

"I Do Nothing"

For my cold; let it wear itself out, you say. It is more likely to wear you out unless you make haste to free yourself from its clutches. This is a month when a cold is a mighty power for mischief. Spare yourself weeks of misery and danger by prompt use of

Duffy's Pure Malt Whiskey.

The famous medicinal stimulant. Why it is famous you will see for yourself when it has stopped your cough and ended the stiffness in your back and limbs. It will make you feel like your old self and you will not begin to cough every time a door or window is opened near you.

Sold by Druggist and Grocers.

THE PALLADIUM



SATURDAY, JANUARY 8, 1898.

THE NORTHWEST.

Mr. J. A. Wheelock has a highly instructive article in Harper's Magazine on "The New Northwest," in which he tells of the marvelous development of that section of our resourceful country and the phenomenal growth of the twin cities of St. Paul and Minneapolis, which are rapidly becoming a most important commercial center. They have nineteen lines of railway, including two great international systems, radiating in every direction, by which they gather in the products of the immense region to the North and West. Mr. Wheelock says: "St. Paul, the terminal headquarters of the Great Northern, the Northern Pacific, the Omaha, and other lines, has become in common with its neighbor an extensive and flourishing trading center, and promises, with the growth of a yet younger packing industry, and with the rapid increase of hog and cattle production in this northern zone of nutritious animal foods, to become co-extensively important as a live stock market. Minneapolis, as an incident of its great flour industry, has become the leading wheat market of the West. Its output of flour in 1896 was 12,000,000 barrels—more than twice the product in 1889. Fifteen years ago Chicago, the great central market of the West, was the sole outlet for the wheat receipts here over 50,000,000 bushels. But in 1896 they had increased to 10,000,000 bushels, while the wheat receipts of Minneapolis were 50,000,000 bushels and those of Duluth and Superior 20,000,000 bushels. The total of the two cities being 120,000,000 bushels, or six times and a half the Chicago receipts. These figures tell their own story of the shifting of the trade currents of the Northwest to their natural channels, and far to explain the remarkable growth of St. Paul and Minneapolis from a population of 22,000 in 1850 to more than ten times that number in 1897.

REBUILDING FOR SHELTER.

The Republican officials at Albany who are responsible for the blundering in the canal improvement matter are sending for armor. They are making it known to the public on each other and a pretty quarrel is at hand. Comptroller Roberts gave the uttermost support to Superintendent Aldridge to the public before the Superintendent had read it himself. This official discourtesy will call out a spirited reply. It is said from Mr. Aldridge, and perhaps the public will be put in possession of some interesting information. As an evidence of the loose methods employed in the conduct of affairs by the Canal Board and the utter incompetency of those high in authority, we note an interview had by an Albany reporter for the Syracuse Herald with Attorney-General Hancock. He said that the first time he had any intimation that \$2,000,000 would be insufficient was at a meeting of the Canal Board held early in December. He was putting on his coat in a hurry to catch a train for Syracuse, when he overheard Comptroller Roberts and Superintendent Aldridge how much more would be required, and the latter said three millions. State Engineer Adams interrupted, saying it would require five millions. Superintendent Aldridge replied: "On surprise me." That was all he had ever heard with reference to a demand for more than the nine millions. He declared that at the first meeting held by the Canal Board after the contracts for the work were all in, he had heard the State Engineer say that nine millions would be enough. The Attorney-General spoke of the hurried manner in which the Canal Board was usually called together, saying that the members often had but five minutes' notice when they were ordered to the State, evidently intending to prevent the investigation that should have been given to carefully consider measures of public importance. Why did not Attorney-General Hancock as a member of the Canal Board and the

State's chief law officer enter his protest at these loose methods? He is not blameless in the matter himself. Indeed, if he begins to look as if the declaration of the New York Times, that an investigation will disclose the worst scandal since Tweed, will be fully justified.

THE CANAL QUESTION.

The letter of Comptroller Roberts, sent to the Superintendent of Public Works yesterday, advising the suspension of all contract work on the canal improvement, is an admission that the people have been grossly deceived in this matter by the Republican Administration. They were promised that the work could be completed for \$2,000,000. Now the fact comes out that it will require \$7,000,000 more and the State officials have known it all the time! The Comptroller's letter evinces a desire on the part of the Administration to let go of the job. The present officials at Albany know only too well that the people will never put \$7,000,000 more in their hands. There is too much scandal hanging around the work already performed—too many "extras" paid for, too many erroneous estimates, and too much monkeying in considering bids and awarding contracts. Even the Governor dared not recommend a continuance of the work in his annual message and curtly dismissed the whole subject.

The people are not going to abandon their canals, however. Neither are they going to give them away. The Constitution of the State will prevent that. The first thing they will demand is that their representatives at Albany, by a thorough investigation, expose the incompetency and the reckless extravagance and the jobbery that has prevailed throughout this canal improvement. Then they will turn out the present Administration, from the Governor down, and the improvement will go on. Other officials, competent and honest, will take up the work and carry it to completion. The people have spent too many millions on the canals to stop the work now. They too well understand their usefulness as a factor in maintaining the commercial supremacy of the State of New York to tolerate any proposition to turn them over to the Federal Government or to abandon effort to increase their efficiency. They too well understand the influences that are behind such propositions. These inducements would like to see the canals abandoned, but the people will continue to keep them up and to promote their efficiency, holding them as a connecting link between the lakes and the sea. For the present, however, we are inclined to agree with the Comptroller that it would be just as well to suspend the work of improvement, where it has not gone too far, until the people can settle with the Administration responsible for the predicament in which these great commercial highways is now placed.

IN THIS CONNECTION IT IS NOTED THAT

the agitation for the transfer of the canals to the Federal Government has broken out afresh. The Engineering News, for instance, an influential publication in its line, come to us with a strong article in support of this proposition. It argues from the reasonable hypothesis that inasmuch as the Federal Government maintains a true waterway through the Great Lakes to Buffalo it should maintain the connecting link to the sea. It reasons that the West is interested in a project because canal benefits the grain growers more than it benefits the people of New York. This may be true, but there are so many competing lines to the seaboard that the West is certain to get its grain there at reasonable rates in any event. There are facts in this connection that the Engineering News and other advocates of Federal control do not take into consideration. We find some of these very forcibly stated in the Home Sentinel. It takes the ground that the far West has no concern with the canals, and that the South would rather see them abandoned, for then its railroads and shipping ports could get more of the Western business than they now get. The Sentinel says: "Canals dependent upon hostile Congressmen for maintenance and improvement would stand little chance of success. The State of New York might better abandon them, all together, and sell the land and thus get something. The Constitution says the canals shall remain the property of the State and under its management forever. This is a strong, specific declaration in our fundamental law, but there expressly to save the canal from falling into the hands of the General Government. It is to be expected that, at such a time as this when people are more or less surprised and disappointed at a request for \$20,000,000 for canal improvement, when there is criticism of the way the work has been done, when there is suspicion that the best results have not been got everywhere for the money, and

that contractors have performed the work as best suited their own interests—it is to be expected that somebody or something will be criticized. Care should be taken that the criticism is rightly directed. Just here one fact should be remembered always—the canals themselves are not responsible for the loss of traffic. For years they have been starved in the matter of improvements, their business has been neglected and, unless they are properly cared for and given a few modern advantages to compete with the marvelous improvements made in railroads, they can not attain their full measure of usefulness. If those in charge of the present improvement have not performed their duties well, they should be voted out of office and more competent ones put in their places, but the waterways should not be criticized, because they do not derive 95 years of neglect.

One of the criticisms of the Erie canal is that its business has fallen off this year, when considerable of the ditch was being improved. The fact of the work being in progress could not encourage traffic; it might hinder it. Boatmen have complained bitterly of hindrance, and of the carelessness which permitted obstructions to navigation. But, aside from that, there is little chance of canal business reviving until boats can carry larger loads and so transport cheaper. That they can not do until the whole ditch is deepened. A boat loaded for nine feet can not traverse sections of a waterway only seven feet deep. There is nothing in the work so far done to increase canal traffic, and there will be nothing done until the work is finished.

In its present condition the canal can not compete with the railroads, as this and other seasons' business has shown. That condition is not materially bettered by such a large expenditure. The falling off of traffic is to be expected as long as the old conditions exist. The volume of traffic borne on the waterway is not the only criterion. The prevailing freight rates are an important point. If the canals should cause further reduced freight rates they would be well worth the cost of improvement; if, in addition, they could keep the commerce of the great West from going to southern ports they would be worth still more.

TOWN TOPICS.

A dispatch from Chicago concerning the state of hunger to which the students of the University of Chicago have been reduced makes this startling statement: "President Harper, in concluding his announcements, made the statement that of the five deaths which have occurred in five years at the University, three were directly traceable to starvation. These deaths, the President said, were due to insufficient nutrition, the poor food supplied in the district surrounding the University. In view of these facts the President argued for the addition to the University of a common to supply food for the students." It is apparent from this presentation of the case, says the Rochester Union, that the students of the University of Chicago require as much in need of a Government relief expedition as the Klondyke miners. They are the richest and most numerous of the miners can be made, and if prompt action is taken by Congress it need not take more than two or three weeks to get an appropriation through and push the expedition forward to Chicago. By energetic work a large number of these starving students can be saved.

The total railroad mileage of the world, according to somebody who has been talking to the New York Sun on the subject, is 488,908 miles divided up as follows: Europe, 155,284 miles; Africa, 3,169 miles; Australia, 13,188 miles; North America, 205,628 miles; South America, 34,096 miles; Asia, 24,800 miles. The same authority adds: "Of course, North America leads with nearly half of all the railway on earth, and the United States leads North America with 181,717 miles; and it only falls short about 8,000 miles of having more than all Europe, Asia and Africa combined, which is not so bad for a young and growing country that didn't have a mile of track seventy years ago."

Stratford, O., Jan. 7.—Major Fillmore, of the Ninth Battalion Infantry of the Regular Guard, whose troops were to act as body guard to Governor Bushnell in the inaugural ceremonies on Monday, today notified the Governor that the company declines to attend the inauguration.

Governor Bushnell might get even now by ordering the company to march. What a pretty row this Senatorial matter is kicking up in Ohio!

Senate Cantor, the Democratic leader, is quoted on the canal job: "No more money can be had for the improvement of the waterways until an account has been rendered of the manner in which the \$2,000,000 has been spent. I don't charge fraud, but I do charge gross deception. If more money is needed, it is men who had the work in hand who know it long ago, and purposely kept that knowledge from the people. There must be an explanation and a commission will be asked for, whose duty it will be to report upon the work. This commission must be an outside one—not a commission appointed by the Governor. I must be chosen by the Legislature."

Lawyer Howe has found a strong point on which to base his motion for a new trial of Martin Thorne, convicted of the killing of Goldensope. It has developed that the wine for the jury was \$200.00 and he maintains that a jury which consumed \$20.00 worth of wine a day could not be in condition to try a man for his life. Another illustration of the inefficiency of our jury system.

Morning dispatches announce that the Cabinet is "undisturbed" at the Eastern situation. Of course, a Cabinet that could not be disturbed over the despatching of Cuba could not be expected to act with reverence to the carving of the Chinese Empire.

This is the anniversary of the day when Old Hickory Jackson whipped the British at New Orleans. The occasion will be celebrated in New York, Chicago and other cities this evening with banquets at which orators will speak.

Congressman Grosvener has drawn another volley from the mugwumps, because of his blistering arraignment of Gov. Bellamy. It should be remembered that Schurz first attacked Grosvener.

The thousands of Italians that are swarming along the canal banks, rioting and boisterous, is evidence of the soundness of Governor Black's views regarding immigration.

The Spaniards have lost another battle in Cuba; likewise eighty soldiers.

Durrant had nerves of steel.

OPPOSED TO IT.

The State Prisons Commission, Not in Sympathy With Senator Grady's Bill.

ALBANY, Jan. 8.—State Excise Commissioner Lyman to-day gave out the following statement relative to the excise bill introduced by Senator Grady: "I have had no time to closely examine the proposed bill. A hasty glance, however, convinces me that it is thoroughly impracticable and will not meet with general favor. The attempt to give town boards and boards of aldermen throughout the State the right to decide upon all questions relating to or regulating the traffic, including the character and grade of licenses, fees to be paid, the disposition of the moneys collected and the hours and days of sale, which covers Sunday and all night sales, is an absurdity and will not meet with general approval. Whatever may be said in favor of home rule, the people of the State are not yet ready to delegate to the boards of Aldermen or town boards of the State, who may and will be elected on issues entirely foreign to this question, the now and ancient power of the regulation of the liquor traffic, and the disposition of the moneys to be derived therefrom."

Whist Clubs, and other Social Affairs.

Nowhere in the country has there been such a persistent warfare against the microbe as in Indiana. The State Board of Health has been successful in devising methods to defeat the disease. It is now to fight against human life. Just now the board is considering a public drinking device, which goes the individual communion cup idea one better in disposing of cups altogether. It is a drinking fountain placed on a pedestal, so as to be in the reach of the average human mouth. From the midst of the basin projects a little nozzle, shooting up a jet of water not very large nor violent. To drink, a person simply lets the little water jet play into his mouth and takes his fill. The jet may be turned on or off. As there are no cups and the same water never touches two pairs of lips, there is no chance for microbes which travel from one mouth to another. The argument is that, as long as the water remains pure, this is an absolutely safe method of public drinking.

NEW JEWELRY STORE

An advantageous place to visit for souvenirs or prizes. The prices here are uniform for all and always the lowest in the city. This is the inventory season and everything you buy is at a great reduction and at a saving to you. Silverware of all kinds, Sterling Novelties in great variety, Finger Rings to suit everybody. Call and see what you can do. If your timepieces need fixing, try us. The best watch cleaning 75c; mainsprings 75c, and warranted for one year. Watch crystals 15c. You will save money on every transaction here. Call and do business with us.

GALVANIZING

Having recently installed a new and modern plant, we are enabled to galvanize iron and steel at reasonable prices. For particulars, call on SIDNEY SHEPARD & CO., 111 East Bridge Street, Oswego, N. Y.

Lightning has struck the Shoe stock and shivered the prices to atoms.

Gather In the Bargains While They Last.

For 49c you can buy now Childs' Kid Button Shoes, sizes 84 to 11's, on which prices have heretofore been \$1.00, \$1.25 and \$1.50.

For 79c you can buy now Misses' Button Shoes, all sizes and widths, and all new shapes. New goods on which prices have been heretofore \$1.75 and \$2.00.

For \$1.00 you can buy now Misses' \$2.50 Shoes. Turn-Lace and button, all style toes, patent tips. Wonderful value.

For \$1.00 you can buy now, your choice of a hundred styles of Ladies' \$3.00 party Slippers. These are in blacks and bronze, fancy buckles on many. Dainty for house wear.

For \$1.49 you can buy now, Ladies' \$3.00 and \$4.50 high grade Shoes—new style coin toes—patent tips, welts and turns, button and lace, best "Vici" kid. New goods. Fresh from makers this last Fall. No shoe bargain like this was ever offered in Oswego before.

This will rush the shoe clerks some, we are thinking. Car tickets at usual rate (3c) if you want them.

Kingsford's AMORA

ASK FOR AMORA CIGAR. ALL DEALERS HAVE IT.

OPPOSED TO IT. The State Prisons Commission, Not in Sympathy With Senator Grady's Bill. ALBANY, Jan. 8.—State Excise Commissioner Lyman to-day gave out the following statement relative to the excise bill introduced by Senator Grady: "I have had no time to closely examine the proposed bill. A hasty glance, however, convinces me that it is thoroughly impracticable and will not meet with general favor. The attempt to give town boards and boards of aldermen throughout the State the right to decide upon all questions relating to or regulating the traffic, including the character and grade of licenses, fees to be paid, the disposition of the moneys collected and the hours and days of sale, which covers Sunday and all night sales, is an absurdity and will not meet with general approval. Whatever may be said in favor of home rule, the people of the State are not yet ready to delegate to the boards of Aldermen or town boards of the State, who may and will be elected on issues entirely foreign to this question, the now and ancient power of the regulation of the liquor traffic, and the disposition of the moneys to be derived therefrom."

M'FARLAND'S NEW ANNOUNCEMENT

FREE SOUP EVERY DAY THIS WEEK. A three-pound can Pineapple for 10 cents. Don't fail to get your share of soup. Granulated Sugar 5¢ cents per pound. Everybody rushes to McFarland's to get their sample of famous White Label Soup. Best on earth. Get one can fresh-grated Pineapple, 10 cents. Beans 4 cents per quart. This week is your only chance to obtain a sample of each kind of White Label Soup. Eight bars Oakleaf Soap, 25 cents. Sample Soup! Soup! Soup! Hurrah for White Label Soup. Good mixed Candy 7 cents a pound. Don't fail to see the lady exhibit the celebrated White Label Soup. Try our 15c Balm on 10 cents per can. No dinner complete without White Label Soup. McFarland's Health Coffee is the best. No smoked or damaged goods. Soup! Hot Soap! Free Soap!

McFarland's, No. 22 West Bridge St.

Stowell's DRIVES FOR

SATURDAY AND MONDAY

JANUARY 8th AND 10th.

2-quart pieced Dippers 4c. 3 Kettle Covers 5c. 2 Pie Tins 5c. 1-quart Tin Basins 3c. Every size Plate 2c while they last. Yeast Foam 25c. Cleveland's Baking Powder 39 cents. 10 bars Stowell best Soap 25c. 100 roll Toilet paper.

THESE DRIVES ONLY AT STOWELL & COMPANY'S BARGAIN HOUSE 47 EAST BRIDGE STREET.

