WASHINGTON.

From our Regular Correspondent.

Washington, D. C., June 22, 1905 There can hardly fail to follow severe criticism of President Roosevelt because of his failure to permit the special counsel retained by the Government to conduct the prosecution of the rebate case against the Santa Fe Railroad to prosecute also Paul Morton who was a vice president of the road and had special charge of all freight arrangements when the rebates were granted by his subordinates in flagrant violation of the law. Messrs Harmon and Judson, who were retained as such special connsel, wrote the Attorney General a letter on June 5, which clearly establishes the soundness of their reasoning which is, that if prosecutions of this character are confined solely to the corporations the government can never hope to put an end to the abuses. They argue that unquestionably a certain amount of blame must have devolved upon Mr. Morton, for not preventing, even if he did not instigate, such violation by his subordinates. They claim, moreover, that while they would not accuse Morton of complicity, they would compel him to come into court and there prove, if he could, his inno-cence of the blame which appears to rest on him. Inferentially they argue that unless the officials of large corporations are made to appreciate that they are themselves liable to prosecution, while they may refrain from directly instruct- ed to Mr. Loomis the propriety of ing that the law be violated, they his quietly resigning. will not abstain from commending the agent who brings in the largest amount of business and will not inquire too closely into the methods by which he obtained it.

ton came willingly before the In- United States will send a represen- a year; ten cents a copy terstate Commerce Commission and there gave evidence which proved of the utmost value to the government in enacting effective laws against the rebate system, that he should be shown somewhat more than ordinary consideration.

The President is also certain to come in for criticism for his course with regard to the Bowen-Loomis affairs. It is true that Bowen did not establish his case against Loomis and that he unquestionably deserved dismissal for his course with regard to his superior officer, the Assistant Secretary of State. But it is equally true that Mr. Loomis was shown to have been guilty of an indiscretion which an unprejudiced judge must have regarded as ample to warrant his severance from the diplomatic service of the government. It was, according to Secretary Taft, clearly established that Secretary Loomis purchased interests which, had he not been recalled from Venezuela, he must have represented before the Venezuelan Government in his capacity of Minister of the United States. Secretary Taft does censure this course on the part of the Secretary, but if the President had preserved his usual severe course of dealing with anything savoring of dishonesty on the part of officials of the government he must have suggest-

Beware of Ointments for Catarrh that Contain Mercury,

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 administration is once more face to face with one of those problems which must inevitably frequently confront a "world power". This time it is an invitation from The attitude of the President is the Sultan of Morocco to participate other by Morgan Robertson, author chiefly that Mr. Morton has as in a conference of the powers to of so many fascinating sea-stories, sured him that he was in no way determine what course shall be pur- called "The Floating Mine." responsible for the rebates and that sued with a view to remedying cerhe does not for a moment doubt tain evils in Mcrocco. This is the stories; Marion Harland's serial is funny stories warranted to wake the word of his Secretary of the Navy. The President adds how- with the purpose of defeating the ly illustrated articles on "Alice in weather. ever, as if it condoned the present policy of France in Morocco and Wonderland' in Real Life," "Uncourse of the Department of Jus- which is so seriously opposed by conventional Bungalows of Pro estice, that it has not been the cus- both France and Great Brittain. In sional Women," and "The Epworth tom of that Department in the past times gone by the United States League," by the editor of The Epto prosecute the officers of a cor-poration caught violating the law proceedings from afar with the as-pages of striking photographs of unless there was some evidence to surance that whatever might be the show that such officers were direct- outcome it could in no way affect "Lovers of All Nations.", The ly responsible. The President ig-nores, of course, that he is in this matter of fact the trade of Morocco ions, and Mrs. Sangter's page and instance merely adding one more with the United States does not all the regular departments are case to establish a pernicious pre- amount to anything now but there found in their places. Published cedent. The President also main- seems to be every liklihood that, by The Crowell Publishing Com-

tative to the conference if one actually occur. Such a policy may be mistaken but it is one of the inevitable penalties of being a world

A good story is going the rounds of Washington apropos of the President's recent trip to Virginia. It seems that as the President got off the train he noticed an old lady trying to get on. He sprang for ward and assisted her, then grasped her hand and gave her the regulation "executive handshake." The old lady glared at him, them said? "Young man I don't know who you are and I don't want to. But you are certainly the freshest somebody I have seen in these parts for many a long day." The President only raised his hat and said no- Henry Barbour, is well remembered thing, but when he seturned to through his "Kitty of the Roses" Washington he considered that it was too good to keep and so told it on himself and within twenty-four hours it was the latest story in all the clubs in Washington.

After all the talk about peace there is no news except that the President is awaiting news from Russia and Japan. It is expected however that the President will soon be advised of the date on which the plenipotentiaries will be ready to meet and of the personnel of the respective delegations.

The Woman's Home Companion for July has much that is appropriate to the season besides the regular good things for which it can al- by Juliet Wilbur Tompkins under ways be depended upon. It opens the title of "A Lady from Californwith a Fourth-of-July story, "A ia." 'The Heart's Charity" is a Declaration of Independence," and its oth r fiction includes a story, "The Second Suicide of Caleb or of "The Lifting of a Finger." Johnson," by Leroy Scott, author of that successful book of the hour, "The Walking Delegate," and an-There are three or four other short to overflowing of fresh jokes and "Fresh-Air" children, and one, tains that the fact that Mr. Mor- making the trade the excuse, the pany, Springfield, Ohio; one dollar

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July Lippincott's Magazine.

The novelette in Lippincott's for July is a strikingly lively and lovely summer story called "An Or-chard Princess." Its author, Ralph and other good work. Seumas MacManus contributes a

keenly humorous Irish folk-tale called "The wonderful Story of Terry McGowan." This title seems to fit the fantastic happenings which follow the loan of a "strapper beast" in the hope of a two-told reward. A bright summer story of Buzzard's Bay, by Elizabeth Duer, is "The Trowsers of Tragedy.,' "The Dragon's Dicipline, by Arthur Stanley Riggs, is an extremely impressive tale of Japanese loyalty and courage on board a torpedo boat. A delicious bit of realism in the family circle by Elizabeth Robins Pennell is called "Enrietter." A pathetic incident of board-ing-house life in New York is told sweet and clever love-story written by Ina Brevoort Roberts, the auth-

There are many practical and valuable hints for amateur gardeners in Eben E. Rexford's paper on 'The Garden in Summer.

The verse is good and the "Watnuts and Wine" department is full

Howe After New Views.

Lyman H. Howe, of Wilkesbarre will sail next Tuesday for Europe on the steamer Kron Prinz Wilhelm of the North German Lloyd line. He will go direct to London and will be absent until the first of August. The trip is principally in the interest of his moving pictures, and he expects to purchase a large number of new views. Mr. Howe's pictures are presented in Blooms burg twice each year.

PENNSYLVANIA

Railroad. SCHEDULE IN EFFECT NOVE HE : 47, 1904.

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i Daily. i Daily, except Sunday. "I" Stops only on signal notice to Agent, or Conductor to receive or discharge passengers.
"A" Stops only on Sunday on notice to Consector to discharge passengers, or on notice to Agent to receive passengers, or on notice to Agent to receive passengers.
Frains leave BLOOMSBURG as follows: 7.40 and 10:43 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.

a. m. and 1.18 p. m. week days.
For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.
For Lewisburg, Milton, Williamsport, Lock Haven, Kenova, Kane and Erle 11.47 a. m. week days; Lock Haven, senova, Kane and Erle 11.47 a. m. week days; Lock Haven only, 8.34 a. m. and 4.07 p. m. tenova, Kane and Erle 11.47 a. m. week days; for Williamsport and intermediate stations, 8.31, 11.47 a. m. and 4.07, 7.25 p. m. week days.
For Beliefonte, Tylone, Philipsburg, and Clearfield, 5.34 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; 1.07 p. m. Sundays.
For Philadelphia (via Harrisburg), Baltimore and Washington 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days; 4.07 p. m. Sundays.
For Pittaburg (via Harrisburg), 5.34 a. m. 7.25 p. m. week days; 4.07 p. m. daily; 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, 8.34 and 11.47 a. m. week days; via Lock Haven ween Sunbury, W. wilamsport and Erle, between Sunbury, W. wilamsport and Erle, between Sunbury and Philadelphia and Washington and between Harrisburg, Pittsburg and the west.
For further information apply to Ticket Agents.
W. ATTERBURY, J. R. WOOD.
General Passenger Agent.

PHILADELPHIA & READING

RAILWAY. In effect Nov. E. 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadelphia, Reading, Potts-ille, Tamaqua, weekday 7, 27 via West Milton: :30 a m, via East Mahanoy; 3,20 p m via West

For Williamsport, weekdays, 7.27 a in 3.29 For Danville and Milion, weekdays, 7:27 a m ror datawissa weekdays 7.27, 11:28 a m 2.20, 7.00, p. m. For supert weekdays 7.27, 11,28 a. m. 12 20

TRAINS FOR BLOOMSBURG.
Leave New York via Philadelphia 9.05 a
m. andvia Easton 9.10 a, m.
Leave Philadelphia 10.21 a, m.
Leave Protisville 12.55 p, m.
Leave Tamaqua 1.49 p, m.
Leave Williamsport weekdays 10.06 a m. 4.30 p, 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 | OCEAN CITY 5:00 a. m. Exp 6:00 a. m. Let 7:0 a m. H Exc 5:00 a. m. Exp 9:00 a. m. Exp 11:20 a. m. Exp. 1:30 p. m. Exp. 1:30 p. m. Exp. (Sat. only) 2:00 p. m. Exp. 3:40 p. m. Exp. (60 minutes) 4:60 p. m. Exp. (60 Minutes)

ATLANTIC CITY

7:00 a. m. \$1 Exc. 7: 0 a.m \$1 Ex 8:50 a. m. Exp. 1:40 p. m. Exp. 1:50 p. m. Exp. 1:50 p. m. Ex. (90 minutes) 5:30 p. m. Lcl. SUNDAYS. ATLANTIC CITY.

6:00 a. m. Lel.
7:00 a. m. \$1 Exc.
7:00 a. m. \$1 Exc.
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5:00 p. m. Lel.
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5:00 p. m. Lel. OCRAN CITY 5:30 p. m. Lel. 7:15 p. m. Exp. 7:00 a m \$1 Ex CAPE MAY 9:15 a. m. Ex. 5:00 p. m. Lcl

Detailed time tables at ticket offices, 13th and Chestnut St.s., 834 Chestnut St. 1005 Chestnut St., 609 South 5rd St., 3962 Market St., and at Stations.

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

ACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st., 1901.

EAc'l.							
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West Pittston	3	95	10	41	- 4	418	7	0
Wyoming	- 7	10	10	46	- #	27	7	11
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Hick's Perry	- 8	11	11	48	8	30	- 5	3
Beach Haven	- 8	19	11	48	8	37	- 0	3
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Cameron	- 9	24	12	57	- 4	43	9	18
NORTHUMBERLAND		35	1	10	- 4	56	-	_
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Plansburg & Sullivan Railroad.

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

NORTHWARD. SOUTHWARD.

Jamison City 5 50 10 48 4 35 Central 5 54 10 51 4 38 Laubachs 6 52 11 05 1 4 38 Coles Creek 6 12 11 06 4 55 Edsons 16 14 11 10 4 5 50 Benton 6 18 11 13 5 00 841 Water 6 28 11 21 5 08 Zaners 6 35 11 39 5 17 Zaniers 6.35 fl.1 gp Forks 6.89 fl.2 g Orangeville 6.50 fl.4. Light Street 700 fl.5 Paper Mill 6.03 fl.5 Bloom, Main St. 7 in 1202 Bloom, P. & K. 7 18 12 65 Bloom, D. L. & W. 7 20 fl.10

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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Columbia & Montour El. Ry.

TIME TABLE IN EFFECT JUNE 1, 1902, and until urther notice

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

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 miurtes from time as given above.

WM. TERWILLIGER,