SCHAUL & ROOSA.

MEN'S FALL SUITS $15.

For Dress and Business Wear.

Suits that meet the requirements of careful and conservative dressers; a combination of splendid materials, rightly put together with a touch of style essential to correct dress.

Every garment hand made by expert journeymen tailors—the cloth thoroughly tested as to strength and permanency of finish. Cheviots in fancy mixtures, black Thibetts and Worsteds. Other suits for men—$10.00 to $25.00—money's worth in every one.

BOYS' SUITS.

Our kind fit the real, living boy They are tailored to insure him again embarrassment of parting seams. The fabrics are woven specially for boys' service both in pattern and textures. Boys' suits $2.50 to $6.00

Little Things for Little Chaps.

Boys' caps, Golf and Eton models also the new "Tam" shapes at 50c.

Wear a Stein Bloch Cravenette Coat because it is the most reliable rain-proof overgarment we know of.

Stein-Bloch "Cravenette" coats, $15 to $25.

"Cravenette" rain coats, $8 to $12.

And your money back for the asking if not satisfied.

SCHAUL & ROOSA,
130 MAIN ST., HORNELLSVILLE, N. Y.

GREENWOOD.

Mild weather.

Potato harvest is on.

County Court in session this week.

Mr. and Mrs. Miner Shaw went to Hornellsville Saturday, returning Sunday.

A double wedding is reported in West Jasper last week.

Mr. and Mrs. David Travis went to Bath Sunday to visit Mrs. Travis' sister.

A. Austin was in town Wednesday on his way to the Fisher oil well. Mr. Austin reports no oil so far but a very good sand. The company will look for a sand below the Marsh sand.

Some Hornellsville boys were rabbit hunting near Glenwood Saturday when one of them, James Welch, was shot, receiving several small shot in his leg which would seem to indicate that he was at close range. The lad was armed with a revolver with which he expected to bag his game. He was brought to the residence of Dr. Palmer on Broad street who made him comfortable.

O. D. Stephens is quite a sprinter. Saturday evening he was walking down Main street at Canisteo to take the train for Greenwood, when looking ahead, he saw it disappearing behind Slawson's shop, but with no thought of being left in Canisteo over Sunday Dezell let out for the departing cars which he overhauled before they reached the butter factory. Dezell was puffing louder than the locomotive when hauled aboard.

Troupsburg fair this week. Everybody attends the Troupsburg fair.

Fred White and wife visited at J. B. White's Sunday.

Rev. Taylor, who was scheduled to preach at the M. E. church Sunday, missed the train at Genesee and turned back to Gaines.

W. O. Sheman and wife spent last week at Bath fair and Painted Post. At the latter place they were guests of Prof. and Mrs. E. E. Cole.

Capt. Prentice of Attica was the guest of his sister, Mrs. G. D. Woodward, Monday of last week. Mr. Prentice goes to Texas this winter for his health.

Nelson Hadley of Lansing, Mich., was the guest of his uncle, Wm. Blair, Sunday. Mr. Blair is superintendent of the insurance department of his state.

Messrs. Glenn Coston and Wm. Stephens and Misses Kate Chapin and Sofa Lewis witnessed the production of Merry Mikkanadis at the Whitesville Opera House Friday evening.

Misses Maude Williamson and Hester Phillips went to West Clarksville Saturday, to commence teaching.

Rev. Trowbridge, who recently left one of Greenwood's daughters to the altar, has been appointed to take charge of the Andover parish.

Photographer Smith was at his studio Saturday.

Glenn Coston commences his second year at Buffalo College of Pharmacy this week.

Rev. [illegible] has been appointed to the North Collins charge. Start off right, Mr. Crofoot, notice to his friends.

[illegible]

The Misses Grace and Lena Freeland of Hornellsville Sundayed at home.

Michael Shanley aged 82 years died Saturday at his home near Rexville. Funeral services were held Monday at the Catholic church, Rexville.

Mrs. Wilson Woodward and Mrs. Geo. Freeland were guests of Mrs. George Caffrey Thursday.

Laura Stephens has returned from a visit in Andover.

Ruby Tyler and Bernice Blair, who have been ill with fever, are improving. Miss Emily Failing, who has been caring for them, has returned home.

O. Crane and wife were guests of John Updike last week.

Mrs. Burns of Wellsville is the guest of her daughter, Mrs. T. E. Mallory.

Harry More went on the excursion Sunday.

Messrs. John Waight and Byron Rugar, who are employed at Wellsville, spent Sunday at home.

Mrs. F. Woodward was the guest of her mother, Mrs. D. S. Fenton, Thursday.

Elmer Hovey and wife of West Greenwood were in town Wednesday evening.

Messrs. Albert Stephens and John Williamson were business visitors in Hornellsville Monday.

Merritt Osmin, son of Jesse Osmin, is again threatened with appendicitis.

The receipts of the G. A. R. oyster supper were $9.75.

Mr. Scharett started the evaporator Tuesday.

Oliver Jackson is attending court at Hornellsville this week as juror.

Otis Locke and wife of Westfield are visiting relatives in this vicinity.

Reuben Covert is attending court at Hornellsville as court officer.

Chas. Reimann and wife of Pittsburg visited his mother, Mrs. Marian King, last week.

Mrs. John Paine had her fall millinery opening Friday and Saturday.

George Phillips, who is suffering from an attack of typhoid fever, is reported as being no better.

George Swain and Herbert Updyke were in town Sunday.

Mrs. E. G. Hall is visiting her parents at Young Hickory.

Dr. Smith was a Hornellsville visitor Monday.

L. G. Burton was home over Sunday.

Mrs. Kissick of Canisteo is the guest of her brother, Mr. Falkner.

J. M. Peterson of Canisteo was the guest of Oliver Trowbridge Tuesday.

A Cure for Dyspepsia.

I had dyspepsia in its worst form and felt miserable most all the time. Did not enjoy eating until after I used Kodol Dyspepsia Cure which has completely cured me.—Mrs. W. W. Saylor, Hilliard, Pa. No appetite, loss of strength, nervousness, headache, constipation, bad breath, sour risings, indigestion, dyspepsia and all stomach troubles are quickly cured by the use of Kodol. Kodol represents the natural juices of digestion combined with the greatest known tonic and reconstructive properties. It cleanses, purifies and sweetens the stomach. Sold by O. E. Vars & Son, Andover.

The Varsity.

You athletic young fellows' who know the value of good clothes as well as of good muscle—you're just the fellows for the kind of clothes made by HART SHAFNER & MARX.

THE VARSITY

for instance; made to give grace and ease to the figure not merely to cover it up. You'll find your clothes-money will go farther here in these goods than usual, because the clothes will.

Clothes bought from us Pressed and Kept in Repair One Year Free of Charge.

MEN'S FURNISHINGS.

The new things are coming in pretty lively these days —New Neck Wear and Shirts, Sweaters, Hosiery Gloves, Underwear and everything in Haberdasery that a man needs. Besides the large variety of everything, there's more exclusive things here than you find in most stores.

We have an eye for everything that's new

and our Habadashery Department is never a moment behind in showing the latest of everything in men's fixings. Prices always moderate.

STAR CLOTHING HOUSE, LEADING CLOTHIERS and FURNISHERS, 109-111 Main St. 4-8 Church St.
HORNELLSVILLE, N. Y.

BENNETT'S CREEK.

Eldon J. Conklin was in Pennsylvania last week buying lumber.

Miss Lottie Bassett is visiting relatives in Whitesville.

Mrs. D. W. Putnam, Mrs. A. E Taylor and Miss Grace King were in Hornellsville Saturday.

W. E. Vanderhoef completed the filling of his silo Saturday.

Miss Lena E. Bassett was home from South Canisteo over Sunday.

Newell Austin was in Hornellsville on business Saturday.

Mr. Floyd Spencer was married on Wednesday to Miss Amanda Miller of Smethport formerly of this place. Both Mr. and Mrs. Spencer have many friends in this place who wish them many many years of happiness.

C. E. Gleason went to Shingle House Sunday afternoon.

The Ladies' Aid Society met with Mrs. Pleon Thompson on Thursday, Oct. 1.

E. J. Conklin was in Jasper and Cameron on business last week.

Mr. and Mrs. F. L. Bassett called at Daniel Krusen's at Woodward Creek Sunday.

The Salve that Heals

Without leaving a scar is DeWitt's. The name Witch Hazel is applied to many salves, but DeWitt's Witch Hazel Salve is the only Witch Hazel salve made that contains the pure unadulterated witch hazel. If any other Witch Hazel Salve is offered you it is a counterfeit. E. C. DeWitts invented Witch Hazel Salve and DeWitt's Witch Hazel Salve is the best salve in the world for cuts, burns, bruises, letter or blind, bleeding, itching and protruding piles. Sold by O. E. Vars & Son Andover.

GREENWOOD HILL.

The blight has got the potatoes.

William Hasley is visiting his daughter, Mrs. Henry Joyce.

Con. Dempsey of Troupsburg is assisting George Hurst in potato digging.

Enos Mead is visiting her granddaughter, Mrs. Bert Clair, at Scio.

Arceymus Baker is quite ill at this writing.

Mrs. George Webber of Hornellsville is visiting her parents, Mr. and Mrs. W. O. Swarts.

Mrs. E. L. Cronk visited her daughter, Mrs. John Burdick, and also Mr. and Mrs. Clarence Slack last week.

While little Glenn Swarts was picking chestnuts Wednesday afternoon one of the limbs broke letting him down, breaking his arm above the wrist. Dr. Burdick was called and reduced the fracture and the little fellow is getting along nicely.

Miss Hattie Swarts of Andover visited her parents, Mr. and Mrs. W. O. Swarts, a few days last week.

A Perfect Painless Pill.

Is the one that will cleanse the system, clear the brain, set the liver to action, remove the cause of 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. Bon Marche of Lafayette, Ind., writes: "Of all other pills I have used none can compare with Little Early Risers. They are simply perfect." Sold by O. E. Vars & Son, Andover.

REXVILLE.

Mrs. Lyons of Buffalo is the guest of Miss Nora Casey.

John Mullen and family have moved into the Richey house on Depot street.

Pat. Cosgrove of Hornell is in town.

Miss Monica Conway of New York is spending a few days with her parents, Mr. and Mrs. Philip Conway.

Mrs. John Carter of Canisteo is spending a few days with her parents, Mr. and Mrs. Philip Conway.

George Richey and Miss Lucy Victory passed a few days of last week visiting his sister, Mrs. R. D. Coyle at St. Marys, Pa.

Miss Mayme McCormick was a Canisteo visitor Sunday.

A Love Letter.

Would not interest you if you're looking for a guaranteed salve for sores, burns or piles. Otto Dodd of Pouder, 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.

The Erie Canal at Stake.

At a picnic in Livingston county recently G. H. Raymond had the effrontery to say to the assembled rurallers:

"Failure to carry the thousand ton barge canal proposition in November will result in the abandonment of the present canal."

There is not the slightest warrant for this assertion. There is no twist or turn of logic by which the Erie canal can be declared in danger as a result of voting down the barge canal. The peril, in fact, lies in the contrary direction.

If the people vote $101,000,000 for a barge canal the probability is that the money will be spent before the job is half completed. Then the voters, viewing the enormous expenditure and the absence of results, will call a halt on further appropriations and the work will come to a standstill.

In the meantime the present canal will have been put out of business, a partly finished and useless twelve foot ditch will be the sole product of the toil and outlay and the state will be left without any canal at all.

That is one of the real dangers of entering upon the barge canal speculation. Let the state steer way from it and keep the present canal, which is big enough for eight times the traffic which passes through it. This is the safe, economical and businesslike way—the way that would be taken by a company of intelligent capitalists having a business problem to settle—the way which a large majority of the voters of the state have apparently decided to pursue.—Rochester Democrat and Chronicle.

International Lake Commission.

Washington, Oct. 7.—The president has appointed O. H. Ernst, corps of engineers at Chicago, Professor G. S. Williams of Cornell and George Clinton of Buffalo, N. Y., as the representatives of the United States on the proposed international commission to investigate water routes from the great lakes to the Atlantic. Great Britain has accepted an invitation to appoint a similar commission but has not announced its personnel.

Plans Great Negro State.

London, Oct. 7. M. Lebaudy, otherwise Jacques I., Emperor of Sahara, is still a mystery. The Mail has a theory that he desires to be handed down to posterity as the greatest benefactor of the negro race. With this idea he desires to establish a negro United States of Liberia, on the northwest coast of Africa, and people it from America.

Always the Best.

Another new assignment of the very latest type faces just laid in our job rooms. If you want printing of any kind, from a calling card to a book, just drop us a hint and we will do the rest in the most workman-like manner and at prices that baffle all competitors. tf

He Learned a Great Truth.

It is said of John Wesley that he once said to Mistress Wesley: "Why do you tell that child the same thing over and over again?" John Wesley: "Because once telling is not enough." It is for this same reason that you are told again and again that Chamberlain's Cough Remedy cures colds and grip; that it counteracts any tendency of these diseases to result in pneumonia, and that it is pleasant and safe to take. For sale by O. E. Vars & Son, Andover; and N. E. Coston, Greenwood.

No Hair?

"My hair was falling out very fast and I was greatly alarmed. I then tried Ayer's Hair Vigor and my hair stopped falling at once."—Mrs. G. A. McVay, Alexandria, O.

The trouble is your hair does not have life enough. Act promptly. Save your hair. Feed it with Ayer's Hair Vigor. If the gray hairs are beginning to show, Ayer's Hair Vigor will restore color every time. $1.00 a bottle. All druggists.

If your druggist cannot supply you, send us one dollar and we will express you a bottle. Be sure and give the name of your nearest express office. Address, J. C. AYER CO., Lowell, Mass.

The Pittsburg Shawmut & Northern R. R

Central N. Y. & Western Division,

TIME TABLE.

Takes effect March 14, 1903.

NORTH

Angelica Express, leaves Hornellsville at 5.60 p. m., arriving at Canaseraga at 6.35, Angelica, at 8.10.

New York Express via Wayland, leaves Hornellsville at 6.00 p m, arriving at Wayland at 7.18 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 10.50.

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.

Bath and Wayland Accommodation, leaves Wayland at 3.30 p. m., arriving at Hornellsville at 4.50.

Express, leaves Angelica at 7.00 a. m., arriving at Canaseraga at 8.30, Hornellsville at 9.25.

D. F. MAHONEY, Vice Pres.,
C. J. RENWICK, Gen. Pass. Agent.

Short Talks On Advertising

By Charles Austin Bates.

No. 18.

Economy often defeats its own ends. Sometimes economy is extravagant. Sometimes not spending is more expensive than spending.

So in advertising. That is an economical expense. I call it an expense to avoid argument. In reality it is an investment.

In a ten-dollar advertisement the last two dollars pay better than the other eight. Maybe an eight-dollar ad. wouldn't pay when a ten-dollar ad. would. Maybe that extra space is just what the ad. needs to lift it out of oblivion—to make it prominent—to make it pay.

"DON'T BUY I MORE SPACE THAN YOU NEED"

Don't buy more space than you need, but don't buy too little, either. Better buy too much than too little. Better put an eight-dollar ad. in a ten-dollar space than to put a ten-dollar ad. in an eight-dollar space. One way you are out only two dollars; the other way you are out eight dollars.

Save money on your advertising if you can, of course, but save it in the right way. Cut off the little leaks—the programs, the bills of fare, the directories, the wall charts, the pages in "souvenirs." Cut them all off, and your trade will never feel the difference.

Cut off the inconsequential papers if you have to, but always keep your ad. in your best papers, big enough to do you justice. It is better to convince a few people than to talk to many.

You will always find that the best papers give you more for your money than any other media.

Don't think one paper high-priced because the rate is a dollar an inch, and another one low-priced because it is ten cents an inch.

Usually the more you pay for advertising the cheaper it is.

There are exceptions, of course. They prove the rule.

Copyright, Charles Austin Bates, New York.

"One way you are only out $2.00—the other way you are out $8.00.

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 leaves Salamanca, Jamestown, Cleveland, Cincinnati, Chicago. Meals in dining car. Stops at Wellsville at 12.45 a. m.

No. 5, daily, solid Vestibule train, leaves Wellsville at 5.20 a. m., for Olean, Jamestown, Chautauqua Lake, Youngstown, Pittsburg and Cleveland.

8.55 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 to Dunkirk, connecting at Carrollton for Bradford.

6.26 p. m. No. 101, daily accommodation for Salamanca.

EAST

9.51 a. m. No 108, daily, accommodation for Hornellsville. Pullman Parlor and Cafe car from Hornellsville east. Arrives at New York 6.32 p. m.

No. 4, daily, solid Vestibule 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 5.48 a. m.

1.45 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.

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

No. 6, daily, New York special stopping at Hornellsville, Corning, Elmira, Binghamton, arrive at New York 7.52 a. m. Pullman Vestibule sleepers. Stops at Wellsville 10.01 p. m.

Further information may be obtained from Telegraph or from

H. T. JAGER, Gen. Agt. G. P. D., 309 Main St. Buffalo, N. Y.

D. W. COOKE, Gen. Pass'r Agt., New York City.

N. Y. & P. R. R. CO.

Taking Effect Nov. 19, 1900.

WEST.

No. 30. Way Freight and accommodation leaves Shingle House 6.45 a. m., arriving at Ceres at 7.00 a. m.

No. 6. Way Freight and Accommodation. Leave Oswayo at 11.15 a. m., arriving at Shingle House at 11.50.

No. 6, Way Freight and Accommodation. Leave Canisteo at 6.50 a. m., arriving at Greenwood at 7.15, Rexville 8.15, Whitesville 9.02, Genesee 9.35, Oswayo 10.50.

No. 4. Mail. Leave Erie Junction at 5.30 p. m., arriving at Canisteo at 5.45, Greenwood 6.10, Rexville 6.20, Whitesville 6.40, Genesee 7.03, Gillsburg 7.17, Oswayo 7.41, Millport 7.58, and at Shingle House at 8.10.

No. 2, Mail. Leave Erie Junction at 9.01 a. m., arriving at Canisteo 9.15, Greenwood 9.44, Rexville 9.55, Whitesville 10.10, Genesee 10.32, Gillsburg 10.47, Oswayo 11.12, Millport 11.27, Shingle House at 11.40, P. S. & N. Junction 11.52, Ceres 11.70

No. 12. Accommodation. Leaves Shingle House 6.00 p. m., arriving at Ceres at 6.25.

EAST.

No. 1, Mail. Leaves Shingle House at 6.30 a. m. arriving at Millport at 6.44, Oswayo 7.00, Gillsburg 7.25, Genesee 7.41, Whitesville 7.55, Rexville 8.18, Greenwood 8.29, Canisteo 8.55, Erie Junction 9.00

No. 5, Mail. Leave Ceres 12.55 p. m. arriving at Shingle House at 1.40 p. m., arriving at Ceres at 6.25.

EAST.

No. 1, Mail. Leaves Shingle House at 6.30, a. m. arriving at Millport at 6.44, Oswayo 7.00, Gillsburg 7.25, Genesee 7.41, Whitesville 7.55, Rexville 8.18, Greenwood 8.29, Canisteo 8.55, Erie Junction 9.00

No. 3, Mail. Leave Ceres 12.55 p. m. arriving at Shingle House at 1.40 p. m., arriving at Ceres at 6.25.

EAST.

No. 1, Mail. Leaves Shingle House at 6.30, a. m. arriving at Millport at 6.44, Oswayo 7.00, Gillsburg 7.25, Genesee 7.41, Whitesville 7.55, Rexville 8.18, Greenwood 8.29, Canisteo 8.55, Erie Junction 9.00

No. 5, Mail. Leave Ceres 12.55 p. m. arriving at Shingle House at 7.00 p. m.

G. R. BROWN, General Manager.

SUFFERED PAINFUL KIDNEY DISEASE.

Mrs. Johanna Poegely of South Bend, Ind., suffered for over three years with the most painful disease of the Kidneys and bladder. Medicines and doctors did her no good. Rheumatism set in and she was confined to her bed. She began to take Dr. David Kennedy's Favorite Remedy and it cured her.

Dr. David Kennedy's Favorite Remedy is the most second test efficient medicine known for Kidney, Liver, Bladder and Blood diseases, Rheumatism, Dyspepsia and Constipation.

All druggists sell it in the NEW 50 CENT SIZE and the regular $1.00 size bottles.

Sample bottle—enough for trial, free by mail.

Dr. David Kennedy Corporation, Rondout, N. Y.

Dr. David Kennedy's Tablets are the most effective medicine of the kind known. 25c. Druggists.

A DOCTOR

FOR A QUARTER.

One Package of PARK'S TEA will prevent more diseases than any doctor can cure for One Hundred Dollars. PARK'S TEA cures Constipation and is the foremost remedy of all diseases. There is no medicine like it. It is pleasant to take. Large Packages at all dealers at 25 cents. Write for free trial package. PARK'S SANITARIUM, LeROY, N. Y., U. S. A.

Flowers For all Occasions.

FUNERAL DESIGNS . . . . A SPECIALTY.

WETTLIN, The Florist, Hornellsville, N. Y.

BOTH PHONES.

F. M. LEE,
ANDOVER, N. Y.
GENERAL AUCTIONEER.
PRICES RIGHT.
If in need of such service call, phone or write.

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 Resheds 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 wish. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. Unequaled for the stomach, a United Dineen was six rather hard at times. Boston did not score until the fifth when singles gave them one run. In the ninth a series of hits netted them three runs. The series now stands 3 to 1 in favor of Pittsburg.

For Sale by O. E. Vars & Son

CHICHESTER'S ENGLISH PENNYROYAL PILLS

Beware of Counterfeits. Refuse all Substitutes.

Safe. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in Red and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Refuse dangerous substitutions and imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by Druggists everywhere.

CHICHESTER CHEMICAL CO.
1129 Madison Square, PHILA., PA.
Mention this paper.

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.

Cas-Co SENNA QUININE TABLETS
WILL
CURE HEADACHE IN 1 HOUR.
BREAK UP A COLD IN 3 HOURS.
CURE A COLD IN 2 DAYS.
CURE LA GRIPPE IN 3 DAYS.
F. G. G. Stamped on Each Tablet. 25c.

UNITED STATES STEEL

Dividend on Common Stock Reduced to 1-2 Per Cent.

REGULAR 1 3-4 ON PREFERED.

Nineteen Out of 24 Directors Present at the Meeting - Unanimous Action of Board —Trading in Steel Stocks Chief Feature of the Market—Remarkable Decline.

New York, Oct. 7.—The dividend on the common stock of the United States Steel corporation for the last quarter was reduced from one per cent to one half of one per cent. What the dividend would be has been a matter of discussion in Wall street for weeks. A high authority in the affairs of the corporation says: "The action of the board was unanimous, and was caused by the falling off of business."

The course of steel common in the last few months clearly indicated that the cut had been largely discounted.

The importance of the meeting which was presided by that of the finance committee, was emphasized by the attendance of 19 out of the 24 directors, including J. P. Morgan. The absence of the Rockefellers was the subject of some comment because of rumors that the Standard Oil faction had arrayed itself against Mr. Morgan and would hold out for a reduced dividend. The unanimous action of the board disposed of these rumors.

The regular dividend of 1¾ per cent on the preferred stock was declared.

The statement for the nine months shows that after all deductions were mde the undivided profits or surplus for that period is $29,248,742.

Trading in the steel stocks was the chief feature of the market. The common sold as low as 16⅞ and closed at 17⅝. The preferred stock sold as high as 66, but closed at 64 7-8. A little more than three months ago common sold around 30. Since then it has sold as low as 14 7-8.

INVIOLABILITY OF CONTRACT.

Rochester Restrained From Preventing Water Company From Laying Pipes.

Albany, Oct. 7.—The question of inviolability of contracts was an issue in the case of the Rochester and Lake Ontario Water company against the city of Rochester, appellant, in which the court of appeals by decision handed down yesterday sustained the water company, and affirmed a permanent injunction prohibiting the city from interfering with the company's laying of water pipes along the line of the New York Central railroad through the city.

The opinion of the court, by Judge Haight, holds that the legislation of last session forbidding the laying of pipe without the consent of the municipality was too late to vitiate the contracts previously made by the company on the strength of its franchise.

As to the city's contention that the company might become a competitor with the city in the supplying of water within its corporate limits, the court holds that that question can be raised when the case arises.

"We do not at this time deem it necessary," says the court, "to discuss the merits of municipal ownership, or to determine whether the establishing of a municipal plant operates to give the city an exclusive right to supply its inhabitants with water. Under the statute, the company has the right to run its mains through the city, in order to comply with the purposes of its grant."

Three to One For Pittsburg.

Pittsburg, Oct. 7.—The first game on the home grounds of the world's championship series between Pittsburg and Boston was played yesterday, resulting in a victory for the local team, 5 to 4. Philippi again pitched for Pittsburg and again was his great work mainly responsible for the downfall of the American champions. For unequaled for the stomach, a United Boston Dineen was six rather hard at times. Boston did not score until the fifth when singles gave them one run. In the ninth a series of hits netted them three runs. The series now stands 3 to 1 in favor of Pittsburg.

Did Banking Business Illegally.

Freehold, N. J., Oct. 7.—John W. Newbery and Rudolph Neumann, respectively president and secretary and treasurer of the Mercantile Building and Loan association of this place and Redbank, who were convicted of having illegally conducted a banking business under the charter of a building and loan association, were sentenced, Newbery to pay a fine of $1,000 and serve three years and six months in state prison at hard labor and Neumann to pay a fine of $500.

Coachman McMahon Arrested.

Catskill, Oct. 7.—Herbert Thompson, who is under indictment at Freehold, N. J., for conspiracy to murder Patrick McMahon at Long Branch last summer, was arrested here. Mr. McMahon was a coachman for Davis Lamar, a New York broker. "Monk" Eastman and other New York East siders were arrested some time ago on similar charges in this case.

Coke Ovens Blown Out.

Connellsville, Pa., Oct. 7.—A careful estimate of the number of coke ovens that have been blown out in the Connellsville fields during the past week is placed at 3,000. The shutdown, officials say, is due to the slump.

THE CANALS OF CANADA.

They Are More Than Twice the Capacity of the Barge Canal and Can Be Made Greater For Less Money Than It Will Cost.

There are various reasons for opposing the barge canal. Throughout the western part of the state, especially at Rochester, the prevailing sentiment is in favor of a larger canal, but it regards one of twelve feet capable of floating only thousand ton barges, which cannot navigate the lakes and whose cargo must be all unloaded and loaded again at Buffalo, an altogether too small. It demands a ship canal as the only one which will be of any value in conveying lake traffic to the sea, big enough to enable the lake steamers to pass directly through it without breaking bulk. It was this feeling mainly which prompted the calling of the state anti barge canal convention at Rochester July 21, and the Rochester chamber of commerce has inaugurated a special campaign against the barge canal along this line in the adjoining counties.

In order to be fully posted they sent a commissioner to visit the present Canadian canals and study their conditions and the plans of the Canadian government. His report was published in the Rochester Democrat and Chronicle and shows that the present Canadian canals are capable of accommodating vessels of 2,400 tons; that a barge canal in all respects similar to that proposed in this state existed some years ago, but was abandoned as being inadequate; that two of the present canals, the Ferran's Point and the Lachine, have a depth over the lock sills of eighteen feet, and that plans are on foot to deepen all the others to the same extent, so that they will be capable of accommodating any vessel on the lakes. His report shows that as the whole system of Canadian canals is less than seven miles long, including the Welland, which leads from Lake Erie to Lake Ontario, while the others are intended to pass vessels around the rapids in the St. Lawrence, leaving the rest of the great natural waterway for the rest of the distance, this enlargement to a full sized ship canal can be done for much less than we are asked to spend on the proposed barge canal, which would be obtained and operated for less than half what the Erie canal now costs. In his report he describes them thus:

The Canadian Canals.

"These canals were visited, beginning at Port Colburne, on Lake Erie:

"The Welland canal, twenty-six and two-thirds miles long, locks into Lake Ontario at Port Dalhousie. It has twenty-six locks, fourteen feet over the mitor sills and 270 feet long, with the exception of one lock, which is of a depth of fifteen feet.

"The Iroquois and Gallops canal, below Prescott, is a trifle over seven miles long, with three standard locks forty-five feet wide and 170 feet long.

"Ferran's Point canal, one mile long, with one lock twenty feet in depth over the sills. This is the latest bit of canal in the St. Lawrence system to be constructed and is an approach in all respects to the most canal which is the aim of all classes of Canadian people. Arrangements are now making to light this stretch and the neighboring short canals by electricity. The drop in the Ferran's Point canal is but four feet; hence the old ten foot canal is not here utilized, as elsewhere, for power purposes.

"Rapids du Plat canal is one of the series of three formerly designated as the Williamsburg series. It is four miles long, with two locks passing vessels drawing fourteen feet, with a drop to the eastward of about eleven feet. Like all of the other locks in the system, these locks are forty-five feet wide and with a minimum length of 270 feet.

"The Cornwall canal is around the Longue Sault rapids. This canal is eleven miles long and has six standard locks, with a minimum depth of fourteen feet. The total drop in the Cornwall canal is about forty-eight feet. This fall is utilized, by means of the abandoned ten foot barge canal, to furnish power to the now immense industries at Cornwall. It also furnishes power at Milnicke, where it is claimed that enough energy can be utilized to furnish all the eastern province with power.

"Next comes the recently completed new Soulanges canal, the predecessor of which was the Bohornois canal. It is regarded by many Canadians as the best of the deeper artificial waterways in the system. Its banks are of solid masonry. It has eight locks of the uniform size and depth. It is brilliantly lighted with electricity, as are also the Cornwall and Lachine canals. The Soulanges canal leaves the river at Coteau and drops a propeller going eastward something like eighty-two feet in a trifle over eleven miles. It carries the waterway around Coteau rapids, Cedar rapids and Cascade rapids.

"The last canal in the series is the famous Lachine. It is claimed to have a depth over the lock sills of eighteen feet. There are five locks, 270 feet long and fourteen feet wide. It has a drop to ocean navigation at Montreal of between forty-four and forty-five feet.

"These are the present artificial waterways in the Canadian system between the level of Lake Erie at Port Colburne and ocean navigation at Montreal, a total of a fraction over sixty-eight miles, Lake Ontario and stretches of the St. Lawrence forming the channel of navigation outside of the canals named.

"While some of these canals are of comparatively recent construction, all are new as distinguished from the abandoned ten foot barge canal, which is everywhere in evidence, from the level of Lake Erie at Allesburg, sixteen miles from Lake Erie at Port Colburne, to the docks of the great ocean going steamships at Montreal. They give passage to vessels drawing fourteen feet of water in all and in some of them vessels drawing eighteen feet, as in the Lachine and Ferran's Point."

A New and Shorter Canal.

On a second visit the commissioner of the Rochester chamber of commerce went over the route from Georgian bay to Ottawa by Lake Nipissing and the French river, where it is proposed to construct a ship canal by which the total distance from Lake Huron to Montreal is only 430 miles, or less than the distance to Buffalo. This proposition will give a channel 180 feet wide, with a bottom width of 100 feet, and twenty feet deep. The locks are planned to pass vessels drawing 18 feet 6 inches of water, 480 feet long and fifty-two feet beam, capable of carrying 8,000 tons, and the estimated cost of this waterway, so much greater than is proposed here, is only $80,000,000.

One doesn't wonder after reading this that the visitor found a disposition everywhere in Canada to ridicule the pending barge canal and to ask if the people of the state of New York had taken leave of their senses in supposing that they can compete with them with such an absurdly inadequate enlargement as the barge canal.

The Rochester idea, which is fully borne out by these investigations in Canada, is that the only solution of the problem is the construction of an all American ship canal, and this should be done by the United States government. For the state of New York to build a barge canal would be only to waste the stupendous sum of $101,000,000 and besides that to retard, if not entirely to prevent, the construction of such a ship canal.

Scarcity of Canal Boats.

We often hear it said that there is a lack of boats on the canal, and the advocates of canal enlargement are fond of citing this fact as an argument in favor of the thousand ton barge canal. Of course it has nothing to do with the question in any way whatever, but it has about as much to do with the merits of the barge canal proposition as nine-tenths of the arguments and illustrations put forward by the canal advocates. It is admitted that there has been for the past few years a scarcity of boats on the canal and that there has not been enough to do the business that might have been done with more boats. It being admitted that there is a scarcity of boats, the question then naturally arises, What is the cause?

The answer is easy. It is occasioned by all of this canal agitation on the part of the canal advocates and by the New York state legislature. Just so long as this agitation is kept up just so long will every careful and prudent business man refuse to build boats for the canal when the chances are that a change may take place that will render his investment valueless. This constant agitation about canal enlargement has prevented the building of boats, and that is the reason for their scarcity.

Whenever it is known that a tariff agitation is liable to lead to a change in the tariff schedules every manufacturer and business man begins to cut down his orders and reduce his stock and get ready for the change.

When canal agitation is liable to result in a change that will render the present canal boats practically valueless no one wants to build boats under such circumstances. Certainly no prudent and intelligent man would do so. The explanation of the scarcity of boats is to be found in this canal agitation, kept up by the canal advocates, and as soon as this agitation ceases there will be plenty of boats on the canal to carry all the freight that is offered. The present canal will prosper as soon as the advocates of a future canal are silenced.—Lyons Republican.

An Unnecessary Half Measure.

If the time ever comes when the present canal is not wide enough and deep enough to move the freight offered for transportation or when signs of such a condition begin to appear, it will be proper to talk of enlargement. But as long as capacity is so much greater than actual or prospective traffic the expenditure of millions upon millions for enlargement strikes the business mind as a wild and wanton waste of money.

Of course there is another phase of the subject. A ship canal capable of floating lake vessels to New York without the delay and expense of breaking cargo at Buffalo would no doubt do an immense business. But that is a proposition of the future, to be considered whenever the federal government shows a disposition to take hold of the enterprise. Meanwhile the barge canal Coteau and condemned as a project entirely unnecessary, enormously expensive and utterly futile for its declared purpose of increasing commerce through the state of New York. Vote it down and save the Erie canal, which is big enough for all purposes short of those which would be served by a waterway commodious enough for the vessels of the great lakes.—Syracuse Post-Standard.

Cost Per Ton Mile.

Professor William G. Raymond of the Troy Polytechnic institute demonstrated in the Railroad Gazette, March 9, 1900, that the New York Central could haul freight at a theoretic cost of from .8 to .7 mill per ton mile. This comes to about 6.8 mills, as the least railroad cost for hauling a bushel of wheat from Buffalo to New York as against 17 mills least canal cost. Both of these estimates are theoretic, but the estimate of railroad cost is made from definitely known premises, whereas the only definite item in the canal scale is that of fixed charges already existing.

Now that an order has been issued by the navy department declaring "The Star Spangled Banner" the national anthem we can breathe more freely. It looked for a time as if "Hiawatha" would be the choice.

Conspirators Sentenced.

Belgrade, Servia, Sept. 30.—The trial of the army officers charged with conspiracy against the murderers of King Alexander and Queen Draga was concluded. Sentences ranging from one month to two years were imposed. It is anticipated King Peter will