**

make—all late patterns and every pair cut to fit.

**OUR HABERDASHERY**

Department makes new friends every day, and keeps on pleasing old ones. Men who want correct things come here for them and always find 'em

**STAR CLOTHING HOUSE,**
HORNELLSVILLE, N. Y.
LEADING CLOTHIERS and FURNISHERS,
109-111 Main St. 6-8 Church St.

## BENNETT'S CREEK.

Miss Grace King visited in Greenwood Friday and Saturday.

Mrs. F. L. Bassett, Lottie and Ray Bassett, were in Hornellsville Thursday.

The cheese-factory opened on Thursday. Three cheese were made the first day.

The Ladies Aid society meets with Mrs. Dick Crusen on Thursday, May 7 for supper.

Mrs. Geo. Bassett and children, Chas. and Eva, were visiting in Alfred the latter part of the week.

A. L. Thompson had a sick horse last week.

Mrs. Lillian Wadwick of Niagara Falls visited her father Newell Austin the last of the week.

Mr. Austin and daughter visited Chas. Austin, at Rexville Sunday.

Mrs. W. C. Bassett had the misfortune to fall one day last week, fracturing one or two ribs and spraining her wrist.

W. E. Ostrander and wife were in Jasper Thursday and Friday to attend the funeral of Mr. Timmermpn.

No preaching Sunday on account of the conference at Gravel Deerlick, Pa.

Herbert Kenyon and family called at A. E. Taylor's Sunday.

Ray Woodbury of Hornellsville spent Saturday at M. Knight's

**Colicky Baby Cured by Laxakola.**

Mrs Lucy Trullinger, Mayville, Mo., writes: "I have been using Laxakola for my baby and can say it is superior to anything I have ever tried. It relieves him of colic and constipation and always benefits him so much." For sale by L. A. Burrows.

# Ask Yourself

What kind of a Suit you want—you'll find it here. The Suit which caught your fancy that you saw on a certain well dressed man—that is here, too—ten chances to one. No need going into details about a 11 our Suits—we would fill this entire paper. It's enough to say that your Suit is here—the Suit in harmony with your taste and in keeping with your purse. Have you seen the celebrated

**Hart Schaffner & Marx**

**'Varsity?**

Clothes bought from us pressed and kept in repair one year free of charge.

## ELM VALLEY.

There will be a social at the home of Miss Margaret Leonard next Friday night for the benefit of our new chapel. All are invited.

Kenway Burdick has brought his bride home. Congratulations.

Isabel Hann was home from Cuba over Sunday.

Our cheesemaker, Mr. Vaughn, has moved his family in the cheese factory and will begin his work soon.


## Health

"For 25 years I have never missed taking Ayer's Sarsaparilla every spring. It cleanses my blood, makes me feel strong, and does me good in every way."—John P. Hodnette, Brooklyn, N.Y.

Pure and rich blood carries new life to every part of the body. You are invigorated, refreshed. You feel anxious to be active. You become strong, steady, courageous. That's what Ayer's Sarsaparilla will do for you.

$1.00 a bottle. All druggists.

Ask your doctor what he thinks of Ayer's Sarsaparilla. He knows all about this great old family medicine. Follow his advice and we will be satisfied.

J. C. AYER CO., Lowell, Mass.


# Butting Into Society

**Hank Cut Ice In Circle City, but Wasn't Worth Beans In Boston**

*From "Letters From a Self Made Merchant to His Son," by George Horace Lorimer. By permission of Small, Maynard & Co., Publishers, Boston*

I never see a fellow trying to crawl or to buy his way into society that I don't think of my old friend, Hank Smith, and his wife Kate—Kate Botts she was before he married her—and how they tried to butt their way through the upper crust.

Hank and I were boys together in Missouri, and he stayed along in the old town after I left. I heard of him on and off as tending store a little and farming a little and being a good deal. Then I forgot all about him until one day a few years ago when he turned up in the papers as Captain Henry Smith, the Klondike gold king just back from Circle City with a million in dust and anything you please in claims. There's never any limit to what a mining claim may be worth in those, except his imagination.

I was a little puzzled when a week later my office boy brought me a card reading Colonel Henry Augustus Bottes-Smythe, but I supposed it was some distinguished foreigner who had come to size me up so that he could round out his roast on Chicago in his new book, and I told the boy to show the colonel in.

I've got a pretty good memory for faces, and I'd bought too much store plug of Hank in my time not to know him, even with a clean shave and a plug hat. Some men dry up with success, but it was just spouting out of Hank. Told me he'd made his pile and that he was tired of living on the slag heap; that he'd spent his whole life where money hardly whispered, let alone talked, and he was going now where it would shout. Wanted to know what was the use of being a nob if a fellow wasn't the nobbiest sort of a nob. Said he'd bought a house on Beacon Hill, in Boston, and that if I'd prick up my ears occasionally I'd hear something drop into the Back Bay. Handed me his new card four times and explained that it was the rawest sort of dog to carry a brace of names in your card holster; that it gave you the drop on the swells every time and that they just had to throw up both hands and pass you the pot when you showed down. Said that Bottes was old English for Botts and that Smythe was new American for Smith; the Augustus was just a fancy touch, a sort of high card kicker.

I didn't explain to Hank, because it was congratulations and not explanations that he wanted, and I make it a point to show a customer the line of goods that he's looking for. And I never heard the full particulars of his experiences in the east, though from what I learned afterward Hank struck Boston with a bang all right.

He located his claim on Beacon Hill between a Mayflower descendant and a Declaration signer's great-grandson. Breds which lumped that when the Lord made them he was through and that the rest of us just happened. And he hadn't been in town two hours before he started in to make improvements. There was a high wrought iron railing in front of his house, and he had that gilded first thing, because, as he said, he wasn't running a receiving vault and he didn't want any mistakes. Then he bought a nice open barouche, had the wheels painted red, hired a nigger coachman and started out in style to be sociable and get acquainted. Left his card all the way down one side of Beacon street and then drove back, leaving it on the other. Everywhere he stopped he found that the whole family was out. Kept it up a week on and off, but didn't come to have any luck. Thought that the men must be hot sports and the women great gadders to keep on the jump so much. Allowed that they were the liveliest little lot of dens that he had ever classed up to date. Finally tacking to nail 'em one at a time and planned out something that he reckoned would round up the whole bunch.

Hank sent out a thousand invitations to his grand opening, as he called it; left one at every house within a mile. Had a brass band on the front steps and fireworks on the roof. Ordered forty kegs from the brewery and hired a fancy mixer to sling together mild snorts, as he called them, for the ladies. They tell me that when the band got to going good on the steps and the fireworks on the roof even Beacon street looked out the windows to see what was doing. There must have been 10,000 people in the street and not a soul but Hank and his wife and the mixer in the house. Some one yelled "Speech!" and then the whole crowd took it up, till Hank came out on the steps. He shut off the band with one hand and stopped the fireworks with the other. Said that speechmaking wasn't his strangle hold, that he'd been living on snowballs in the Klondike for so long that his gas pipe was frozen, but that this was come started the ice, and he thought about three fingers of the plumber's favorite prescription would cut out the frost. Yelled the crowd join him? He had invited a few friends in for the evening, but there seemed to be some misunderstanding about the date, and he hated to have the good stuff curdle on his hands.

While this was going on the Mayflower descendant was telephoning for the police from one side and the signer's great-grandson from the other, and just as the crowd yelled and broke for the house two patrol wagons full of policemen got there. But they had to turn in a riot call and bring out the reserves before they could break up Hank's little Boston tea party.

After all, Hank did what he started out to do with his party—rounded up all his neighbors in a bunch, though not exactly according to schedule. For next morning there were so many descendants and great-grandsons in the police court to prefer charges that it looked like a reunion of the pilgrim fathers. The judge fined Hank on sixteen counts and bound him over to keep the peace for a hundred years. Hank cared so much for the west on a special, because the limited didn't get there quick enough. But before going he tacked on the front door of his house, in a sign which read:

Neighbors paying their party calls will please not leave rocks through windows to attract attention. Not in and not going to be. Gone back to Circle City for a little quiet. Yours truly,

HANK SMITH.

N. B.—Too swift for your uncle.

Hank dropped by my office for a minute on his way to Frisco. Said he liked things lively, but there was altogether too much roughhouse on Beacon Hill for him. Judged that as the crowd which wasn't invited was so blasted quiet, the one which was invited would have stayed a week if it hadn't slipped up on the date. That might be the Boston idea, but he wanted a little more refinement in his. Said he was a pretty free spender and would hold his end up, but he hated a hog. Of course I told Hank that Boston wasn't all that it was cracked up to be in the school histories and that Circle City wasn't so tough as it read in the newspapers, for there was no way of making him understand that he might have lived in Boston for a hundred years without being invited to a strawberry socible. Because a fellow cuts ice on the arctic circle it doesn't follow that he's going to be worth beans on the Back Bay.

All the healing, balsamic virtues of the Norway pine are concentrated in Dr. Wood's Norway Pine Syrup, nature's own remedy for coughs and colds.

"It was almost a miracle. Burdock Blood Bitters cured me of a terrible breaking out all over the body. I am well." Miss Julia Fitbridge, West Cornell, Conn.


**ERIE RAILROAD**

**Tickets to all points East or West,**
Solid trains between
NEW YORK and CHICAGO,
Pullman Cars to New York, Boston, Cleveland, Chicago, Cincinnati

WEST.

No. 3, daily, Solid Vestibule train Ocean Steamers, Jamestown, Cleveland, Cincinnati, Chicago. Meals in dining car. Stops at Wellsville at 10.04 a. m.

No. 5, daily, solid Vestibuled train, leaves Wellsville at 3.19 a. m., for Olean, Jamestown, Chautauqua Lake, Youngstown, Pittsburg and points West.

8 51 a. m. No. 7, daily, stopping at all principal stations to Salamanca. Pullman cars to Cincinnati and Chicago, connecting for Bradford. Meals in dining car.

12 21 p. m. No. 25, daily accommodation for Buffalo, connecting at Carrollton for Bradford.

6 26 p. m. No. 101, daily accommodation for Salamanca.

EAST.

9 31 a. m. No 102, daily, accommodation for Hornellsville.

No. 4, daily solid Vestibuled train, for Hornellsville, Corning, Elmira, Binghamton, New York and Boston, connections for Philadelphia and Washington, also connecting for points on Buffalo and Rochester Divisions. Stops at Wellsville at 5 37 a. m.

4 47 p. m. No. 14, daily for Hornellsville, Addison, Corning, Elmira, Waverly, Owego, Binghamton and New York.

4 21 p. m. No 18, daily accommodation for Hornellsville, connecting for points on Buffalo and Rochester Divisions.

7 40 p. m., No. 8, daily for Hornellsville, Corning, Elmira, Binghamton, Boston and New York, through Pullman sleepers

No. 1, daily, New York special stopping at Hornellsville, Corning, Elmira, Binghamton, arrive at New York 8.05 a. m. Pullman Vestibule sleepers stops at Wellsville 10 27 a. m.

Further information may be obtained from Erie agents or from

H. W. HAYES, D. W. COOK,
Gen. Ag't P. D., Gen. Pass'r Agt.
350 Main St. New York City
Buffalo, N. Y.

**The Pittsburg Shawmut & Northern R. R**
Central N. Y. & Western Division,

**TIME TABLE.**

Takes effect March 14, 1903.

NORTH

Angelica Express, leaves Hornellsville at 5.40 p. m., arriving at Canaseraga at 6.35, Angelica, at 6.50.

New York Express via Wayland, leaves Hornellsville at 6.00 p m, arriving at Wayland at 7.15 p. m.

Buffalo and Wayland Accommodation, leaves Hornellsville at 1.00 p. m., arriving at Wayland at 2 30.

New York and Buffalo Express via Wayland, leaves Hornellsville at 9.35 a. m., arriving at Wayland at 10.30.

SOUTH

New York Express, leaves Wayland at 7.00 a. m., arriving at Hornellsville at 7.55.

New York and Buffalo Express, leaves Wayland at 11.00 a. m. arriving at Hornellsville at 11.55 a. m

Buffalo and Wayland Accommodation, leaves Wayland 13.30 p. m., arriving at Hornellsville at 4.30.

Express Angelica at 7.00 a. m., arriving at Canaseraga at 8.50, Hornellsville at 9.35.

D. F. MAHONEY, Vice Pres.,
CHAS. S. HAMMOND, Gen. Pass. Agent.

**N. Y. & P. R. R. CO.**
Taking Effect Nov. 19, 1900,

WEST.

No 10 Way freight and accommodation leaves Shingle House 6.55 a. m., arriving at Ceres at 11 10 a. m.

No. 8, Way Freight and Accommodation Leave Oswayo at 11.15 a. m., arriving at Shingle House at 12.25.

No. 6, Way Freight and Accommodation, Leave Canisteo at 6.30 a. m., arriving at Greenwood at 7.15, Rexville 8.12, Whitesville 8.02, Genesee 8.35, Oswayo 10.50.

No. 4, Mail. Leave Erie Junction at 5.50 p. m., arriving at Canisteo at 5.40, Greenwood 6.40, Rexville 6.32, Whitesville 6.45, Genesee, 7.03 Fillsburg 7.17, Oswayo 7.41, Millport 7.58, and at Shingle House 8 15.

No. 2, Mail. Leave Erie Junction at 9.01 a. m., arriving at Canisteo 9.15, Greenwood 9.44, Rexville 9.55, Whitesville 10.16, Genesee 10.32, Fillsburg 10.47, Oswayo 11.12, Millport 11.27, Shingle House at 11.40, P. S. & N. Junction 11.52, Ceres 12.05

No. 12 Accommodation. Leaves Shingle House 6.10 p. m., arriving at Ceres at 6.55.

EAST.

No. 1, Mail, Leaves Shingle House at 6.30 a. m., arriving at Millport at 6.44, Oswayo 7.00, Fillsburg 7.35, Genesee 7.41, Whitesville 7.58, Rexville 8.16, Greenwood 8.29, Canisteo 8.55, Erie Junction 9.10.

No. 3, Mail, Leave Ceres 12.55 p. m., arriving at P. S. & N. Junction at 12.57, Shingle House 1.10 Millport at 1.24, Oswayo 1.39, Fillsburg 2.01, Genesee 2.18, Whitesville 2.32, Rexville 3.00, Greenwood 3.12, Canisteo 3.40, Erie Junction at 3.45.

No. 5, Way Freight and Accommodation, Leave Oswayo at 9.30 a. m., arriving at Genesee 12.45, Whitesville 1.17 p. m., Rexville 1.00, Greenwood 2.21, Canisteo 2.15, arriving at Erie Junction at 3.30.

No. 7, Way Freight and Accommodation, Leave Ceres at 1.05 a. m. arriving at Oswayo at 2.45.

No. 11, Accommodation. Leaves Ceres 5.00 p. m. arriving at Shingle House at 7.00 p. m.

G. K. BROWN, General Manager.


# STEAMER CUT IN TWO.

~~Twenty Lives Lost by Collision Off Virginia Coast.~~

**ACCIDENT DUE TO DENSE FOG.**

**Saginaw Sunk in 10 Minutes After Being Struck—Boat Swamped and 15 Occupants Drowned—Many of the Passengers and Crew Taken from the Water by Lifeboats.**

Norfolk, Va., May 6.—A collision at sea that cost the lives of 20 or more people and the sinking of the Clyde steamship Saginaw by the Old Dominion steamship company's liner Hamilton, occurred between Winter Quarter lightship and Fenwick Island lightship on the Virginia coast at 4:45 o'clock yesterday morning.

The Hamilton left New York Monday afternoon at 3 o'clock for Norfolk and the Saginaw passed out the Virginia capes at 9 o'clock that night bound from Richmond and Norfolk for Philadelphia.

A dense fog settled along the coast shortly after nightfall and while going through this fog at reduced speed the Hamilton crashed into the Saginaw's side about 20 feet from the stern. The scene of the collision is about 14 or 14 miles off the shore and between 180 and 200 miles south of New York and between 125 and 140 miles north of Norfolk.

The fog whistles of both vessels were distinctly heard by each other for several minutes before the collision occurred. According to Captain Boaz of the Hamilton his ship was making about nine knots an hour and the Saginaw about 10. The fog was so thick that objects a ship's length away were invisible and when the two crafts have in sight of each other both on there was but a moment's interim before they met.

The Saginaw veered, as did the Hamilton, but they had not time to clear each other and the knife-like steel prow of the southbound vessel struck the Clyde ship on the port quarter about 20 feet from her stern, cutting the entire rear of the ship away

**Two Lifeboats Lowered.**

The inrushing water caused the Saginaw to settle rapidly in the stern and the impetus of the Hamilton took her out of sight of the crippled vessel. Engines already reversed were put full steam to the rear and the Hamilton circled to the scene of the wreck at the same time lowering two life boats.

There was consternation among the passengers of the Old Dominion ship; and the first thought was for their safety, but so soon as it was discovered that the ship was uninjured, except that some bow plates were stove in, all efforts were directed to the rescue of those on the Saginaw.

When the Saginaw went down, eight of her stern was under water and her bow high in the air. Panic stricken people rushed over her decks and scrambled toward the bow. Life boats were lowered and into the first 15 rescued women were placed, according to Second Officer Morris, who was in command.

The boat was swamped as it struck the water and its occupants were thrown into the sea. All were drowned except the second officer and the colored stewardess and she died before the smallboat reached the Hamilton, more from injuries received by the impact of the collision than by drowning. She had been held up by First Mate Goslee, who sank himself as the smallboat from the Hamilton reached them.

In the meantime the rush of waters into the bow of the Saginaw had caused the decks to burst from their fastenings with a roar like the report of a battery of big guns and some of freight of all description soon littered the sea. To floating wreckage the struggling people in the water clung with desperation and many of them were rescued by the boats from the Hamilton and Saginaw.

**Captain Taken From Rigging.**

Before the life boats of the Hamilton had reached the Saginaw the latter had disappeared beneath the waves and nothing but her topmast were visible. To these several men were clinging, one of whom was the aged captain, J. S. Tunnell. When he was taken off it was found that he had suffered severe if not serious internal injuries.

The Hamilton hovered around the scene of the wreck for more than an hour, but no sign of life could be seen among the mass of floating freight. Two bodies, one of a man and the other of a woman, both clad only in night dress, were observed drifting between bales of cotton and cases of goods.

The first news of the disaster was learned at Old Point, where the Hamilton stopped for a few moments on her way to Norfolk. Her plates were stove in and much wreckage still clung to her. All of the damage, however, was above the waterline.

The survivors of the Saginaw, on board the Hamilton, had been given clothing by the passengers and seamen on the more fortunate vessel and a collection was taken up among the passengers to be distributed among them.

It was some time before any definite statement could be secured from the officials of either line regarding the real number of people lost and saved and even now after official lists have been given out, there is a great discrepancy between the statements of passengers and the company's statement.

According to the Clyde line officials the names of only 18 passengers are known and it was admitted by Second Officer Morris that 15 colored women all of whom are now dead, were in the swamped life boat.

Those known to be lost are:

Passengers—A. Gilmore, E. L. Pendleton, Florence Newby, Edna Ward, M. E. Jones, Mary Robertson all colored.

Crew—Edward Goslee, first mate; William Bittea, first assistant engineer; Mary Anderson, stewardess; ——, cook; William Morris, steward; unknown colored waiter. Peter Swanson, a lame member of the crew, is among the missing.

A number of the passengers left Richmond Sunday on the Saginaw and until the list of these is secured it will be impossible to secure an accurate estimate of the dead.

The known saved from the Saginaw are:

Captain J. S. Tunnell, badly injured about the head and internally, also two ribs broken, Chief Engineer Baltzer, Second Assistant Engineer Murray, Second Mate W. L. Morris and several colored deck hands, firemen and coal passers.

The passengers saved are:

E. B. Cole of Philadelphia, who lost a purse containing $700 and a large diamond stud; J. Trevor, Philadelphia; R. B. Youngheed of Chester, Pa.; George B. Hood of Philadelphia; Harry F. Winters of Camden, N. J.; Mary A. Sanderson of Windsor, N. C.; Morris Payner, Jr., of Northwest, Va.; John Reese of Norfolk; Miller Pennell of Norfolk; Judson Scville of Berkeley and David Rowland of Newport News

The Saginaw was in charge of First Officer Goslee when the collision occurred and the first officer of the Old Dominion ship also was at the wheel of his vessel. Passengers and most of the crew on both ships were asleep below when the disaster happened and when the terrible shock and grinding noise awakened them a panic stricken rush for safety took place.

The discipline of the crews was admirable. "Women first" was the initial command of Captain Tunnell after the life boats had been prepared for lowering. The frightened colored women piled into the first boat of the Saginaw and all lost their lives.

Captain J. S. Tunnel of the Saginaw did not leave his vessel until the last minute. He was finally taken from the rigging of the sinking ship and when gotten aboard the Hamilton he was found to be badly injured.

First Officer Goslee of the saginaw is among those missing. The Clyde estimate of the missing is six of the crew and nine passengers.

**COTTON CENSUS REPORT.**

**Second Most Valuable Crop of the United States.**

Washington, May 6.—The value of the cotton crop for 1902 according to the census report, is estimated at $501,897,134, making it the second most valuable crop of the United States, corn taking first rank and wheat third.

The value of the raw cotton exports for 1902 is given at $290,651,819, giving that article the first place in value in American exports. The export price for 1902 was about one cent per pound less than that of 1901.

The value of cotton crop of 1902 in the state included in the Louisiana purchase is given at $113,885,044, or more than $5,000,000 more than the original price paid to France for that territory, with interest at 6 per cent compounded to the present time.

The rapid development of the cotton seed oil industry is represented as annually increasing the quantity of short cotton saved to the commercial world by the roe-mining of cotton seed for oil extraction." A canvass of this industry has developed the fact that 530 cotton seed oil mills have been operated during the season of 1902-3 and that they have obtained from the re-ginning of seed of the growth of 1902 linters amounting to 196,223 bales of 500 pounds each.

**Expose of Alleged Spies.**

Milwaukee, May 6. — A sensational expose of alleged spies in the employ of manufacturers said to be posing as union men in the convention of the International Association of Machinists will take place in convention probably tomorrow, according to the statement of a member of the executive committee. "We have the men spotted," he said, "and have absolute proof of their trickery. They will be exposed publicly." James O'Connell president of the machinists, was so sure that visitors were denied admission to his room.

**Steamers Cannot Unload.**

Montreal, Que., May 6.—Longshoremen's strike is driving up the trade of the country and no settlement of the difficulty is in sight. Rush of shipping to the port since the opening of navigation has been unprecedented and the harbor is congested with business which would tax facilities under normal conditions. There are 24 cargo laden steamships in port and eight of these are lying idle. Ten thousand non-union men are at work on the other vessels, but their work is off-set by the teamsters' strike.

**Powers' Trial Put Over.**

Georgetown, Ky., May 6. — In the Powers trial Judge Cantrill refused to vacate the bench in the trial, but gave time to the defense to ask the court of appeals for a writ of prohibition to prevent his sitting in the case if they so desired. This means that the trial cannot take place before October.

**The Naming of War Ships.**

Commander Seaton Schroeder of the United States navy suggests giving to new war ships the names of old ships that have won fame, on the ground that it would "tend to maintain the traditions of the navy." The suggestion is favored by Rear Admiral Bowles, chief constructor of the navy, who recommends that the new training vessels provided for in the last appropriation bill be named the Hornet, the Peacock and the Boxer, after vessels that became famous in the last war with England.

This is perhaps well enough in the case of school ships, and the name may have a good influence upon the embryo officers, but the wisdom and good taste of naming fighting ships after other vessels that are already illustrious are not apparent.

We have a second Maine, named after a vessel distinguished chiefly for a cruel misfortune that happened to it, and we have a Kearsarge, named after one that acquired an immortal glory in the civil war. If the second Kearsarge ever achieves distinction, it will be necessary to designate her as Kearsarge II. In order to avoid confusion, and then, according to the philosophy of the system, there should be in due time a Kearsarge III.

Let the new ships, if opportunity is afforded, make illustrious names for themselves, as did the Olympia, the Oregon, the Brooklyn and others in the Spanish-American war. Borrowed glory is no more becoming to a ship than it is to a man. A vessel that makes a good fight will have honor enough. It is the deed that crowns the name, any name, whether that of ship or man.

**Another Freight Congestion Likely.**

There is already apprehension in some quarters of another congestion of railroad traffic when the heavy merchandise movement for the coming fall trade is in progress. If the crop promise is realized in any sense and the enormous harvests now predicted are gathered, the most serious car and locomotive shortage the country has ever known is predicted, and in the opinion of some traffic managers there is "no help for it."

The country had an experience with freight congestion last fall and winter from which the resultant losses to the productive and distributive industries of the country were almost beyond calculation. The possibility of a recurrence of congestion in September should lead those who can handle such freights as fuel and ore early in the summer, when the railroads are comparatively clear, to take advantage of the opportunity of doing so.

Meanwhile the railroads should make every possible effort to put their rolling stock in condition to handle the great volume of freight which will unquestionably be offered to them in the fall. It is gratifying to note in this connection that fourteen western roads have increased their motive and carrying capacity 50 per cent or will have when the locomotives and cars now under contract are delivered. If other roads follow this plan and are able to secure the needed equipment it is possible that the now threatened congestion may be averted, though trunk freight lines will have all the business they can handle even with greatly increased facilities.

**The Subordinate Grange.**

The subordinate grange is a link in the great chain now stretching from ocean to ocean, binding hundreds of thousands of the men and women of the farm in a fraternal body and by sacred obligation to put forth every effort to raise the standard of intelligence among the tillers of the soil and secure a just distribution of the burdens of society, as well as of the fruits of our labor.—O. Gardner.

**Home Wanted**

For a nice bright boy, 4 years old. Good references will be required of parties wishing to take him. Apply to D. C. Grunder, Superintendent of the Poor, Angelica, N. Y.


## TESTING METHODS

A test as to the value of newspaper advertising over other methods was made a year ago by the great publishing house of Harper & Bros. Two books were selected, one by a well known popular author and the other by an unknown writer. The latter was selected for the newspaper advertising and the other for the usual channels.

**With equal expenditure the work advertised in the newspapers exceeded the other in sales by 200,000 copies.**

The result was a complete surprise and established the fact that readers go to the newspapers for information with regard to books as well as with regard to most other matters.—National Printer-Journalist.

The best advertising medium for any merchant is the local paper which goes into the homes of the people, as this paper does.

**PERMANENT SITUATIONS.**

Cash paid weekly for services either or salary and expenses paid, or commission, to take orders for our Garden Seeds; also Plants and Flowers. We cover a full line. Address, Rochester Seed Gardeners, so that a live man cannot help but succeed, as he has the facilities to contend for all kinds of trade and with different classes of customers. Write at once for terms to

Herrick Seed Co., Rochester, N. Y

**Isn't It Worth 25c. To Be Cured of Constipation?**

To People who suffer from Habitual Constipation, Clogged Stomach and Bowels, Sluggish Liver and Thin and Impure Blood.

There is a laxative that moves the bowels without pain or griping, cleanses the stomach, sharpens the appetite, stimulates the liver, strengthens the nerves and purifies the blood.

**Laxakola Does It**

I received your sample bottle of LAXAKOLA and was so pleased with it that I bought a 25-cent bottle. I had a hard time to buy it. I tried about one-half dozen places before I could get it. I have tried everything for constipation I can hear of, but I think LAXAKOLA is a regular Klondike to persons suffering with constipation.

WILLIAM D. TERRIO,
34 Chandler St. Lawrence, Mass.

Price—25 cents.

L. A. BURROWS.

**CHICHESTER'S ENGLISH PENNYROYAL PILLS**

Beware of Counterfeits. Refuse all Substitutions.

Always reliable. Ladies ask Druggist for Chi-ches-ter's English Pennyroyal Pills in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Buy of your Druggist or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter by return Mail. Name Paper. 10,000 Testimonials. Sold by Druggists everywhere.

CHICHESTER CHEMICAL CO.
1509 Madison Square, PHILA., PA.

**90 Cents a Gallon for Liberty Ready Mixed Paint**

Can you afford not to paint your house, or make the interior brighter? Direct from factory to consumer and a five years guarantee backed by a million dollar company with every can.

We will deliver in your town (we pay the freight) six gallons of concentrated paint, any color, or assorted colors, which when you add six gallons of linseed oil will make twelve gallons of pure linseed oil paint—costing you 90 cents a gallon. No turpentine or dryers needed.

**The most profitable paint consumers proposition on earth.**

Liberty Paint, absolutely pure, in paste form, costs you $1.40 a gallon, and linseed oil costs you 40 cents a gallon, and the two together make two gallons of paint that YOU KNOW is pure and lasting, for $1.80 or 90 cents a gallon.

Is there any sense in paying $1.60 and $2.00 a gallon for inferior, ready mixed paint, when you can buy Liberty guaranteed paint for 90 cents a gallon?

**HONEST GOODS MADE BY SKILLED WORKMEN.**

We sell in only six gallon crates. Club with your neighbor if you do not need six gallons.

Write today for the finest selection of color cards ever issued FREE

Remit $8.40 and you will receive (freight prepaid) six gallons of concentrated paint, any color you desire.

Active men and women, who can give reference, can secure good positions representing us.

**A SPECIAL PROPOSITION FOR PAINTERS.**

**Eureka Paint and Equipment Co., Liberty, Indiana.**

**TO CURE A COLD IN ONE DAY**
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

**Flowers For all Occasions.**
FUNERAL DESIGNS
A SPECIALTY.
**WETTLIN, The Florist,**
**Hornellsville, N. Y.**
BOTH PHONES.

**Health, Rest, Recreation**
are assured under the most favorable conditions at
**Cambridge Springs, Pa.**
midway between Chicago and New York on the
**ERIE RAILROAD.**
You ought to know all about it.
Erie booklet, "The Bethesda of the Middle West" on application to the Ticket Agent or
D. W. Cook, General Passenger Agent

**Kodol Dyspepsia Cure**
**Digests what you eat.**
This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. Is unequalled for the stomach. Children with weak stomachs thrive on it. First dose relieves. A diet unnecessary.
**Cures all stomach troubles**
Prepared only by E. C. DeWitt & Co., Chicago
The $1. bottle contains 2½ times the 50c. size.
For Sale by O. E. Vars & Son

*The* **Dividend Ground of the Advertiser is the Home.**

*The* only way it is possible for an advertiser to place his announcement in all the homes of the town of Andover is through the columns of *The* Andover News. When a newspaper goes into the homes it has advertising value.

*The* **Andover News,**
Mosher & Backus, Props., - Andover, N. Y.

6% ANNUALLY 6%
Government Bonds are not Safer.
WE invest your money in a first class real estate mortgage
Assign it to you and guarantee it. For seventeen years our guaranty has fully protected every client. Write
The W.C. Belcher, Land M'tge Co.
FORT WORTH, TEXAS.
L. D. COBB, Pres., W.H. COBB, Treas., H.H.COBB, Sec'y.

**H. P. BENTON,**
DEALER IN
Red and White Cedar Shingles,
White Pine and Hemlock Lumber,
North Carolina Pine Ceiling and Flooring.
Ve