

# KNOX HATS

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117 Main St. **Schau & Roosa** Hornell, N. Y.

## GREENWOOD LOCAL BRIEFS

September is here. The big Fair is over. It was a great success. Frost threatened. Jason Weeks is putting in a battlement front to his building. Mrs. Phillips is improving her property on Main street. North Main street is to have a new road with stone base and crushed stone top. Excavation is being made. Potatoes have been struck hard with blight. William Colegrove of Young Hickory is in town Wednesday. Lytta Travis of Rexville was in Greenwood Wednesday. The Germans are following the Russians home. They may go too far. Summer goes out with cold feet. Knox Miller was in Greenwood Monday.

The wisest course for Americans is to stand firmly behind our President. Nothing would encourage our enemies more than a divided country concerning foreign affairs. As to other nations, let us present a solid front. The theory that the weather is affected by the great European war is a subject of discussion. It is claimed by some wise ones that the violent concussion during heavy cannonading causes meteorological changes causing wet and cold and it seems clear that it does for the explosion of a torpedo caused quite a coolness here from this country and Germany. Gold shipments continue to this country but it does not get further than Wall street. Mrs. J. E. Griswold and granddaughter, Kathryn Goodno, returned from Canandaigua Lake where they spent the season. Miss Mary Ella Green of Independence visited Mrs. Guy Plaisted last week. Mrs. A. R. Patcock and Mrs. F. C. Wilcox entertained a group of ten of the M. E. church at the parsonage Tuesday evening. Mrs. Mabel Scott left Saturday for Shamokin, Pa., where she teaches the coming year.

Gies Chapin died at 8 o'clock in Whitesville Thursday of last week and was buried Saturday. Mr. Chapin was one of the prominent men of Allegany County and as known as an upright citizen and a leading citizen and a neighbor. He was president of the First National Bank of Whitesville and was interested in other banks. Many attended the funeral from this place to pay their respects to the memory of the deceased. Miss loss will be deeply felt by all. Miss Eva Scott left for Monroe, La., where she has a fine position as teacher. She goes by steam from New York to New Orleans. Miss McGregor is preceptress of our High School in place of Mrs. Wilcox who resigned on account of ill health. School opened Monday with the average attendance. M. C. Williamson and Miner Streeter and families went to Westport last week to attend the Hay Dealers Convention at that city. Mrs. F. D. Young was in Hornell Saturday.

1915 will go down in history as the year without a Summer. Mrs. Lagouri Kernan visited with friends in Hornell last week. Mrs. Floyd Sherman of West Hill was in Greenwood Wednesday. The Eldred postoffice was burglarized Saturday. About \$200.00 was secured by the burglars who escaped in an automobile. The Wellsville Fair is on this week. J. Davis and R. Clark of Knox-ville, Pa., were Tuesday visitors in Greenwood. W. J. Moody of Hornell was in Greenwood Wednesday. J. L. Segars of Westfield, Pa., was in town Tuesday.

## GREAT HORNELL FAIR A SUCCESS

As usual, the weather was favorable for the Great Hornell Fair, last week, and large crowds were in attendance. The racing was the best in years; the tract was good, the fields large and each heat well contested. The free moving pictures showing the foot and mouth disease and other educational films presented by the State Departments of Agriculture and Health were exceedingly popular features. The special attractions were exactly as advertised, and the school work exhibits show the increasing popularity of this branch of the Fair. A novelty which will never again be seen at a Fair was the pigeon roost containing five hundred homing pigeons and two hundred rabbits. The Midway presented the usual appearance and every department was well filled with creditable exhibits, with the exception, of course, of the cattle, sheep and swine. In view of the additional attractions the five stock exhibits were sorely missed, and the Great Hornell Fair scored another success under unusual handicap. While the crowds were a trifle lighter than the previous year, the Fair in every way presented the usual appearance and was entirely satisfactory to the people.

## HAVE YOU BEEN SICK?

Then you realize the utter weakness that robs ambition, destroys appetite, and makes work a burden. To restore that strength and stamina that is so essential, nothing has ever equaled or compared with Scott's Emulsion, because its strength-sustaining nourishment invigorates the blood to distribute energy throughout the body while its tonic value sharpens the appetite and restores health in a natural, permanent way. If you are run down, tired, nervous, overworked or lack strength, get Scott's Emulsion today. It is free from alcohol. Scott & Bowne, Bloomfield, N. J.

**Your Faults.** You will find it less easy to uproot faults than to choke them by gaining virtues. Do not think of your faults, still less of others' faults. In every person who comes near you look for what is good and strong, honor that, rejoice in it, as you can try to imitate it and your faults will drop off like dead leaves when their time comes.—Ruskin.

**He Hadn't Heard.** Teacher—Where is the Dead sea? Tommie—Don't know, ma'am. "Don't know where the Dead sea is?" "No, ma'am. I didn't even know any of the seas were sick, ma'am." —Yonkers Statesman.

Try our "B. B. B." column.

# OUR PUBLIC FORUM

## I---Introductory

Through the Press Service of Agriculture and Commerce, the master minds of this nation will be invited to the public forum and asked to deliver a message to civilization. Men who achieve seldom talk, and men who talk seldom achieve. There is no such thing as a noisy thinker, and brevity is always a close companion to truth. It will be a great privilege to stand by the side of men who can roll in place the cornerstone of industry; to associate with men who can look at the world and see to the bottom of it; to commune with men who can hear the roar of civilization a few centuries away. Too often we listen to the rabble element of our day that cries out against every man who achieves, "Crucify him." Mankind never has and probably never will produce a generation that appreciates the genius of its day. There never will be a crown without a cross, progress without sacrifice or an achievement without a challenge. This is an age of service, and that man is greatest who serves the largest number. The present generation has done more to improve the condition of mankind than any civilization since human motives began their upward flight. The Greeks gave human life inspiration, but while her orators were speaking with the tongues of angels, her farmers were plowing with forked sticks; while her philosophers were emancipating human thought from bondage her traffic moved on two-wheeled carts driven, and oftentimes drawn, by slaves; while her artists were painting divine dreams on canvas, the streets of proud Athens were lighted by fire-brands dipped in tallow. The genius of past ages sought to arouse the intellect and stir the soul but the master minds of today are seeking to serve. Civilization has assigned to America the greatest task of the greatest age, and the greatest men that ever trod the greatest planet are solving it. Their achievements have astounded the whole world and we challenge every age and nation to name men or products that can approach in creative genius or masterful skill in organization, the marvelous achievements of the tremendous men of the present day. Edison can press a button and turn a light on multiplied millions of homes; Vail can take down the receiver and talk with fifty millions of people; McCormick's reaper can harvest the world's crop, and Fulton's steam engine moves the commerce of land and sea.

The greatest thing a human being can do is to serve his fellow men; Christ did it; Kings decree it, and wise men teach it. It is the glory of this practical age that Edison could find no higher calling than to become the janitor to civilization; Vail the messenger to mankind; McCormick the hired hand to agriculture, and Fulton the teamster to industry, and blessed is the age that has such masters for its servants.

# OUR PUBLIC FORUM

## II---L. E. Johnson

On Two-Cent Passenger Rates



The farmers of this nation are vitally interested in railroad rates and equity between passenger and freight rates is especially important to the man who follows the plow for the farmer travels very little but he is a heavy contributor to the freight revenues. Some of the states have a two cent passenger rate and whatever loss is incurred is recovered through freight revenue. The justice of such a procedure was recently passed upon by the Supreme Court of West Virginia and the decision is so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road contested the case to briefly review the suit. Mr. Johnson said in part: "Some ten years ago, passenger fares were fixed by the legislatures of a large number of states at two cents a mile. As a basis for such economic legislation, no examination was made of the cost of doing the business so regulated, nor was any attention given to the fact whether such a rate would yield to the railway companies an adequate or any net return upon the capital invested in conducting this class of business. "Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. Expert accountants for both the State and the Railway Company testified that the claims of the State were sustained by the facts. Two cents did not pay the cost of carrying a passenger a mile. The State, however, contended that the railroad was earning enough surplus on its state freight business to give a fair return upon the capital used in its passenger as well as its freight business. For the purposes of the case, the railroad did not deny this, but held to its contention that the State could not segregate its passenger business for rate fixing without allowing a rate that would be sufficient to pay the cost of doing business and enough to give some return upon the capital invested in doing the business regulated. This was the issue presented to the Supreme Court. Its decision responds to the judgment of the fair-minded sentiment of the country. The Supreme Court says that, even though a railroad earns a surplus on a particular commodity by charging reasonable rates, that affords no reason for compelling it to haul another's person or property for less than cost. The surplus from a reasonable rate properly belongs to the railway company. If the surplus is earned from an unreasonable rate then that rate should be reduced. The State may not even up by requiring the railroad to carry other traffic for nothing or for less than cost. "The decision is a wholesome one and demonstrates that the ordinary rules of fair dealing apply to railway companies. The fact that one makes a surplus on his wheat crop would never be urged as a reason for compelling him to sell his cotton at less than cost. It would not satisfy the man who wanted bread to be told that its high price enabled the cotton manufacturer to get his raw product for less than cost. In this case the court reaffirmed the homely maxim that each tub must stand upon its own bottom."

# OUR PUBLIC FORUM

## III---Julius Kruttschnitt

On Financing Railroads



The farmers of this nation need to become better acquainted with the railroad men and their problems. It is only those who know that can give us information and the farmers of America should listen attentively to what the men who manage railroad property have to say. Mr. Kruttschnitt, executive head of the Southern Pacific, has written an article dealing with the financing of railroads. He said in part: "The financing of a railroad is a function which the people, through their servants, the Railroad Commissioners and the Legislators, have never attempted, but it is a most important problem, especially to sections of a State where new railroads are needed. The placing of securities has been left entirely with the promoter and owner of railroads. "The immediate determination of what earnings the railroad shall be permitted to receive and what burdens it shall have put on it is in the hands of other servants of the public—the Legislators and the Commissioners. "Managing a railroad is quite different from managing a government where the money is raised by taxation. When the expenditures, for good reasons or otherwise, increase, taxes can be equally increased. The railroads, while servants of the public, cannot raise money with such ease and facility. The railroads must keep their expenditures within their incomes, because while they have some control over their expenditures they have almost no control over their incomes, their rates being fixed by public authorities. "There is not a railway manager in the country today who is not fearful that under the press of increasing demands the transportation systems of the country will, in a few years, break down, unless the railroads are allowed to earn larger funds, wherever they can build it up. There are vast sections of the country, especially in the West, where more railroads are needed and they cannot be built unless the railways raise new capital. "People invest money in order to make money, and they are skeptical as to whether they can make money by investing in concerns that are dealt with stringently and safely. "Railroad securities must be made more attractive to invite investments, and in order that they may be made more attractive, the roads must be allowed earnings that will enable them to meet the increased capital charges."

## A Paderewski Story.

Paderewski was once at the house of a noted Polish poet, who gave it as his opinion that no living composer could compare with Mozart. Paderewski said nothing, but the next day he visited the poet again and said that he would like to play to him a little Mozartian piece which perhaps he did not know. The poet expressed his delight and was charmed with the music. "Ah!" he exclaimed when the pianist had finished. "Now you must surely acknowledge that that beautiful piece could not have been composed in our time." "Perhaps," answered Paderewski dryly, "only it happens that I composed it myself this very morning." "That beautiful piece" was Paderewski's now celebrated "Minuet."

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## SOUTH HILL

The 1. Wellsville Fair is o they are having some rar or days. R. McAndrew returned Tuesday from a week's visit to Belfast and Wellsville. S. Pearl Livermore has re home from several week with her sister, Mrs. Robin C. Causstrager. The Fall Fair did not arou enthusiasm in this vicinity a few attending. We ar better represented thi at the Wellsville Fair. G. Gray and son Francis o spent Sunday with Mr. and Mrs. and family. Mrs. Hollowell and Mr. C. Hollies received wor by reporting of the death o grandmother, Mrs. Sloum over. The funeral Sunda attended by Mr. and Mrs. Hollowell, Mr. and Mrs. Fran and Mr. and Mrs. A. A from this section. and Mrs. Wm. Dean an and Mrs. Wellsville vi Tuesday. S. J. P. Smith and childre and to Wellsville Saturda ing. Mrs. Nora and Chestina Mew attended the Hornell Fa Saturday. and Mrs. John Wahl o Valley and Mr. and Mr. Snyder and little son o Valley were Sunday gue they Moran and family. Mrs. May Dean returned Wellsville the first of the wee she is on duty at the ho an Moran has taken up h in the Endicott Shoe Sto