

Henry Gassaway Davis

Career of the Democratic Vice Presidential Candidate—He Was Born on a Farm and Was the First Railroad Brakeman in America—A Man of Millions

HENRY GASSAWAY DAVIS, the Democratic vice presidential nominee, is a man with more than an ordinary business and political career. In West Virginia and nearby states he long has been regarded as a financial giant, and his political life has been characterized by conservatism and sagacity.

His nomination at St. Louis confers upon him the peculiar distinction of being the oldest candidate ever selected for the office. Mr. Davis having been born in Woodstock, Md., on Nov. 16, 1823. His father was Caleb Davis, a successful Baltimore merchant, who died a few years after the son's birth, and his mother was a Miss Louise Brown, whose sister was the mother of Senator Gorman of Maryland.

Like Judge Parker, Mr. Davis spent his early days on a farm. He received his education in a village school and at the age of twenty entered the employ of the Baltimore and Ohio railroad as a brakeman. This was the first railroad built in America, and Mr. Davis has the distinction of having been the first brakeman on any rail-

road in the United States. He was soon advanced to the position of conductor and was then the only railroad conductor in the country. An amusing story illustrative of the grip of early associations on a retentive nature used to be told of him in Washington. It is said that well toward morning of a wearisome all night session of the senate Senator Davis was asleep, his head resting upon his desk. Senator Edmunds had provoked Judge Thurman to a speech, and by introduction the judge unfurled his red bandanna and blew a blast of more than usual power. Mr. Davis may have been dreaming of his old railroad days. At any rate, he sprang to his feet in a half dazed condition and, catching sight of the red flag—the old signal of danger—and seeming to imagine that he had heard a shriek of alarm from the open throttle of a locomotive calling for "Down brakes!" seized his desk and with the brakeman's quick twist wrenched it from the floor.

It was while serving as a conductor that Mr. Davis met and formed the acquaintance of Henry Clay, who was a passenger upon Mr. Davis' train while going from his Kentucky home to the capital and returning. Clay would board the train in Baltimore and leave it at its western terminus and make the journey over the mountains into Kentucky in the old fashioned stagecoach. Mr. Davis got his first

Virginia house of delegates. He was a delegate from West Virginia to the Democratic national conventions of 1868 and 1872, while in 1867 he was elected to the legislature of his state as a Union Democrat, being re-elected two years later. In 1871 he was made United States senator to succeed W. T. Wiley, Republican, he being the first Democratic member of that body from the then young state of West Virginia. At the expiration of his term he was re-elected. After serving twelve years in the senate he declined further political honors, preferring to devote his entire time to his rapidly increasing business affairs.

Early in his public career he assumed an unequivocal position on financial questions, from which he has never departed. Almost at the beginning of his legislative service he was confronted with the issue of the responsibility of West Virginia for a portion of the debt of the Old Dominion. Despite the advice of friends who considered momentary popularity rather than justice, he took a bold stand in favor of his state's meeting her just proportion of the debt of the mother state, when that equitable proportion could be ascertained. By reason of his determination he made a profound impression upon all his associates.

Until recently Mr. Davis was president of the West Virginia, Central and Pittsburg railroad, which he projected, and also of the Piedmont and Cumberland railroad. He was one of the delegates to the pan-American congress and was a member of the United States intercontinental railway commission. Today he is known as one of West Virginia's "Big Four," and had the boom of Senator Gorman materialized he was to have managed it.

In 1853 he married Miss Kate A. Bantz, a daughter of Judge Gideon Bantz of Frederick, Md. He has two sons, John T. Davis and Henry G. Davis, Jr., and three daughters, Mrs. Stephen B. Elkins, Mrs. R. M. G. Brown, wife of Lieutenant Commander Brown, U. S. N., and Mrs. Arthur Lee. Mr. Davis' wife died two years ago. He has a beautiful villa at Deer Park, Md., where he passes the summer months, but his home as a voter is at Elkins, W. Va., where his residence adjoins that of United States Senator Stephen B. Elkins, his son-in-law. The people of Elkins are very fond of ex-Senator Davis, who has done very much for that town. He built the Davis Memorial hospital at a cost of nearly \$100,000 in memory of his son, who was drowned while cruising on the African coast. With Senator Elkins he has founded the Davis and Elkins college, a Presbyterian institution at Elkins that soon will be dedicated. He was also instrumental in the erection of the Davis Memorial Presbyterian church at Elkins.

Ex-Senator Davis, though in his

eighty-first year, is as spry as a man of sixty, and a good deal spryer than many. He was a delegate to the recent national convention and a member of the committee on resolutions. He was chosen as a member of the subcommittee that had charge of the platform, and he stayed up all night during the deliberations of that committee at the Southern hotel. When he went to the Jefferson hotel at noon the next day he did not appear fatigued, and he told his friends he could stand another twenty-four hours of it as well as not. He favored the insertion of a gold plank in the platform. When his name was being considered by the national convention there was some question as to whether he supported Bryan in 1896 and 1900. Chairman Jones of the Democratic national committee put it at rest by saying that in 1896 Senator Davis presided at a Bryan meeting in West Virginia and voted for Bryan. At that time Senator Davis was engaged in building a railroad and had a large obligation at a bank which he desired to renew. When he went to the bank the president said: "I understand you presided at a Bryan meeting last night."

"Yes," said Davis. "What of it?" "Well," said the bank president, "don't you know that the theories of Bryan are opposed to all the financial institutions in this country? I do not see how you can come to this bank or any other for favors, holding the views that you do."

"Do you mean to say," asked Davis, "that the fact that I remain loyal to the Democratic party makes any difference with my credit?" "Not at all," said the bank president. "But we are not inclined to do any favors for such people."

"This is no favor to me," said Davis. "I am simply carrying this obligation as a business transaction, and if you don't want to renew it I'll pay it now and withdraw my patronage from the bank."

The bank president grew alarmed at this, because Senator Davis is heavily interested in financial operations in West Virginia, and he begged Davis to reconsider. Davis would not reconsider. He paid the obligation in cash that afternoon and cut that bank off his list of business connections.

Senator Davis is many times a millionaire. He has been an enthusiastic Gorman man ever since the canvass for the Democratic nominee in 1904 began. At one time he said he would spend a million dollars to secure the nomination of Gorman, and it was no mere idle boast, because he had the money and would spend it.

Personally, Senator Davis is an affable, genial man, democratic and modest. He does not look his years, and to the casual observer he would appear to be not more than sixty-five. He is more than six feet tall, erect and straight as in the days of his youth. His shoulders are square. He is well muscled. He has a springy heel and toe walk. There is not the slightest evidence of any loss of mental or bodily vigor.

His face features are regular and bold. His nose is aquiline. His eyes are gray and sharply penetrating, but withal kindly in expression and set wide apart. His face is not deeply furrowed, though fine wrinkles appear about the eyes. His beard of snowy



HENRY GASSAWAY DAVIS.

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THE CANDIDATE IN BRIEF.
Henry G. Davis is eighty years old. Left an orphan at an early age, began his career as superintendent of a plantation. Became brakeman on the Baltimore and Ohio at twenty and later was promoted to conductor. At thirty he was supervisor of trains. Invested in coal lands and laid foundation of immense fortune. Founded the West Virginia towns of Davis and Elkins. Was a Unionist during the war. Elected to lower branch of West Virginia legislature as Union-Conservative 1865 and to the senate two years later. Elected United States senator in 1871 and served until 1882. Has been delegate to six national conventions.

taste for politics from Henry Clay in his conversations with that great statesman during these trips over the Baltimore and Ohio, and he cast his first ballot for Clay for president. Later he became station agent at Piedmont. Having served with the railroad company for fourteen years, he turned his attention to commercial pursuits and established the firm of Davis & Bros. at Piedmont. Socially he always was diffident, even backward at times, but when called upon he never failed to declare his convictions. In his railroad life, how-

ever, his practical skill, courage and energy overcame all difficulties. Piedmont was the center of the Cumberland bituminous coal region. The present great coal fields of that part of the country were then undeveloped, and Davis perceived that that section was one of immense industrial promise. The firm of Davis & Bros. engaged in the shipping of coal and lumber for the producers, and its business grew rapidly.

In 1860 Henry G. Davis organized the Piedmont Savings bank and became its president. This bank was supplanted by the National Bank of Piedmont, of which Mr. Davis is also the guiding spirit. He and his brothers, whose possessions were originally insignificant, have since been able to count their capital by millions, while their landed estate at one time approximated 100,000 acres.

Before the war Mr. Davis was a Whig, while after its close he allied himself with the conservative wing of the Democratic party. He made his entry into politics in 1865, when he was elected to the West

road in the United States. He was soon advanced to the position of conductor and was then the only railroad conductor in the country. An amusing story illustrative of the grip of early associations on a retentive nature used to be told of him in Washington. It is said that well toward morning of a wearisome all night session of the senate Senator Davis was asleep, his head resting upon his desk. Senator Edmunds had provoked Judge Thurman to a speech, and by introduction the judge unfurled his red bandanna and blew a blast of more than usual power. Mr. Davis may have been dreaming of his old railroad days. At any rate, he sprang to his feet in a half dazed condition and, catching sight of the red flag—the old signal of danger—and seeming to imagine that he had heard a shriek of alarm from the open throttle of a locomotive calling for "Down brakes!" seized his desk and with the brakeman's quick twist wrenched it from the floor.

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MRS. STEPHEN B. ELKINS.

whiteness is a feature that does more to denote advanced age than any other.

The whole bearing of the man denotes an alert, vigorous interest in life and the matters that appeal to him for action. His daughter, Mrs. Stephen B. Elkins, is one of Washington's noted entertainers, and her gracious womanliness has won her many friends. Ex-Senator Davis is but one of many vigorous old men who are still active in public life. Here is a list of some of the prominent old men who are still active and hale like Mr. Davis: Ex-Speaker Galusha President Levi P. Morton, 80; ex-Vice President Levi P. Morton, 80; Senator John T. Morgan of Alabama, 80; Senator George F. Hoar of Massachusetts, 77; ex-Secretary Boutwell, 80; Senator Edmund W. Pettus of Alabama, 83; Senator William P. Frye of Maine, 72.

Russell Sage, capitalist, at the age of eighty-seven is still active in Wall street, and Charles Haynes Haswell works every day as civil, marine and mechanical engineer in New York, although he is in his ninety-sixth year.

FRIENDS OF THE TARIFF.
What a Republican revision of the tariff means can best be shown by the party's past performance. Since the Morrill tariff was passed, in 1861, the tariff has been "revised by its friends"—the Republican party and its campaign contributors—ten times. And now, after more than forty years of protection, during which period the "infant industries" have grown into hoary monopolies, "the average rate of duty is higher than it was at any time during the war!"

This tells the story of how the "friends of the tariff" have revised it in the past and how they are likely to revise it in the future if the voters give them the power.

"Ohio," the Buckeye state, is named from an Indian word signifying "beautiful river." Some one had the idea that Ohio was a Japanese term and its meaning, "good morning." This bit of information is given by the Democrat for the benefit of any having the belief that it is a Jap term. The Ohio river was called by the French explorers *la Belle Riviere*.

Niagara Falls Excursions.
The Pennsylvania Railroad Company has selected the following dates for its popular ten days excursions to Niagara Falls from Washington and Baltimore: July 8 and 22, August 12 and 26, September 9 and 23, and October 14. On these dates the special train will leave Williamsport 2:30 p. m., Lock Haven 3:08 p. m., arriving Niagara Falls at 9:35 p. m. Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$7.40 from Tyrone, \$8.40 from Bellefonte, \$9.00 from Sunbury and Wilkesbarre; \$5.75 from Williamsport; and at proportionate rates from principal points. A stop-over will be allowed at Buffalo within limit of ticket returning.

What Shall We Have for Dessert?
This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! No baking! Simply add boiling water and set to cool. Flavors—Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer today. 4c-11

Oranges, Lemons, Bananas, Pineapples, Pure Olive Oil, Sardines, Olives, Pickles, Nuts, Table Raisins, Confectionery.

SECHLER & CO
When you think you have cured a cough or cold, but find a dry, hacking cough remains, there is danger. Take
Shiloh's Consumption Cure
The Lung Tonic
at once. It will strengthen the lungs and stop the cough.
Price: S. C. WELLS & CO. 5¢
25c. 50c. \$1. LeRoy, N.Y., Toronto, Can.

LEGAL ADVERTISEMENTS.
ADMINISTRATOR'S NOTICE.
Estate of HARRIS CALHOUN, dec'd, late of Unionville boro, Pa. Letters of administration having been daily granted on the above estate he would respectfully request all persons knowing themselves indebted to the estate to have immediate payment and those having claims against the same to present them duly authenticated for settlement.
J. B. ALEXANDER, Admr.
Fleming Pa.
x-29

DISSOLUTION NOTICE.
Notice is hereby given that the firm of John F. Gray & Co., Bellefonte, Pa., dealers and manufacturers of lumber was this day dissolved. By mutual consent John T. Gray has withdrawn from the firm and the same will be continued by Grant Hoover, who assumes all assets and liabilities of the said firm.
JOHN F. GRAY
GRANT HOOVER
Bellefonte, Pa., June 23, 1904. x-28

NOTICE.
The undersigned has made application for 60 acres of land, situated in Worth township, bounded on the north by lands of J. Q. Miles, on the east by lands of B. Laird, on the south by lands of Jacob Frantz and Samuel Hoover, on the west by lands of Sharer and Gray. I have deposited application, and deposited the purchase money with the warrant fee with the Secretary of Internal Affairs.
A. B. LAIRD.

EXECUTOR'S NOTICE.
Estate of FRANK BOHN, deceased, late of Coler township.
Letters testamentary upon said estate having been granted by the Register of Wills to the undersigned, all persons knowing themselves to be indebted to said estate are requested to make immediate payment, and those having claims, to present them for settlement.
JACOB BOTTOFF, Exr.
Lemont, Pa.
x-22

NOTICE.
In order to give our patrons the advantage of the low cash prices on retail coal, that prevail in the cities and larger towns of our section of the state, where coal is sold on a cash basis, we have decided that, commencing July 20th, 1904, we will reduce our retail coal prices and sell for cash only. The new schedule of prices will be published on that date.
BELLEFONTE FUEL & SUPPLY CO.
E. B. TAYLOR,
EDW. K. RHOADS,
MCCALMONT & CO.

EXECUTOR'S NOTICE.
Estate of John Flanigan, late of Snow Shoe township, deceased.
Letters testamentary upon said estate having been granted by the Register of Wills to the undersigned, all persons knowing themselves to be indebted to said estate are requested to make immediate payment, and those having claims, to present them for settlement.
DANIEL FLANIGAN, Exr.
Moshannon, Pa.
J. A. B. Miller Att'y.

CHARTER NOTICE.
Notice is hereby given that an application will be made on Tuesday, August 2nd, to his Excellency, the Governor of Pennsylvania, for a charter of incorporation to a Company, to be known as "The Wallace Brick Company," the business of which is the mining and digging of clay and the manufacture of brick and other products therefrom and the selling of the said product under the provisions of the general incorporation act of 1874, the said Company to have its principal place of business at Bellefonte, Pa.
ELLIS L. ORVIS,
Solicitor.

CHARTER NOTICE.
Notice is hereby given that the undersigned citizens of Pennsylvania and other states will make an application to his Excellency, the Governor of Pennsylvania, on Tuesday the 26th day of July, A. D. 1904, for letters patent or charter of incorporation to be granted to a proposed corporation having the name of the "Nittany Real Estate Company," having its principal office in the Borough of State College, Pennsylvania, the purpose of said corporation being to purchase and sell real estate and the holding, and leasing the same, and the erection and construction of buildings for sale, lease or rental.
CHARLES T. AIKENS,
F. E. FOSTER,
JAMES L. HAMILL,
J. PRICE JACKSON,
ELLIS L. ORVIS.

RAILROAD SCHEDULE
PENNSYLVANIA RAILROAD AND BRANCHES.
In effect on and after May 30th, 1904.
Trains arrive at and depart from Bellefonte as follows:

VIA TYRONE—WESTWARD.	
Leave Bellefonte 9:55 a. m.	arrive at Tyrone 11:05 a. m.
Leave Bellefonte 1:05 p. m.	arrive at Tyrone 2:15 p. m.
Leave Bellefonte 4:44 p. m.	arrive at Tyrone 5:50 p. m.
Leave Bellefonte 8:00 p. m.	arrive at Tyrone 9:10 p. m.
VIA TYRONE—EASTWARD.	
Leave Tyrone 11:05 a. m.	arrive at Bellefonte 12:15 p. m.
Leave Tyrone 2:15 p. m.	arrive at Bellefonte 3:25 p. m.
Leave Tyrone 5:50 p. m.	arrive at Bellefonte 7:00 p. m.
Leave Tyrone 9:10 p. m.	arrive at Bellefonte 10:20 p. m.
VIA LOCK HAVEN—WESTWARD.	
Leave Bellefonte 1:35 p. m.	arrive at Lock Haven 2:10 p. m.
Leave Bellefonte 4:23 a. m.	arrive at Lock Haven 5:00 a. m.
VIA LOCK HAVEN—EASTWARD.	
Leave Lock Haven 9:55 a. m.	arrive at Bellefonte 11:05 a. m.
Leave Lock Haven 12:35 p. m.	arrive at Bellefonte 1:45 p. m.
Leave Lock Haven 3:20 p. m.	arrive at Bellefonte 4:30 p. m.
Leave Lock Haven 6:15 p. m.	arrive at Bellefonte 7:25 p. m.
Leave Lock Haven 9:15 a. m.	arrive at Bellefonte 10:25 a. m.
VIA LEWISBURG.	
Leave Bellefonte 6:40 a. m.	arrive at Lewisburg 8:00 a. m.
Leave Bellefonte 9:55 a. m.	arrive at Lewisburg 11:15 a. m.
Leave Bellefonte 1:30 p. m.	arrive at Lewisburg 2:45 p. m.
Leave Bellefonte 5:00 p. m.	arrive at Lewisburg 6:15 p. m.
Leave Bellefonte 8:20 p. m.	arrive at Lewisburg 9:35 p. m.

BELLEFONTE SNOW SHOE BRANCH.
Time Table in effect on and after Nov. 20, 1899.

Leave Bellefonte.....	9:55 a. m.	arrive at Snow Shoe.....	11:25 a. m.
Leave Snow Shoe.....	7:45 p. m.	arrive at Bellefonte.....	9:20 p. m.

THE CENTRAL RAILROAD OF PENNA.
Time Table effective Jun. 15, 1904.

READ DOWN		STATIONS		READ UP	
No.	Time	No.	Time	No.	Time
17	9:00	17	9:00	17	9:00
18	11:30	18	11:30	18	11:30
19	2:30	19	2:30	19	2:30
20	5:30	20	5:30	20	5:30
21	8:30	21	8:30	21	8:30

BELLEFONTE CENTRAL RAILROAD.
To take effect July 18, 1904.

WESTWARD.		EASTWARD.	
No.	Time	No.	Time
1	7:45	1	7:45
2	10:45	2	10:45
3	1:45	3	1:45
4	4:45	4	4:45
5	7:45	5	7:45

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For Fall Seeding.

Farmers bought Fertilizers from us last fall at a great saving. Those who did not buy from us last year, should remember the premium paid. We have the best goods, at the best prices. The conservative farmer buys good goods from good responsible dealers and gets good results.

Choice Timothy Seed, Grain Drills, Harrows, Plows, etc., all at attractive prices.

McCAlMONT & CO.,

BELLEFONTE, PA.

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To make the very best soap, simply dissolve a can of Banner Lye in cold water, melt 5 1/2 lbs. of grease, pour the Lye water in the grease. Stir and put aside to set.

Full Directions on Every Package
Banner Lye is pulverized. The can may be opened and closed at will, permitting the use of a small quantity at a time. It is just the article needed in every household. It will clean paint, floors, marble and tile work, soften water, disinfect sinks, closets and waste pipes. Write for booklet "Uses of Banner Lye"—free.

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At his yard opposite the P. R. R. Passenger station, sells only the best qualities

ANTHRACITE and BITUMINOUS COALS.

Also all kinds of
Wood, Grain, Hay, Straw and Sand.
Superior screenings for lime burning. Builder's and Plasterers Sand.

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