

**MALT EXTRACT**  
For Dyspepsia, Indigestion, Coughs, Colds, and Lung Troubles. It is the beverage for Nursing Mothers, the Sick, the Debilitated, and during Convalescence.

**IT STRENGTHENS THE SYSTEM.**  
None is "just as good" when you can obtain the genuine imported article, which must have the signature of "Johann Hoff" on the neck of every bottle.

**WARRANTED DISTRICT**  
Rome, Watertown & Ogdensburg R. R.

TIME TABLE No. 41, in effect April 12th 1891,  
**TRAINS LEAVE.**

6:10 A. M. - Local express for Richland, Watertown and Massena Springs.  
7:00 A. M. - Phoenix Line Express. Arrives at New York 7:00 p. m.  
7:45 A. M. - For Hannibal, Wolcott, Scotia, Rochester, Niagara Falls, Buffalo, Chicago, St. Louis and West with Pullman buffet sleepers and free reclining chair cars. This train runs daily.  
11:30 A. M. - Phoenix Line Express. Arrives at Watertown 12:10 p. m.; connects with vestibule limited express for New York and Boston.  
1:00 P. M. - Through Express for Richland, Watertown, Ogdensburg, Norwood and Massena Springs.  
1:30 P. M. - Local Express for Rochester and intermediate stations.  
3:10 P. M. - Phoenix Line Express. Arrives at Syracuse 4:25 p. m.  
5:30 P. M. - Express for Rochester, Niagara Falls, Buffalo and the West.  
6:15 P. M. - Phoenix Line Express. Arrives at Syracuse 7:30 p. m.  
6:50 P. M. - Local Express for Watertown, Massena Springs, Home and intermediate stations.  
9:05 P. M. - Phoenix Line Express. Arrives at Syracuse 10:20 p. m., connecting with through sleeping cars from Oswego, arriving at New York, Grand Central Station at 7:30 a. m.

**TRAINS ARRIVE.**

3:35 A. M. - Phoenix Line Express which leaves Syracuse 7:50 a. m.  
9:25 A. M. - Local Express from Rome, Watertown and intermediate stations.  
1:05 P. M. - Through Express from Niagara Falls, Suspension Bridge, and Rochester.  
1:30 P. M. - Through Express from Massena Springs, Ogdensburg, Clayton, Cape Vincent, Watertown and intermediate stations.  
12:20 P. M. - Phoenix Line Express which leaves Syracuse at 11:00 a. m.  
3:34 P. M. - Phoenix Line Express which leaves Syracuse 1:45 p. m.  
6:10 P. M. - Through Express from Ogdensburg, Watertown, Rome, Massena Springs and intermediate stations with draw the room cars from Clayton.  
6:15 P. M. - Local Express from Rochester and intermediate stations.  
6:15 P. M. - Phoenix Line Express, which leaves Syracuse 5:25 p. m.  
9:05 P. M. - Phoenix Line Express, which leaves Syracuse 7:45 p. m.  
9:30 P. M. - Through Express from Massena Springs, Rome, Watertown, Ogdensburg and intermediate stations.  
9:45 P. M. - Through Express from Niagara Falls, Rochester, and intermediate stations with buffet sleeping cars and free reclining chair cars.  
Passengers are requested to purchase tickets before entering the cars. An excess charge of FIVE CENTS will be collected when fares are paid in the trains.

**New York, Ontario & Western R. R.**

**TRAINS LEAVE.**  
7:00 A. M. - For Fulton, Oneida, Middletown, New York and intermediate stations.  
7:05 A. M. - For Fulton, Oneida, Norwich and intermediate stations.  
8:00 P. M. - For Fulton, Oneida, Norwich and intermediate stations.  
9:35 P. M. - For Fulton, Oneida, Middletown, New York and intermediate stations.  
**TRAINS ARRIVE.**  
6:35 A. M. - From New York, Middletown, Oneida, Fulton and intermediate stations.  
11:30 A. M. - From Norwich, Oneida, Fulton and intermediate stations.  
6:40 P. M. - From Norwich, Oneida, Fulton and intermediate stations.  
8:25 P. M. - From New York, Middletown, Oneida, Fulton and intermediate stations.

**Delaware, Lackawanna & Western R. R.**

**TRAINS LEAVE.**  
7:45 A. M. - For Fulton, Oswego Falls, Baldwinsville, Syracuse, Binghamton, Rochester, Buffalo, Chicago, New York and intermediate stations. This train will make direct connection at Binghamton with train for Elmira, arriving there at 1:10 p. m.  
11:00 A. M. - For Fulton, Oswego Falls, Baldwinsville, Syracuse, Binghamton and intermediate stations.  
3:35 P. M. - For Fulton, Oswego Falls, Baldwinsville, Syracuse, Binghamton, Elmira, and intermediate stations.  
5:30 P. M. - For Fulton, Oswego Falls, Baldwinsville, Syracuse, Rochester, Binghamton, Oneida, Chicago and intermediate stations.  
9:00 P. M. - For Fulton, Oswego Falls, Baldwinsville, Syracuse, Binghamton, New York, and intermediate stations. This train runs daily.  
**TRAINS ARRIVE.**  
8:30 A. M. - From New York, Binghamton, Oswego Falls and intermediate stations. This train runs daily.  
12:30 A. M. - From Elmira, Binghamton, Syracuse, Baldwinsville, Fulton, Oswego Falls and intermediate stations.  
8:10 P. M. - From Syracuse, Baldwinsville, Fulton, Oswego Falls and intermediate stations.  
7:30 P. M. - From New York, Binghamton, Oswego Falls and intermediate stations.  
10:40 P. M. - From Binghamton, Syracuse, Baldwinsville, Fulton, Oswego Falls and intermediate stations.

**OPENING AND CLOSING OF MAIL.**

**Delaware, Lackawanna & Western.**  
CLOSE ARRIVE.  
7:15 a. m. 10:30 a. m. 8:30 a. m. 12:30 p. m.  
8:00 p. m. 5:00 p. m. 8:10 p. m. 7:00 p. m.  
8:30 p. m. 10:10 p. m.  
**Richland & Niagara Falls - Western Division.**  
7:15 a. m. 9:00 p. m. 7:15 a. m. 9:45 p. m.  
**Richland & Niagara Falls - Eastern Division.**  
8:40 a. m. 9:35 p. m. 9:35 a. m. 1:00 p. m.  
9:20 p. m. 10:10 p. m. 10:10 p. m.  
**New York, Ontario & Western.**  
6:30 a. m. 9:20 p. m. 6:15 a. m. 9:15 a. m.  
8:30 p. m.

**DRUNKENNESS LIQUOR HABIT.**  
THE ONLY WORLD THERE IS BUT ONE CURE FOR HAINE'S GOLDEN SPECIFIC.  
It is absolutely harmless and will cure a drunkard and restore him to his normal condition. It operates so quickly that the patient is able to take the patient and give information to the doctor. It is complete information to the patient. See the 25 page book, "The Cure for Drunkenness."  
Edward W. Austen, Druggist  
200 West First Street, Oswego, N. Y.

**Experiences of an American Engineer in Old Mexico.**  
Methods in Vogue Centuries Ago Still Employed by the Silver Miners of Durango - Bureau Treading the Ore - Other Antediluvian Practices.  
[Durango (Mex.) Correspondence.]  
An account of the incidents attendant upon the reopening, by a northern company, of certain silver mines here, and the establishment of modern methods of operation in the place of the ancient native methods, will give a clearer idea of the more secluded phases of Mexican life and of the nature of obstacles which modern enterprise has had to overcome in order to open up the rich natural treasures of

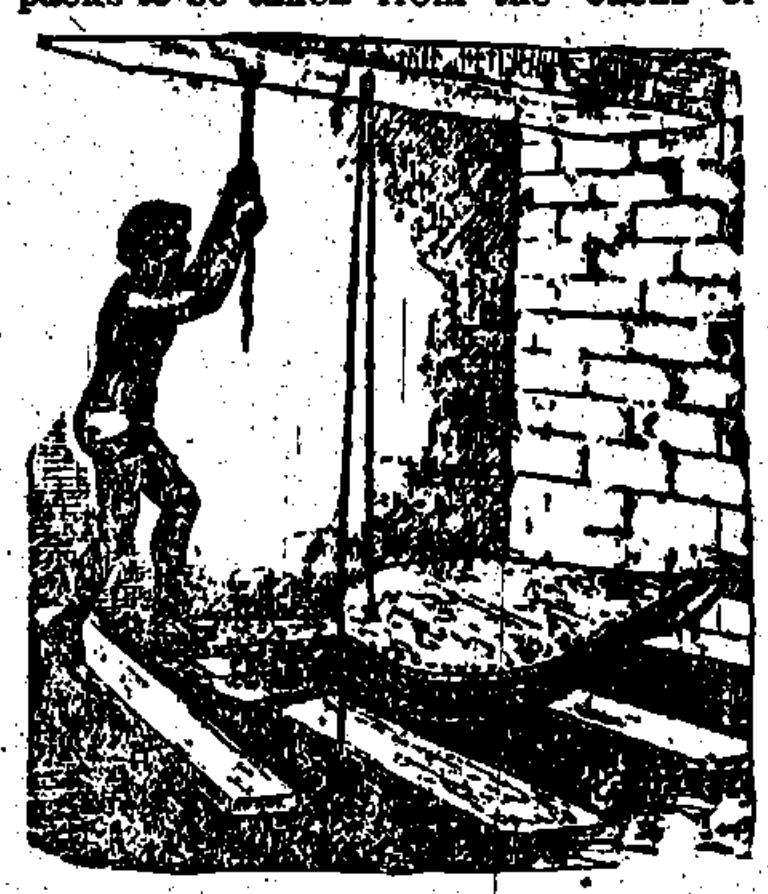


MEXICAN PLAN OF HOISTING ORE AND WATER.

the ancient empire than I can give in any other way.  
The young superintendent to whom this difficult and responsible undertaking had been intrusted was a native of Aurora, Ill., and had prepared for an engineering career by the best scientific instruction obtainable in the states and in Germany.

They left El Paso, Tex., with an imposing wagon or pack train, bound for the mountains of Durango, Old Mexico. All went well with the train for the first twenty miles. It then entered the sand hills, formed by the wasting away of the outcroppings of cretaceous sandstone. Here all of the outfit was packed on the backs of burros, preparatory to taking the "short cut" trail through the thick of the sand hills, some of which were over two hundred feet in height. This company had a very severe lesson in store for them upon the fickle nature of those smooth, innocent-appearing drifts of sand.

Although the trail was somewhat difficult to follow, the leaders had no notion of losing it and were greatly surprised when finally its faintest traces disappeared and they were forced to admit to their followers that they were hopelessly out of their reckoning. Hour after hour the train coiled its serpentine course around the sphynx-like piles of gray drifted sands, searching for the lost trail. Finally the superintendent ordered the packs to be taken from the backs of



MEXICAN METHOD OF SUPPLYING AIR TO FURNACE.

the burros and carefully placed beside one of the tallest hills, in a manner least likely to attract the attention of any stray train that might chance to pass. With the unburdened animals they could make much more rapid progress, and after several days of weary searching they finally succeeded in striking the trail outside the range of sand hills.  
Fixing it clearly in mind, by means of certain features of the surrounding landscape, so that they could readily return to it, they retraced their steps among the sandhills to where they supposed they had deposited their baggage. But no baggage was to be found. Staggered yet, no hill of the peculiar features of the one near which they had left their baggage was to be discovered. Affairs had reached a serious stage. The superintendent did not share the conclusion that their packs had been picked up by some passing train. He was convinced that they had been buried beneath the sands, which he believed to have shifted in such quantities as to have altered the appearance of the hill for which they were searching, if not to have completely removed it. Three or four days of diligent exploration resulted in the vindication of his opinion, for the baggage was found at a depth of five to eight feet below the surface of the sands. The shifting of these sands was one of the most serious problems with which the constructors of the Mexican Central railroad had to cope. At first the roadbed was raised from the bottom of a considerable cut.

the level of the plain. The sands were as quickly blown from under the track. There was but one other method to try. They laid the track on a level with the surrounding plain. It was a success. The sands shifted over it and left a clear roadbed.  
During this journey, as they broke camp at two o'clock in the morning, they frequently passed camps of Mexican pilgrims who were not as early risers. The young superintendent noticed that there were always several unoccupied blankets spread out, full size, near each camp. Accordingly, he asked his major domo for an explanation of this phenomenon. The domo replied that he did not wish to tell, but that the superintendent might observe for himself. He did so, and found that the blankets were always spread near the hills of the great black ants, for the purpose of allowing them to sweep over the blanket and cleanse it from the vermin that it had collected during the day.  
Certain portions of these large ants are a favorite "greaser" delicacy, said to possess a somewhat bitter flavor.  
After a journey of nearly three months the train landed safely at its final destination, and preparations were immediately begun to transform the old "workings" into a modern mine.  
The eighty-horse power engine that was erected here was the only steam plant within a radius of one hundred and fifty miles and the whole native populace, for miles around, swarmed to witness its erection and operation. The flywheel was an immense affair and had been shipped in four sections. Two of these sections had been bolted together and carried, by nearly forty Mexicans, on poles, alongside the tripod which suspended a differential pulley, capable of hoisting twenty-five tons. The superintendent and his assistant, also from the states, grappled the fastenings of the pulley onto the half section of the immense flywheel and began easily to hoist it into place. The natives, ignorant of the principle of the lever, looked a moment at the two men and the machine lifting what had required the best efforts of nearly forty of themselves to carry. Then they set up a shout: "Los Americanos son diablos!" ("those Americans are devils").  
Cohen, the engineer, was ready for operation, and the gauge indicated a pressure of forty pounds. Those "Americanos diablos" could not resist the temptation to administer a little wholesome fright to the company of natives that had crowded into the boiler room. So they first made fast the doors and then opened the "exhaust" which filled the room with a

terrific and deafening roar and threw the inquisitive company into a state of hysterical fright, which found expression in wild cries to the Virgin and protecting saints. The large belt which operated the interior shafting of the mine ran from the flywheel through a long, low passageway. It was so charged with electricity that as soon as it began to get dark in the passage a line of electric sparks could be seen to shoot toward the belt from the head of any person who happened to pass near. This so frightened the natives that they would not enter the passage after evening - for which the superintendent was duly grateful.  
The two methods by which the Mexicans extract the silver from the ore are the "patio" and the adobe furnace methods. The former was discovered by Bartolome de Medina in 1557. After the ore has been pounded to the size of peas it is placed with water in the "arrastre," a circular sink one foot deep and five feet in diameter, having paved bottom and sides. From a heavy beam, turning upon a central post, are hung by rawhide ropes two immense stones, weighing nearly a thousand pounds each. A burro draws these stones around their central pivot and grinds the ore into a thick slime. It takes from two to four days to properly grind a ton of ore. This mud is next placed in pits and left to dry out to suitable thickness, when it is spread in circular heaps a foot deep and twenty to forty feet in diameter. Then a quantity of common salt is kneaded into it by the treading of men and mules. Next day, for an hour, the treaders mix about one per cent of "magistral" (sulphate of copper and iron) into the "patio." If the mass gets too hot it is cooled by introducing lime. The treaders next cover the mass with mercury, filtered through canvas bags, and tread that in.  
This operation is repeated every other day for about twenty-five days in summer and forty days in winter. The mercury penetrates the systems of the treaders and frequently, if not generally, causes them the most painful diseases of bones and muscles. Even the mules and horses are not proof against the fatal effects of the mercury. They quickly lose their hair and spirit and a year of treading is usually sufficient to send them to the "boneyard." "Ready for the patio," is a proverbial Mexican description of a broken-down animal.  
The adobe furnace, by which high-grade leaded ores are reduced, is aptly described by my friend as "a cross between an open chimney and without a roof." It is a ver affair, the most novel feature is the blast, an immense bull down, operated by the treading

of the men. My little son had a number of bed ulcers and running sores to come on his head and body, which lasted for four years. I tried all the doctors and many remedies, but the sores still grew worse, until I did not expect him to recover. My friends were confident that if the sores healed it would kill him. I at length quit all other treatment and put him on Swift's Specific, and less than three bottles cured him a sound and healthy child. S. S. S. also cured a sore on another of my children.  
E. J. MCKINNEY,  
Woodbury, Tex.  
Books on Blood and Skin Diseases Free.  
THE SWIFT SPECIFIC CO.,  
Atlanta, Ga.



MEXICAN WAY OF GRINDING ORE.

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Atlanta, Ga.

**ASTHMA CURED**  
SCHIFFMANN'S ASTHMA CURE  
Relieves the most violent attack and restores the patient to his normal condition. It is a sure cure for all cases of Asthma, Hay Fever, Croup, Whooping Cough, and all other respiratory diseases. Price 50c per bottle. Sold by all druggists.  
DR. E. SCHIFFMANN, St. Paul, Minn.

**Williams Sarsaparilla**  
The Capital Blood Medicine and the most powerful purifier of the blood. It cures all skin diseases, including Scabies, Eczema, Pimples, Blackheads, and all other eruptions. It is a sure cure for all cases of Blood Poison. Price 50c per bottle. Sold by all druggists.  
WILLIAMS & CO., Washington, D.C.

**WILLIAMS' ROOT BEER EXTRACT**  
THE BEST IN THE WORLD  
WILLIAMS' PREPARATIONS  
CAREFULLY PREPARED BY  
DR. J. C. WILLS, JR., WASHINGTON, D.C.

**FOR SALE.**  
Twenty acres of land, with small house, adjoining the farm of Ferguson, Kingsford in town of Oswego, about two miles from lower bridge.  
APPLY TO  
EDGAR TAYLOR, 354 West 3d St., Or  
BRONSON BABCOCK, Grant Bldg.,  
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**DELICIOUS MINCE PIES**  
EVERY DAY IN THE YEAR.  
**NONE SUCH**  
CONDENSED  
Mince  
Meat



**Oswego City Savings Bank,**  
211 West First St.  
Incorporated March 4, 1879.  
The Largest and Oldest Saving Institution in Oswego County.  
Interest paid on deposits at the rate of  
**3 1-2 Per Cent**  
Compounded Semi-annually, January and July. Guaranteed, Trustee, Families and persons unacquainted with financial transactions will find this bank a safe and convenient place at which to make deposits and do business.  
The Treasurer of the bank will be in attendance during business hours to give any desired information.  
Open Daily from 10 a. m. to 3 p. m.  
and on Saturdays evening from 6 to 8 p. m.  
**SAFE DEPOSIT BOXES TO RENT**  
in Burglar and Fire proof vaults, which are kept separate from the affairs of the bank. All safe and convenient, and made to keep all kinds of valuables. Price \$5 a year.  
Cash paid for Government and approved Municipal and Town bonds, and approved Stocks.  
W. H. DEWITT, President.  
O. H. BROWN, Vice-President.  
J. H. WOODLUM, Treasurer.  
JOHN F. PHILLIPS, Cashier.  
M. S. CROMBIE, Receiver.

**SECOND NATIONAL BANK,**  
NEW BANK BUILDING,  
Cor. East First and Bridge Sts.  
GEORGE E. SLOAN, President.  
THEODORE DEWITT, Vice-President.  
HENRY R. CAMERON, Cashier.

**BUILDERS AND OTHERS**  
WILL FIND AT  
**WRIGHT & BOYLE'S**  
THE BEST ASSORTMENT OF  
**LUMBER**  
Sawed, dressed or worked to order by the latest improved machinery. A full assortment of Hemlock and Spruce.  
**Fred D. Wheeler,**  
Fire, Life, Accident  
**INSURANCE** AND  
COAL  
All companies represented first class.  
In these prompt by telephone and mail.

**OSWEGO SHADE CLOTH COMPANY.**  
MANUFACTURERS OF  
SHADE CLOTHS

**WITS CONDE,**  
MANUFACTURERS OF  
SHADE CLOTHS

**WOULD YOU INCREASE YOUR BUSINESS?**  
How CAN YOU DO IT?  
ADVERTISE JUDICIOUSLY.

**FIRE ALARM TELEGRAPH.**

Advertise in the Times.  
Subscribe for the Times, 50c. a month.

EAST SIDE.		WEST SIDE.	
NUMBER.	LOCATION.	NUMBER.	LOCATION.
12,	First and Bridge.	6,	Barnes Box Factory.
13,	First and Seneca.	31,	First and Bridge.
14,	Second and Utica.	32,	Kingsford's Office.
16,	Second and Scriba.	34,	First and Murray.
16,	Fifth and Mohawk.	35,	Wor's Box Factory.
17,	Engine House No. 2.	36,	Second and Utica.
21,	Seventh and Albany.	37,	Fifth and Oneida.
23,	Ninth and Seneca.	41,	Fifth and Erie.
24,	Tenth and Utica.	42,	Fifth and Ellen.
25,	Mitchell and 10 1-2.	43,	Eighth and Schuyler.
26,	Fourth and Seneca.	45,	Eighth and Bridge.
27,	Conde's Knitting Factory.	46,	Eighth and Utica.
61,	East Cove.	47,	Fifth and Schuyler.
62,	Oneida and 9 1-2.	51,	R. W. & O. Shops.
63,	Sixth and Hamilton.	52,	VanBuren and Water.
123,	Ames Iron Works.	63,	Eleventh and Seneca.
124,	Shade Cloth Factory.	64,	Third and Cayuga.
All kinds of Job Printing neatly done at the Times Office.		56,	Oswego M'g Co.
		67,	Street Car Barn.

**DIRECTIONS TO KEY HOLDERS.**  
In case of fire, unlock the outside door of box, and turn knob to the right until bell strikes in the box. Wait until the Department arrives and give the location of the fire. Never send in alarm except from box nearest the fire.  
If an alarm from box 12, it will strike on the gong 1-2, 1-2, 1-2. If from box 13, 1-3, 1-3, 1-3, and so on.  
Never let the key of a fire alarm box go out of your possession unless to some responsible person for the purpose of giving an alarm of fire. When a box has been unlocked the key cannot be removed until released by the proper officer.  
KEY SIGNAL:—3 Single blows, Fire Out.

**THE TIMES JOB DEPARTMENT.**

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Bill Heads, Circulars, Cards, Dodgers, Envelopes, Fancy Printing, Letter Heads, Note Heads, Posters, Any and Every Kind of JOB PRINTING Neatly and Promptly Executed.