Andover Advertiser.
PUBLISHED EVERY THURSDAY,
AT
BARNARD & UNDERHILL.
ANDOVER, ALLEGANY Co., N. Y.
OFFICE FIRST DOOR WEST OF B. C. BEARDSLEE'S OFFICE.
TERMS—$1.50 PER YEAR IN ADVANCE.

ANDOVER ADVERTISER.

VOL. 2, NO. 18.] ANDOVER, ALLEGANY CO., N. Y., THURSDAY, MARCH 31, 1870. [WHOLE NO. 70.

THE ANDOVER ADVERTISER
has the Best
JOB OFFICE
IN THE COUNTY.

Job Department.

Having just made some important additions to the material of this Department, we stand ready to do all kinds of Job Work in the neatest style, on short notice. Orders from abroad promptly attended to.

RATES OF ADVERTISING.

	1w.	2w.	4w.	3m.	6m.	1y.
1sq.	$1 00	$1 50	$2 50	$3 75	$5 00	$8 00
2sq.	1 75	2 50	4 00	5 75	8 25	13 00
3sq.	2 50	3 25	5 50	8 00	12 00	20
4col.	3 50	5 00	8 75	12 00	18 00	32
¼col.	5 50	8 50	12 00	15 75	19 00	32
½col.	7 00	9 00	12 00	15 00	25 00	40
1col.	10 00	12 00	15 00	20 00	35 00	50

☞ No notice less than $1.
☞ Editorial Notices, 15 cents a line each insertion.
☞ Legal Notices Required by law to be published will be charged at the legal rates.
☞ Business Notices, 20 cents a line first insertion; 15 cents a line each subsequent insertion.
☞ Advertisements without directions as to time inserted until ordered out, and charged accordingly.
☞ Obituary Notices, embracing more than the ordinary announcement of death, and Obituary Poetry, ten cents a line.

Business Directory.

Cards of five lines or less will be inserted in this column one year for $5; every subsequent line 75cts.

PHYSICIANS.

W. W. CRANDALL, M. D., Physician and Surgeon. Office on Main st., Andover, N. Y.

DEL. McCLARY, M. D., Office at Residence, corner Main and Center street, Andover.

W. L. A. SIMONS, Eclectic Physician. Office and residence two doors west of the Baptist Church, on Washington street, Belmont, Allegany Co., N. Y.

ATTORNEYS & COUNSELORS.

Angel & Jones, Attorneys & Counselors at Law, Belmont, N. Y. WILLIS ANGEL. GEO. S. JONES.

V. A. Willard, Attorney and Counsel. at Law, corner Loughrey & Black Blocks, Belmont, N. Y. Collections promptly made.

RUFUS Scott, Attorney and Counselor at Law, office over Sortwell's Brick Block, Belmont, N. Y.

HOTELS.

American Hotel,
BELMONT, N. Y.
M. & J. S. FOWLER, Props.
Newest and most elegant House in the Countrytown and business generally. Free carriage to and from the Depot for all Passengers free.

American Hotel.
ANDOVER, N. Y.
B. B. MILLER, Proprietor.
The old and favorite resort for the traveling public and the citizens of Allegany County, has passed into hands of the undersigned, who, having thoroughly renovated and re-furnished it, flatters himself that he will be able to amuse his guests comfortably and happy. The house has been put in good repair and he desires to see his friends, and the public generally.

Exchange Hotel,
ANGELICA, N. Y.
Proprietor.
This old and Favorite Resort for the Traveling Public and the citizens of Allegany Co., has again passed into the hands of the undersigned, who, having thoroughly renovated and re-furnished the house throughout, from his long experience in the business, is confident he will be able to amuse his guests comfortably and happy. The house has been put in good repair and he desires to see his friends, and the public generally.

Union Hotel,
ANGELICA, N. Y.
H. HOOPER, Proprietor.
A share has been solicited, and the Proprietor now rest to entertain all who may see fit to call.

National Hotel,
BELMONT, N. Y.
ADAM SHULTS, Proprietor.
This old and favorite resort for the traveling public and the citizens of Allegany county, has again passed into the hands of the undersigned, who, having thoroughly renovated and re-furnished it, flatters himself, from his long experience in the business, that he will be able to make his guests comfortable and happy. He desires to see his friends and the traveling public, generally.
Free carriage to and from all Passenger trains.—Good Stabling, etc. A. SHULTS.

ERIE RAILWAY.

1300 Miles under 800 Miles without One Management. Change of Cars.
BROAD GUAGE—DOUBLE TRACK ROUTE
FOR
Cleveland, Toledo, Detroit, Chicago, Milwaukee, St. Paul, Omaha,
AND ALL POINTS WEST AND NORTH-WEST,
Mansfield, Galion, Urbana, Dayton, Cincinnati, Indianapolis, Louisville, ST. LOUIS,
AND ALL POINTS SOUTH AND SOUTH-WEST

New and Improved Coaches are run through without change to Rochester, Buffalo, Dunkirk, Cleveland and Cincinnati.

On and after Monday, Jan. 31st, 1870, Trains will leave Andover as the following hours, viz.:

GOING WEST

6.47 A. M. WAY FREIGHT, Sundays excepted.
1.06 P. M. DUNKIRK MAIL, Sundays excepted, connecting at Carrollton for Gileasville.
6.54 P. M. DUNKIRK ACCOMMODATION, daily, connecting with trains for the West.
11.44 P. M. EXPRESS TRAIN, Daily, for Salamanca and the West.

GOING EAST.

4.28 P. M. NEW YORK AND BALTIMORE MAIL, Sundays excepted, connecting at Elmira for the South.
5.30 P. M. HORNELLSVILLE ACCOMMODATION Daily
7.05 P. M. WAY FREIGHT, Sundays excepted.

☞ A revised and complete "Pocket Time Table" of Passenger Trains on the Erie Railway and connecting Lines, has recently been published, and can be procured on application to the Ticket Agent of the Company.

L. D. RUGGLES, Gen'l Sup't. WM. B. BARR, Gen'l Pass. Ag't.

OYSTERS! OYSTERS

Patrick Cannon

Keeps constantly on hand a fresh supply of

BALTIMORE OYSTERS,

AT

FORTY CENTS PER CAN.

Oysters cooked and served up in any style desired.

MAMMOTH.

Hardware Establishment

OF

Western New York,

Sheldon Bros.

Hornellsville, N. Y.

A large stock of

STOVE

TIN WARE,
CUTLERY,

Leather and Rubber

Belting,

Hand Cider Mills,

Dog Powers, Scales,

And all kinds of

FARMING UTENSILS.

☞ Orders from a distance will receive prompt attention

Call and examine Stock and Prices

SHELDON BROTHERS.

FURNITURE !!

ALL KINDS OF

Upholstered,
Veneered,
Solid Walnut

—AND—

PLAIN FURNITURE,

LOOKING GLASSES,

of various styles and sizes.

PICTURE FRAMES

PUT UP TO ORDER.

FINE

Walnut, Mahogany,

—OR—

PLAIN

COFFINS.

UNDERTAKING

Done with the utmost care and promptness.

SEASONED

PINE LUMBER

Constantly on Hand.

ALL KINDS OF

BUILDING MATERIALS

READY FOR USE.

Turning, Planing and Slitting

DONE TO ORDER.

I am prepared to accommodate all customers in my good style and satisfaction. Anything not on hand

Selling off at Cost.

I will sell for the next 30 days, at cost, a large stock of WINTER DRESS GOODS, consisting in part, of MORENOS, PAREMETTAS, POPLINS, DELAINES, SCOTCH PLAIDS, and ALPACEAS.

Also at Cost,

Woolen Shawls, Heavy Cloths, Ready-Made Clothing, Ladies Cloaks and Sacques, Hoods, Scarfs, Gloves, Breakfast Shawls Under-Shirts and Drawers, Furs, &c., &c.

Also at cost,

Woolen Blankets, Horse Blankets, Lap Robes, Hats and Caps, &c., &c.

I hope my friends will not be bashful, but call early and often, and secure some of the bargins to be had here, for the next thirty days.

Andover, Feby 17, 1870. J. J. Harrison.

Spring Stock

of

WALL PAPER

for 1870,

Received at

VanSickle & Burrows.

ENGLISH PAPER,

three inches wider than American, at

SAME PRICES.

Best Shilling Sugar since the War.

White Drip Syrup, down to One Dollar,

Call and examine

The "Crawford County System."

I noticed a few days since an article in your editorial column upon the Crawford County system of nominating candidates for office, in which you rather intimated that you would like to hear other's views upon the adoption of the system by the Republicans of this section. Having had several years' experience as a member of a county committee, where the party was successfully run under that system, and, having carefully observed its effects, I fancy a practical knowledge of its value will not come amiss in considering the question. The Crawford county system, as it was improved by us, obviated one or two serious objections to the original plan. It consisted in a call being issued by the County Executive Committee for the Republican voters in the several election districts to meet at the usual places of holding the elections, between the hours of sunrise and sunset, to deposit their ballots for candidates for the several offices to be filled at the following election, together with a delegate to the county convention, and three district committemen for the ensuing year. The time for holding the County Convention is also mentioned in the call, and is generally set a day or two after the primary elections.

At the primary elections the district Committees are in attendance with a box for every office to be filled and two extra boxes for the votes for delegate and committees. The voting lasts all day, and the hours are so fixed that every man can vote that likes at sometime during the day, lists being kept of those voting and challenges being allowed, no person's vote, however, being excluded who pledges himself to support the whole ticket when made, except in such cases as the committee, acting as inspectors, feel certain that the pledge will not be observed, when they have the power to reject.

It is the duty of these committeemen also to see that the tickets furnished by the various candidates are to be had in their district; that the people can get such votes as they wish to deposit, where the candidates have had them printed and supplied, and that a full and fair expression by ballot is made. After the polls are closed they carefully canvass the vote, giving a certificate as to the whole number cast, and the names of whom cast, and the votes for delegate and committee, which with one of the lists of voters is given to the delegate to the County Convention, for the information of that body and the custody of the County Executive committee, together with a certified credential and statement of the vote for his own information. This statement is his letter of instruction from his district and he is in honor bound to be first guided by it.

The delegate attends the convention with his certified vote, which is canvassed by a committee and the result of the whole vote of the county announced. In cases where any candidate has a majority of all the votes cast the convention have no power to change the nomination. They merely announce whom the party have selected, but in all cases where there is no majority the delegates proceed to nominate from the various candidates, being bound by their instructions to go for the highest in their district as long as there is a hope of his selection, and in turn for each of the next highest until some one is selected. The ticket is formed and covers every office to be filled. The delegates select also from among themselves a County Executive Committee for the ensuing year, whose business it is to conduct the campaign.

There is but one primary meeting for each election, and delegates to city or district as well as ward conventions may be chosen, but generally one delegate to represent the election district and its vote in the organization will be found to be advisable. This delegate should be held to a strict representation of the wishes of his district, as expressed by their votes, and should never be again selected when he has once betrayed his trust.

The Crawford County System originally gave the candidate having the highest number of votes the nomination. In counties where large towns or cities were located it was found that generally the whole ticket would be made from the center or city. The application of the rule gave the convention an opportunity to straighten out this error when it occurred and still regard the wishes of the majority of the party—the delegates would ultimately decide upon nominations that balanced and gave strength to the whole ticket.

So far as my observation goes the ed of those counts two votes at the election. It secures also the most perfect canvass of the district that can be made, being every man's own statement of his intentions. Usually the vote at these primary meetings approaches very closely to the party vote at the polls, giving beyond controversy, a clear idea of how a candidate will be sustained by his party at the election.

There are several features peculiar to this system which I think will prove desirable gain over the caucus system.

1st. It gives greater satisfaction to the members of a party, as it is impossible to pack the caucus, the polls being generally open twelve or fourteen hours, and the time of opening and closing agreed upon, no set can rule the result. It also gives every man a chance of being represented in making the ticket, a thing that is impossible to do under the delegate system.

2d. It does away with all the false modesty of candidates. They come out openly in the papers announcing their desire for a certain office and ask their friends and the public to give them their support. The newspapers generally have a column of announcements, with graduated fees for the service proportioned to the importance of the office. The printing of tickets is also paid for by themselves.

3d. There are no bolts. No man can hope for an election without submitting to the vote of the people, and when they decide against him he has to submit. No one would vote for a man who, having submitted his claims and been beaten, ran on an outside track.

4th. Political organs have to keep in tune—it one thing to be ostracised by a few politicians, but a different thing to offend the masses of a great party. Newspapers under this system do not make nominations; they merely support or oppose them; but no party organ ever opposes those that the majority of the people select. It leads to strength and unity.

5th. It leads to purity in the selection of candidates. No thoroughly bad man can impose upon all the people of his county—faults will be discovered, and the people will record their disapproval of a man's character where they can do so without defeating the principles they sustain, as is often the case when compelled to scratch a bad man from their ticket at the polls.

6th. It abolishes bribery and corruption—the leaders of rings and cliques will not be worth purchasing—as these voters will count no more than that of any decent citizen when their bullying and packing games are rendered impossible.

For these reasons give us the Crawford County system.

The Indian Ring.

One of Hawthorne's most subtle and powerful tales is called "Rappicini's Daughter." The heroine of the story is the only daughter of an old chemist, who has brought her up from childhood to live on the most deadly poisons. Her system had become so impregnated with poisons that to her they were food and nourishment. The flowers in the old man's garden gave forth such noxious odors that the birds and insects fell lifeless to the ground; to the young girl they were richest perfumes.

The wondrous art of the writer has made every line and word of this story to be instilled with noxious vapors. The very air you breathe is malarious, and your ise from its pages with a confused, dazed sense, as if you too were under its baleful influence.

Such has been the horrible blight of of the Indian Ring. From one end to the other, and through all its courses there has been dishonesty. The poison seemed to pervade the very atmosphere of Indian affairs; to enter it was to die the moral death. In Washington, New York, on the plains, everywhere, there was a combination to defraud. But, worst of all, on the border, where the Indian was unprotected, far removed from chance of detection, the robbery was most barefaced. The Indian was wronged and cheated in every way. Now and then some missionary society would get among them; but how can the Bible reach the heart when the brain is stupefied with whisky? As we have before indicated, the Indian did not have much virtue to boast of, but what little he had became demoralized. The sutler who sold goods cheated him, the agent who paid him his annuities robbed him, the official who represented the great power of the United States government defrauded him. Treaties were broken, pledges betrayed, and the name of white man

From the Hearth and Home.

The Farming Resources of the Valley of the Shenandoah.

BY PROF. T. B. MAURY.

Of the many eligible lands at the South, in quest of Northern labor and capital, few are more inviting than those of the Shenandoah Valley, in Virginia. It was originally settled by families of Scotch-Irish descent, and subsequently increased by Marylanders and Pennsylvanians. Lying between the blue Ridge and the eastern spurs of the Alleghany Mountains, with a varying breadth of from forty to a hundred miles, the Valley is watered by the Shenandoah River, a mountain stream of great beauty and boldness, formed by the junction of the South and North Rivers, near Harrisonburgh, and running thence a distance of one hundred miles into the Potomac at Harper's Ferry. The valley of Virginia extends from the Potomac to the Southern boundary of the State, but the section of which we especially write terminates near Staunton. It there connects with the Virginia Central Railroad, as also at Strasburg (forty miles from the Potomac) with Eastern Virginia. But, besides these railroad connections, there are not less than eight turnpikes crossing the Blue Ridge gaps, and as many on the west leading over the Alleghanies.

Mt. Airy, many years ago known as "The Steinbergen Estate," near Mt Jackson, in the county of Shenandoah consisting of four thousand acres of bottom-lands, has perhaps no superior in any section of the continent. The towns in the Valley of the Shenandoah are none of them large, but are beginning now to improve. Martinsburg in Berkley County, the engine depot of the Baltimore and Ohio Railroad, is of course, quite a city. Winchester Charlestown, Halltown, in Jefferson, are connected with the Potomac by an admirably worked branch of the Baltimore and Ohio Railroad. And Strasburg, a place of five hundred inhabitants, is the point where the Alexandria and Manassas Railroad enters the valley, by way of Fauquier and the town of Front Royal in Warren County. The latter town twenty-five miles east from Winchester, is remarkable for the Warren Springs, a fine sulphur water, much esteemed. Mineral (especially chalybeate) springs are quite frequent in the Valley. The Orkney Springs, in Shenandoah, and Jordan Springs, six miles north of Winchester, on the Railroad, are popular watering places. The water of the valley from the northern edge of Rockingham county to the Potomac, is delicious and abundant. The springs are generally large enough for the dairy, and there is little need for ice in summer. One of these, in Rockingham, expands into a lake more than a mile square. Lincoln's Spring, near Edinburg, is almost as striking an object. The town of Winchester is abundantly supplied from a single spring near the city, the water in the pipes never failing or falling short in the summer season.

The turnpikes in the valley of the Shenandoah are among its chief recommendations. They are macadamized with the limestone, which is so abundant everywhere that one seldom sees any kind of fence but the stone wall, which can be built for the cost of hauling and labor.

Besides the Shenandoah River, there are several large creeks watering the valley, of which the chief are Back and Cedar creeks, and the Opequan. Cedar Creek flows obliquely across the valley at Strasburgh, into the Shenandoah; and the Opequan runs from below Winchester, for a distance of forty miles, into the Potomac. The banks of these streams, like the low grounds of the Shenandoah, are of unsurpassed richness, and the pasturage is excellent. The products of the dairy are, however, noticeable throughout the entire length of this garden of Virginia, and the rich butter is proverbial, selling at from fifteen to twenty cents, even in times of scarcity. Buckwheat flax, hemp, tobacco, and the great cereals are, of course, the chief products of the valley. As a fruit country, it strongly resembles the valley of the Wyoming, but the cold snaps of March do not so frequently cut off the crops. Apple-butter was was probably never known to be scarce in the valley of the Shenandoah, and the tables of the Dutch farmer are never set without two or three kinds of fruit, winter or summer. As the land affords stone for building and fencing, wood-land is not in much request, but south of Winchester there is no scarcity of it. Latterly, coal has been brought by the Winchester Railroad from Harper's Ferry to the former place, whence it is easily transported into the adjacent

the anthracite coal of Berkley County, 100 grains, only 4.94 grains were of gray ash; all the rest was of volatile or combustible matter. Semi-bituminous beds Professor Rogers found in Frederick, Shenandoah and Rockingham. The iron ore of the valley as Rockingham is well known, and there are large iron works near Harrisonburg and at Port Republic.† The ores are known as the honeycomb and pipe. Professor Rogers tells us that "beds of slate and limestone occupy nearly all the valley," with layers of siliceous limestone and bands of sand stone intermingled. He adds:—"Limestone strata of vast extent, hydraulic lime, marble, travertine, or deposit marl, slate, iron ore and lead ore, are among the materials included in this section." Approaching the Massanutten mountain, a slight ridge running between Warren and Page, the best of limestone is crossed by calcareous spar-veins, and anthracite coal appears. Beds of a coarse conglomerate are scattered largely through the valley, furnishing material for millstones, which is and has been long much used. Hydraulic limestone has been largely quarried near Shepherdstown, on the Potomac. The ordinary valley limestone tested by Professor Rogers, he states, "contains in most cases 80 per cent, and in some cases over 90 per cent of the carbonate of lime."

These facts will suffice to show to the intelligent reader the agricultural value of this beautiful section of Virginia. Beverly, the old historian, says quaintly: "All the countries in the world, near the latitude of Virginia, as, for example, Canaan, Syria, Persia, Spain, and Portugal, are esteemed the fruitfulest and pleasantest of all climates."

† The Chesapeake and Ohio Railroad runs through the lower part of this fertile valley and near these works.

The Erie Railway.

Probably no railroad in the country has been so persistently misrepresented as the Erie. Charges of every kind have been brought against its managers. The condition the road, its accomodations and facilities for travel, have been studiously mis-stated, and interested parties have filled the public ear with calumnies against it. Every accident or delay—no matter how unavoidable—has been magnified and distorted, and the slightest irregularity has been laid hold of to furnish an argument against the road. For a time these reports had an effect upon the people, and gained their end, that of prejudicing the traveling public against the road. But the tide has turned, and it has at last been discovered that the charges so persistently made, were unfounded, and calculated to mislead travelers by inducing them to take other and more circuitous modes of journeying. The fact is, the public have found, from their own experience, that the Erie Railway, in the comfort and conveniences it affords to passengers, in safety and reliability, is second to no route from the metropolis to the west. It has spacious and luxurious coaches, furnished with the elegance of a splendid parlor, and supplied with every convenience that even the most epicurian traveler can desire. Its sleeping cars are models of taste and beauty, and offer to the weary traveler a sleeping apartment as near the comfort of a bedroom as railroad journeying will admit. Those who have traveled over the road and satisfied themselves of its advantages are amazed at the attacks that have appeared against it. So far from finding this route less safe, convenient, or comfortable than other lines of travel, they agree that in many respects the Erie Railway is superior to any and all of them. It lands the westward bound passenger either at Buffalo, Dunkirk, Cleveland or Cincinnati without change of cars, over a broad gauge track more smooth and comfortable than is afforded by any other route. These facts have at last become apparent.

The slanders circulated by the opposing interests have lost their force, and people now prefer to take this line, being pleased of its merits as a through route to the West. The reaction is more apparent every day in the increased sale of tickets in all the Central Offices, and the long passenger trains every morning and evening.

The Company has been led by the inaux of travel to construct additional sleeping coaches which surpass all hitherto designed in beauty and luxury.

It has become the settled conviction of the public mind that the great National Route between the East and West is the Broad Gauge Erie Railway.—*Rochester Democrat.*

A light in the room at night is bad for the eyes and