#### WASHINGTON.

From our Regular Correspondent,

Washington, D. C., June 5, 1905 Admirers of President Roosevelt cannot but regret the serious error which he made in his Decoration

Day speech when he argued that the victory of Admiral Togo over his Japanese opponents demonstrated the necessity for further enlargement of the American navy. Mr. Roosevelt's opponents will use his error to prove their contention that the President is addicted to loose reasoning. Perhaps the actual fact is that he is so much of an enthusiast that he believes he sees strong arguments for any cause which he is interested even where none exist.

The more that is known of the great naval battle of the Corean straits the more obvious it becomes that naval efficiency, rather than what is ordinarily termed naval strength, is the most potent factor in naval success. From the start Russia has possessed a larger navy than Japan and only the exceptional prowess of the Japanese naval personnel served to obliterate that difference. Even when Togo met Rojestvensky the latter possessed a considerably larger force than the Japanese commander. Some review of the naval engagements in the world's history reveals the same results it has always, or almost always been the smaller but more efficient force that has won.

It is entirely probable that even Russia appreciates by this time the error she made in building additional naval vessels instead of seeking to increase the efficiency, and especially the markmanship, of her men behind the guns for, as was the case at Manila and Santiago, it was "the man behind the gun" who won the battle of the Corean straits. The actual capture by Togo of two of Russia's most powerful battleships also serves to upset the predictions of naval experts in this country who, while admitting that a battleship might be disabled and sunk, have always contended that these floating fortresses could never be captured. The fact that Japan has succeeded in capturing two of the Russian battleships will inevitably be used with considerable ef fect in the debates in the next Congress in opposition to the Presidents insistence that more battleships be authorized. Many members of Congress who have for years given careful attention to the efficiency tested the argument that battleships are the all important sea fighting machines and in the last session of the considerable discussion of the machines and in the last session of the considerable discussion of the con Congress only the most insistent urging on the part of the President secured the outhorization of another of these comparatively untried floating fortresses. In the past, the conservatives on naval construction have had only theory with which to support their and while this has been almost as true of the advocates of the most expensive type of vessel, they have always had the aid of the powerful lobby maintained by the Steel Trust which sells to the Government immense quantities of armor plate for each ship, at exorbitant prices. Now, however, that Togo with considerably fewer battleships than his opponent has not only annihilated the latter's fleet but captured some of his battleships as well, the opponents of naval extravagance will have powerful arguments with which to support their contentions.

Despite the numerous reports sent out from Washington to the effect that President Roosevelt is seeking to promote and negotiate terms of peace between Russia and Japan, the president has taken no action in this direction. Of course, he may do so at any time, but he will not, and cannot do anything to that end, until requested to do so by one or other of the belliger-

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as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

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the brain, which will soon develope into nervous prostration.

Nature demands sleep, and it is as important as food; it is a part of her building and sustaining process. This period of unconsciousness relaxes the mental and physical strain, and allows nature to restore ex-

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very weak, and in bad condition. I
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wife, after trying different remedies,
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After taking a few doses of Nervine
the pain was not so severe, and I
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Dr. Miles' Nervine Is sold by your

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

Months ago, President Roosevelt indicated in unmistakable terms to Minister Takihira and Ambassador Cassini that he would be only too glad to be of service when it was determined by either nation that the time had come for peace negotiations Beyond that the President can do nothing. To press the matter would be only to invite a snub, which the President is not likely to do. Of course either nation may ask the President to use his good offices to the extent of ascertaining what terms of peace could be arrived at, at any time, but at this date no such request bas reached the President from either inspired an appeal to the higher of the powers involved and it is held in diplomatic circles that Russia is quite as likely to open negotations through Paris as through Washington.

Reports which have reached the War Department regarding base- istence. Their rooms were closed ball games, picnics, etc. on Decora-

der similar to that recently issued in California by General Moore in command of that division. Gen. Moore's order calls attention to the fact that Decoration Day is set apart for mourning and remembrance and that athletic contests, picnics, etc. are unseemly on that day. He orders his subordinates in that division to see that the men in their commands abstain from such unseemly forms of celebration and generally conduct themselves as if the holiday were "the Sabbath." There is considerable discussion as to the advisability of this order, however, and General Moore's views are certain not to be adopted as the rule for the entire army without an earnest protest from some of the more liberal members of the General Staff who hold that after participating in the usual parades the soldiers should go free to dis-

more, will succeed Paul Morton as Secretary of the Navy, this announcement having been made officially as soon as Mr. Morton announced his intention of associating himself with the Ryan-Belmont transportation syndicate of New York. Mr. Bonaparte is an old time Republican and a political reformer and it is pretty clearly indicated that his selection for a cabinet seat will prove most unwelcome to a large majority of the Republican politicians.

At Loggerheads Over Constables' Mileage-

The constables of Northumberland county Thursday decided to make another fight for fees they claim are due them. Constable Michael O'Leary, of Shamokin. some time ago sued the commissioners for the same mileage as the sheriff received in serving court subpoenas. Judge Savidge ruled that the constables were not entitled to the sheriff's 10-cent mileage, but should be paid at the rate of half the amount claimed. The decision of the superior court Thursday in another suit of a similar nature, favoring the constables, has court from the decision of Judge

Gone out of Existance-

Because of lack of interest the Young Men's Christian Association at Mt. Carmel has gone out of exup this week and all their property Disease takes no summer

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Gold and Wet June.

Weather Prophet Devoe gives out the following weather predictions for June: June will enter very cold, with heavy rains extending over a large portion of the United States, centering over the Ohio Valley. The heaviest rains pose of the recreation hours as they and the severest winds will reach the Atlantic Coast States from June 24 to July 4, with danger of Charles J. Bonaparte of Balti- floods. August will be a very hot

Here is Relief for Women.

If you have pains in the back, Urinary, Bladder ro Kidney trouble, and want a certain, pleasant herb remedy for woman's ills, try Mother Gray's AUSTRALIAN-LEAF. It is a safe monthly r gulator. At Druggists or by mail 50 cts. Sample package FRER. Address, The Mether Gray Co., LeRoy, N. Y. 6146.

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At the urgent solicitation of the Woman's Home Companion, Mr. Paul de Longpre, who is the greatest painter of flowers in the world, consented to make a painting of what he considered "The Three Most Beautiful Roses," and the painting is without doubt one of the masterpieces of this great artist. This magnificent picture is reproduced in all its original grandeur on the cover of the Woman's Home Companion for June Although this cover is an accurate reproduc tion of a painting worth hundreds of dollars yet the June number, which has this exquisite cover, may be obtained at any first-class newsstand or direct from the publishers for the

trivial sum of only ten cents.

Mr. Paul de Longpre is justly styled the "King of Flower Painters." He not only paints roses, but every flower that grows, and is the highest authority on flowers. paintings are found in the most select homes. Some have sold for as much as seven thousand five hundred dollars (\$7,500.00-)

Artists, art critics and competent judges all agree that the covers of the Woman's Home Companion far excel those of any other

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The Woman's Home Companion is a magazine which in beauty and excellence, art, stories, illustrations and fashions, etc., excels all other home and family magazines The Woman's Home Companion is published by The Crowell Publishing Company, New York City, also Chicago, Ill., at One

### PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 27, 1904-NORTHWARD.

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Kipps Run	f 9 12 f 9 15 9 25	1230	f 4 42 f 4 45 4 55	f 7 56 f 8 03 f 8 46 8 15 P. M.

I Daily. I Daily, except Sunday. "f" Stops only on signal notice to Agent, or Conductor to receive or discharge passengers.
"% Stops only on Sunday on notice to Consuctor to discharge passengers, or on notice to Agent to receive passengers.
Trains leave BLOOM-SBURG as follows:
For Pittston and Scranton as follows: 7.40 and 1:43 a. m., 2.43 and 6.15 p. m. week days; 10.43 a. m. Sundays.
For Pottsville, Reading and Philadelphia, 7.40 a. m. and 4.18 p. m. week days.
For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.

For Hazleton, 7,10 a. m. 4.18 and 5.15 p. m. week days.

For Lewisburg. Milton, Williamsport, Lock Haven, Kenova, Kane and Erie 11.47 a. m. week days; Lock Haven only, 834 a. m. and 4.07 p. m. kenova, Kane and Erie 11.47 a. m. week days; for Williamsport and intermediate stations, 5.34, 11.47 a. m. and 4.07, 7.25 p. m. week days.

For Bellefonte, Tyrone, 'hillipsburg, and Clearfield, 3.34 and 11.47 a. m. week days.

For Harrisburg and intermediate stations 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days;

For Philadelphia (via Harrisburg), Baltimore and Washington 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days;

For Pittsburg (via Harrisburg), 8.34 a. m. 7.25 p. m. week days; 4.07 p. m. Sundays.

For Pittsburg (via Harrisburg), 8.34 a. m. 7.25 p. m. week days; 4.07 p. m. dayliy via Lewistown Junction, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.34 and 11.47 a. m. week days; via Lock Haven ween Sunbury, W. Allamsport and Erie, between Sunbury, W. Allamsport and Erie, between Sunbury and Philadelphia and Washington and between Harrisburg, Pittsburg and the west.

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3,29 p. m. for Catawissa weekdays 7,27, 11-28 a m Hight Street. 700 Paper Mill 613 Bloom. Paper Mill 718 Bloom. Mill For Danville and Milton, weekdays, 7:27 a m

5.29, 7.00, p. m.
TRAINS FOR BLOOMSBURG;
Leave New York via Philadelphia 9.05 a
m., and via Easton 9.10 a, m.
Leave Philadelphia 10.21 a, m.
Leave Reading 12.15 p. m.
Leave Pottsville 12.55 p. m.;
Leave Tamaquai.49 p. m.,
Leave Williamsport weekdays 10.00 a m., 4.30 p. m.

m. Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m. Leave Rapert, weekdays, 6.44, 8.28, 11.40 a, m. 1.38, 3.40 6.31 p. m.

ATLANTIC CITY R R. From Chestnut Street Ferry. For South St. see timetables at stations. WEEKDAYS.

1		
ATLANTIC CITY.  7:30 a. m. Let. 9:00 a. m. Exr. 10:50 a. m. Exr. 10:50 a. m. Exp. 1:00 p. m. Exp. (Sat. only) 2:00 p. m. Exp. (30 Minutes) 6:00 Minutes) ATLANTIC CITY	ATLANTIC CITY 5:10 p. m. Lel. 5:30 p. m. Exp. 7:16 p. m. Exp. 7:16 p. m. Exp. 1:30 a. m. Lel. 8:50 a. m. Exp. 1:40 p. m. Exp. (Sat. only) SUNDAYS. CAPE MAY	CAPE MAY 4:15 p.m. E (90 Minutes) 5:30 p. m. Lo ocean city AND SEA 181. City. 8:50 a. m. Ex 1:40 p. m. Ex (8at. 6nly) 4:20 p. m. Ex 5:30 p. m. Lo
6:00 a. m. Lel. 8:00 a. m. Exp. 9:00 s. m. Exp.	8:00 a. m. Let. 8:45 a. m. Exp. 5:00 p. m. Let.	OCEAN CITY AND SEA ISL CITY.

Detailed time tubies at ticket offices. 33th and hestnut St. , 834 Chestnut St. 1005 Chestnut t., 600 South 3rd St., 3062 Market St., and at

Union Transfer Company will call for, and check baggage from hotels and residences.

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 follows:

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 from time as given above, commencing at

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.

Superintendes

ACKAWANNA Railroad.

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

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A. M. A. M. P. M. P. M.

STATIONS. SCRANTON. ..... Pittston...... Susquehanna Ave...... West Pittston..... Luzerne.

Kingston
Plymouth Junction
Plymouth
Avondale.

Nanticoke.

Bunicok's
Shickshinny.
Hick's Perry
Beach Haven. Berwick Briarcreek Willow Grove Lime Ridge Bay Espy ... Bloomsburg ..... Rutert .......

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

A. M. A. M. A. M. A. M.

#### Bloomsburg & Sullivan Railroad.

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

NORTHWARD. Bloomsburg D L & W 9 00 2 57
Bloomsburg P & R 9 02 2 39
Bloomsburg P & R 9 02 2 39
Bloomsburg Main St 9 05 2 42
Paper Mill 9 15 2 52
Light Street 9 18 2 55
Grangeville 9 26 3 03
Forks 9 36 3 13
Zaners 5 40 53 17
Sulliwater 9 48 3 25
Benton 9 56 3 33
Edsons 10 00 13 37
Coles Greek 10 03 3 40
Laubachs 10 08 3 45
Central 10 15 3 52
Jamison City 10 18 3 55 SOUTHWARD.

Jamison City. 550 10 48 4 35 Central. 550 10 48 4 35 Lautachs. 613 11 02 4 48 Coles Creek. 612 11 06 4 53 Edsons. 614 11 10 6 4 55 Edsons. 614 11 10 6 4 56 6 Benton. 618 11 13 5 00 Stillwater. 628 11 21 5 68 Zaners. 628 11 21 5 68 Zaners. 628 11 21 5 517 f Forks. 629 11 11 521 Orangeville. 629 11 15 521 Light Street. 700 11 56 5 39 Paper Mill. 613 11 53 5 42 Ricom. Main St. 7 15 12 02 5 53 Bloom. P.E.R. 7 18 12 02 5 55 Bloom. D.L.& W. 7 20 12 10 600 Trains No. 21 and 22, mixed, second

Trains No. 21 and 22, mixed, second class. Trains No. 1, 2, 3, 4, 5, 6 and 8, Passenger, 1 class. W. C. SNYDER, Supt



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