

THE OBSERVER-JOURNAL

COMMUNICATIONS for publication must always be accompanied by the author's full name and address, not necessary in case of good faith. All communications on subjects of a public nature are always invited, and will be given proper space. The publishers, however, disclaiming all responsibility for opinions or facts stated by correspondents.

ADVERTISEMENTS must have copy at the office ten o'clock in the morning to insure insertion on the same day.

NOTIFICATION of change of advertising or subscriptions must be made direct to this office.

JOHN PRINTING—Orders for job printing can be sent by telephone and will be promptly executed. The OBSERVER is connected by private wire with the telephone exchange, No. 60, and persons sending us genuine news items will give their names as a guarantee of good faith. We are always glad to receive items of news from those who are trustworthy in their communications to us.

MONDAY, SEPT. 10, 1888.

EMINENT FREE TRADERS.

The "Buffalo News" makes the following clear statements:

Has not Hon. Roger Q. Mills, the author of the Mills Bill, declared, "I am a free trader and glory in the name?"

Has not Henry Watterson said through the columns of the Louisville Courier-Journal that the Democratic party is no place for a man who is not a free trader?

Are not the members of the New York Free Trade Club the most ardent supporters of Grover Cleveland there are in the country, always excepting the office-holders, of course?

Has not Frank Hurd now stumping the Northwest for Cleveland and Thurman, repeatedly preached the doctrine of absolute free trade from the platform?

Is not Henry George, through the Standard, to-day urging the single-tax men, who are all free traders, to support Mr. Cleveland, because his election would be the first step toward the adoption of free trade?

To the above the New York "Democrat," literary Democratic newspaper, replies as follows:

Our contemporary the News evidently considers that it has propounded some queries in the foregoing extract, that Democratic newspapers will try to avoid. The Democrat promptly accepts the challenge and answers the questions in the affirmative. It is a fact that those tried and true Democrats, Roger Q. Mills, Henry Watterson and Frank Hurd are avowed Free Traders. To these names may be added the still more eminent ones of Grover Cleveland and Allen G. Thurman. It is no less true that any person masking a pretense of being a Democrat but holding different views on the tariff question from the leaders named, has not the true spirit of Democracy. The party is fast uniting in its cry for Cleveland and Free Trade, and that cry is daily bringing to it recruits from the Republican ranks.

The campaign of the united labor party in this state will begin in earnest on September 17. The anti-poverty fair will begin on that day, and it is expected that Madison Square Garden, New York city, will be crowded to hear speeches by Robert H. Cowdrey and W. H. T. Wakefield, the united labor party candidates. In addition to these, speeches will be made by Dr. McGlynn, P. H. Cummins, Victor A. Wilder, and many other prominent men in the party from all over the country. Before the Madison Square meeting there will be a meeting of the national committee, and the plan of the campaign will be laid out. On September 19 the state convention will meet at Cooper Union. James J. Coogan, who will most probably be the nominee of the party for mayor of New York city, is expected back from Europe in a few days and his presence will liven up local affairs in that city considerably. Much indignation is expressed by members of the united labor party at an associated press dispatch which has been printed in many papers, which states that Dr. McGlynn is a total physical wreck, and that his health is gone, and he no longer has a party to follow him. The doctor drew himself up and expanded his chest when shown the dispatch by a New York Press reporter, and said with a smile: "You can see for your self how much of a physical wreck I am. You can say for me that I am in better health than I had for a long time, that my digestion is unimpaired and my sleep is uninterrupted by bad dreams." As for the failing away of the party, the big and enthusiastic meetings of the anti-poverty society at the Cooper Union every Sunday night, dispel the statement that the doctor has lost his popularity, and John McMackin is authority for the statement that the assembly district associations have an enrolled membership of more than 3,000 workers, which number is being constantly added to.

It has remained for Dr. Kauffman, a German chemist, to solve finally the problem of solidifying petroleum. He takes it up into cakes like soap, which, though not easily kindled, burn smoothly, and leave a residued ash of only 2 per cent. This will be good news to western cities where fears are already entertained of the exhaustion of the gas wells. Petroleum in some form—gas, spray, oil, or solid—is believed by many manufacturers to be the fuel of the future, or at least till we know a great deal more than we do now about electricity. Dr. Kauffman's discovery, if it can be practically applied, will do away with some of the perils and much of the transportation which have hitherto stood in the way of a more general use of petroleum, and increase the markets of both the United States and Russia for the products of their oil fields.

The spooks and goblins that delight To fill with terror all the night! That stalk abroad in hideous dreams, With which dyspepsia's fancy teems, Will never trouble with their ills. The man who trusts in Pierce's Pills. Dr. Pierce's Pleasant Purgative Pellets—vegetable, harmless, painless, sure!

The "Rubber Man."

Dunkirk people will remember the "Rubber Man" who caused so fierce an excitement and anger here for a long time. He was a man disguised in a rubber coat, with hot pulled low over his forehead, who knocked at night on the windows of houses where women were alone, and conducted himself in a manner to terribly frighten them. At one time he was so outrageous and bold that he would have suffered the danger of the greatest bodily harm had he been caught.

People at the extreme eastern end of Second street are congratulating themselves that the man has been discovered. He was caught by Robert McBride, living on Second street next to the corner of Beagle. He is Lake Shore brakeman and generally from home nights, but by the recent change of time he sleeps at home a part of the time. The man thought Mrs. McBride was alone, and knocked on the bay-window of the house, which he approached silently across the lawn. Once he was frightened away, but he soon returned, and the second time Mr. McBride was ready for him. He chased the man into the street, caught him, discovered who he was and punched him in the face. The fellow whom he caught was a young man of the neighborhood who had before been looked on with suspicion. He begged Mrs. McBride's pardon this morning, and said he was drunk last night and did not know what he did. The people of the neighborhood think he is the original Rubber Man. No legal action has been taken.

To Make Room for a Deaf man.

Henry C. Buffington of this city, the postal clerk, received his dismissal from the railway mail service on Saturday night. He had been twenty-two years and seven months in the service and had an honorable and blameless record. His notice of dismissal gave no reason for his discharge. It barely said "your services and pay are discontinued from this date." No fault was laid against him, he was discharged to make room also for purchase of the available supply of American, Russian and Indian wheat and nothing is plainer than that bread will fail to a serious extent in England and Europe, and to a suffering extent among the entire poor of the world.

There is far less encouragement than could be desired in the wheat prospects of the United States, but our margin is at the worst large, and with the unexampled crop of Indian corn which we are to have it is not unlikely that it may measurably meet European necessities if population unused to it as food, as in England, are compelled to depend on it as they have never before done.

The World has a London dispatch giving most important information in regard to an English commercial scheme on the east coast of Africa, and reaching far back into the interior, in the direction of Stanley's undoubted whereabouts. It appears that Stanley knew of the scheme before he went on his present expedition, and that the managers of the scheme have had no idea but that the explorer would come out all right upon that part of the coast in which they are interested. Before Stanley started the last time the Sultan of Zanzibar had made a concession of an immense tract on the east African coast, lying south of the river Wunda, extending down to the German possessions near the river Rovuma, with the valuable port and harbor of Mombassa, and reaching back from the coast at least as far as Lake Victoria, to which Stanley is expected to come for supplies. This territory of fully fifty million acres is in the hands of a company headed by one of Stanley's closest friends and one of the richest men in England, William McNaughton, who has chiefly supplied the funds for the Emin Pasha relief expedition. A royal charter is to be issued for the company to morrow, and already an expedition is off for Zanzibar, under an able leader, Lieut. Swaine, of the English army, who has had valuable Indian experience. The chief object of the expedition is commercial, to explore the immense grant, to make maps and surveys, and develop trade with the interior. There is at the same time a confident expectation that the expedition will be the first to meet Stanley, and that England will figure before all others in an English occupation of territory on the east coast of Africa, and in reaching far into the dark continent.

In Carlisle, England, tall factory chimneys are being utilized as sewer ventilators with good results, twenty nine being used. The velocity of the rising air has been measured by Surveyor Mekie, and it is found to be 1,202 a minute in ordinary weather. The owners of the factories make no objection to this use of their chimneys, and the practice seems to meet with general approval. This suggests a plan that probably might be profitably employed in many cities in this country. With chimneys of ample proportions there would seem to be no serious trouble in using them to some extent as ventilators.

ONE of the worst weeds with which the farmers of California have to deal is the wild morning glory. John Young of Alameda county, is experimenting with it. He tried plowing and cultivation, and that was exactly what the morning glory thrived on. Then he plowed deeply, stripped the entire field of surface soil to the depth of fourteen inches, and picked out all the roots by hand. The soil that remained was soon covered with a fine crop of the weeds. Even the loose dirt which he had piled in heaps yielded a good crop. Next he tried salt, and at last accounts was waiting to see what would be the result.

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ADAM FOREPAUGH,

PRESIDENT OF THE AMUSEMENT REPUBLIC,

WILL EXHIBIT HIS NEW, MAGNIFICENT AND

STUPENDOUS ALL-FEATURE SHOW,

Absolutely Three Times the Greatest on Earth,

DUNKIRK, SEPT. 18. TUESDAY.

Will also Exhibit at Buffalo, Sept. 17; Erie, 19; Titusville, 20;
Franklin, 21; Meadville, 22.

Two Grand, Unapproachable and Complete Performances. Rain or Shine, at 2 and 8 P. M.

NOT ONLY AND THOROUGHLY REINFORCED
WITH THE FAMOUS-HISTORICAL

WILD WEST" EXHIBITION,

With all its Thrilling and Remarkable Features—Illustrative of Civilization's

March Across the Plains—and

Supplemented with the Wonderfully Sensational Military Spectacle,

ALL THE TRAVEL.—The Erie Railway, the shortest and most popular thoroughfare between New York, Philadelphia and Boston in the East, and Buffalo, Cleveland, Chicago, Cincinnati and Louisburg in the West. The road is well built, with numerous stations, and the hard coal engines do well with smoke and cinders. The coaches are lighted with gas or electricity, and the new system of steam heating obviates the old-time danger and inconvenience of smokestacks. The cars are well built and comfortable, with smoke and cinders, which are usually made in union stations, are direct and certain. Accommodations are superior to every respect, and rates are generally lower than those of any other first-class line.

PULLMAN SERVICE.—Pullman's finest Palace cars, New York, Philadelphia, Buffalo, Rochester, Cleveland, Chicago, Cincinnati, St. Louis and Pittsburg. The "Palace Cars" are models of elegance, possessing all the luxuries of the finest sleeping coaches, and furnished with every convenience. They are supplied with rest-chests of all kinds, which may be ordered at pleasure. With the new vestibuled train, the Erie Pullman service will be the finest in the world.

NEW YORK CITY.—New York passengers by

train go to town from the Erie, to visit

hotels, wholesale and retail businesses,

and steamship piers. To European and

east-coast passengers the Erie offers con-

veniences which cannot be equalled by any

other line. Connections are made with the

New York lines, and all lines leading from Jersey City, as well

as the day and night steamers for Albany, and

the sound lines for Newport, Fall River and

Boston, avoiding several miles of confusion

and expensive city transfer.

INCORPORATING.—Patrons expecting

unquainted with this country, and who are

unable to meet them, will be relieved of any

anxiety in this respect, as authorized Erie

agents, familiar with the various languages

used everywhere, will be furnished with

all the necessary information concerning

their travel. There is no charge for this ser-

vice, and it will be cheerfully arranged upon

application to any of the general or division

offices.

TRAVEL.—The Erie has the most complete

system of round-trip tickets to the

numerous health and pleasure resorts, from

the Adirondack mountains to the

various country routes and the most possible

restrictions. No necessity or business can

call, but will find an advantage in the

convenience to meet its requirements. To

connect with the various railroads, busi-

nesses, and in addition to ordinary excursion

tickets, issue mileage books, monthly com-

migration, and a variety of tickets, at reduced

rates, entitling the holder to a number of trips

between commercial centers and surrounding

towns.

CHARTERS.—The Erie offers low rates and

convenient accommodations to parties

and settlers in the West. Telegraphic and

dispatched information in regard to my

for hire, etc., will be turned upon application

to the nearest office or passenger agent,

and special care will be taken of parties and

excursions.

LAKES AND PARKS.—The Erie is fortunate

in the location along

its line of the most beautiful and romantic

lakes and parks in America, and popular ex-

cursions and picnics to these charming resorts

are made a feature of the passenger service.

Special arrangements are offered to school

churches and Sunday schools.

TIME TABLE

(Eastern Standard.)

EASTWARD FROM DUNKIRK.

Early, Stop at all stations.

Way Mail arrives at Horrillville 11:45

No. 6, 7 A. M. in connects with trains

arriving at 10:30 A. M. from So. Am. and N. Y. 10:30 A. M.

Local, except sundays, at 2 P. M.

Arrives at all stations arriving at

2 P. M.

Early, Stop at all stations.

Arrives at all stations from Salamanca 10:30 A. M.

From New York, daily, at principal stations on Western Division, 11:10 A. M.

Arrives at all stations on Western Division, 11:10 A. M., arriving at 7:30 P. M.

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