

as impertinent questions when asked through the columns of a newspaper, but he cannot so regard them when they are asked on the floor of Congress, as they most assuredly will be. The Congress which meets next month will not have a majority disposed to cover up, or at least attempt to cover Mr. Cleveland's mistakes, as was notoriously done by the last Congress when the republicans were exposing the infamous policy adopted by him towards the struggling republic of Hawaii. Not much. The fifty-fourth Congress will be American to the backbone, and nothing short of an American policy will be tolerated from the administration.

The annual report of the Commissioner of Pensions, just made public, contains figures which confirm the complaints made by old soldiers of slowness in adjudicating their claims both for original and increase of pension. Although there were on the 30th of last June 552,210 cases of all kinds pending, there were only allowed the fiscal year ending upon that date 30,185 claims, and for every claim allowed more than three were rejected, the total rejections for the year being 103,355. According to the report, there was a net increase in the pension roll of 860 names during the year. Some surprise was expressed in Washington at Commissioner Lochren's charges against pension attorneys, many of whom he declares to be disreputable and incompetent. If he knows of any such attorneys there was a way for him to much more effectively call attention to them, by having the Secretary of the Interior disbar them from practice before the Pension Office. His slurs upon whole communities, the citizens of which he charges with throwing obstacles in the way of conviction of fraudulent attorneys and pensioners because of their dislike to lessen the amount of pension money paid in their neighborhoods, will be as sturdily repudiated as was his charges made in a previous annual report against the pensioners, charges which stand refuted and which never had any foundation except in the minds of those who dislike the old soldier, more for what he did

of them. He realized \$200 per load. This makes twelve cars that he has shipped this season, mostly of his own growing.

H. E. Francis, baggagemaster of the Lake Shore at this station, accompanied by his wife and son, left this morning for a two weeks' visit to points in Michigan and Indiana. This is Mr. F's first vacation in eight years.

O. M. Phelps of Meadville was in town last week. He was here a short time since and made a contract with the owners of the Hotel Vineyard to take charge of the house the first of March next. Mr. Phelps is anxious to secure the hotel sooner and will probably take possession the first of the coming month.

Thomas K. Bambrick, an old and esteemed resident of this village, died on Thursday afternoon last, aged about 70 years. He died of "old-fashioned" consumption and was sick for nine years. He was a native of Ireland but came to this country in 1849. He was a man of more than average intelligence and had been a great reader all his life. He had not been on the streets of the village for more than a year.

Dwellers on West Main street complain that many young shade trees have been spoiled by grape pickers this fall who have wantonly broken them off or bent them down.

The village trustees have decided that grapegrowers must hereafter discontinue the practice of driving across the sidewalks to cultivate grapes. There are many acres of grapes within the village lines and in many instances the vines are growing close to the sidewalks and growers have utilized the sidewalks to turn around upon with the result that the walks are kept continually hatched up during a good portion of the busy season. The practice is at an end from now on.

Deep-Water Canal.

WASHINGTON, D. C., Nov. 4.—The President has made the following appointments:

James B. Angel of Michigan, John E. Russell of Massachusetts and Lyman E. Conley of Illinois, to be commissioners to make inquiry and report upon the feasibility of a

sale of books. World's Dispensary Association, No. 64 Main Street, Buffalo, N. Y.

DUNKIRK AND FREDONIA ELECTRIC RAILWAY.

In Effect Monday, Apr. 28, 1895.

LEAVE FREDONIA.

6:15 a. m., 7:20 a. m., 8:00 a. m. and every half hour thereafter till 10:00 p. m.

LEAVE DUNKIRK.

6:50 a. m., 8:00 a. m., and every half hour thereafter till 10:30 p. m.

SUNDAY—LEAVE FREDONIA.

8:00 a. m., then every half hour thereafter till 10:00 p. m.

SUNDAY—LEAVE DUNKIRK.

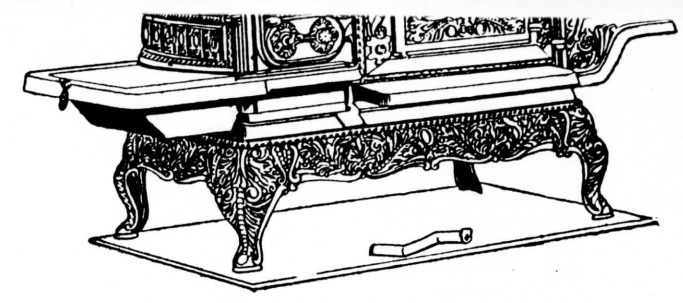
8:30 a. m., and every half hour thereafter till 10:30 p. m.

M. M. FENNER, Mgr.



There's a good solid and convincing reason why you should buy your groceries from us and one such reason is as powerful as a hundred: You can't buy them anywhere any cheaper, and you can't buy them anywhere any better. Perhaps you think you can do as well elsewhere. Well, we have our doubts about it, and, if you'll take the trouble to test the matter, we think we can convince you to the contrary. This you can rest assured of—you'll get nothing from us that you can't implicitly rely upon.

You will be better satisfied with yourself, what you have to eat, and be ahead financially at the end of



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