All Around Old Allegany

Epitome of County Happenings Gathered by News Reporters and Clipped from Our Exchanges.

Mrs. Levi Baker of Wellsville has been very ill at the home of her sister, Mrs. Palmer Warfield. She is reported as a little better today.

Will Remove To Wellsville.

Chas. E. Clark of Belmont who is organizing the Clark & Norton Manufacturing Co. expects to remove his family to Wellsville and make that city his future residence giving his time entirely to the proposed new machine shop and foundry.

ENLARGING ITS LINES.

Wellsville M'f'g Co. Buys the Business of the Wilson Casket Co. of Franklinville.

From the Wellsville Reporter.

The Wellsville Manufacturing Co. has purchased the business and good will of the Wilson Casket Co. of Franklinville. This concern did not manufacture cases, or shells, but bought the woodwork and trimmed them on orders. The consolidation will enlarge the business of the Wellsville Manufacturing Co. as they will hereafter both manufacture the shells and trim and finish the caskets. Mr. C. F. Townsend, of Franklinville, and one of the owners of the business there, will move his family to Wellsville and assist in the factory while Mr. Urban Wilson, another member of the firm, will keep his home in Franklinville.

The Man Behind the Trunk.

It is announced that there is a movement on foot for promoting so called "baggage reform." The Association of General Passenger Agents has promised to "make an effort" to frame and enforce "more stringent rules regarding the handling of baggage." Thus a long suffering public will have to suffer no longer, always provided the association aforementioned can enforce its regulations. But—as an eminent poet who has since condescended to devote his brilliant intellect to diplomacy once wrote, "You may resolute till the cows come home," but if you don't follow up the resolutions with something like enforcement what's the use?

There was once a man who used the sharp end of a pitchfork on an irate dog with such effect that the dog bit no more. Its owner expostulated with the man and asked him why he didn't use the other end of the pitchfork, and the man replied, "Why didn't that dog come at me t'other end fust?" The appositeness of this is that the cause of baggage reform seems to have gone into business "t'other end fust." It is a far cry from the passenger agent to the baggage smasher, so called, and by the time the resolutions reach the latter individual he may be too far gone for resuscitation.

It is the man behind the trunk that the traveling public wants to get at, and if moral suasion won't alter his view as to the eternal fitness of things then something stronger must be tried. The public has stood the smashing of one's cherished belongings long enough; too long, in fact. Trunks have been made stronger and stronger, with armor plate sides and bottoms and bar-veyized ends, but all to no purpose. The genius of the baggage smasher has been more than equal to every invention, and no trunk goes unsmashed except by inadvertence. Instead, then, of trying to reform the regulations the General Passenger association should exert its energies toward the reform of the baggage smasher. It is the man behind the trunk and not the man who takes the tickets who is responsible in this matter, and if several specimens of him should be made an example of there would be general rejoicing throughout the land. Every man, woman and child in this country is a potential traveler and as such interested in the enforcement of laws for the protection of baggage.

The sublime porte has the sublime cheek to lay the burning of Macedonian villages and the mutilating of the Christians upon the Macedonians themselves because they have a grudge against the poor Turk and wish to give him a bad name.

Scald head is an eczema of the scalp—very severe sometimes, but it can be cured. Doan's Ointment, quick and permanent in its results. At any drug store, 50 cents.

It Costs Less.

If you wish to keep your friends living away posted as to things doing in Andover, just remember the NEWS sent every week, will be cheaper than a letter every week, and will give them more information. tf

TERSE STATEMENTS.

Arguments by Hon. James Wood Against the Barge Canal.

We oppose the scheme because no one can tell what it will actually cost. The most careful and honest estimates for great works fall short of the final figures because unforeseen difficulties are sure to arise. If we judge by past experiences, and we have nothing else to guide us, the final cost will be somewhere above two hundred millions. We object to taking this great leap in the dark.

The whole question has been decided by two facts. The Mississippi river is a great natural highway for commerce, but railways have been built on either side of it, and while the commerce of the port of New Orleans is greatly increased that of the river has greatly declined. The river cannot stand the competition of the roads. The Delaware and Hudson company owned a good canal from the coal regions in Pennsylvania to the Hudson river. But it could not meet railway competition, and therefore it abandoned its canal and secured a railroad. Further comment is unnecessary.

We oppose this proposition because canals are obsolete as a means of transportation. They once had their day and were useful then. They are like the wooden plow and the grain cradle and the plank road. Let us honor their memory for the good they have done, but let us use today the things of the present century. Canals are still useful in China, where we find that greatest one in the world busy in transporting the "tribute rice" to Peking, and in parts of Europe where the slowly moving peasants are never in a hurry, but we do not need the consort of such conditions.

We oppose this scheme because it would not materially benefit our great city of New York. Of what benefit can it be to that city to have a loaded barge brought down the Hudson, towed alongside a foreign steamer, its cargo transferred by steam to the vessel's hold and then have the empty barge towed back up the river while the wheat goes across the Atlantic. Where is there anything for New York city or the city's laborers? There is something for that foreign owned steamer and therefore it is, perhaps, that the representative of one of the largest foreign steamship lines is found to be the president of the Canal Enlargement league. This business might swell the volume of New York's exports upon paper, but cannot materially benefit her. Much of the talk upon the point is simple foolishness.

We oppose this scheme because of its rank injustice. The farms of the west compete with the farms of New York in the markets of New York city. The farmers of New York object to paying immense sums to give their competitors an unnatural and unfair advantage. On the same ground it is unfair to tax our railroads to build a competing line to undermine their legitimate business, which they are already doing at the lowest cost. We stand for fair play all around.

When the canal tolls were abolished, over twenty years ago, it was an acknowledgment that the canal was doomed. Anything that cannot pay the cost of its operation must go. As a business proposition the present is a most ill advised time for the proposed work. We seem to be on the eve of giving up steam on the railways and substituting electricity. The possibilities of its use are still unknown. It may greatly reduce the cost of railway transportation.

Relatively the Erie canal was as great a thing when it was built as the enlarged canal would be now. What great industries has it established? Search the state from Buffalo to New York and you cannot find them. They do not exist from any canal advantage. Manufactories are located along railway lines where they can receive and ship their freight all the year round. We can judge the future by the past. The canal advocates' imaginations have been very active. They promise everything. Those great steel plants along the canal they talk about are wind and moonshine.

We oppose it because of the demoralization which will result from the expenditure of such vast sums by public officials. The state has had a sad experience with canal expenditures and canal rings. This ring has been a school for public plunder, whose scholars became masters in the arts of fraud and political corruption and official bribery and stealing from the public treasury and the prostitution of public morals. Experience has shown that these results are inevitable. No lover of the commonwealth can consent to let loose the dogs of such an unholy war against public virtue and the public weal. Already in anticipation the expenditure of the vast sum proposed is made a means of corruption. The advocates of the enlarged canal are seeking to influence the voters of some of the counties by the argument that a lot of this money will be spent within their limits and will get into their pockets, and therefore they should vote for the scheme!

Attempts to prove that the barge canal bonding plan ought to be passed because the railroads are opposing it will be just as effective as Mr. Bryan's attempt to make this a free silver country by screaming that Wall street was in favor of gold.

ON TAKING A REST

Once a Year Substitute Bacon and Eggs For Birds and Burgundy

I hear a good deal about men who won't take vacations and who kill themselves by overwork, but it's usually worry or whisky. It's not what a man does during working hours, but what he does, that breaks down his health. A fellow and his business should be bosom friends in the office and sworn enemies out of it. A clear mind is one that is swept clean of business at 6 o'clock every night and isn't opened up for it again until after the shutters are taken down next morning.

Some fellows leave the office at night and start out to whoop it up with the boys and some go home to sit up with their troubles. They're both in bad company. They're the men who are always needing vacations and never getting any good out of them. What every man does need once a year is a change of work—that is, if he has been curved up over a desk for fifty weeks and subsisting on birds and burgundy, he ought to take to fishing for a living and try bacon and eggs, with a little spring water, for dinner.—From "Letters From a Self Made Merchant to His Son," by George Horace Lorimer.

A Hero's Unmarked Grave.

A reader of a newspaper article published recently on the neglect of the memory of Commodore Stephen Cassin calls attention to another great naval hero whose memory has been even more shamefully neglected—John Paul Jones, the founder of the American navy. In the midst of one of the poorest and most thickly populated tenement quarters of the city of Paris Jones is buried in a weed grown and neglected cemetery.

Although the government of the United States has for several years been aware of the exact location of the great sea fighter's grave, it has never taken any action toward having his ashes brought to this country and a suitable monument erected in his honor.

No monument or even an inscription has ever marked his resting place, and consequently very few among the thousands of Americans who visit the French capital each year know that the famous patriot is interred there.

Jones died in 1792, and his body was placed in a temporary receiving vault in the cemetery for foreign Protestants near the Rue de la Grange, then in the suburbs of Paris, but now in the heart of the slums of the city. It was believed that the government of the United States would at once cause the body to be brought to this country for final interment, but on the closing of the cemetery the following year, nothing having been done toward this purpose, the bones of the great naval fighter were laid to rest in an obscure corner of the graveyard, where they still remain.

Saves Two From Death.

"Our little daughter had an almost fatal attack of whooping cough and bronchitis," writes Mrs. W. K. Haviland, of Armonk, N. Y., "but, when all other remedies failed, we saved her life with Dr. King's New Discovery. Our niece, who had consumption in an advanced stage, also used this wonderful medicine and to day she is perfectly well. Desperate throat and lung diseases yield to Dr. King's New Discovery as to no other medicine on earth. Infallible for coughs and colds. 50c and $1.00 bottles guaranteed by O. E Vars & Son.

Nine years, the Italians say, Pope Pius X. was in the seminary, nine years a parish priest, nine years archbishop, nine years a canon of Treviso, nine years bishop of Mantua and nine years cardinal and patriarch of Venice. While nine years as pontiff seem naturally to those who are impressed with coincidences, it should be remembered that Pius is but sixty-eight years old and that only nine years in the papacy would mean his death at seventy-seven. The fact that Leo exceeded that age by sixteen years does not indicate that life in the Vatican is at war with longevity. It is not pleasant to think of the loss that the Catholic church would have suffered had Leo XIII. been carried off at the untimely age of seventy-eight. One reason why people do not live longer than they do and remain fresh and active as long as they do live is that so many of them are bound to call themselves and rate themselves old long before nature intended them to do so.

The steel makers of Germany have reached an agreement not to sell partly finished goods abroad below certain prices. The details of the agreement are kept secret, but the object is both to obtain better returns for the product and to preclude German finished goods coming into competition abroad with foreign work manufactured from German material exported at lower prices than sold at home.

Ran a Ten Penny Nail Through His Hand.

While opening a box, J. C. Mount, of Three Mile Bay, N. Y., ran a ten penny nail thru the fleshy part of his hand. "I thought at once of the pain and soreness this would cause me," he says, "and immediately applied Chamberlain's Pain Balm and occasionally afterwards. To my surprise it removed all pain and soreness and the injured parts were soon healed." For sale by O. E. Vars & Son, Andover, and N. E. Coston, Greenwood.

3 Cents

Eight cents a pound is what a young woman paid for twelve pounds of flesh.

She was thin and weak and paid one dollar for a bottle of Scott's Emulsion, and by taking regular doses had gained twelve pounds in weight before the bottle was finished.

Eight cents a pound is cheap for such valuable material. Some pay more, some less, some get nothing for their money. You get your money's worth when you buy Scott's Emulsion.

We will send you a little free.

SCOTT & BOWNE, CHEMISTS,
409 Pearl Street, New York.
50c. and $1.00; all druggists.

Our First Fall Opening.

ON THURSDAY, FRIDAY and SATURDAY, October 1st, 2nd and 3rd we will have our First Fall Opening and a three days opening sale

We Are Ready

for the rush of fall business with stocks that tip the acme of excellence and completeness with values that show unanswerable reasons why this store should be first in your minds. There will be no diversity of opinions regarding the decisive and superior worthfulness of our merchandise offerings during these three days. Thursday, Friday and Saturday, Oct 1, 2 and 3. For full particulars see hand bills, if one don't reach you send in your name and we will send you one.

Agents for W B Corsets $1, $1.50, $2.75.

HIGGINS BROS. & McPHERSON,
15-27 N. Main St., op. Howell House, WELLSVILLE, N. Y.

MORPHINE

Opium, Laudanum, Cocaine and all Drug Habits permanently cured, without pain or detention from business, leaving no craving for drugs or other stimulants. We restore the nervous and physical systems to their natural condition because we remove the causes of disease. A home remedy prepared by an eminent physician.

WE GUARANTEE A CURE FREE TRIAL TREATMENT

Confidential correspondence, especially with physicians, solicited. Write today.

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CANAL TRANSPORTATION NOT CHEAP.

It Does Not Make It Cheap to Pay the Greater Part of Its Cost Out of the State Treasury.

UNANSWERABLE ARGUMENT.

It Costs More Money to Carry Freight by Canal Than by Railway—Mr. Platt's Speech at Rochester.

We agree with the canal advocates that the commercial prosperity of the state depends, more largely than upon any other agency, upon economical transportation. The conveyance of merchandise from the place of its production to the place of its consumption has grown to be the greatest industry of our time. The development of the means of intercommunication is the greatest token of our enterprise and the greatest factor in our prosperity. The vital question is, What is economical transportation? * * *

The long distance through freight train on the American railway, developed and perfected by the genius of American enterprise, has become the greatest factor in the problem of interchange of commodities that is known. Water transportation in the natural channels of rivers, placed where they are by the Creator of all things, with out expense for construction or for maintenance, has not been able to compete with the railway on long distances.

On an artificial waterway, where there must be expense for construction, expense for maintenance and expense for administration, it is impossible that water transportation should compete with the railway. It is a fact that for years past the actual cost of carrying a ton of freight on the Erie canal has been more than twice as great as the cost of carrying freight on the trunk lines of railway. In 1901 the cost of transporting all the freight carried on the canals of the state of New York was 7.11 mills per ton mile. In 1902, the figures of which have just been given, the showing is better, because the fluctuating expenditure was less. In that year it was diminished to 6.5 mills, but this was for the lowest and cheapest class of freight known to the transportation business. The reports of the New York Central and Hudson River railroad show that its expenditure for carrying freight is only 4.1 mills per ton mile, and it receives for all the freight carried over its lines, including its costly, high class freight, its perishable freight, its way freight, which is more than nine-tenths of the whole, and the freight on all its branches, only 6.8 mills. If we make the comparison with the carriage of freight on its through trains on the main line and with the same classes of freight that were carried on the canal we find that the railway is able to carry it for less than half the canal cost in the most favorable years.

This is our unanswerable argument. The state of New York wants cheap transportation. It needs for its commercial prosperity, the development of its industries and the growth of its commerce cheap transportation. Therefore it does not want canal transportation, for it costs more money to carry a ton of coal, a bushel of wheat, a thousand feet of lumber or any other quantity of any other sort of merchandise by canal than it does to carry the same merchandise by railway. The figures are undeniable, the conclusion is irresistible. It does not make transportation cheap that the greater part of its cost is paid out of the state treasury. If this were true, or if it were desirable to do this, the state might better pay for carrying the whole of the canal freight on the railway. Mr. Cullaway, the former president of the New York Central, made the offer that for the interest on the cost of a thousand ton barge canal at 3 per cent he would contract to carry the entire canal tonnage upon his railway free of charge, and the figures show that he could have done so and made a large profit by doing it. In both the years referred to the state could have contracted to carry by rail all the freight which went on the canals for less money than the amount which it took out of its treasury and paid for maintenance of the canals.

It Means Corruption.

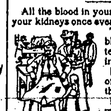
Corruption has notoriously characterized canal expenditures by the state from the beginning. The wicked waste of $9,000,000 of public money is fresh in the minds of the people, and many will remember the horrible rottenness unearthed by that intrepid ring smasher, Samuel J. Tilden, when he was governor. If in the remembrance of these dark chapters in the career of the commonwealth the majority of voters should deliberately authorize saddling a debt of $101,000,000 upon the state to deepen the Erie canal its supporters among taxpayers would be entitled to no sympathy when they whined over the ensuing, permanent and inevitable augmentation of tax rates.

New York is rich, grand and resourceful, but if it plunge into debt $100,000,000 at a whack it is by no means impossible that it may yet find itself in the condition of certain bankrupt and decaying dynasties of Europe.—Troy Press.

Over-Work Weakens Your Kidneys.

Unhealthy Kidneys Make Impure Blood.

All the blood in your body passes through your kidneys once every three minutes.



The kidneys are your blood purifiers, they filter out the waste or impurities in the blood. If they are sick or out of order, they fail to do their work.

Pains, aches and rheumatism come from excess of uric acid in the blood, due to neglected kidney trouble.

Kidney trouble causes quick or unsteady heart beats, and makes one feel as though they had heart trouble, because the heart is over-working in pumping thick, kidney-poisoned blood through veins and arteries.

It used to be considered that only urinary troubles were to be traced to the kidneys, but now modern science proves that nearly all constitutional diseases have their beginning in kidney trouble.

If you are sick you can make no mistake by first doctoring your kidneys. The mild and the extraordinary effect of Dr. Kilmer's Swamp-Root, the great kidney remedy is soon realized. It stands the highest for its wonderful cures of the most distressing cases and is sold on its merits by all druggists in fifty-cent and one-dollar sizes. You may have a sample bottle by mail free, also pamphlet telling you how to find out if you have kidney or bladder trouble. Mention this paper when writing Dr. Kilmer & Co., Binghamton, N. Y.

Home of Swamp-Root.

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ATTORNEY AND COUNSELLOR
Practice in State and Federal Courts. Andover, New York

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DENTISTS,
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THE ALLEGANY SANITARIUM,
ANDOVER, N. Y.
Rest Cure, Scientific Treatment of all Diseases
Baths, Electricity,
Massage, Home Comforts,
Baths for Ladies and Gentlemen.
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Hotels.

DELEVAN HOUSE,
HORNELLSVILLE, N. Y.
Rates $1.00 and $1.25 per Day. Meals 25c. Good Barn Attached.
27 and 29 Broad St., 3 doors from Opera House
GEO. W. BROWN, Prop.

A. J. McCLEASE.
AUCTIONEER.
P. O. Address, ANDOVER, N. Y.
Residence, VORHEES HILL, 3 Miles South of Andover.
Satisfaction Guaranteed.

When you go to Hornellsville stop at

THE OSBORNE,
WITH BRAINARD & MARVIN.

LUNCHES AT ALL HOURS.
JAMES CANNON,
North Main Street, Andover

EDWARD KINNEY,
Has a full line of Confectionery Tobacco and Cigars.
All the latest Newspapers and Magazines. Prices right.
Old post office block, Andover, N. Y.

From the Greenwood Times

SWALLOWED A PIN.

Miss Grace Sayre of Horseheads Will Be Operated Upon for the Removal of the Obstacle.

Several days ago Miss Grace Sayre, the young daughter of Mr. and Mrs. George M. Sayre of Horseheads, swallowed a large hat pin Miss Sayre had put two pins in her mouth and while laughing accidentally swallowed one of them. The pin luckily was swallowed head foremost. The movements of the pin have been felt by the young lady and at intervals she has suffered from its pricking the lining of the stomach. The pin is a large one and there is great danger of it puncturing an artery, which would cause death. Miss Sayre is in the Pratt hospital, where the movements of the pin are being watched by means of the X-rays and the physicians are only waiting until the pin is in a favorable position, when they will operate for its removal. The pin is now in a level with the appendix and it is thought that an operation will be possible soon.—Elmira Advertiser.

Missing Boy Found.

Bath, Sept. 6th.—Saturday morning James Grogan discovered the missing James McLaughlin, the 11-year-old lad who had been missing from his home in this village for the past ten days. The boy had just reached town on a freight train from Scranton. Grogan saw the lad and at once communicated with the Sheriff's office and officers came and secured the lad and returned him to his mother. The boy states that he left home with a band of gypsies, and at Corning left them, after which he has been hoboing it around the country.

The voting machines owned by the village of Canisteo were badly damaged by water and mud during the recent freshet. The company which made the machines offers to repair them for $150 each.

A rumor is going the rounds that J. B. Rumsey and others propose to build an electric railway from Shingle House to Canisteo, coming thru the Honeoye Valley to Genesee Forks, and then following the line of the N. Y. & P. R. R.

Poultry wanted A. E. STARR.

DEMOCRATS IN CAUCUS.

A Full Ticket Nominated Saturday Evening.

Saturday evening the Democrats of this place nominated the following officers:

Supervisor,	N. E. Coston
Town Clerk,	J. M. Cheesman
Justices,	Frank Mead
	Merritt Atkins
Assessors,	Thos. Fisher
	Neal O'Haragan
	John Rogers
Overseer of Poor,	M. Pease
Collector,	Wm. Stephens
Constables,	Will Rollins
	Harry Cheesman
	Bemar Murry
	Frank Updyke
	Davis Rogers

Oil Well in West Greenwood.

The well being drilled by Tracy & Co. on the Thomas Fisher farm is down about 400 feet. Mr. Fisher says that the drill went thru a stratum of rock that had a strong fish odor. Perhaps they will develop a sperm oil well.

A Love Letter.

Would not interest you if you're looking for a guaranteed salve for sores, burns or piles. Otto Dodd of Ponder, Mo., writes: "I suffered with an ugly sore for a year, but a box of Bucklen's Arnica Salve cured me." It's the best salve on earth. 25c at O. E. Vars & Son's Drug Store.

Last Excursion to Olean, Rock City and Bradford.

On Sunday, Oct. 4th the New York & Pennsylvania Railroad Co. will run their last excursion of the season to Olean, Rock City & Bradford. This is the finest season of the year to take this trip, the trees are clothed in Autumn tints and Nature is at her best.

For further information see excursion bills or apply upon agents.

A Perfect Painless Pill.

Is the one that will cleanse the system, set the liver to action, remove the bile, clear the complexion, cure headache and leave a good taste in the mouth. The famous little pills for doing such work pleasantly and effectually are DeWitt's Little Early Risers. Bob Moore of Lafayette, Ind., says: "All other pills I have used gripe and sicken, while DeWitt's Little Early Risers are simply perfect!" Sold by O. E. Vars and Son, Andover.

T. G. WOOSTER & BRO T. G. WOOSTER & BRO

WATCH US GROW GROWING ALL THE TIME.

GREAT BARGAINS IN FURNITURE.

There is no better place than our large department store to buy furniture, carpets, crockery dry goods, ladies' ready-to-wear garments, draperies, wall paper and interior decorations.

Sharp reductions in just the things the housewife needs, that is the story of our big sale which begins to-morrow.

DINING ROOM REQUIREMENTS.

The best place in Western New York to buy dining room furniture at the lowest prices. All of our goods are "Up-to-the-minute", so you can have the very best of choosing. The large purchase which we have just made will enable us to sell for less than what most dealers pay for the goods at wholesale. Call and examine our side boards. We have about twenty-five side boards to sell this coming week. They are made thruout with well seasoned oak, full width drawers, two collarettes. We especially call your attention to our $19 side boards. The grertest line ever shown from $14.49 to $75. We wish to particularly call your attention to our line of golden oak, double brace dining chair The usual price $1.50 now on sale at $1.14

An elegant line of couches, (why buy of the middleman and pay his profit when you can buy direct of the manufacturer? Remember that we manufacture our own,) from $5.40 to $33.

$39 parlor suits now on sale at $22
$25 parlor suit now on sale at $18

We are able to substantiate this if you will but look.

Our furnished rooms afford you a a veritable exposition of a neat and cozy flat. International in its scope, embracing as it does the product in furnishings of the masters of the craft.

The best value for the least money in everything you need.

It will pay you to make a visit to our carpet department where we have the largest assortment of well selected carpets and rugs and many of them are private patterns. A merited recognition at the hands of the buying public of our special sales encourages us to further efforts for the coming week.

DRESS GOODS.

We have a superb fall stock in dress goods. We pride ourselves in dress goods as in ladies ready to wear garments, that nobody need go to the large cities for style and quality. Prices guaranteed.

ADVANCE FALL SUITINGS

Made of Venetians, Zebelians and Mixtures, coats in long blouse or tight fitting style, cut with cuff sleeve, lined thruout with silk or satin.

We have over 200 skirts, walking and dress lengths The largest line ever shown from $2.98 to $22.

T. G. Wooster & Bro.,
Wholesale and Retail Dealers and Mfgr. of Home Furnishings,
123-7 MAIN ST., HORNELLSVILLE, N.Y.
Leading Funeral Directors and Embalmers.

HIS DECISION IS FINAL

Interview of Labor Leaders With the President.

WILL NOT DISCHARGE MILLER.

Question of his Being a Non-Union Man has nothing to Do with the Law and his Unfitness Must be Settled in the Routine of Administration.

Washington, Sept. 30.—Samuel Gompers, president of the American Federation of Labor; John Mitchell head of the United Miners' organization, and four or five other members of the executive council of the American Federation of Labor, were in conference with the president last night with reference to the case of Foreman Miller of the book bindery of the government printing office, whose discharge is sought by the labor leaders

The conference broke up about 11:30 o'clock and shortly thereafter the following statement was given to the press at the White House:

"Pursuant to the request of Samuel Gompers, president of the American Federation of Labor, the president granted an interview this evening to the following members of the executive council of that body: Mr. Samuel Gompers, James Duncan, John Mitchell, James O'Connell and Frank Morrison, at which various subjects of legislation in the interests of labor as well as executive action were discussed. Concerning the case of William A. Miller the president made the following statement:

"I thank you and your committee for your courtesy and I appreciate the opportunity to meet with you. It will always be a pleasure to see you or any representatives of your organizations or of your federation as a whole.

"As regards the Miller case, I have little to add to what I have already said. In dealing with it I ask you to remember that I am dealing purely with the relation of the government to its employes. I must govern my action by the laws of the land which I am sworn to administer and which differentiate any case in which the government of the United States is a party from all other cases whatsoever. These laws are enacted for the benefit of the whole people and cannot and must not be construed as permitting discrimination against some of the people. I am president of all the people of the United States, without regard to creed, color, birthplace, occupation or social condition. My aim is to do equal and exact justice among them all.

"In the employment and dismissal of men in the government service I can no more recognize that fact that a man does or does not belong to a union as being for or against him than I can recognize the fact that he is a Protestant or Catholic, a Jew or a Gentile, as being for or against him.

"In the communications sent me by various labor organizations protesting against the retention of Miller in the government printing office, the grounds alleged are twofold: First—That he is a non-union man; second—That he is not personally fit.

"The question of his personal fitness is one to be settled in the routine of administrative details and cannot be allowed to conflict with or complicate the larger question of government discrimination for or against him or any other man because he is not a member of a union. This is the only question now before me for decision and as to this my decision is final."

Grand Trunk Pacific.

Ottawa, Ont, Sept. 30.—In the house last night the amendment of Mr. R. L. Borden, leader of the opposition against the third reading of the National Trans-Continental railway bill, which is for a road from Moncton in New Brunswick to Fort Simpson on the Pacific to be built by the Grand Trunk Pacific, was defeated by 37 for to 75 against. Mr. Borden's amendment was for an alternative scheme. There are several other amendments, but it is expected that the bill will be read a third time before the house adjourns.

Spanish War Veterans.

New Haven, Conn., Sept. 30.—At the convention of Spanish war veterans an address was made by Chaplain General Woolsey in favor of immediate unification of all associations of veterans of the war with Spain. A telegram was sent to Commander-in-Chief Urell expressing sympathy for him in his illness. The convention endorsed the proposition for a memorial college to be established at Washington and to be open to descendants of Spanish war veterans.

Broke Into His House.

[illegible] of Cavendish, Vt., was robbed of his customary health by indigestion, biliousness, constipation. We'll fix him with New Life Pills. Guaranteed to cure. 25c at O. E. Vars & Son's drug store.

The Grain Traffic

The great argument in favor of the barge canal is that New York needs it for its grain traffic.

The railways charge for carrying a bushel of wheat from Buffalo to New York

Five Cents.

The canal boat men charge

Four and a Half Cents.

Shippers prefer railway transportation at 5 cents over canal transportation at 4½ cents.

The state gets from the railways in taxes for every bushel of wheat they carry

One-quarter of a Cent.

The state pays to the canal for every bushel of wheat it carries

Four and Eight-tenths Cents.

Net cost per bushel transported by railroad,

Four and Three-quarters Cents.

Net cost per bushel transported by canal,

Nine and Three-tenths Cents.

Does it pay to spend *5 cents* that the canal shipper may save *half a cent?*

Will It Pay to Borrow $101,000,000 To Build Another and Bigger Canal?

Nothing to Do With the Case.

In advocating the proposition to enlarge the Erie canal to a width and depth that will float 1,000 ton barges the New York World says:

"Our great lakes are a water highway running east and west. Omitting traffic with Canada, the clearances at 226 ports of lake shipment to July 1 last were 26,962 vessels and 25,570,757 tons. The Sault Ste. Marie canals have carried in three months 12,000,000 tons of freight more than the Suez canal, which cost $100,000,000, floats in an entire year. And the freight charge on a bushel of wheat from Duluth to Buffalo, a thousand miles, is 1½ cents!

"The Hudson river is not keeping up with this marvelous development. To enable it to do so nothing is necessary but the modernizing of the Erie canal."

These figures are interesting and impressive and would be applicable to the pending project if it contemplated the construction of a ship canal. But a twelve foot waterway would be as useless for those thousands of lake vessels, carrying their millions of tons of freight, as is the present canal. Cargoes would still have to be transferred from ships to canalboats, and the problem of unbroken passage from the great lakes via the Hudson river to the seaboard would be as far from solution as ever.

Perhaps there is no warrant for expecting that the general government will soon undertake the construction of a ship canal. On the other hand, the larger enterprise may in time command the favorable consideration of congress. But it is not necessary to hold out any such prospect in emphasizing the unwisdom of the halfway measure embodied in the barge canal proposition. The latter, being enormously expensive and of doubtful utility, should be rejected by an overwhelming popular vote, and it appears to be doomed to that fate.

The real friends of the canal and of New York's commercial supremacy will make no mistake if they decide to get along with the present waterway, already of a capacity far exceeding its traffic, until such time as the building of a ship canal shall become feasible. The statistics given by the World have no bearing on the proposition now before the people.—Rochester Democrat and Chronicle.

The one great argument put forth for the new canal is cheap transportation. Any transportation is cheap for me when some other person pays its cost. When in 1882 the tolls upon the Erie canal were abolished, and it was made free, the taxpayers became the toll payers, and this they have been ever since. There has not been a time in ten years when the amount paid by the state, added to the canal rate, has failed to make it greater than the railroad rate. In 1901 the cost of transporting all freight on the canals was 7.11 mills a ton mile, and in 1902 it was 6.5 mills. The reports of the New York Central and Hudson river road show its cost a ton mile was 4.1 mills.—Letter of Hon. James Wood in New York Tribune.

No one would ever be bothered with constipation if every one knew how nature rally and quickly Hunter's Blood Bitters regulate the stomach and bowels.

The Wizard of Oz at Horseheads.

Manager Smith of the Shattuck Opera House of Hornellsville has been lucky enough to secure Mr. Fred H. Hamlin's Princely production "The Wizard of Oz."

Everybody who has visited New York city during the past summer or who has read the news papers of that city has probably heard of this great play. The scenes which are "A Kansas Farm," "The Country of Munchkins," "The Road thru the Forest," "The Poppy Field," "The Poppy Field in Winter," and the "The Court-yard of the Wizard's Palace" are very gorgeous. The characters are very funny, the principals being "The Scar Crow," "Tin Woodman," "The Awful Lion," etc. One hundred and fifty in the cast.

The New York and Pennsylvania R. R. Co. will run a special train making stops at the principal stations only, which will assure a good time both coming and returning.

See excursion bills for all information relative theatre tickets, train schedule, etc.

Confessions of a Priest.

Rev. Jno. S. Cox, of Wake, Ark., writes, "For 12 years I suffered from yellow jaundice. I consulted a number of physicians and tried all sorts of medicines but got no relief. Then I began the use of Electric Bitters and feel that I am now cured of a disease that had me in its grasp for twenty years." If you want a reliable medicine for liver and kidney trouble, stomach disorder or general debility, get Electric Bitters. It's guaranteed by O E. Vars & Son.

SO WEARY.

Weary and worn out all the time. Back weak and lame and aching. Headache, Nervous, Restless, Excitable. The Kidneys are sick.

Doan's Kidney Pills

cure every symptom of Kidney Ills, from common backache to complicated urinary disorders.

Mrs. W. H. Terrell, of 100 Albany street, Utica, N. Y., says: "I had the grippe, and after this all pain seemed to settle in my back. I grew so bad that I could not turn over in bed, and had pains which felt like knives going through me. I could not lie in one position long; any movement can set sharp twinges, and I could not find comfort, no matter what I did. I saw Doan's Kidney Pills advertised, and began to use them regularly, and received help from the first. I got completely over my trouble, could go to bed, sleep all night, rest well, and get up in the morning refreshed."

For sale by all druggists; 50 cents. Foster-Milburn Co., Buffalo, N. Y.

NOTICE TO SUBSCRIBERS.

NO PAY, NO PAPER AFTER JANUARY 1, 1904.

The "News" Adopts the Cash in Advance System, Believing it Better for both Publishers and Readers.

The ANDOVER NEWS is to-day the only paper in Allegany county printing eight six-column pages all at home, that does not charge more than $1.00 per year subscription. It is a close thing to issue such a sheet at that price and make both ends meet. The price of print paper has doubled within the past four years. The only way the NEWS can possibly maintain the present $1.00 rate is to carry no deadheads. Believing it unjust that a good subscriber be taxed to help pay for his deadbeat neighbor's paper, we have determined to adopt the "No pay, no paper" policy January 1st, 1904, and live rigidly up to it after that date. Kindly read the label on your paper and if you are not credited beyond Jan. 1st, 1904, you are hereby notified that your paper will then be discontinued unless you walk up to the Captain's office and settle before that date. After Jan. 1st, 1904, all subscription accounts then due will be placed in an attorney's hands for collection.

THE PUBLISHERS.

"A dose in time saves lives." Dr. Wood's Norway Pine Syrup, nature's remedy for coughs, colds, pulmonary diseases of every sort.

DR. FENNER'S KIDNEY and Backache CURE

All diseases of Kidneys, Bladder, Urinary Organs, Female Troubles. Also Rheumatism, Back ache, Heart Disease, Gravel, Dropsy, Female Troubles.

Don't become discouraged. There is a cure for you. If necessary write Dr. Fenner. He has spent a life time curing just such cases as yours. All consultations Free.

"A gravel lodged in my bladder. After using a few bottles of Dr. Fenner's Kidney and Backache Cure I passed a gravel half as large as marble. The medicine prevented further formations. I was cured.
W. T. OAKES, Orrix, Va."

Druggists, 50c., $1. Ask for Cook Book—Free.

ST. VITUS' DANCE Sure Cure. Circular, Dr. Fenner, Fredonia, N. Y.

PARKER'S HAIR BALSAM
Cleanses and beautifies the hair. Promotes a luxuriant growth. Never fails to Restore Gray Hair to its Youthful Color. Cures scalp diseases & hair falling. 50c and $1.00 at Druggists.

Manager Wanted.

Trustworthy lady or gentleman to manage business in this county and adjoining territory for well and favorably known House of solid financial standing. $20.00 straight cash salary and expenses, paid each Monday by check direct from headquarters. Expense money advanced; position permanent. Address Manager, 610 Monon Building, Chicago, Ill. 1jan

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We have just received some of the latest type faces and can furnish you with up-todate Job Printing at astonishingly low prices. Don't wait 'til your Stationery is all gone, but place your order now. Satisfaction guaranteed. We print everything.

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Business

Affords better opportunities for capable, ambitious, energetic young people than any other department of human activity. The Rochester Business Institute has a national reputation for thorough work, and its graduates are in constant demand. Many times during the last year the managers were compelled to say to applicants for young men and women to fill genteel, remunerative positions: