

BUCHANAN RECORD.
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SEPTEMBER 20, 1904.

REPUBLICAN TICKET
NATIONAL

For President—
THEODORE ROOSEVELT
For Vice President—
CHARLES W. FAIRBANKS
CONGRESSIONAL NOMINATION.
For Representative in Congress—
EDWARD L. HAMILTON.
REPRESENTATIVE
For Representative 1st District—
NATHAN V. LOVELL,
of Eau Claire.

STATE TICKET.



For Governor—
FRED M. WARNER,
Of Farmington
For Lieutenant Governor—
ALEXANDER MAITLAND
Marquette
For Secretary of State—
GEORGE A. PRESCOTT
Iosco
For State Treasurer—
FRANK P. GLAZIER
Washtenaw
For Attorney General—
CHARLES A. BLAIR
Jackson
For Auditor General—
J. B. BRADLEY, Eaton
For Commissioner State Land Office—
WILLIAM H. ROSE, Clinton
For Supt. Public Instruction—
PATRICK H. KELLEY
Wayne
For Member State Board Education—
LUTHER L. WRIGHT, Iron
COUNTY TICKET.
For Judge of Probate—
FRANK H. ELLSWORTH,
Benton Harbor.
For Sheriff—
ROY CLARK, Pipestone.
For Clerk—
SAMUEL B. MINERS,
Royalton.
For Register of Deeds—
I. L. H. DODD,
Buchanan.
For Treasurer—
ALVA SHERWOOD,
Three Oaks.
For Prosecuting Attorney—
CHARLES E. WHITE, Niles.
For Circuit Court Commissioners—
MILLARD A. SEITZ,
Benton Harbor.
WILBUR A. BURNS, Niles.
For Drain Commissioner—
JOHN A. BURBANK, Lake.
For Surveyor—
WILLIAM A. CLEARY,
St. Joseph.
For Coroners—
CHARLES A. COLLIER,
Benton Harbor.
A. W. PLATT, Niles.

What improvement could be made in the town that would be of more lasting benefit, or a source of more pride to the citizens, than nice clean paved business streets. Buchanan is large enough to enjoy so pardonable a pride.

It is a significant fact that Vermont and Arkansas, antipodean in character and in situation, unlike in antecedents and in development, with supposedly little of sympathy or purpose in common, should both alike show marked republican gains and democratic losses in their September voting. The radical democratic state in the southwest, the same as the radical republican state in the northeast, in their state contests both tend in the same direction and give eloquent augury of what the whole

country is preparing for in November. The camp-followers of the democracy are trying to create the impression that our own state is not in the procession, but so did those of the Green Mountains and the Ozark Hills.

Under the present management, it has been the policy of the Record to bring forward any needed improvements that are for the public good, and while some of our suggestions have as yet born no fruits, we are glad to note that the common council are bringing about some of these improvements. The present council have the credit for again placing electric lights on our streets, the sign at the depot and the enforcing of the ordinance requiring the telephone poles to be printed. Along this line it might be well to amend that ordinance to include the electric light poles. Then there is the approaches to the foot bridge on Portage street, and the bridge on Chicago street near Phelps' shop, they should be attended to without delay.

The one great virtue that appeals to the voters of these times is consistency. It is the lack of this one great element in Joseph Tennant that will cost him many a Democratic vote next November, and will bar him from receiving as many if not more Republican votes. Men as a rule, do not feel kindly towards a man who is so subservient to self as to cast aside all others for his own personal aggrandizement. Mr. Tennant's present position is but the outgrowth of his inability to secure the nomination for sheriff on the Republican ticket four years ago. Mr. Earl was nominated but, Mr. Tennant, instead of aiding in Mr. Earl's election, showed the lack of the element of consistency in his make up, and used his influence for the election of Mr. Collins, receiving therefor an appointment as deputy, thus virtually selling himself for the appointment. The wave of resentment among the democrats at the nomination of such a man for the highest office on the county ticket, is growing greater every day, and before election will sweep the county from one end to the other, and thus help to roll up the majority for the Republican ticket.

Washington Letter

Col. John L. Clem, chief quartermaster of the Philippines, is always in luck. He has now struck it fat by earning the reprimand of General Humphrey, his superior officer, Clem's offense consisting in turning back into the U. S. Treasury the sum of \$423 "unexpended balance of the appropriation for the last fiscal year." His misdemeanor was in strictly obeying the law, which commands that all balances shall be turned back into the treasury when not used for the specific purpose for which they were appropriated. His superior seems to have learned that an officer's chief duty is to spend all the money in sight. It is, indeed, the custom of departments and bureaus in this city to scrupulously avoid returning to the treasury any money that can possibly be used for any purpose. This is generally managed by hunting up and finding poor and worthy persons, usually relations who are out of a job, and giving them something to do which does not need doing and is of no value when done. Was it not Corporal Tanner who the other day generously divided up the "unexpended balance" among his "deserving clerks"? And who has made any fuss about it.

The beginning of the school year is marked by a renewal in this city of a discussion of the proper function of the public high school. We have now five and they are regarded as of such over-shadowing importance that they are allowed to thrive at the expense of the primary and grammar schools. The result is that elementary education is not properly provided for; that three or four thousand little children are running in the streets and alleys of Washington without a school-house roof to shelter them and that the few hundred high school pupils who do not know adequately either reading, writing or arithmetic are being miseducated.

A large and enthusiastic delegation of Spanish war veterans of the department of the District of Columbia started for St. Louis in special cars Saturday afternoon, to attend the first annual encampment. Among the matters which will receive the attention of the encampment is the proposition to establish in this city, a military museum for which a bill appropriating \$250,000 was introduced in the lower house of congress last winter. Another is the proposition to build in this city a home for soldiers

to which those who have served in any war shall be eligible. Another measure to be discussed is the Gillett bill, now pending in congress, providing for the discharge of all clerks at the age of seventy years, with the complementary bill to establish a civil pension list giving all superannuated public employes a pension for life. The advocates of this last hold that all public servants, who are too old to work have a moral right to a support by the people, even though they have had large salaries for many years and have recklessly spent all their money.

The hideous and lamentable war in the East does not in any way divide American parties. But it is quite noticeable that there has been, during the last month, a change in public sentiment here concerning the merits and probable outcome of the conflict. A good many think that Russia, in retreating, has fallen back before superior numbers and has achieved a strategic victory; it has also become obvious that the Japanese are not the only ones who can fight without finching, and aie game. The Russian soldier seems to have met the bayonet onset with the same courage and even stoicism as his tawny enemy. It is doubtless this change of feeling, observable in London, which causes the indignant remonstrance from Tokyo reflected in the papers. It is believed here that the administration here will render impartial justice in the case of the Lena imprisoned in the harbor of San Francisco.

DEMOCRATS BOLT HIM

Hundreds of Democrats Will Not Vote for Joseph Tennant for Sheriff

When the Democratic county convention was captured by the organization of the Tennant men there was much feeling of dissatisfaction among the Democrats of the county and from the convention hall many went away declaring that they would not support a Republican on the Democratic ticket.

Not much attention was paid to this talk at the time because the delegates who are defeated often leave a convention in bad humor but later are found fighting tooth and nail for the candidate that they denounced.

But the revolt against Tennant is growing. The friends of Stanley Guy in Watervliet and the northern part of the county are growing in their feeling against the head of the ticket and there are many who openly announce their intention of voting for the Republican candidate. Roy Clark, the Republican candidate for sheriff, has received a large number of letters from Democrats who were delegates in the county convention and who have pledged him their support. In the south end of the county such men as Attorney Lambert—and Judge Beaver did before he was nominated for congress—declare their intention to fight Tennant to a finish. They say that he is no Democrat and that the true Democrats cannot afford to support a man who makes believe that he is a Democrat for the sake of party.

In Benton Harbor there is considerable of the same feeling. Two Democratic leaders in the first ward, young men who wield a large influence among the Democratic voters of the city, announce their intention of working and voting for Roy Clark. Said one of these Democrats to the News-Palladium:

"It was only a year ago when the Democrats endorsed Willard Banyon for clerk that many of the present supporters of Tennant jumped on me and abused me for favoring the plan. There was no chance on earth to elect a Democratic then and we used good sense. This year if the Democrats had nominated a Democrat for sheriff he might have been elected, but Democrats won't vote for a man who joins the party for the sake of office."

In the south end of the county the Democrats are in many cases openly working for Clark. It is claimed at Galien that Tennant told the Republican soldiers that he was still a Republican and that he told the Democrats that he had been a Democrat for four years, though the records might show that during the four years he has taken part in the Republican primaries—News-Palladium.

Card of Thanks

We wish to thank the friends and neighbors who so kindly gave their assistance during our late bereavement, also those who furnished the flowers, and the singers.

MRS. WM. ENGLEBRIGHT
AND FAMILY.

IN MEMORIAM

REV. MELVIN DALRYMPLE

Rev. Melvin Dalrymple was born in Stark county, Indiana, September 17, 1848. When but a child his parents moved to Michigan and settled at Buchanan, at which place Melvin grew to manhood. In 1863 he enlisted in the union army and joined the first Michigan sharpshooters, serving his country in some of the hardest fought battles of the civil war, and at its close received an honorable discharge.

In 1867 he was united in marriage with Miss Elvira Colvin. Four children were born of this union, all of whom survived both father and mother, the latter having departed this life at St. Johns, Michigan, in 1886. Mr. Dalrymple was converted in 1873 and was licensed to preach the gospel in 1874. He joined St. Joseph conference, United Brethren church, in 1875 and was ordained in 1878. Some time later he transferred his membership to Michigan conference, and after a few years was elected presiding elder in that conference. In 1884 he was stricken with nervous prostration and heart trouble, and thus compelled to cease active labor in his chosen profession.

Mr. Dalrymple was united in marriage to Miss Delia McKeeby in 1887, with whom he lived until the evening of September 6, when the falling shadows closed this mortal life. To this union two children were born; the first, a girl, died in infancy, and a young son is left without the care of a father.

The funeral was held at the Evangelical church Rev. C. W. Corman officiated, assisted by Rev. Spitzer. Burial at Bly cemetery.—Macellus News.

M. E. Appointments.

The Michigan Conference, of the Methodist church, which has been in session in Grand Rapids the past week, closed last night. The following are the appointments for the Niles District:

D. F. Barnes, presiding elder, Niles. Bangor A. J. Morris; Benton Harbor, L. E. Lennox; Berrien Springs, Edwin Tench; Breedsville, to be supplied by M. C. Bishop; Bronson, Charles L. Keene; Buchanan, W. J. Douglas; Burr Oak and Cassopolis, A. T. Cartland; Centerville, James Allen; Coldwater, F. A. Chapman; Coloma and Watervliet, H. W. Tompson; Colon, C. L. Beebe; Constantine, J. C. Upton; Decatur, A. L. Tonor; Dowagiac, H. L. Potter; Edwardsburg and Smith's Chapel, G. W. Gosling; Galien, to be supplied by G. Gilbert Stansell; Galien, to be supplied by O. H. Johnson; Girard, J. F. Bowerman; Hartford, H. A. Lyon; Kinderhook, John A. Jewett; Keeler and Silver Creek, to be supplied; Lawrence, Quinton Walker; Lawton, E. F. Newell; Macellus, A. J. Wheeler; Mattawan and New Buffalo, W. H. Parsons; Niles, A. T. Ferguson; Paw Paw, A. W. Mumford; Pipestone, to be supplied by E. A. Cochran; Pokagon, G. E. Wright; Sherwood and Leonidas, E. A. Baldwin; St. Joseph, W. A. Freye; Stevensville, Irving Eagle; Sturgis, L. H. Manning; Three Rivers, W. H. Phelps; Three Oaks, C. E. Deal; Union City, G. F. Craig; Vandalia, W. H. Moore; White Pigeon, E. L. Sinclair.

Tragedy Averted.

"Just in the nick of time our little boy was saved" writes Mrs. W. Watkins of Pleasant City, Ohio. "Pneumonia had played sad havoc with him and a terrible cough set in besides. Doctors treated him, but he grew worse every day. At length we tried Dr. King's New Discovery for Consumption, and our darling was saved. He's now sound, and well." Everybody ought to know, it's the only sure cure for Coughs, Colds and all Lung diseases. Guaranteed by all druggists. Price 50c and \$1.00. Trial bottle free.

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Go to your druggist today and get a box of
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use it according to directions. If it fails—take the Guarantee (there is one in every \$1.00 box) to your druggist and get your money. It makes no difference how long, or how badly you may be suffering, every bone in your body may be aching, every muscle may draw and gain you—Still the Guarantee Holds Good.
For eight months I suffered with Rheumatism and Heart Trouble. I tried many doctors and different medicines without relief and had given up all hope of being cured. A friend told me of Nature's Remedy I bought a box and in less than a week was relieved. I am now cured and never have any trouble with Rheumatism or my Heart. O. A. Parker, Walton, Wyo.
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Thousands of Fall suits and overcoats from the best manufactures in the United States are here for you to choose from. All our suits from \$7.50 up are strictly wool, well made, trimmed with good, durable linings and fit well. All suits from \$12.50 up are hand made throughout by custom tailors, have hand shaped collars and lapels, and are equal in appearance and wear to the finest made-to-measure garments.

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OUR HAT DEPARTMENT occupies the entire north side of the store, 165 feet in length. We carry every staple and novelty style which is in demand, and if you want a hat or cap at 25c or 50c, or a hat at \$1.00, \$2.00, \$3.00 to \$5.00 you will find the style you want here.

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ADVERTISE IN THE RECORD



A Scene from "Why Women Sin," Rough's Opera House, Friday, September 23.

A RIDE OF THE FAST MAIL

In the Cab between Chicago, St. Paul and Minneapolis.

It is significant that the one train which makes the Chicago-St. Paul run in ten hours, carries no passengers.

To ride on it is a privilege acquired by few. Yet a journey on this train, which carries none but government mail clerks and its crew, is an experience, especially if the journey be made on the "fireman's side" of the huge locomotive which pulls it. It is a revelation of what fast passenger service means and a liberal education in appreciation of the cool nerve and absolute competency of the men who run fast trains.

The fast mail over the Chicago, Milwaukee and St. Paul Railway leaves Chicago every night of the year with from twenty to fifty tons of mail aboard and reaches St. Paul every morning with its burden of letters and packages in time for transfer to other trains to the Pacific coast to connect with the mail boats, north into the Dominion, east and west into adjoining states and radiating over a dozen lines of railway into every nook and cranny of the Northwest.

If one asks why the fast mail carries no passengers he is answered that there are other trains which do that work. Another reason is apparent after a journey on the "head end" with the two cinder-marked and grease-smudged gods of the machine that pulls it.

Ten-hour service means speed. On a glorious night not long ago the fast mail pulled out of Milwaukee on time, swinging along at an easy gait through the maze of green, white and red switchlights until the last tall semaphore arm signaled "all clear," then Engineer Sullivan's long right arm shot forward through the dark suddenly, the hoarse syncopation of the exhaust changed suddenly to a long wailing roar, and the tremendous locomotive seemed to lurch up in every joint as she swung forward into the night.

"He trun her in compound," the fireman, Woodland, explained. His father in his early life had apprenticed him to a jeweler. He had a back like an ox and an arm like an oak tree.

Miles began to fade in regular succession and telegraph poles flew by so fast it was hardly possible to count. The track ahead took on an uncanny grayish haze, but the speed constantly increased. The big locomotive slowed down for nothing.

She took sharp curves like a race horse and lunged into the long tangents like a singed cat. Engineer Sullivan didn't talk much. He was pretty busy watching the track. When he did talk it was to the point "Forty-five miles out of Milwaukee, including the trip through the yards and suburbs, where we had to slow down, in forty-six minutes," he said.

He dropped to the ground and oiled up almost on the run. Two minutes elapsed, the big machine was ready to go again, but the conductor appeared out of the gloom and remarked that a journal on a mail car had run hot.

Hot journals are not serious in themselves, but six minutes clipped from the schedule of a train which must run while in motion at a rate of slightly more than 55 miles an hour for 408 miles, is a very important matter, Engineer Sullivan swore

softly and drowned his wrath in copious applications of more oil to the big engine's stuffing boxes. Then he mounted the towering cab again and the race was on for the second time. Woodland grinned.

"We'll run like a pup with a tin can tied to his tail now," he confided.

We did. Mile posts and telegraph poles became one long procession, with scarcely perceptible distance between them. The air rushed through the open cab windows like a cyclone, and the mail cars, trailing along behind, like so many drunken men. The pace was tremendous.

One's sensation were much like those when the horses enter the last eighth on a fast track and 40,000 people in the grand stand begin to cheer. The speed gradually increased from 51 to 58, then to 62, 66, 71, 74 and 76 miles an hour; then, on the crest of a "hill," the summit of an up and down grade, it suddenly jumped to 84 and then to 92 miles an hour, a mile and a half a minute, and one felt an insane desire to yank the throttle away out and see if it were not possible to make three miles a minute.

It was a pace that made the government mail officials grin, but it was no pace for sedate burghers and business men.

At Rio the pace suddenly fell off. Engineer Sullivan looked at his watch.

"On time," he said briefly. The Fast Mail covered the remaining few miles at a handy clip, stopped for a minute at a crossing and swung into Watertown, 93.1 mile from Milwaukee, on time to a second.

Ninety-three miles in a trifle more than 100 minutes actual running time!

Reeling off the miles at a speed of practically a mile a minute, Engineer Sullivan passed the yard limits at Sparta on time, only to find the signals out against him, and Train No. 2, which had the right of way because it was a southbound train, losing time and late. The heavy mail train pulled into clear on a siding and twelve minutes lapsed before the bright, white headlight of the southbound passenger showed around a curve.

Twelve minutes lost was a handicap, but it did not mean much after the other things that had happened. The big A2 locomotive, with driving wheels seven feet in diameter, swung out on the main line again, and after a few strokes of her pistons, sent the speed rate climbing.

Eighty-eight miles an hour was interesting, but not sensational, after having made 92 miles an hour. The heavy train pulled into North La Crosse on time—26 miles in 28 minutes.

The regular passenger trains of the Chicago, Milwaukee & St. Paul Railway make speed records sometimes. The schedules are moderate, yet their engine drivers are in constant danger of minor delays and small losses of time, every minute of which means a faster actual running schedule and more speed in order to cover the remaining mileage on time. To handle a big train requires several qualities most men value—absolute self-confidence and self-reliance on the part of the engine driver, conservative nerve and daring, resourcefulness and lightning quickness of judgment which must be nearly right, but absolutely unerring.

On a big locomotive of the Milwaukee's Pioneer Limited a few nights since, Engineer Sullivan and Fire-

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Shoes with strength—strength in every stitch. Wear defying from top to bottom. Shoes with "durability" written in every point

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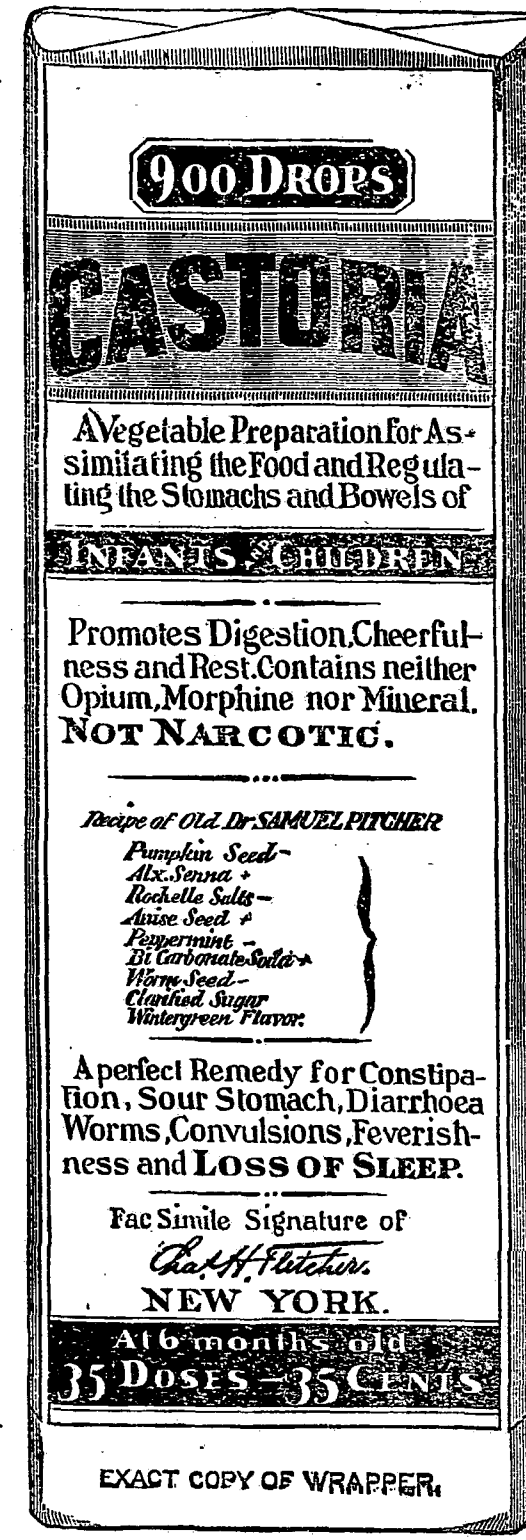
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A FEW FACTS

- 1st Another school year is at hand.
- 2nd You will find new and second hand books, also Pens, Ink, Pencils, Tablets and all school supplies in good assortment suitable for town or country.
- 3rd You can do better with choice second hand books which you wish to exchange or sell by bringing them early.

To the Corner Drug & Book Store

man Hultane covered the greater part of the run from Lake City to La Crosse at a speed averaging for actual running time between 55 and 58 miles an hour. On another night, with Engineer Patrick Doyle and Fireman John Youngquist, many minor delays and the handicap of "slow orders," on one long section of track, were overcome by added speed, and the Pioneer Limited, and unusually heavy train on that night, pulled into La Crosse on time.

Men like Sullivan, Weaver, Doyle, Smith—who is no longer a working engineer—Doyle, Homer Williams and their ilk come but seldom to public notice, yet their nerve and resourcefulness nightly guard the lives of hundreds, and their complete mastery of their profession enables men to cover long distances without loss of time and without disagreeable incident.—Curtis L. Mosher, in the St. Paul Dispatch.

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