WASHINGTON.

From our Regular Correspondent.

Washington, D. C., June 29, 1905 Certain prominent stand patters who have recently visited Washington have spread the report that the brewers of the country will be call-ed upon by the next Congress to make good the constantly growing deficit in the government's finances and to provide for such increased expenses of the federal institution as are inevitable with each year's growth of the country. It is declared that under no circumstances will the stand patters permit any change in the existing tariff schedules which could not be altered as to produce an increased revenue without curtailing in some slight degree the profits of those manufacturers whom the President has described as "protected hogs with their feet in the trough". That something must be done to increase the revenues is, however obvious

to even the most obtuse observers

of the federal finances, with the

sole exception of Secretary Shaw,

and it is believed that this can be

done by materially increasing the

tax on beer.

Those who advocate an increased tax on beer, as a practical substitute for that revision which the President has declared to be essential to "a square deal to every man" believe they can enlist the sympathy of the temperance people of the country who will, they expect, welcome any increase of the taxation on drink, regardless of the purpose which is back of such increase. It is pointed out that there are now sold each year 45,000,000 barrels of beer and that an increased tax of \$1 per barrel would net the government as many dollars. The President will, it is believed, press railroad rate legislation at the next session of Congress in preference to all other needed reforms and that will afford the stand patters an opportunity to escape any de-termined onslaught on their position. The opposition to railroad rate legislation is certain to be bitter and the details of the fight will it is hoped, crowd the columns of the press to the exclusion of all other issues, so that the necessity of tariff revision will be temporarily lost s ght of. Then there will follow a short session of Congress of which, the Republican leaders claim, it is impossible to change the tariff, and so the protected hogs will be insured at least two years

more of undisturbed monopoly.

With this situation in Congress it is claimed that as the session draws to a close it can be so suddenly discovered that no provision for remedying the deficit or augmenting the revenues has been adopted and it will be comparatively little trouble to rush through a bill increasing the tax on beer and so the imperative necessity of decreasing the tariff rates will be evaded. It is insisted that this beer tax bill will, if necessary be deferred until the approach of the hot season next summer. The Treasury has an ample surplus, The expenses of the Panama Canal are to be defrayed by the sale of \$130,000,000 of 2 per cent bonds and no dangerous diminution of the treasury surplus will be experienced before the close of the next fiscal year. It is invariably the case that with the first warm days of spring Congress always yearns to get away. D sciples of Isaac Walton gather their friends in the cloak rooms of Senate and House and there relate tales of trout and bass and tarpon which sets on fire the sporting blood of most of the distinguished solons. Then there comes a really hot spell and like a horde of weary school boys, the grave statesmen of the national legislature become almost desperate in their desire to begin their summer vacations. It is at such times as these that much of the most pernicious legislation is permitted to slip through unobserved and the mere warning that objection will "provoke debate and delay adjourn-

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that c unot be cured by Hall's Catarrh Cure.

F. J. CHENEY & Co., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his

WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all

Take Hall's Family Pills for con-

How Is Your Heart?

Is your pulse week, too slow, too fast, or does it skip a beat? Do you have shortness of breath, weak or hungry spells, fainting, smothering or choking spells, palpitation, fluttering, pains around the heart, in side and shoulder; or hurt when lying on left side?

If you have any of these symptoms your heart is weak or diseased, and cannot get better without assistance.

Dr. Miles' Heart Cure strengthens weak hearts, and rarely ever fails to cure heart disease. Try it, and see how quickly you will find relief.

quickly you will find relief.

"About January 1st, 1902, I took down with weakness and dropsy, and gradually grew worse. I was told by my family physician that my case was hopeless. My neighbors and family had given me up to die. My limbs and body were swollen to one-third larger than normal size, and water had collected around my heart. For at least three months I had to sit propped up in bed to keep from smothering. I sent for five bottles of Dr. Miles' Heart Cure, and by the time I had taken them all I was entirely cured. I feel better than I have for twenty years, and I am able to do any kind of work on my farm. My attending physician told me that if it hadn't been for Dr. Miles' Heart Cure I would now be in my grave."

L. T. CURD, Wilmore, Ky.

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

ment" proves a potent argument with many of the men most prone to fight improper measures earlier in the session. At such a time, according to the plans of the stand patters, a bill providing for the increased beer tax will be introduced and rushed through the House and it is believed that it will not encounter severe opposition in the

There is just one hope of those who would compel the protected industries to sacrifice a small percentage of their profits in the interests of the great mass of people whose incomes have not increased a dollar a week while their expenses have been double. That hope rests in the Democrats of the Senate. Unfortunately there is no 'gag-rule' in the Senate. Any revenue bill can be amended to change the tariff schedules, although the upper chamber cannot originate such a bill. Then must the Democrats strike if they would actually protect the interests of the people. crop of tubers this year.

They can press and debate amendment after amendment providing for lower tariff schedules and if they are faithful to their duty they can compel a compromise which will afford at least some measure of relief from the exorbitant prices now demanded for the very necessities of life by the conscienceless trusts.

The administration has been placed in a most embarassing position by the sudden resignation of Chief Engineer Wallace of the Panama Canal Commission. It is not two months since Mr. Wallace was promoted to a place on the Commission with an increase of salary which made his total remuneration \$25,000 a year with a furnished house thrown in and it was confidently expected that he had undertaken the construction of the canal in real earnest and that he would take pride in associating his name with the great engineering project. Mr. Wallace was offered a place in this country, however, at a salary of \$60,000 a year and he yielded to the temptation of the increased remuneration regardless of the fact that his abandonment of the canal would be regarded by his fellow citizens as closely approximating desertion.

Corn Grows Five Inches in 24 Hours-

Lancaster county's claim to have the most fertile soil of any of the agricultural sections of the United States is given strong support by J. M. Sweigart, a farmer of Denver. Mr. Sweigart has a patch of early sweet corn which has been doing some great stunts in the way of rapid growth, and believing that its growth was really remarkable, he made an experiment. A board was placed beside a stalk, both being of the same heighth, and in one night it was found that the stalk had grown more than two inches above the board. In twentyfour hours the growth was nearly five inches, a development that is considered wonderful.

Potato Bugs Getting in Their Work

Farmers and gardeners are at present engaged in a war of extermination on potato bugs, which have become very numerous since the recent warm wave and showers. In some sections lice are destroying the plants and other patches are affected with a blight. However, with a persistent and careful use of Paris green or London purple, it is believed there will be a fairly good

privileges.

SCCTT'S EMULSION serves as a bridge to carry the weakened and starved system along until it can find firm support in ordinary food.

Send for free sample. SCOTT & BOWNE, Chemists, 5 Pearl Street, New York, 50c. and \$1.00; all droggists.

The Modern tarmer.

The farming life of today, as contrasted with that of ffty years ago, is a paraphrase of comfort and convenience, says an exchange. The lonely log house remote from market and devoid of advantages that a half cycle of time has made possible would scarcely appeal to the present day farmer.

The twentieth century soil tiller has practically all the modern comforts. His mail is delivered daily. He has telephonic connection with the buying and selling world, affording the best opportunities for marketing to advantage. His home is of recent architecture, constructed of wood, brick or stone, and well furnished. He has modern plumbing and modern heating, and with the advent of acetylene gas, has modern lighting. At night his home is as attractively illuminated as that of his city brother, for it is a suggestive fact that "acetylene for country homes' has so appealed to the farmer that of the 80,000 users of acetylene gas in the United States, the farmer is one of the largest of all classes.

The continued growth and progress of this great country, ever a cause of wonderment, has no great-scale of wonderment to receive a passengers, or on notice to Agent to receive a passengers. er exemplification than evolution on the farm. Already the farmer is becoming the most envied of men -the freest, the healthiest, the hap-

Liquor License Ruling

Hereafter the Luzerne Court will not revoke a license for a violation of the law in a year for which the license has expired. Decisions in two cases of this kind were made Friday. In one of them application was made to have the license of Adam Norwalls of Luzerne Borough revoked. The evidence showed that the violation occurred previous to the first of April, or during the previous year, and the court refused to interfere.

Liquor License Ruling

A. m. and 4.15 p. m. week days.
For Haziston, 7.40 a. m., 4.18 and 6.15 p. m. week days.
For Lewisburg, Milton, Williamsport, and Rice 11.47 a. m. week days.
For Bellefonte, Tylone, Philipsburg, and clearned, 8-34 and 14.47 a. m., week days.
For Philadelphia (via Harrisburg), Baltimore and washington 8.34 and 11.47 a. m. week days.
For Philadelphia (via Harrisburg), Baltimore and washington 8.34 and 11.47 a. m., week days.
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For Philadelphia (via Harrisburg), Baltimore and Street and Washington 8.34 and 11.47 a. m. week days.
For Philadelphia (via Harrisburg), Baltimore and Street

In a Pinch, use ALLEN'S FOOT-EASE. Shake into your shoes Allen's Foot Ease, a powder. It cures Corns, Bunious, Paliful Smarting, Hot, Swollen feet. At all Druggists and Shoe Stores, 25c, 5-29 4t

To the Pacific Coast - to California, Oregon, Washington -

The rate is practically on the basis of one fare for the round

These reduced rates are in effect on certain dates in months

round-trip, long transit and return limits, liberal stop-over

trip. Of course, if you wish to visit both California and Oregon

of May to October, inclusive. They apply from all Eastern points

via Chicago, St. Louis or Memphis gateways. The Rock Island

System will take you up in either Chicago or St. Louis, or at hundreds

or Washington, the cost is slightly more.

PENNSYLVANIA Railroad.

4 00 12 32

SCHEDULE IN EFFECT NOVEMBES 27, 1904. NORTHWARD.

	31	15	1	67
Souri	WARD			
				21 (8)
Wilkesbarre Arrive	9 10 A. M.	12 10 P. M	8 55 P. M.	7 35
South Wilkesbarre	9.06	12 06	******	7 30
Plymouth Ferry	1 9 02	*****		f 7 28
Buttonwood	f 9 00		0 40	f 7 25
Nanticoke	8 44		8 40	7 10
Sickaninny	8 49	7.5.50	9 39	9.00
Moneanaqua	8 31	11 32	B 93	7 01
Pond Hill	f 8 23			f 6 55
Berwick	8 11		37.1517	12.00
Nescopeck	8 01	11 05	3 05	6 40
Creasy	7 54		1 2 24	
stonytown Ferry	f. 7 59			1 6 27
Bloomsburg				f 6 19
East Bloomsburg,	7 40	10 48	2.40	6 15
Catawissa	7 3	1 10 33		6 08
Roaring Creek	172	f 10 25	f # 81	1 6 01
Danville f Boyd	F. 7. 16			1 5 50
South Danville	7.11	10 17	2 21	5 50
Kipps Run		11 1		I 5 44
Wolverton	Y 6 N	1 10 or		E D 30
Bundary icave		10 9 50		
	200			100
STATIONS	4. 18	1 4	1.6	P. M.

Souri	IWARI	12		
1007	31			
STATIONS.		15 A. M.	P. M.	67 P. M
Winkesbarre Leave South Wilkesbarre Plymouth Ferry Wittonwood Nantlooke Retreat	9 7 15 7 90 7 90 7 90 1 7 94 7 31 7 39	\$ 10 85 10 50 10 58	3.01	\$ 6 00 6 00 f 6 00 f 6 00
Shickshinny	7 49 f 7 53 7 58	11 07 11 16	8 21 f 3 27 8 38	6 26 6 87 f 6 42 6 47
Nescopeck	8 18 f 8 21 f 8 29	11 26 ft - 35	3 42	7 00 7 00 7 7 11
Bloomsburg East Bloomsburg} Citawissa Roaring Creek Boyd	8 34 8 40 f 8 48 f 8 55	11 47 11 58 f 12 00	4 07 4 18 £ 4 19 £ 4 26	7 89
Danville	9 00 f 9 03 f 9 12 f 9 15	12 10	4 81 f 4 85 f 4 42	f 8 0%
sunburyArrive	9 25	1230 P. M.	4 55	8 15

snctor to discharge passengers, or on notice to Agent to receive passengers.

Trains leave BLOOMSBURG as follows:
For Pittston and Scranton as follows: 7.40 and 10:43 a. m., 2.43 and 6.15 p. m. week days; 19.43 a. m. Sundays.
For Pottsville, Reading and Philadelphia, 7.40 a. m. and 4.15 p. m. week days, For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.

Agents.
W. W. ATTERBURY, J. R. WOOD,
General Manager. Passy Traffic Mgr.
GEO. W. BOYD,
General Passenger Agent.

PHILADELPHIA & READING RAILWAY.

In effect Nov. P., 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadelphia, Reading, Pottsville, Pamaqua, Weekdaye? 27 via West Milton: 11:80 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 2.29 p. m. FOr Gatawissa weekdays 7.27, 11-28 a m 12.20, 7.90, p. m. For Rupert weekdays 7.27, 11.28 a, m. 12.20

f.29, 7,00, p. m.

FRAINS FOR BLOOMSBURG,
Leave New York via Fridingerphia 9,05 a
m., and via Easton 9,10a, m.
Leave Philaderphia 10,21a, m.
Leave Reading 12,15 p. m.
Leave Pottsylle 12,55 p. m.
Leave Valmaqual 1,49 p. m.,
Leave Williamsport weekdays 10,66 a m. 4,30
p. m.

p. m. Leave Catawissa weekdays, 6.36, 8.20 s. m. 1.30, 3.32 p.m. 1.30, 3.32 p.m. Leave Rapert, weekdays, 6.44, 8.28, 11.40 a. m. 1.35, 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 p. m. Exp. 7:00 a m \$1Ex 5:00 p. m. Exp. 8:40 a. m. Ex 6:00 Minutes 5:00 p. m. Lel. 1:50 p. m. Ex. 5:40 p. m. Exp. 4:30 p. m. Ex. 7:15 p. m. Exp. 5:30 p. m. Lei CAPE MAY SAA ISLE CITY 7:00 a. m. \$1 Exc. 7: 0 a m \$1 Ex 8:50 a. m. Exp. 8:50 a. m. Ex. 1:40 p. m. Exp. 1:50 p. m. Ex 4:15 a. m. Exp. 4:20 p. m. Ex. 90 minutes) (84f. onl.) 2:00 p. m. Exp. 3:00 p. m. Exp. 3:40 p. m. Exp. (60 minutes) 4:0) p. m. Exp. (60 Minutes) (90 minutes) 5:30 p. m. Lel. SUNDAYS.

ATLANTIC CITY ATLANTIC CITY. OCEAN CITY 6:00 a. m. Lel.
7:00 a. m. \$1 Exc.
7:15 p. m. Lel.
7:15 p. m. Exp.
8:00 a. m. Exp.
8:00 a. m. Exp.
12:00 a. m. Exp.
12:00 a. m. Exp.
11:20 p. m. Exp.
4:15 p. m. Exp.
5:00 p. m. Exp.
5:00 p. m. Lel.
11:21 p. m. Exp.
5:00 p. m. Lel. 7:15 p. m. Exp. 7:00 a m \$1 Ex 9:15 a. m. Ex. 5:00 p. m. Lel

Detailed time tables at ticket offices, 13th any Chestnut St.s., 834 Chestnut St., 1005 Chestnut St., 609 South 3rd St., 3062 Market St., and at Stations.

Union Transfer Company will call for and heck baggage from hotels and residences. EDSON J. WEEKS, Gen'l Pass. Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT JUNE 1, 1902, and until urther 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 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 minutes from time as given above.

WM. TERWILLIGER,

Superintendent

ACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st., 1964.

B.	A63.		
STATIONS.	A. M. [A. M.	P. M.	P. M.
NORTHUMBERILAND. Cameron. Danville. Catawissa. Rupert. Bioomsturg. Espy. Line Widge. Willow Grove. Briserees. Berwick. Beach have. Hick's Ferry. Shickshinuy. Huplock's. Nanticoke. Avondale. Plymouth. Plymouth. Plymouth. Plymouth. Luzerne. Forty Fort. Wyoning. West Pitiston. Susquehanda Ave. Pitston. Duryea. Lackawandh. Taylor. melievue. BCRANTON.	16 45 10 00 6 57 10 10 7 21 10 32 7 28 10 37 7 28 10 37 7 28 10 37 7 28 10 57 17 48 10 57 7 50 10 50 10 11 11 17 8 22 11 31 8 22 11 31 8 38 11 44 8 47 11 52 8 45 11 52 8 45 12 52 9 47 11 55 8 58 12 52 9 10 12 14 9 19 12 17 9 28 12 38 9 10 12 14 9 19 12 17 9 28 12 38 9 27 12 32 9 47 12 32 9 47 12 32 9 27 12 32 9 47 12 32 9 47 12 32 9 27 12 32 9 47 12 32	1.80 f2 c1	15377 6 112 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1

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

w	EST.			
STATIONS.	A. M	A. M.	P. M.	P. M.
SCHANTON	6 35	10 10	1 55	26 40
Bellevue	6, 39	10 13	1 59	6 44
Taylor	6 44	10 17	3 08	6 49
Lackawanna	6.50	10 24	2 10	6.55
Duryea	6.53	10 28	2 13	6.58
Pittston	6.58	10 88	2 17	7 02
Susquehanna Ave	7.01	10 37	2 19	7 04
West Pittston	7 05	10 41	2 23	7 0%
Wyoming	7 10	10 46	2 27	7 12
Forty Fort	7 14	10 49	2 31	7 17
Luzerne	7 17	10 52	2 34	7 19
Kingston	7 24	10 66	2 40	7 25
Plymouth Junction	7 29	11 00	2 45	7 80
Plymouth	7 35	11 05	2 40	7 34
Avondale	7 39	11 69	2 54	7 38
Nanticoke	7 43	11 18	2 58	7 42
Hunlock's	7 49	11 19	3 06	7.48
Shickshinny	8 01	f11 31	3 20	7.58
Hick's Ferry	8 11	11 48	8 30	8.68
Beach Haven	8 19	11 48	3 37	8 14
Berwick	8 97	11 54	3 44	8 20
Briarcreek	fr 39	19 01	3 50	8 25
Willow Grove	TS 36	12 05	f2 54	8 29
Lima Pides	8.40	12 09	3 58	8 38
Lime Ridge	8 46	12 15	4 06	8 39
Espy	8 53	19 22	4 12	8:45
Bloomsburg	8 57	19 25	4 15	8 50
Rutert	9 02	12 32	4 20	8 55
Catawissa	9 15	12 44	4 33	9 10
Danville	9 24	12 57	4 42	9 21
Cameron	9 35	1 10	4 55	9 35
	A. M.	А. м.	A. M.	A. M.

1 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, Bloomaburg D L & W 9 00 2 37
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
Orangeville 9 26 3 03
Forks 9 36 3 13
Zaners 6 40 63 17
Stillwater 9 48 3 25
Benton 9 56 3 33
Edsons 10 09 63 37
Coles Creek 10 63 3 40
Laubachs 10 08 3 45
Central 16 15 3 52
Janilson City 16 15 5 SOUTHWARD.

Jamison City. 5 50 Contrill. 5 54 Laubachs. 6 65 Coles Crock. 6 12 Edsons. 16 14 Benton. 6 18 Stillwater. 6 28 Zaners. 16 35 Forlis. 6 39 Orangeville. 6 50 Orangeville. 6 50 Paper Mill...... 6 00 11 53 5 42; Bloom, Main St... 7 13 12 09 5 53 Bloom, P & R... 7 18 12 05 5 53 Bloom, D I. & W. 7 20 12 10 6 00

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



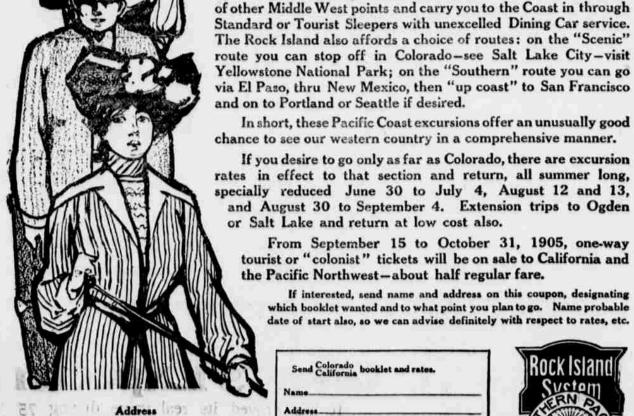
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