

Business Card

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POPULAR SCENIC ROUTE. Buffalo & Susquehanna Railroad Company.

Official Condensed Time Table in Effect June 23, 1902.

Table with columns for Week Days, Daily, and Week Days. Rows list stations from Port Allegany to Wellsville with corresponding arrival and departure times.

At Keating Summit with B. & A. V. Div. of Pennsylvania R. R. At Ansonia with N. Y. C. & H. R. R. for all points north and south.

C. G. SCHMIDT'S HEADQUARTERS FOR FRESH BREAD, PIES, FANCY CAKES, ICE CREAM, CONFECTIONERY.

Popular Bakery, CONFECTIONERY. Daily Delivery. All orders given prompt and skillful attention.

WHEN IN DOUBT, TRY STRONG AGAIN! Sexine Pills. They have stood the test of years, and have cured thousands of cases of Nervous Diseases, such as Debility, Dizziness, Sleeplessness and Variocele, Atrophy, &c.

TIME TABLE No. 77. DOUDERSPORT & PORT ALLEGANY R. R. Taking effect May 27th, 1901.

Table with columns for STATIONS and times for EASTWARD and WESTWARD directions.

STATIONS. Ulysses, Drowsell, Perkins, Newfield Junction, Newfield, Gold, Raymond's, Seven Bridges, Coleburg, Frink's, North Coudersport, Coudersport, Hammonds, Mena, Knowlton's, Burtville, Coleman, Port Allegany.

Plag stations. Trains do not stop at Telegraph offices. Train Nos. 3 and 10 will carry passengers. Trains 8 and 10 do.

Connections—At Ulysses with Fall Brook R.R. for points north and south. At B. & S. Junction with Buffalo & Susquehanna R. R. north for Wellsville, south for Galeton and Ansonia.

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REVELATIONS BY AN EX-SPEAKER

INSIDE HISTORY OF A STATE LEGISLATURE BY ONE WHO KNOWS.

The Railroad Pass Question—"Ex-Speaker's" Attitude—Use of Passes to Influence Legislation—Legislators Deluged with Demands for Passes from Prominent Constituents—"Blackmail" by Threats of Defeat—Clever Ruse by Railroads to Defeat Taxing Bill.

By an Ex-Speaker of the Legislature of One of the Largest States in the Union. (Copyright, 1905, by Joseph B. Bowles.)

Whether a member of the legislature accepts a bribe when he pockets an unsolicited railroad pass is a question which, I think, at least is open to debate. I well remember that a few days after I was first elected a member of our general assembly the mails brought me annual passes from almost every railroad which operated in my state.

The passes which the newly-elected house member receives without the asking are not the passes which the legislative agents of railroads issue for the purpose of securing the good will or positive aid of lawmakers. This may be news to some people, but the fact is there is a wide difference in the character of railroad passes given public officials.

But in every state capitol, when a legislature is in session, are two or more men whose business it is to see that the railroads suffer the minimum amount of harm from the legislature. These agents, or lobbyists, carry with them books of passes, which they distribute with experienced discrimination where they will do their principals the most good.

Undoubtedly an immense number of passes are asked of railroads by legislators, but a very small percentage of them are issued to the lawmaker himself. They are charged up to him by the legal department of the road, but are made out in the names of his constituents. The personal and political friends and their friends and acquaintances are the men who place their representative in the position where a railroad or street car company can demand his vote for value received.

A representative from a city district put it rather neatly when he said to me one day: "I've just got my mail and ten of the most prominent business men in my district want to graft by proxy. They all want me to get railroad passes for them."

This same legislator, talking to me after a morning's session, said: "You fellows from the country districts know nothing of the enormity of this course of railroad passes. Here I am delivered by my honest constituents, body, boots and breeches, to the railroad companies. The noble electors who sent me here and who howl with anger every time the word 'boodler' is mentioned started out to make a boodler of me an hour after the polls closed and they learned I had been elected. And it was my own preacher who started it. He called me up on the telephone and asked me if I could get transportation for himself and his wife to a certain city and return. There is not a member here from the city whose life is not made miserable by men, most of whom are our representative citizens, who practically demand that we get either passes or half-rate privileges for them. And if we don't see our way to do it they fight us ever after. And these very men are the first to denounce us if we happen to get a little easy money down here."

If congress should pass a law compelling the railroad companies to publish the names of pass getters and users an unbelievable number of our best people would be plunged into deepest gloom, for of course the publicity would end "grafting by proxy."

There is no doubt that the legislative conscience is dulled by the giving of railroad and sleeping-car passes and telegraph and express franks. The favors bestowed on lawmakers by public service corporations cause them to "lean" towards those who give the favors. The commonwealth would be better served if it were made illegal for public officials of every kind to accept special favors in the way of passes and franks. And, strange as it may seem, members of legislatures would welcome such a law if they were allowed actual mileage twice a week between their homes and the state capital.

A law making illegal the issuance of passes to or on behalf of assemblymen would relieve the legislator from the incessant demands for free railroad transportation made by his constituents. And any man who has served in a general assembly will tell you that his hardest task is to write letters to railroad companies for passes for his people.

It is the popular idea that the "corporations" are the only interests which seek to influence legislation illegally. But blackmail, I take it, is as unlawful as bribery, and every session of a legislature sees farmers, labor unions and business men's associations endeavoring to pass or kill legislation by the use of blackmail; the blackmail of threats. The members of these great classes have no passes to give away and no money to distribute, but they have votes and organization. They demand compliance with their wishes coupled with threats of defeat at the next election for the member who does not vote their way.

Perhaps no body of citizens are so unreasonable in their demands on the legislature as the farmers. The honest tiller of the soil apparently does not care how much his bill may injure the state as a whole; it will help him or his community, and he mimes no words in telling his member of the legislature that if he does not vote for it he need not expect to be reelected. There is a constant warfare between the labor unions and retail business men over the matter of the amount of exemption in garnishee suits, and each class threatens political annihilation to any member who does not vote "right." That is why almost every law which relates to suits for collection of debts is a compromise satisfactory to no one.

Now politicians can stand almost anything but defeat. Threats have more influence with them than money bribes. The skilled manipulators of the public service corporations know that and on one occasion, when I was speaker, adroitly used the weapon of fear to kill a bill which could not have been defeated with money. An amendment to the revenue law came out of a house committee. It was designed to compel railroad, street car and telegraph companies to pay more taxes. The railroad lobbyists scented danger and sent hurried word to their principals. At once the customary methods were put into effect to block the bill's passage, but public sentiment in favor of it was strong and it looked as if it would go through.

Some trifling error in phraseology sent the bill back to the committee, and when it reappeared a few words had been inserted, apparently with the design of making it stronger. The addition had been made by a member of the committee at the instigation of a railroad attorney.

The seemingly trivial change, however, made the application of the bill more general than the original measure. Where before it had affected only the big corporations, it now reached every one. But no one seemed to notice the difference and the railroad attorneys at the capitol, who were acting for all the public service corporations, permitted the bill to pass one house. Then they "got busy."

The country press, fed by the corporations, showed how this once popular measure hit the farmer, and letters by the thousands poured into the state house from angry agriculturists. The presidents and secretaries of business men's and manufacturers' associations received letters, inclosing copies of the bill, which directed their attention to the fact that if it became a law their taxes would be larger. The associations were called together at once; delegations were rushed to the capitol, and in a few days the members of the legislature were listening not to arguments, but to wrathful threats. The railroad attorneys, all this while, were out of sight stirring up the farmers, business men and manufacturers. And where before passes, franks and even money had failed to stop what was really a meritorious measure, the threats of men who were not willing to take the dose which they wanted to force down the throats of the corporations were effective. The bill was defeated and not by the railroads.

Only One Pair. "And do you mean to say, madam, that you and your husband never had any spats?" "My husband had a pair once, sir, but he gave 'em to the boy who sprinkled our grass."—Cleveland Plain Dealer. Qualified. Miss Sweet—I hate people that say mean things about one's acquaintances, don't you? Mr. Neat—Yes—unless they're talking about somebody that I've got it in for!—Detroit Free Press.

RAISES VAST POTATO CROP

Fertility of Colorado, Once Represented as Part of the Great American Desert. Colorado, originally depicted on the maps as a part of the "Great American Desert," is now confronted with an over-production of potatoes, beets and other farm products which the farmers find difficult to handle for want of cheap transportation. This applies particularly to potatoes, says the Chicago Chronicle.

To meet the situation, Mayor Watson, of Greeley, and a committee of citizens have shipped potatoes to eastern markets by way of Galveston and New Orleans. Such potatoes have found a market at advanced prices in New York, New Orleans and other distributing points. The fame of these potatoes for size and quality has given the Greeley, Col., brand a preference and an extra price. During the last political campaign friends of the winning candidates clubbed together and sent carloads of potatoes to political friends in the east, especially in Chicago, St. Louis and Washington. Carloads of exceptionally large potatoes were exhibited at the world's fair in St. Louis just before the closing of the exposition. The railroad problem has always been a drawback to farming in Colorado, and were it not for the enormous crops farmers would have turned to other pursuits. At present Colorado potato raisers are shipping large quantities of their products to points in the Indian Territory, Texas and New Mexico. The railroads running to the gulf are apparently making special inducements to procure this traffic.

The amount of money made in Colorado from potatoes, beets and onions is enormous, compared with prices obtained in the east from staple crops, such as wheat, corn and potatoes. Potatoes yield a farmer in Colorado as high as \$100 an acre, sometimes much more.

HE KNEW A THING OR TWO

Didn't Intend to Leave His Old Wife Subject to Mercenary Attentions.

A north country miner, aged 73, visited a lawyer to make his will. The old man's property consisted of two small cottages which had cost him £150. The lawyer asked him how he wished to dispose of it, relates London Tit-Bits. "Ma auld woman is to hev it all so long as she's ma widow; after that bairns to hev all," said the client. "What age is your wife?" asked the lawyer. "Seventy-two," was the reply. "And how long have you been married?" was the next question. "Over 50 years," was the reply. The lawyer suggested that in the circumstances he should let his wife have the little property during her life, whether she remained a widow or not. "Aa winnot! Aa winnot!" exclaimed the old man. "Aa'll hev ma aan way!" "But surely," expostulated the solicitor, "you don't expect an old woman now over 72 would ever dream of marrying again?"

The miner looked the lawyer full in the face, and answered solemnly: "Well, sonny, there's na knowing what young chaps like yoursel' will do for money!"

DON'TS FOR BOY AND GIRL

Which If Observed Will Make the Pathway of Life Smoother for Themselves and Others.

Don't lose your temper because it rains on a day when you have planned for an outing. The elements cannot postpone work, but you can postpone pleasure. Don't risk meeting with accident to prove yourself brave. Many persons are seriously hurt through foolhardiness and a desire to "show off."

Don't laugh nor talk loudly in public places, nor in any way attract undue attention. It is vulgar to force one's self on the notice of others. Don't grow old too rapidly. The world is sweeter in youth than old age. Don't ape the manners of the blasé man or woman. It is sad to see those living who no longer take a keen interest in life. The world is full of beauty, change and goodness. Don't linger in the hall or at the door when taking leave of host and hostess. Your call is ended when you rise to depart, and you should "stand not upon the order of going, but go at once."

Don't think it smart to be sarcastic. Rudeness is often mistaken for wit.—Brooklyn Eagle.

Not a Happy Introduction. A lecturer who has always flattered himself that he was in the front rank of public speakers felt a trifle indignant over his introduction to a western audience by the chairman of the committee having charge of the town lecture course. It was the opening night of the course and the chairman said: "Ladies and Gentlemen: This is, as you know, the opening night of our town lecture course. I think that most of you know that our lecture course last winter was not a financial success and we ran behind nearly \$100. To avoid a recurrence of this we have this year engaged cheaper talent, the first of which will now address you."

Where Money Is Useless. On Ascension Island, in the Atlantic, money is quite useless.—The island is the property of the British admiralty, and is governed by a captain. There is no private property in the land, so there are no rents, rates or taxes. The flocks and herds are public property and the meat is issued in rations. So are the vegetables grown on the farms.

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