Business Card

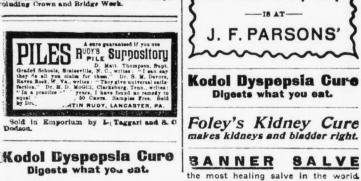
| | COUDERSPORT & |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| A. W. GREEN, | Taking effe |
| ATTORNEY-AT-LAW, Emporium, Pa. | EA |
| A business relating to estate, collections, real estates, Orphan's Court and generaliaw business will receive promptattention. 42-17. | STA 104 . |
| J. O. JOHNSON. J. P. MONARNEY. ATTORNEYS-AT-LAW EMFORIDA, PA. Will give prompt attention to all business on rested to them. [4-17.] | Port Allegany. Lv. Coleman, Burtville, Roulette, Knowiton's, Mina, Olmsted. |
| MICHAEL BRENNAN. | Hammonds, |
| ATTORNEY-AT-LAW Oollections promptly attended to. Real estate cad pension claim agent, 35-1y. Emporlum, Pa. | Condersport. {Ar. Lv. North Condersport, Frink's, Coleaburg, Seven Bridges, |
| THOMAS WADDINGTON, | Raymonds's |
| Emporium, Pa., | Newfield, |
| CONTRACTOR FOR MASONRY AND STONE-CUTTING. | Newfield Junction, Perkins, |
| All orders in my line promptly executed. All Sinds of building and cut-stone, supp'ied at low prices. Agent for marble or granite monumenta. Lettering heatly done. | Carpenter's, Crowell's, Ulysses, Ar. |
| AMERICAN HOUSE | |
| East Emporium, Pa. DHN L. JOHNSON, Prop'r Having resumed proprietorable of this old and well established House I invite the patronage of the public. House newly furnished and thor- sughly renovated. 481y | STATIONS. Ulysses, Orowell's, Carpenter's, Perkins, |
| F. D. LEET. ATTORNEY-AT-LAW and INSURANCE AG'T. EMPORIUM, PA | Newfield/Junction, Newfield, Gold, Raymond's |
| The LAND OWNERS AND OTHERS IN CAMBRON AND ADJOINING COUNTIES. | Beven Bridges, Colesburg, |
| I have numerous calls for hemlock and hard- wood timber lands, also stumpage &c., and parties desiring either to buy or sail will do well to call | Frink's North Coudersport, |
| en me. F. D. LEET. | Coudersport, |

THE NOVELTY RESTAURANT, (Opposite Post Office,)

(Opposite Post Office,) Kmporlum, Pa. WILLIAM MODONALD, Proprietor. I take pleasure in informing the public that j 'have purchased the old and popular Novelly "Bestaurant, located on Fourth street. It will be any ondeavor to serve the public in a manner that shall meet with their approbation. Give me a call, Meals and Huncheon served at all hours no27-lyr Wm. McDONALD.

TEACHER OF TEACHER OF PIANO, HARMONY AND THEORY Also dealer in all the Popular Sheet Music, Emportum, Pa. Scholarstaught either at my home on Sixth street or at the homes of the pupils. Out of town scholars will be given dates at my rooms in thu uplace.

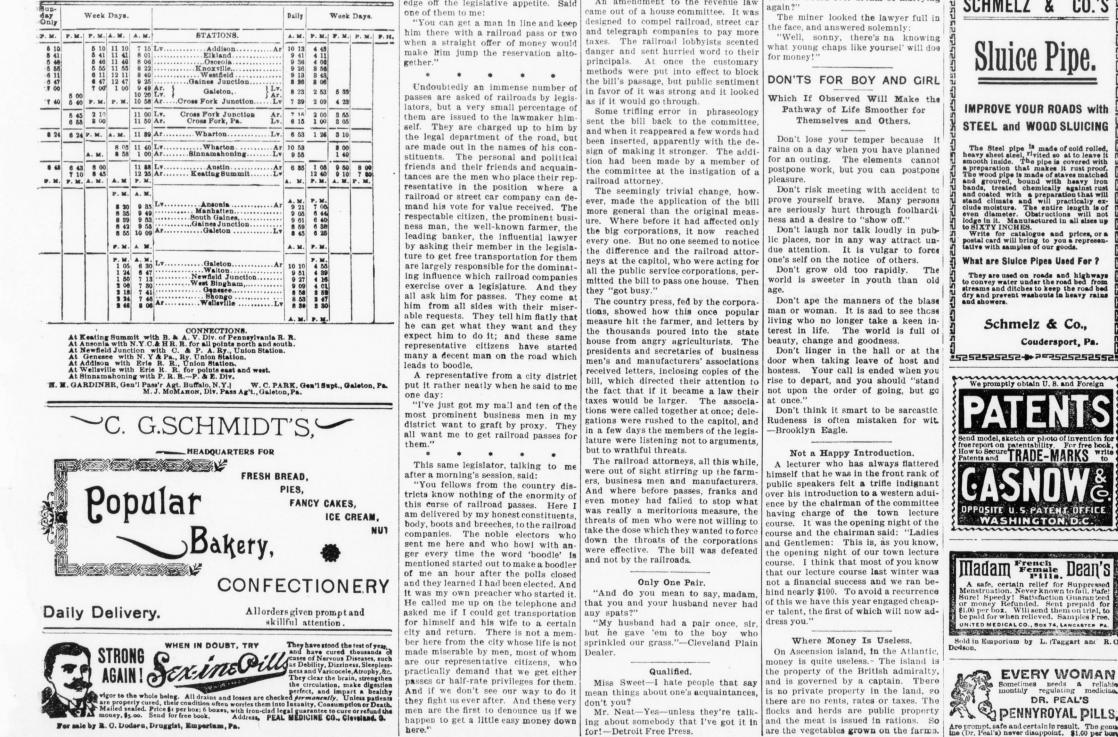
7. C. EIECK, D. D. S. DENTIST., Office over Taggart's Drug Store, Emportum, Pa Gas and other local anaesthetics at ministered for the painless extraction of teeth. SPECIALTY:--Preservation of netural teeth, is toluding Crown and Bridge Werk. The Place to Buy Cheap PILES RUDY'S Suppository

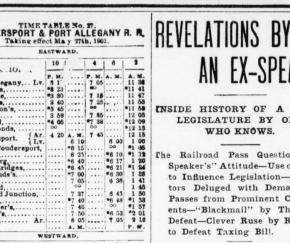


POPULAR SCENIC ROUTE.

Buffalo & Susquehanna Railroad Company.







| WESTWA | RD. | | | |
|--------------------|-------|-------|--------|--|
| STATIONS. | 1 | 5 | 3 | |
| BIATIONS. | | | A. M. | |
| Therease T. | | 2 25 | | |
| Ulysses,Lv. | | •2 32 | | |
| Orowell's, | 7 27 | | | |
| Carpenter's, | | •2 34 | | |
| Perkins, | *7 32 | | | |
| Newfield Junction, | 7 87 | | | |
| Newfield, | •7 41 | | | |
| Gold, | 7 44 | | | |
| Raymond's | •7 49 | 2 54 | * 947 | |
| Beven Bridges, | *8 01 | ·3 03 | *10 02 | |
| Colesburg, | •8 04 | 3 09 | *10 10 | |
| Frink's | •8 12 | *8 17 | 410 20 | |
| North Coudersport, | 00 | | *10 35 | |
| | 8 98 | \$ 30 | 10 45 | |
| Coudersport, } | 0.00 | | P. M. | |
| Lv. | 8 28 | 6 00 | 1 20 | |
| | 00 | 00 | 00 | |
| Hammonds, | | | | |
| Olmsted, | | •6 05 | •1 31 | |
| Mins, | 8 37 | | 1 37 | |
| Knowlton's, | | •6 17 | | |
| Re ilette, | 8 47 | 6 21 | 1 51 | |
| Burtville, | 8 54 | 6 28 | 2 01 | |
| Coleman, | •0 | *6 84 | 00 | |
| Port Allegany | 9 08 | 6 40 | 2 25 | |

(*) Flag stations. (**) Trains do not stop *) Telegraph offices. Train Nos. 3 and 10 will earry passengers. Tains 8 and 10 do. Trains run on Eastern Standard Time. Connections—At Upsees with Fail Brook R'y for points north and south. At B. & S. Juno-tion with Bufaio & SuequehannaR. R. north for Wellaville, south for Galeton and Ansonia. At for Suffaio, Olean, Bradford and Smethport, south for Kealing Fummit, Austin, Emportum and Penn'a R. R., points. B. A. McCUURE Gen'lSupt.

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 These bits of pasteboard, however, were good only on the lines within the boundaries of the state and each frankly bore my new title.

I accepted them as a matter of course, and in acknowledging receipt added my thanks "for the courtesy." Not then, nor now, did I think I was "selling" myself, "body and soul to a railroad myself, corporation," and not once during my several terms did I permit possession of those much-coveted evidences of "railroad courtesy" to influence my vote.

The passes which the newly-elected house member receives without 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 of-The annuals sent to members ficials direct from the office of the general pasenger agents are regarded by almost all members of any legislature as rightful perquisites to the office. The habit of issuing such passes has become a well-recognized custom, almost, one might say, an obligation upon the rail-road companies. If the railroads stopped there we would not hear so much of the demoralizing influence of railroad passes.

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 gislature These agents, or lobbyists, carry with them books of passes, which they distribute with experienced discrimina-tion where they will do their principals the most good. These men will tell you that their free transportation is more effective than filthy lucre in taking the edge off the legislative appetite. Said

If congress should pass a law competing ing the railroad companies to publish the names of pass getters and users an unbelievable number of our best peo-ple would be plunged into deepest gloom, for of course the publicity would

end "grafting by provy." * .

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 fa-vors. The commonwealth would be bet ter 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 peo ple

. . It is the popular idea that the "cor porations" 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 de-mand 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 minces 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 mem-ber who does not vote "right." That is why almost every law which relates to suits for collection of debts is a com promise satisfactory to no one.

> * .* .

Now politicians can stand almost any thing 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

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 overproduction of potatoes, beets and other farm products which the farmers find difficult to handle for want of cheap transportation. This applies particular ly 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 ex-hibited 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 ob-tained 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.

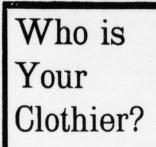
A north country miner, aged 73, visited a lawyer to make his will. The old man's property consisted of two small cottages which had cost him £150. The lawyer asked him how he wished to dispose of it, relates London Tit-Bits. "Ma auld woman is to hevit all so

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 mar-ried?" was the next question.

"Over 50 years," was the reply. The lawyer suggested that in the cirsumstances he should let his wife have he little property during her life, whether she remained a widow or not "Aa winnot! Aa winnot!" exclaimed

the old man. "Aa'll hey ma aan way!" "But surely," expostulated the solici-tor, "you don't expect an old woman now over 72 would ever dream of marrying again?"



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Bold by R. C. Dodson, druggist