THOSE "INFALLIBLE" FIGURES.

Some of the canal engineers appear to be very indignant that anybody should raise a question as to the correctness of their estimates. They would have us believe that they are infallible and that the thousand ton barge canal will cost just $101,000,000 plus $10,000,000 to be realized from the sale of the old canal, or $111,000,000 in all, no more and no less.

We are not surprised that they should be sensitive on this subject, for their "infallibility" has been thoroughly established in the history of the canals. Here are the figures as given by the superintendent of the board of public works in his last report:

Original Erie canal—	
Engineer's estimate	14,826,788
Cost	7,143,789
Erie "enlargement"—	
Engineer's estimate	23,602,803
Cost	44,465,414
Black river canal—	
Engineer's estimate	1,098,437
Contractor's price	3,441,069
Actual cost	3,581,954
Oneida lake canal—	
Engineer's estimate	40,000
Cost	459,078
Oneida river improvement—	
Engineer's estimate	100,049
Cost	368,154

Both these afterward bought by the state for $50,000.

Champlain canal and Glens Falls feeder—	
Engineer's estimate	871,000
Cost to 1837	1,012,956
Cost to 1845	2,578,959
Cost to 1875	4,041,660
Original Oswego canal—	
Engineer's estimate	277,000
Contractor's price	76,223
Actual cost	505,478
Oswego canal enlargement, 1854-1862—	
Engineer's estimate	1,946,236
Contractor's price	2,051,130
Actual cost	4,427,583
Cayuga and Seneca canal—	
Engineer's estimate	811,188
Contractor's price	756,223
Actual cost	2,019,230
Cayuga inlet—	
Engineer's estimate	160,000
Contractor's price	160,836
Actual cost	214,000

With such a record as this, is it any wonder that the engineers claim to be infallible and that they rise in their wrath and insist that, never having guessed anywhere within gunshot of the right figures heretofore, they have of course hit the mark exactly this time?

IT CANNOT PAY.

The barge canal scheme is a business proposition, a matter of plain dollars and cents. There is no sentiment, no politics, no ethics, connected with it. It will take $101,000,000 and interest thereon out of the pockets of the people, with a probability that this estimate will be exceeded. Unless it puts back an equivalent it will not benefit the state of New York, but will be as disastrous as any other speculation that does not pay. All the considerations that should influence voters may be summed up in the question, Will it pay or not? This being the case, it is a remarkable fact that while those who advocate it are very profuse in their general declarations they have never produced any data of any sort to prove that it will pay. All the facts and figures come from its opponents.

The pending bill imposes a tax of $7,343,710 per year. Part of this amount will be levied and paid while the barge canal is building, when there will be no return whatever. If the process occupies ten years, as the bill seems on its face to contemplate, this will amount to $66,718,550, a pretty big sum to spend before any benefits are realized. The full tax will start with the opening of the canal, if not before. Its friends admit that it will cost $3,000,000 more to maintain it, making a fixed charge before a ton of freight is moved, and which will continue without diminution whether the business comes up to the expectations of its advocates or not, of $10,343,710. The tonnage of the present canal is less than three and a half millions. If doubled that will make seven millions, on which there will be a charge of $1.48 per ton. If the tonnage is ten millions, which is the estimate of many of the canal men, this fixed charge will be reduced to $1.034 per ton, and if the extremest estimate of its most sanguine friends, twenty million tons, is reached that will be 52 cents per ton. Now, if the average distance which freight is carried should be the same as now, 160 miles, this will be at the rate of 3.47 mills per ton mile, a sum larger than the railways now charge for the same class of freight carried on the canal. In short, a tonnage of twenty millions will not pay the fixed charges, and the state will have paid this enormous amount without receiving any benefit whatever.

Scald head is an occasion of the scalp—very severe sometimes—but Doan's Ointment quickly 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 ... in Andover, just remember ... send every week ... them more information. If ...

COST OF CANAL TRANSPORTATION.

We Maintain That What the State Pays is Part of the Cost, and With This Included It Costs More Money to Carry Freight by Canal Than by Railroad.

(Extracts from speech of John I. Platt at Binghamton.)

What constitutes cost of canal transportation? When the tolls were removed from the canals of this state, the proposition was presented to the people and argued by its promoters and carried at the polls as a proposition to establish "free waterways." * * * The fact that canals "free" to the traffic which was to use them meant canals to be paid for by the property and the business enterprise of the state at large which were not to use them was allowed no place in the discussion. And the view then taken was so assiduously inculcated, has been so steadily maintained and even insisted on that it appears to have taken full possession of the canal advocates, so that they never on any occasion or under any circumstances recognize the vast sums which have ever since been taken out of the pockets of the taxpayers and paid out of the treasury of the state for the support of the canals as any part of the cost of transportation.

You may search their written arguments and their speeches and you will never find any allusion to the cost of the canal itself or of its maintenance as having any relation to the question before us. Having declared the canals to be "free," they complacently assume that they maintain themselves or that the money that is poured into them by millions comes without labor or sacrifice or privation, as the dew from heaven or as the rain that falls upon the just and upon the unjust.

We hold that what is paid for construction of an artificial waterway, for its repair, its management, its maintenance and its superintendence is part of the cost of its business. We assert that to ignore and disregard it, as the canal men do, is as absurd and as misleading as it would be to disregard in the accounts of a manufacturing industry the cost of its plant and the maintenance of its machinery.

If these are not a part of the cost of canal transportation, pray what are they? We know that the money is paid. We know that it comes out of the pockets of the people, we know that it comes out of the treasury. What becomes of it? Does it disappear into the air? If it is not a part of the cost of canal transportation what is there to justify the expenditure at all? Is it not the most peculiar situation ever dreamed of, that this matter of state expenditure should be completely ignored in the discussion of the question itself, whether the state shall make a further and larger expenditure than has ever been asked for any public work in this or any other country?

The minimum amount is in the neighborhood of $100 for every family in the state of New York. The annual payment, $7,343,710, is somewhat more than $1 per year for every man, woman and child in the state of New York. Is that, then, such a very little thing that we should be told it is unworthy for us to take it into account and that the high motives of the tax eater who will consume this tremendous amount and give no value at all in return are the only ones worthy of commendation?

If what the state pays for the canals is part of their cost, then canal transportation is not cheap, and no possible sophistry can make it appear so. If the state expenditure is counted in, then it costs twice as much to transport a bushel of wheat or a ton of coal or a thousand feet of lumber from Buffalo to New York by canal as it costs by rail; then the whole structure of canal argument falls in utter ruin, as a house built upon the sand when the rains descend and the floods come and its foundation is dissolved and disappears.

What greater benefit does the state receive from the bushel carried in a canal boat than from the bushel carried on the railroad? In figures the shipper gains half a cent, but he really gains nothing. How do I know? Because a great many more shippers, having their free choice, voluntarily put their grain on the railroad rather than on the canal, and they would not do that if it were not worth more than the half cent difference to them. What is true of grain is true of everything else. The shipper constantly leaves the canal for the railroad; nobody leaves the railroad for the canal, and the drift is unanswerable proof that there is greater benefit all around from the transportation of railway freight at railway rates than there is from the transportation of canal freight at canal rates, even after the state has paid this enormous subsidy.

The average canal man opens his Bible and reads, "In the beginning the Erie canal created the heavens and the earth," but this was the Empire State long before there was an Erie canal. New York was the metropolis of the Union more than any other city in it thirty-five years before the Erie canal was opened.

VOTE NO.

NO. X

Shall chapter one hundred and forty-seven of the laws of nineteen hundred and three, entitled "An act making provision for issuing bonds to the amount of not to exceed one hundred and one million dollars for the improvement of the Erie canal, the Oswego canal and the Champlain canal, and providing for a submission of the same to the people to be voted upon at the general election to be held in the year nineteen hundred and three," be approved?

THE ERIE CANAL GROSSLY OVERRATED.

New York Was the Empire State and New York City the Greatest City Long Before It Was Opened.

The assertion is constantly being made as if it were an unanswerable argument in favor of the barge canal scheme that the Erie canal made New York the Empire State and New York the chief city of the nation. The New York Times in a recent issue said editorially:

"A century ago New York was the third city in the United States. Philadelphia and Boston surpassed it in population, in manufactures and in commercial importance. The building of the Erie canal raised New York to the first place."

If true this would have nothing to do with the present question, but it is not true. The federal constitution was adopted in 1788. The first census was in 1790, thirty years before the Erie canal was born, and New York was then in the first place. It had a population of 33,131, while Philadelphia, the second city, had 28,523 and Boston only 18,320. In the next decade, between 1790 and 1800, New York city increased to 60,515, or 82.7 per cent. In 1810 its population was 96,373, which was nearly 10,000 more than Philadelphia and Boston together, and this was fifteen years before there was any Erie canal.

As to the state the facts are quite as conclusive, if not even more so. It did not start first, but its growth before the Erie canal came into evidence far exceeded that of the rest of the Union and was more rapid than it has ever been since. In 1790 it was fifth in population, having only 340,120 people, while Massachusetts had 378,787, North Carolina 393,751, Pennsylvania 434,373 and Virginia 747,610. In 1800 ten years later, New York had 589,051 people, having increased 73 per cent while the Union as a whole only increased 35, so that it was third in size, Pennsylvania having 602,865 and Virginia 880,200. In 1810 New York had passed Pennsylvania and risen to second place, having 959,049 people, an increase of 62.8 per cent against 36.4 for the Union. Pennsylvania was nearly 150,000 behind her, and Virginia only exceeded her by 15,551. In 1820 New York was the Empire State, first in population, first in wealth, first in commerce, having a population of 1,372,812, an increase of 43 per cent while the whole Union only increased 33. It then exceeded Virginia by 307,446, and this was five years before the Erie canal was opened, that event having taken place in 1825. She had really become the Empire State ten years before.

It may be added as a further significant fact that the percentage of growth was never afterward so great as in the decade between 1810 and 1820, and never after the opening of the Erie canal was the gain in the state of New York so rapid as in the rest of the Union until the decade last past, between 1890 and 1900, when our percentage was 21.1 and that of the Union at large 20.7, and this was the decade of lowest decline of the Erie canal and its business.

BE SURE TO VOTE.

The danger from the barge canal scheme is not that the people do not understand it or that there is any question about the sentiment concerning it. We are convinced that a vast majority of the people of the state are opposed to it, but they must not get the idea that refusal to vote will help defeat it. The scheme will be carried if a majority of those who vote vote for it, and every one who opposes it, but neglects to vote, will practically be helping to fasten the enormous burden upon the state. Let every man make sure that his vote is cast, and cast against the barge canal scheme. If you vote on the machine the pointer is arranged at the bottom of the column and on the ordinary machine must be pushed down to vote "No." With the ballot place the cross mark in the square opposite the word "No," as above shown.

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 into 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.

SHYLOCK

Shylock was the man who wanted a pound of human flesh. There are many Shylocks now, the convalescent, the consumptive, the sickly child, the pale young woman, all want human flesh and they can get it—take Scott's Emulsion.

Scott's Emulsion is flesh and blood, bone and muscle. It feeds the nerves, strengthens the digestive organs and they feed the whole body.

For nearly thirty years Scott's Emulsion has been the great giver of human flesh.

We will send you a couple of ounces free.

SCOTT & BOWNE, Chemists, 409-415 Pearl Street, New York. 50c. and $1.00; all druggists.

READY-TO-WEAR DEPARTMENT.

Our trade in this Department so far this season has been larger than we ever expected, showing to us that our method of doing business in these lines is the correct way, and is being appreciated by the people of Wellsville and vicinity. Our prices for the quality and style shown are the lowest, making our sales in the season that gives to the purchaser an entire season's use of her garment at a price that would usually be asked at so-called closing-out prices elsewhere at end of season.

We are receiving additions every day to our already large line of Ladies', Misses' and Children's Suits, Skirts and Coats. OUR SPECIAL THIS WEEK IS A LADIES' TAILORED SUIT, regular price $21.00, for $14.75.

Agents for W B Corsets, $1.00, $1.50 $2.75.

La-Reine Kid Gloves, $1.00. Sterling Kid Gloves $1.50.

HIGGINS BROS. & McPHERSON,

25-27 N. Main St., op. Howell House, WELLSVILLE, N. Y.

NOT GOOD FOR LOCAL BUSINESS

The Thousand Ton Barge Too Large to Handle Business on the Canal.

The Principal Difficulty With the Present Canal Boats Is That They Are Larger Than Can Be Satisfactorily Used.

The advocates of the barge canal scheme claim that it will increase all varieties of business done on the canal and that the proportion of local business to through business, now about three to one, will be maintained. Business men on the line of the canal are unanimous in declaring this claim to be absurd. They say the reason why the present canal does not do a larger share of commercial business originating in the cities and towns on the line of the canal is that the canal boats are too large. A railway freight train made up of forty cars, carrying thirty to forty tons each, will transport in all 1,200 to 1,500 tons, or nearly twice as much as a thousand ton barge. But one of its great advantages is that it can be split up into forty units of thirty to forty tons each, and these can be distributed at forty different places, where they can be loaded simultaneously by different concerns and then gathered together in a single train to be sent to their destination. In like manner a train of forty cars is again divided into its units and distributed at various places to be unloaded simultaneously by forty different concerns.

No establishment, however great, ever has as much as 240 tons, the capacity of the present canal boat, to ship to any one place on the line of the canal. There are a great many manufacturing concerns in the cities and towns through which the canal passes, but not one of them is on the line of the canal, and not one of them ships goods by canal. Their business is entirely done by railroad, because their product goes to a thousand different places scattered all over the United States. It is rare that a single shipment covers more than a car load, and when it does the number of cars used can be exactly suited to the amount of goods to be sent. They start from the platform of the factory and radiate in every direction—north, south, east and west. The canal boat cannot do this at all. To be operated economically it must be loaded to its capacity or nearly so, sent to its destination and there unloaded. Even if it can be loaded with goods for different places on the canal it must be stopped at the nearest one, unload what belongs there then go on to the next, and the process is a long, tedious and costly one. The same shipments placed in different cars will be dropped at their respective destinations within a few hours. There has been built up recently a packet express business between the leading cities on the canal, loading up during the daytime after making the passage at night and delivering goods next day, but these boats are smaller than the regular canal boats on the present canal and built upon finer lines for speed. The thousand ton barge would be utterly out of place in any way business and can never be used for anything but the transportation of flour, coal, rough lumber and similar goods of the lowest value and on which the profit of transportation and handling is least. The thousand ton barge is not big enough for through business for it is surpassed by the vessels of the Canadian canals, which carry 2,400 tons each. It is too big for way freight and therefore certain to be a failure at all points.

NOT A REGULATOR.

One of the arguments in favor of the barge canal scheme is that the canal will regulate railway rates. The entire history of the present canal is a refutation of that argument. When the New York Central railroad was chartered a provision was enacted requiring it to pay tolls on all the freight carried in order that it might not compete with the canal, but leaving that a monopoly, so that its revenues might not be interfered with. No sooner had this toll been taken off the railroad than it began to carry freight cheaper than the canal did. It has always been the regulator of canal rates and the canal never the regulator of railway rates. Every reduction in freight charges has been made by the railroad, not a single one by the canal, and it was the railway that forced rates down until the canal was unable to maintain itself without the abolition of tolls. Since tolls were abolished the process has gone on to the present day. The railway fixes canal rates the canal never has any influence upon railway rates.

With a twelve foot barge canal, canal boats would look more longsome than ever.

Over-Work Weakens Your Kidneys.

Unhealthy Kidneys Make Impure Blood.

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

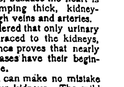
The kidneys are your blood purifiers, they filter out the waste or impurities in the blood. If they are sick or out of order, they fail to do their work.

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.



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THE ALLEGANY SANITARIUM,
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Rest Cure. Scientific Treatment of all Diseases
Baths, Massage, Electricity, Home Comforts,
Baths for Ladies and Gentlemen.
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DELEVAN HOUSE,
HORNELLSVILLE, N. Y.
Rates $1.00 and $1.25 per Day. Meals 25c.
27 and 29 Broad St., 3 doors from Opera House
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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 pool room, Exchange Street, Andover, N. Y.

From the Greenwood Times

Death of Wilson Wyckoff.

Wilson Wyckoff, an aged and highly esteemed citizen of Jasper, died at his late residence Thursday evening of last week. Mr. Wyckoff had been in usual good health up to Wednesday. Going out to his barn and taking care of his horse that morning, upon returning complained of feeling ill and rapidly grew worse dying the next day, of inflamation of the bowels.

Mr. Wyckoff was the father of Rosalvo S. Wyckoff and Mrs. Luzern Drake and grandfather of Mrs. Austin Huff with whom he resided at the time of his death.

Mr. Wyckoff had lived on the farm where he died for upwards of half a century and during all that time was one of Jasper's most prominent citizens.

The funeral service were held at his late residence Sunday morning Rev. J. L. Box preaching the sermon and Rev. John H. Cheeseman pronouncing an eulogy on the life of the deceased. Mr. Wyckoff was in his eighty-third year and was one of the pioneers of that part of the country.

Bechtel Murder Mystery.

Allentown, Pa., Oct. 28.—The police are mystified completely by the Bechtel case. That it is a case of homicide is undoubted. David Weisenberg of South Bethlehem, with whom Miss Bechtel went driving Monday, left for Newark, N. J., yesterday, his parents say, and thither detectives have gone. Weisenberg was in a theater in this city until 10:30 Monday night and then left for his home. The girl was not with him at the time. She was assaulted. Part of her clothes were wrapped about her and the rest were in the dining room of the Bechtel home.

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

The canal men constantly speak of this proposition as a "canal improvement." It is not an improvement at all, but provision for building an entirely new canal, most of it on a new route and all of it of such a nature that not one single structure or part of the present canal can be used. There is not a bridge, a lock, an embankment or any other structure now existing that can find place in the new canal except that where it follows the same route and that route has been excavated there will be a hole in the ground. If you tear down this elegant courthouse, you will have a cellar to start a new one. There will be just that much of the old canal. I have read a report that once in the old times and in the old navy they "repaired" a ship by taking the rudder and building a new ship to it. There will be just as much of "improvement" in this proposition as that.

A railway with a single track laid with fifty-six pound rails climbing up heavy grades, around sharp curves, over wooden bridges, with cars with a maximum capacity of ten tons, is obsolete, but not more so than would be a thousand ton barge canal for carrying the enormous traffic which passes over and around Lake Erie to tide water upon the Atlantic seaboard.

The State Pays the Freight.

The traffic on the canals pays from 20 to 30 per cent of the cost, the state pays the remainder. If that which the state pays is not to be included in the cost of transportation then we have no case. But if this is to be included then canal transportation is not cheap. If the amount that the state pays is to be counted in it costs twice as much to transport any commodity on a canal as it does by rail.

Broke into His House.

S. LeQuinn of Cavendish, Vt., was robbed of his customary health by invasion of chronic constipation. When Dr. King's New Life Pills broke into his house, his trouble was arrested and now he's entirely cured. They're guaranteed to cure. 25c at O. E. Vars & Son's drug store.

For Sale.

House and Lot on East avenue, head of Center street. Inquire of L. C. Van Fleet.

Cures croup, sore throat, pulmonary troubles—Monarch over pain of every sort. Dr. Thomas' Electric Oil.

T. G. WOOSTER & BRO

WATCH US GROW & GROWING ALL THE TIME.

The Gates of Wonderland will be opened Friday and Saturday of this week. The Fall Opening Decorations admired so much by thousands who have seen our Fall Display, our Dry Goods, Ladies' and Childrens' Ready-to-wear Garments, Furs, Crockery and Wall Paper. In fact, we are able to supply everything for the home and wearing apparel.

The growth of business during the past year has been phenomenal. Every branch has reached out for more space, and it has been liberally given. The store is undergoing a kaleidoscopic change and you will find many charming surprises at every turn. We want you to visit us from top to bottom and enjoy the preparations made for the enjoyment and comfort of our patrons. We have in store for you many surprises in high grade superior designs and low prices.

"Woman Makes the Home."

"It is a woman, and only a woman, a woman all by herself, if she likes and without any man to help her, who can turn a house into a home." True there's no store in the land that can be of such help to her as Woosters' when it comes to furnishing it complete, together with her wearing apparel.

Our Royal Gloves for Women.

We call special attention to our 89c Kid Gloves, black, white and colors. Skin selected with great care. Put together by past masters of art, in the art of glove-making.

A splendid line of those manish Gloves for street wear.

A collarette of a stock collar, from 25c to $2.00.

Also a choice line of Embroidery to p Collars just received.

In Veils.

We have some special new things to offer, including the latest patterns in black, two-tone and Complexion Veils.

American Wrappers.

For 37½c we have a specially fine line of these from 50c to $3.00. Various trimmings, with embroidery and lace backs. America's choicest patterns.

New Hosiery and Underwear.

For women and children, for men and women. It is well understood that we have some of the best talent in these lines in the city. Our aim is to have something different from anyone else. We have fully succeeded in our efforts for those who have seen our line say that we have not only the cheapest but the most complete selection here.

Waist Lengths.

50c a yard, usually 65 and 75c.

5 Casks of Dinnerware Just Received.

Two beautiful Floral Decorations, some with gold handle and clouded gold ware.

American Porcelain Set.

56 to $12.00.

English Porcelain.

From $14.48 to $24.00.

Limoges G. D. A. China.

From $10.87 to the Haveland set for $50.00.

30c Cotton Warp China Matting for 19c.

Most Astonishing Values in Tailor-Made Dresses and Walking Skirts.

7 gore, full flare bottom, trimmed with stitching, lined and unlined. $9.98

Walking Skirt.

Of mixed Tweed, Lymansville Cheviot, 7 gore, flared bottom, stylish rain shedder, strapped hip, seam trimmed with bands of self material. $5.98.

One of the Prettiest Silk Skirts.

Entirely new shape with flare at bottom, elaborately trimmed with bands of Taffeta, made over Taffeta silk. $12.50

Saturday Will Be Children's Day as Well as the Grand Opening For Ladies' Coats and Suits.

But the Children's Coats will be given special attention. We have Coats ranging from $2.00 to $16.00 and in these we have some special values.

Our Notion Counter Is Specially Attractive These Days.

T. G. Wooster & Bro.,
Wholesale and Retail Dealers and Mfg's. of Home Furnishings,
133-7 MAIN ST., HORNELLSVILLE, N. Y.
Leading Funeral Directors and Embalmers.

PRESIDENT FIRED ON

Attempt on Life of President Diaz of Mexico.

FIVE SHOTS FROM A REVOLVER.

Man with Criminal Record Fired Five Times at a Street Car in Which Diaz and Staff Were Riding While Guests of State Government.

Guanajuato, Mex., Oct. 28. — Great excitement was caused here by an attempt on the life of President Diaz, who was a guest of the state government during the festivities here.

The president, his staff and guests were passing by the Cantagor garden

PRESIDENT DIAZ.

in a street car when a man of the lower class named Ellis Toscano fired five shots from a revolver at the car. None of the shots took effect.

Pablo Escandon of the president's staff rushed out of the car and caught the man. The police took Toscano to prison. He is a man with a bad criminal record, and was but recently released from prison at Greanditas, where he had served a term for homicide. The matter will be investigated.

The president remained perfectly cool. Toscano's evil record renders the theory of a deliberate attempt at assassination probable.

The president received the congratulations of the citizens and diplomatic corps.

An attempt was made on the life of President Diaz on Dec. 16, 1897, when he attended the celebrations in the City of Mexico on the anniversary of Mexican independence. A man rushed toward the president, reached his side and attempted to kill him. Subsequently the assassin was dragged from prison by a mob and lynched.

Guanajuato is about 160 miles northwest of Mexico City.

RUN ON SAVING BANKS.

Three Banks In St. Louis Suffered From a Rumor Started In Chicago.

St. Louis, Oct. 28.—From shortly before 1 o'clock yesterday until the closing hour, 3 o'clock, runs were made on the savings departments of three banks of St. Louis, and at the same time more than the ordinary amount of withdrawals by savings depositors were noticeable in the other banking institutions.

The run, so far as it can be traced, was started by a rumor from outside the city to the effect that the savings institutions here were unsound. Depositors rushed to the Lincoln Trust company, the Mercantile Trust company and the Mississippi Valley Trust company to withdraw their money. Bank officials and the police sought to quiet the fears at all three institutions.

It was stated that the rumor that started the run came from Chicago and was to the effect that two directors of the Mississippi Valley Trust company and recently endeavored to negotiate a loan of $2,000,000 in that city and had been refused. This rumor was pronounced a canard. In all three institutions depositors were paid as rapidly as money could be handled and there was no disorder.

In many cases depositors who had hurried to withdraw amounts departed without their money, after being assured of the solvency of the companies.

At the Missouri Trust company a number of depositors had collected to demand payment but the crowd soon thinned out and before 3 o'clock the run, so far as it had ceased.

Presidents of the different national banks assembled and issued a statement in which they announced that the banks of St. Louis are all perfectly solvent.

All the banks closed at 3 o'clock, and announcement was made that they would open at the usual hour and will meet all demands.

... would ... with ... and quickly Burdock Blood Bitters regulates the stomach and bowels.

LETTERS FROM THE PEOPLE.

How an Orange County Farmer Views the Enlarged Canal Question.

Editor of ... Times:

Dear Sir: The editor of at least one of our city papers advocates the expenditure of $100,000,000 for the enlargement of the Erie canal. Why should I, an Orange county farmer, vote in favor of taxing myself for the avowed purpose of unwinding cheap transportation for the products my competitors in the west, who cultivate lower priced lands, and who are much further removed from the markets in the east, and who live cheaper than I can, in the immediate vicinity of New York? Whether the enlarged canal carries produce long distances at lower rates or compels the rail transportation lines to reduce their through rates, the result is the same. It brings into competition with me produce which I might raise and asks me to contribute to the creation of conditions which are absolutely adverse to my welfare and best interests. Already low transportation rates from cheaper farms in the west and northwest have taken my natural market for grain, fruits, hay, oats and other produce, and even butter is shipped from Illinois and beyond in large quantities and is sold in New York at lower prices than I can afford to accept.

The Anglo-Swiss and Borden companies have extensive creameries and butter factories 1,000 miles distant from New York and are enabled successfully to compete with me by reason of transportation rates, already so low as to reduce the price on my milk to an almost unprofitable point. How the Orange county or sandy farmer is to be benefited by a further reduction in long distance transportation charges or why he should vote to tax himself for the express purpose of still further reducing the freight charges of his long distance competitor is a question which requires more intelligence than I possess in order to enable me to answer it in the affirmative. Yours truly,

ORANGE COUNTY FARMER.

WHY BUFFALO WANTS IT.

When the barge canal was pending in the senate last winter Hon. Merton E. Lewis read a protest against its passage and in favor of the adoption instead of a resolution requesting congress to make provision for the completion of the surveys and examination of a deep waterway from Lake Erie to the Hudson river, which was signed by 300 prominent citizens of New York city itself, headed by Andrew H. Green, and among whom were sixty-six presidents of banks and trust companies. The request was ridiculed and rejected by the barge canal men under the leadership of the Buffalo senators, who want only a canal that will accommodate barges which must be loaded and unloaded by the elevator trust of their city. Tolls having been abolished on the canals themselves, the barge canal proposes to hold up the commerce of the lakes that it may pay toll to Buffalo.

No Laborers For the Farm.

If a barge canal were to be built through this valley and the workday should be eight or nine hours, with the great demand for labor which would arise from thus building a canal, hardly a man could be found who would be willing to continue to work on the farms. As it is now, at a little distance from our cities and villages, where only staple products are raised (not depending upon garden marketing or upon the retail sale of milk), good farm lands have been sold ridiculously low. Farms that a few years ago were held at from $60 to $80 per acre have been sold as low as $12 per acre. Two farms within 40 miles of Little Falls that originally were worth $125 per acre have been obtained lately by new purchasers at $27 to $30 per acre.

I think the state, therefore, should hesitate ere the farmers' account to take what remaining labor there is that can be obtained to work the farms and use the same in the construction of a barge canal where the workday would be but eight or nine hours.—Hon. David H. Burrell, Little Falls.

Confessions of a Priest.

Rev. Jno. S. Coy, 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 it my duty to say that a dozen bottles of this wonderful medicine cured me 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.

The Strenuous Life.

Every day the system needs a certain quantity of nutritious matter to supply the deficiencies of the day before. The building up process must begin at the beginning with "Fe" the new cereal, tastes good and nourishes that material. A package of "Fe" is the one best for the strenuous trials of the day. "Fe" is made of best wheat. "Fe" does good to all. One dish makes you want another. Grocers get "Fe" at any price. At grocers everywhere.

Collecting South American Debts.

A late London dispatch quotes a "member of the cabinet," whose name, however, is not given, as saying that "Great Britain wants Washington to exercise control in some way over the financial obligations of the Central and South American states." It is intimated that if the United States would accept the position of collector of desperate debts for English promoters and venturesome money lenders who have had dealings with Spanish-American republics, Great Britain would be quite willing to accept the Monroe doctrine in the most extreme form in which it can be put. It is not likely that England wishes for more South American territory. It would rather have the capital which has been sunk in that continent than a new colony in that part of the world.

However, the United States, while firmly insisting upon the enforcement of the Monroe doctrine, will not become a debt collector for European investors in South America or elsewhere.

Europeans who have had financial dealings with South and Central American states during the last eighty years have known that they were in risky business and have had good reason to believe that they would never get back their principal. Consequently, exorbitant interest always was demanded in the hope that it might be paid for a few years, in which event the loss of the principal would not be a serious matter. Those dealings have, in the main, been gambling transactions. On the whole, the European money lenders probably have been the losers. They were tricky, but the Spanish-Americans were trickier. The losers in the game have no right to complain. Their home governments should not intervene in their behalf, and the American government certainly will not.

The following programme is suggested for Patti's farewell tour: "Farewell Forever," "Say Au Revoir, but Not Goodby," "How Can I Bear to Leave Thee?" "She said Goodby," "Bid Me Goodby and Go," "I Don't Care if You Never Come Back," "Take Thee Well, For I Must Leave Thee," "Take Your Clothes and Go" and "I Will Return Again."

WOMEN'S WOES.

Hard for any woman to do housework—to attend to daily duties with a constantly aching back. Every woman should learn the cause of backache and the cure.

Doan's Kidney Pills

relieve a bad back and cure it—cure every kidney and bladder disorder, from ordinary backache to complicated cases.

Mrs. A. J. Valentine, of 33 Smith street, Poughkeepsie, N. Y., says: "For years I was subject to backache, extending sometimes to the side and up under the shoulder blades; a tiredness and numbness of the limbs, occasional swelling of the feet and frequent dull, dizzy headaches. The kidney secretions were often scanty and scalded. I have been so bad at times I could neither sit, stand or lie, and when in bed I was obliged to constantly change my position to get a few minutes' rest. This was my condition when I got Doan's Kidney Pills at Doty & Humphrey's drug store. After taking them the backache ceased, the urinary trouble and numbness of the limbs disappeared, while the pain in my back was so much better it caused no bother."

Doan's Kidney Pills sold at all drug stores; 50 cents. Foster-Milburn Co., Buffalo, N. Y.

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