#### WASHINGTON.

From our Regular Correspondent.

Washington, D. C., April 27, 1905. Secretary Taft has written a letter to J. J. Hooker of Cincinnati which will unquestionably cause consternation among the owners of the transcontinental railways. The Secretary announces that rates on the Panama Railway will be fixed without regard to transcontinental rates within the United States, and that all steam and sailing vessels will be at liberty to compete for the carrying trade between New York and Colon and Panama and San Francisco. Whether or not this will operate to demoralize the rates now charged by the railways which cross the United States the Secretary declares he does not know and, moreover, he plainly intimates that he does not care. The rate which will be charged by the Panama Railway will be simply sufficient to cover operating expenses and to provide for a moderate sinking fund which ultimately will be used to recoup the United States for the initial cost, Moreover, the Secretary announces that the Government will continue to operate the steamship line between New York and Colon to prevent the possibility of a monopoly by which the Government might be robbed on the transportation of materials for the canal.

Secretary Taft's letter was called torth by a communication from Mr. Hooker, who is chairman of the Executive Committee of the Receivers and Shippers Association of Cincinnati, in which Mr. Hooker calls attention to an interview which quotes Chairman Shonts of the Canal Commission as saying that the Commission purpose to do nothing which will demoralize the keeps piling up. Secretary Shaw transcontinental railway rates. announced some time ago that the The Secretary submits that it is deficit for the current year, which probable Chairman Shonts was incorrectly quoted, but adds that Mr.
Shonts does not believe that the
rates charged by the Panama railstands at \$30,000,000. The exway will materially affect the rail- pert figurers at the Treasury Deway rates within the United States partment insist that it will be refor the reason that the capacity of duced to about \$23,000,000 by the the isthmus road will be limited end of June, but none but they can and that transportation via the understand the basis for their pre isthmus is necessarily extremely

While Mr. Shonts may feel no anxiety with regard to railway rates, it is obvious that the owners of the transconinental roads are most apprehensive. In fact, they have already several high priced representatives in Washington who have sought to have the Panama Commission take some step to per-Commission take some step to perpetuate the monopoly now enjoyed by the Pacific Mail Steamship Company, which is controlled by the railroads. It is true that the capacity of the Panama railway is limited but it is equally true that the Commission has just determined to double its capacity by laying double tracks and that it has further placed orders for new and powerful engines, improved rolling stock and has purchased the rails with which to improve the road. In any event, the consumers and shippers of the West will be greatly relieved to learn that the Canal Commission will not be allowed to take into consideration the wishes of the American railroads.

The cost of double-tracking the Panama railway is estimated at \$1,250,000 and twenty-iour big "Mogul," double ended locomotives, together with 500 freight cars will soon be added to the equip-Theodore P Shonts is essentially a man "who does things." He has built one railroad, which he sold at a handsome profit and he has been for some time president of another. Orders for more passenger cars will also be placed in the near future and Mr. Shonts can be counted on to "push" the railroad in its every department

STATE OF OHIO, CITY OF ) TOLEDO, LUCAS COUNTY. SS. Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's

Catarrh Cure. FRANK J. CHENEY. Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

A. W. GLEASON, NOTARY PUBLIC. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free. F. J. CHENEY & CO.,

Toledo, O. Sold by all Druggists, 75c. Take Hall's Family Pills for constipation.

### Heart eakness.

Dr. Miles' Heart Cure has made many hearts well after they have been pronounced hopeless. It has completely cured thousands, and will almost invariably cure or benefit every case of heart disease.

Short breath, pain around heart, palpitation, fluttering, dizzy, fainting and smothering spells should not be neglected. Take Dr. Miles' Heart Cure and see how quick you will be relieved.

It cannot make a new heart, but will restore a sick one by strengthening the heart nerves and muscles, relieving the unnatural strain, and restoring

its vitality.

"I had a very bad case of heart trouble. For six months I could not work. Last July I was plowing corn and feeling bad all day; in the afternoon in plowing one row I had to lay down, or fall down, three times. My heart throbbed as though it would burst through, and I had difficulty in getting my breath. I purchased a bottle of Dr. Miles' Heart Cure, and before I had used half of it I could lay down and sleep all night. Previously I had to get up from five to ten times a night. I have taken several bottles, and my heart is as regular as clock work. I feel like a new man, and can work considerable for an old man, 84% years old."

H. D. McGill, Frost, Ohlo, Dr. Miles' Heart Cure is sold by

Dr. Miles' Heart Cure is sold by your druggist, who will guarantee that the first bottle will benefit. If it falls he will refund your money. Miles Medical Co., Elkhart, Ind

precisely as he will push the canal

The tariff question seems likely to be forced to the front next fall, despite the efforts of the standpatters to side track it. The trouble is that the Treasury deficiency dictions. In fact, it is assumed in some quarters that their estimate is fathered by the belief that it would prove more agreeable to Secretary Shaw than would a larger estimate.

Secretary Shaw is now burning the midnight oil trying to figure out some means of increasing the

he has reached the conclusion that it would be best to place a tariff on tea and coffee, a tax on beer and perhaps on certain kinds of alcohol which enter into the composition of American wines. The great source of anxiety to Mr. Shaw, as to all other loyal stand patters, is the President himself who has become convinced that the time has come to shave off a very little of the tariff wall erected for the benefit of 'infant industries" like the Steel Trust, for instance. The President is possessed of an idea that it is his duty adjust the tariff schedules and every time he mentions his conviction Secretary Shaw and the other stand patters suffer a cold chill. The Democrats in the Senate have played a clever game in this connection. Senator Gorman has agreed that they will not filibuster or even seriously delay the enactment of a tariff bill, so that the Republicans can have no excuse for failing to President may recommend, but the for it. Republican party in the House is in the grasp of such eminent statesmen as "Uncle Joe" Cannon, "General" Grosvenor and Representative John Dalzell, who represents "the Steel Trust district" of Pittsburg and it is doubtful if any inducement sufficiently strong to tempt the House to afford the Senate an opportunity to prune the Steel Trust's profits can be offered.

TRIAL LIST.

SECOND WEEK.

F. P. Creasy vs. North and West Branch Railway Company. Bloomsburg Land Improvement Company vs. Town of Bloomsburg. John Atherholt and Lillie Atherholt

John Atherholt and Lillie Atherholt vs. Charles Hughes.
Agnes Smith vs. A. J. Knouse, S. L. Knouse, A. Z. McHenry and Merton Knouse trading as A. J. and S. L. Knouse and A. Z. McHenry.
Agnes Smith vs. A. J. Knouse, S. L. Knouse, A. Z. McHenry and Merton Knouse trading as A. J. and S. L. Knouse trading as A. J. and S. L. Knouse and A. Z. McHenry.
B. F. Sharpless vs. E. B. Tustin.
Alveretta Kline vs. J. P. McManus.
Freas B. Rirgrose vs. W. D. Campbell.

John Steely vs. American Car and Foundry Company. Mary A. Creveling vs. Susquehanna, Bloomsburg and Berwick Railroad Co.
John Mourey vs. The Philadelphia
and Reading Railway Co.
Charles Reichard vs. The Pennsylvania Railroad Co.

John E Shuman vs. Columbia and Montour Electric Railway Co. Alveretta Kline vs. The Susque-hanna, Bloomsburg and Berwick R. R.

Co. Lloyd Fox vs. Philadelphia and Reading Railway Co. Sarah J. Martz vs. The Boro of Ber-

Jacob R. Stine vs. J. J. Cherington

# Emulsion

When you go to a drug store and ask for Scott's Emulsion you know what you want; the man knows you ought to have to urge the next Congress to re- it. Don't be surprised, though, if you are offered something else. Wines, cordials, extracts, etc., of cod fiver oil are plentiful but don't Imagine you are getting cod liver oil when you take them. Every year for thirty years we've been increasing the sales of Scott's Emulsion. Why? Because It has always undertake such revision as the been better than any substitute

Send for free sample

SCOTT & BOWNE, Chemists 409-415 Pearl Street, New York 50c. and \$1.00. All druggists

Creasy, Admrs. of W. H. Creasy, dec'd. vs. Harry B. Creasy, Milton B. Creasy and Sarah Creasy. Thomas Elmes vs. Lehigh and Wilkes-Barre Coal Company. Thomas Elmes vs. Cross Creek Coal

W. G. Yetter, Executor of Lewis Yetter, dec'd. vs. Lehigh and Wilkes-

Barre Coal Company.

W. G. Yetter, Executor of Lewis
Yetter, dec'd. vs. Cross Creek Coal Co.
A. B. Herring vs. Philadelphia and
Reading Railway Co.
Robert D. Yeager vs. The Township
of Locust.

of Locust,
Sarah Vastine vs. Cross Creek Coal
Company,
Priscilla Reichelderfer and Ellen
Geary vs. Philadelphia and Reading
Railway Company,

#### PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 27, 1904.

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Priscilla Reichelderfer and Ellen Geary vs. Philadelphia and Iteading Railway Company.

Sheriff Sales

Sheriff Wm. W. Black on Saturday sold the following properties at his offices in the Court House:

Property of William M. Harder situate in the town of Bloomsburg, to James C. Brown, C. C. Peacock and Wm. S. Moyer Exrs. of Sarah J. Brown, deceased, plaintiffs in the writ for \$525.00.

Property of Holmes Midgley situate on north side of public road leading from Bloomsburg to Rupert and another property situate in town of Bloomsburg to Philadelphia (via Harrisburg), Baltimore and washington 8.34 and 11.47 a. m. week days:

For Philadelphia and Iteading For Harrisburg and Intermediate stations 8.34 and 11.47 a. m., week days:

For Philadelphia and Iteading For Harrisburg and Intermediate stations 8.34 and 11.47 a. m., week days:

For Philadelphia and Iteading For Harrisburg and Intermediate stations 8.34 and 11.47 a. m., week days:

For Philadelphia and Iteading For Harrisburg (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Philadelphia and Iteading For Harrisburg (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Philadelphia and Iteading For Harrisburg (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Philadelphia and Iteading For Harrisburg (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Philadelphia (via Harrisburg), Baltimore and Washington 8.34 and 11.47 a. m., week days:

For Philadelphia (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Philadelphia (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

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For Philadelphia (via Harrisburg), 8.34 a. m., and 4.67 p. m. week days:

For Dila

Agents.
W. W. ATTERBURY, J. R. WOOD,
General Manager, Pass'r Traftic Mgr.
GEO. W. BOYD,
General Passenger Agent.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 1:, 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadeiphia, neading, Potts ille, Tamaqua, weekdays 7.27 via West Milton 1:30 a m, via East Mahanoy; 3.29 p m via West

For Williamsport, weekdays, 7.27 a m 3.29 For Danville and Milton, weekdays, 7:27 a m For Catawissa weekdays 7.27, 11-28 a m 12.20, 7.00, p. m.
For Rupert weekdays 7.27, 11.28 a, m. 12 20 3.29, 7.00, p. m.

TRAINS FOR BLOOMSBURG? Leave New York via Philadelphia 9.05 a n., and via Easton 9.10a. m.
Leave Philadelphia 10.21a. m.
Leave Reading 12.15 p. m.
Leave Pottsville 12.55 p. m.
Leave Tamaqua 1.49 p. m.,
Leave Williamsport weekdays 10.06 a m., 4.30 b. m.

Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m. Leave Rupert, weekdays, 6.44, 8.28, 11.40 a. m. 1.38, 3.40 6.21 p. m. ATLANTIC CITY R. R. From Chestnut Street Ferry. For South St. see timetables at stations.

	WEEKDAYS.	
ATLANTIC CITY.	ATLANTIC CITY.	CAPE MAY
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o Connect for Lakewood. Detailed time tables at ticket offices, 13th annhestnut St.s., 834 Chestnut St., 1005 Chestnut t., 609 South 3rd St., 3962 Market St., and at

union Transfer Company will call for and heek baggage from hotels and residences. EDSON J. WEEKS, Gen'l Pass, Agt. A. T. DICE, Gen'l Supt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT JUNE 1, 1902, and untilfurther notice

Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as

A. M. 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40. P. M. 12:20, 1:00, 1:40, 2.20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 10:20 and (11:00 Saturday nights only.) Leaving depart from Berwick one hour rom time as given above, commencing at

6:00 a. m. Leave Bloom for Catawissa A. M. 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:00, 11:40. P. M. 12:20, 1:00 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7.40, 8:20 9:00 9:40, 10:20 and (11:00 Saturday nights only. Cars returning depart from Catawissa 20 minutes from time as given above D. G. HACKETT.

Superintendent.

#### ACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st., 1904.

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Runs daily. f Flag station. E. M. RINE, T. W. LEE, Supt. Gen. Pass. Agt

#### Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1904, 12:05 a. m.

NORTHWARD.

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9	Paper Mill	9 15	2 52	8 80	
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ă	Orangeville	9 26	313	6 43	В
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Trains No. 21 and 22, mixed, second class, Trains No. 1, 2, 3, 4, 5, 6 and 8, Passenger, 1st class W. C. SNYDER, Supt.











From Chicago, every day, March 1 to May 15, 1905, to San Francisco, Los Angeles, Santa Barbara, Sacramento and many other points in California. Tickets good in tourist sleeping cars. Rate for double berth, Chicago to San Francisco, Los Angeles, Santa Barbara, Sacramento and many other points in California, \$7. Through train service from Union Passenger Station, Chicago, via the

## Chicago, Milwaukee & St. Paul Union Pacific—Southern Pacific Line

If you are thinking of such a trip, this is your opportunity to make it at least expense.

Handsome book descriptive of California sent for six cents' postage.

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W. S. HOWELL, General Eastern Agent, 381 Broadway, NEW YORK CITY.

Complete information will be sent free on receipt of this coupon with blank lines filled. Coupon should be mailed to-day.

Street Address		-	
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