

SMITH EXPLAINS

Our Worthy Congressman Makes Reply to Attack on Him by the Washington Times.

Congressman Samuel W. Smith, of Pontiac, who was recently the subject of an attack on the part of the Washington Times, which paper published a special edition devoted to him and mailed the same to practically every voter in the Sixth District, has made reply to the charges. His statement, given out today, is as follows:

STATEMENT OF MR. SMITH. Notwithstanding the many misstatements and unwarranted conclusions in the article in the Washington Times of October 13, I do not want to thank them for the words: "Nobody has ever made a charge against Mr. Smith reflecting on his personal integrity in this matter."

AN OPPORTUNITY TO BE HEARD. I am sure every one who has read the article carefully can see that there is nothing in the same that the Times did not know about me at the close of the last session of Congress, and if its publishers wanted to be fair and place the matter squarely before my constituents, why did they not publish the article weeks ago, and give me an opportunity to make my constituents aware where in the Sixth District and explain my position, giving them an opportunity to ask any question they chose, as I have been in the habit of doing so often?

Without in any way desiring to reflect upon the Times and its business relations, I am warranted in saying that when I returned to Washington for the work of the last session of Congress, it was freely talked that the Washington Times was not prospering, and its proprietors had sought to dispose of their plant to the Washington Post. It was stated that the Post, after much or little consideration, declined to purchase the plant. One of the principal owners of the Post is also the President of the Washington Gas Company. The further statement was made that the Times then declared that if the Post did not purchase their plant they would attack the Gas Company in the Washington. Whereupon they were told to proceed with their attack. They did so, fixing the price of gas arbitrarily at 75 cents, without any investigation.

The price in Washington was then \$1 per m., 23 candle-power, whereas in other cities of the Union the candle-power is 17 or 18, and the price varies according to local conditions. It was apparent to 600 members of the Committee, as well as myself, that the Times evidently desired to drag us into the fight with the Gas Company. Some of us declined, and so it was that, from time to time during the session, veiled threats appeared in the columns of the Times, as to what their would do if we rejected districts in this campaign.

GIST OF THE ATTACK. I think it is apparent that the gist of the complaint of the Times is found in the statement: "That Mr. Smith leans too decidedly toward the interests of the corporations controlling public franchises." As only two public service matters affecting the District were before the Committee during the last session of Congress, namely, the Electric Railway and Gas Bill, I assume that they mean that I was too friendly to those corporations. Now, what are the facts? Let us first consider the Electric Railways in the City of Washington.

HOW ONE CORPORATION WAS HANDLED. When Congress last convened, a union station was nearing completion, which, with the grounds, cost in round numbers \$20,000,000. The paramount question before Congress affecting the District of Columbia, during the last session, was the securing of legislation requiring the Electric Railways of the City of Washington to build their lines to the new union station, and as the session progressed the pressure became still greater, because not only the people of Washington, but the traveling public felt that they were being charged too much by the hackmen. Hence they demand the earliest legislation to enable the Electric Railways to get their tracks to the union station. It is said to the credit of the Electric Railway Companies of Washington that they never objected to this extension, though, as they said, it was to cost them in round numbers, \$400,000, but what the Electric Railway Companies really seriously object to, in this connection, was the proposition to build what was known as the "Crosstown Line," extending from one portion of the city to the east side, where, it is asserted, it will benefit 100,000 people, at an expense of \$1,400,000 to the railways, as I have often said, at a cost equal to the building of the P. O. & N. R. Y., in 1886, from Pontiac to Cassville, a distance of 100 miles. This made a total expense to the Electric Railways of not less than \$1,800,000. It must be remembered that in Washington it costs at least \$100,000 per mile to construct such electric railways as the company by law requires to be built; no trolley wires or poles are allowed.

Yes, the best is the cheapest. Ball Brand rubber boots won't crack, for \$2.50 a pair at Levinson's.

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SHAFFER-BAKER

A Pretty Home Wedding on South-Hill Avenue at the Home of Mr. and Mrs. I. N. Baker

Wednesday afternoon, October 21, Mr. and Mrs. Isaac N. Baker, of South-Hill avenue, invited in a few relatives and friends to witness the marriage of their daughter, Jessie Mae to Harley Chester Shafer, of Pontiac.

Promptly at 3 o'clock the bride descended the stairs accompanied by her father, where they were met by the groom and officiating clergyman, Dr. Jamieson, and to the strains of the wedding march played by Mrs. C. H. Castle, of Armada, and Miss Nellie Baker, sister of the bride, the two little ribbon bearers took their position and proceeded to the altar.

The decoration of the room was white with floral trimmings. The part prepared for the ceremony was divided by four columns banked by palms, from the center columns two large hearts were hung forming gates which were opened by the ribbon bearers, Esther and Roland Reynolds, and the bridal party passed through, where beneath a large white bell the ceremony took place, accompanied by soft music.

The bride was crowned in white silk crepe de chene and carried a large bouquet of chrysanthemums, making a very pretty picture. After congratulations all proceeded to the dining room, which was very tastefully draped in green and white. Covers were laid for 24, myrtle and bitter sweet berries festooned, making each place. The colors of this room being carried out in the beautiful menu provided.

The popularity of the bride was fully attested by the many beautiful presents and letters of congratulations received, also postal cards which were appreciated and enjoyed by all. The bride party departed, with exactly amid showers of rice and old shoes as contemplated, but after the manner of Juliet to meet her Romeo, causing much consternation among their friends who were anxiously watching the stars for the appearance of the exact bride and groom.

Mr. Shafer has many friends in Pontiac where he has resided the greater part of his life and where they expect to make their home in the near future.

L. S. EXPOSITION

International Live Stock Exposition to be Held in Chicago Nov. 28 to Dec. 10, 1908.

The organization of the International Live Stock Exposition at Chicago was one of the most important events in the history of the development of the live stock industry. In December, 1907, there were on exhibition at this great show, 7,523 of the finest meat and draft animals in the world, contributed by 22 states, one territory and four foreign countries.

These animals were entered in competition for more than 2,400 premiums, aggregating over \$75,000 offered in upland of 600 classes of cattle, horses, beef and swine, besides packing house and other interesting exhibits, all of which were viewed by fully 400,000 visitors from nearly every state in the Union and foreign countries.

No such object lesson in everything which pertains to excellence in the breeding, feeding, marketing, manufacturing and distributing of animals and animal products was ever previously placed before the producers and consumers in this or any other country. The success of this great annual show has awakened much interest both at home and abroad, and a marked improvement in American flocks and herds has been the result.

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THE SUNNY SOUTH

J. B. Bortle Writes a Very Interesting Description of His Recent Trip to Florida

Mr. George Mitchell, Dear Sir: When I left here the 15th of September to go south to Florida, with the expectation of spending the winter, I promised you that I would write something of the trip and the country.

We left the Central depot, Detroit, at 10 p. m., passed through Ohio to Cincinnati, left that city 8 a. m. The following morning crossed the Ohio into Kentucky and soon whirling around corners and through deep canyons and through tunnels, under the knobs and hills into Tennessee, which is rough and rocky, most like Kentucky along the Queen & Crescent route.

You thought you were having a drought in Michigan but you were under water a foot deep as compared with the two states. All vegetation dried up, and the stock so poor that you could read a Dutch newspaper through them.

Hello, here we are at Chattanooga, great, city, big depot, lots of people, everything going booming, lit up by electricity and lightning, same as at the Majestic in Birmingham. Twenty minutes at Chattanooga and the way we go towards Georgia. The country now becomes very level and is covered with hardy, mostly grown since the war. The greater part of the pine through Georgia and Florida has been tapped for turpentine, pitch, tar, etc.

We pass many old dilapidated plantations with the negro huts scattered all over them, the colored people still occupy these old homes of before the war and seem content and happy with a few sweet potatoes and a little corn. They do not have to store up for winter but can dig their potatoes at any time of the year, knowing no care or trouble and having but little to do with politics. It reminds one of the saying of the past, "where ignorance is bliss, it is folly to be wise."

When the war came to Atlanta a short stop, and away we go to Jacksonville, Fla. The country about the same level and covered with pine, dilapidated plantations. From Jacksonville 75 miles to Palatka, a small city on the John Jones, 25 miles from the coast. This place claims 6,000 inhabitants and is the county seat of Putnam county.

Here you see pecans, oranges, etc., growing, but mostly for ornamental purpose about the grounds of the rich to-do people. Here the colored man vies with the white in business and many are fairly prosperous. About 60 per cent of the population colored. This county votes local option and is very dry except for some green hills in the streets. Here they are just waking up to the fact that they are behind the times in city improvements, and are just laying their first cement walks, which are eight feet wide.

Everybody seems to be taking a nap as they move slowly about their business, none one hurried and don't seem to care whether business is good or bad. Prices of groceries, provisions, furniture and general supplies are about the same as in the north, but much inferior in quality. Hard pine lumber shingles and cypress are sold here at from \$10 to \$25 per thousand feet. If any of the farmers of Michigan and especially of Oakland county, think they have hard times and are handicapped with their lot, they have only to take a trip south of the Ohio river into Dixie and they will return home satisfied that they own the earth and all that there is good upon it. The climatic conditions here at Palatka are perfect and 25 miles from here, on the Coast Air Line railroad is the highest place in Florida, and I believe in the early future will be much settled by the people of the north for their winter homes, especially invalids and those with rheumatism, for their lot, they have only to take a trip south of the Ohio river into Dixie and they will return home satisfied that they own the earth and all that there is good upon it.

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No George here is where the old folks ought to stay winters and if any of your friends or patrons wish to know more about this part of Florida, they can call upon your humble servant or address C. J. Newman, Charleston Colony, Putnam county, Florida.

J. H. BORTLE.

SPEAKS HER MIND

A Decided and a Very Old Fashioned Woman Speaks Her Mind Freely.

Well I had an idea strike me and I've set down right in the midst of house-cleaning and dish washing to portray it. Now I guess admitted Samantha Allen, and felt as how I were kindred spirits, but I don't expect as how she would feel complimented, because I never heard tell of her being so shiftless.

God created all men equal, and slipped 'em down on the side, or out of the side, as Adam was the only man at that time, as far as I know, although it does seem funny where Cain got his when he run off, so he would've been arrested for murder.

Now I read in the paper t'other night that a woman whose heart was sore over her husband and his stenographer. That down town business wimen was pirates, and stenographers, nether woman denies it and says it is all right and being stenographers is all right. Well if she is right, she is a shero and ought to have a Carnegie medal. I say turin' a pretty article and innocent young girl loose into a den or office of men, where there ain't nothin' but men for company, that's a shero.

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Blanket Sale!

A Large Variety of Styles--Prices Cheap 60c, 65c, 75c, 90c, \$1.00, \$1.25, \$1.35 and \$1.50 per Pair.

Nice new line of Outing Flannels at 6c, 8c, 10c and 12c. Men's Outing Gowns at 50c, 75c and \$1.00. Ladies' Outing Gowns at 75c and \$1.00. Ladies' Rubbers, best quality, at 65c. Men's Rubbers, best quality, at 75c and 85c.

New Goods Daily at F. Blakeslee's BIRMINGHAM

Mr. Smoker! Do You Read This Ad.? We will place on sale, Friday, October 30, a limited quantity of Straight 5c Cigars. These Cigars will be sold as follows:

2 Cigars for ..... 5c 10 Cigars for ..... 25c 100 Cigars for ..... \$2.50

Goods and quality exactly as represented above. The early comers will get the goods. Don't Forget Our Boots - Shoes Rubbers Overalls Pants Jackets Sheets, Underwear

Spencer & Ferguson Birmingham

GLASS

If you need Glass, from a single pane to a bill for an entire house, see me before buying. Estimates promptly furnished, from a single light to a carload. Figure with me and get lowest terms, guaranteed. Will furnish it glazed if desired. Yours for the order.

JAS. W. COBB

We are constantly making this a better place to trade. It is too much to hope that some day a single complaint will come from one of our regular customers, but we're going to make the service just as perfect as possible. And every day, nearly, we receive compliments from appreciative patrons on the noticeable result of our efforts to please. If you have had trouble elsewhere in getting just what you want--and when you want it--we urge you to give our Grocery a fair trial. The money you will save is not the least important feature of the proposition. The following price lists suggest the economy of placing your order here. Phone 128.

Our "No. 1" Coffee, per lb. 15c Our "Special Blend" Coffee, per lb. 20c Our "Red Cross" Coffee, per lb. 25c Our "Best Arabica" Mocha and Java, per lb. 25c New Java Teas, per lb. 30c and 35c

Second-hand COOK STOVES

from \$5 to \$10

We have a Peninsular Range With Water Front, for \$15.00 Good Condition

L. LEE TRUAX

WEDDING PRESENTS

Do not fail to see our new line of Rich Cut Glass Fine Silverware Artistic Clocks Especially suitable for Wedding Presents.

Quality Guaranteed Prices the Lowest

Remember, we have a complete assortment of DIAMONDS, JEWELRY, WATCHES, Etc. MAIL ORDERS FILLED

Established 1865 THE ADOLPH ENGGLASS JEWELRY CO. Opp. Hudson's--22 Gratiot Ave. DETROIT

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What have we got today? We have the very best of Beef, Pork, Veal and Lamb on the market. Also Canned Goods, Vegetables and Fruits. Remember I carry nothing but the best of the market. A. R. PARKS

JNO. D. RIKER, M. D. Practice limited to EYE, EAR, NOSE, THROAT PONTIAC, MICH. Local and Long Distance Phone 1716 Main

HOWARD G. CARTER & CO. INVESTMENT SECURITIES 2d Floor McIvair Bldg., Detroit, Mich. Detroit United Railway (Operates all Detroit City Lines) PO #2142 DETROIT Time Table in effect Nov. 1, 1907--Subject to change without notice. All cars run on Central Standard Time.

Care Please Birmingham for Detroit at 6:50 a. m. every half hour thereafter until 7:30 p. m. and hourly until 8:30 p. m. Car leaving Pontiac at 7:30 a. m. connects at Oak Park with our train for Detroit. Care Please Birmingham for Pontiac at 6:50 a. m. and hourly thereafter until 7:30 p. m. and hourly thereafter until 8:30 p. m. Car leaving Pontiac at 7:30 a. m. connects at Oak Park with our train for Detroit. Care Please Birmingham for Detroit at 6:50 a. m. every half hour thereafter until 7:30 p. m. and hourly until 8:30 p. m. Car leaving Pontiac at 7:30 a. m. connects at Oak Park with our train for Detroit.