From our Regular Correspondent. Washington, D. C., July 6, 1905

That the actual realization of the fact that the Treasury deficit is growing faster than any Republican, even the Secretary of the Treasury believed possible, is creating consternation among the stand patters is demonstrated by their willingness to discuss seriously the reimposition of the war taxes. That they are seriously discussing such programme and some of their number even advocating such a course is conclusively shown by the recent statement of Senator Dick of Ohio who said, when asked by your correspondent what he suggested as a proper course in the light of the \$24,000,000 deficit:

'I have come to the conclusion that about the best thing to be done is to impose the Spanish War revenue taxes on numerous articles, especially the stamp tax where the taxation is barely felt by the masses of the people. Injustice is less likely to be done in that way than by imposing larger sums on various lines of business and making a few lines carry the whole thing. I have not gone into the subject in detail but my idea would be to affix a stamp tax on checks, stocks, bonds and legal papers, patent medicines and all such things.'

In other words, the leaders of the Republican party in Congress, having been forced to an appreciation of the fact the present tariff makes all for protection and does not yield even enough revenue to run the government propose to tax the people still further to pay the expenses of the government rather than to so change the tariff schedules, which their own President has told them must be changed if every man is to enjoy "a square deal," so that the duties may yield sufficient revenue to pay the expenses of the administration.

The claim has been made for years by the leaders of the Democracy that the Republican party was owned by the trusts, the protected industries and the monopolies, but a majority of the voters have been unable to see or think clearly enough to appreciate the truth of the charge. It has re-mained for a Republican President to point out to the people that "the protected hogs must take their feet out of the trough." And even in the face of that assertion, the Republicans in Congress who well know that they are elected with the campaign funds contributed by the protected industries, dare not pare the tariff until it shall produce sufficient revenue to pay the federal expenses but on the contrary propose to leave the tariff alone while they tax the people still more to raise necessary revenue.

The stand patters maintain that they dare not open up the tariff question on the eve of a Congressional election. Dare not, they would tell you if they told the truth, because they fear more the wrath of the protected interests which are their creators, than they fear the wrath of the people who are supposed to elect them and whom they are supposed to represent in Congress.

The war revenue taxes yielded over \$100,000,000 a year for three years, points out Mr. Dick. But he did not add the obvious fact that they took over \$100,000,000 a year for each of the three years out of the pockets of the people. Senator Dick favors a type of taxation which will spread over a wide surface, rather than a tax which will fall on a few industries. Natural position for a Republican Senator who knows that there is no particular industry which does not own a Republican Senator or two and several Republican Members of the House, so that a tax on any one or a decrease of the tax imposed on the people to enable the

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Dr. Miles' Anti-Pain Pills leave no bad after-effects, and are a reliable remedy for every kind of pain, such as headache, backache, stomachache, sciatica, rheumatism and neuralgia.

They also relieve Dizziness, Sleeplessness, Nervousness, Car-Sickness, and Distress af-

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protected manufacturers to charge larger prices would result, inevitably, in the defeat perhaps the political destruction, of any Senator or member who voted for it.

The subject which is just now attracting the attention and occupying the thoughts of all men prominent in public life, as well as a large share of the general public, is "Who will the President select to succeed John Hay as Secretary of former Secretary of War Root would be the man and doubtless he party. Moreover, it would be a to have Mr. Root selected for a all of its rolling stock so equipped. seat at the President's cabinet table. for they have not forgotten that the first case Mr. Root took when he went out of the cabinet was that of Northern Securities Company, when long time. To the fellow who is he became, for the consideration of going to be hung it's a very short

more the President's radical views on the subject of railway rate legislation might undergo a radical mod-

When the President was making his famous address to the alumni of Harvard University, he said "Now, the great lawyer who employs his talent and his learning in the highly remmerative task of enabling a very wealthy client to override or circumvent the law is doing all that in him lied to encourage the growth of this country of a spirit of dumb anger against all laws and of disbelief in their efficiency.' Was not that precisely what Mr. Root did when he attempted to defeat the government's prosecution of the Hill-Morgan Merger trust and when, a little later, he came to Washington to defend before the Supreme Court the street railway corporations of New York who had for years refused to pay the taxes on their franchises, taxes assessed under a law the passage of which was secured by Mr. Roosevelt when he was governor of New York, until the corporations owed the state of New York approximately \$25,-000,000? Probably the President has forgotten all about his remarks at Harvard, and it is exceedingly rude of the writer to remember them.

Air Brakes Ordered on all P. R. R. Freight Cars.

The Pennsylvania Railroad Company has authorized the equipping of all its freight cars with air

There are from 10,000 to 15,000 cars that have not been supplied with air brakes. Orders were issued last week for having this work done as speedily as possible.

The Pennsylvania has on its system east and west of Pittsburg 208,ooo various kind of freight cars About 175,000 have been equipped with the air brakes. Some of the cars that are not furnished with air brakes are to be thrown into the State? Just now it looks as if scrap pile. To equip a car with air brakes costs about \$60.

For the past two years the Phila is one of the most capable of the delphia & Reading Railroad Commen promiuent in the Republican | pany has had all of its cars fitted out with the air brakes. This is source of rejoicing to the railroads one of the few companies that has

An exchange wants to know what a week is. Well, to a man \$100,000, the attorney for J. P. time. To the man who don't care Morgan and J. J. Hill. With Mr. a continental it's six working days Root a member of the cabinet, once and one Sunday.

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Interesting Point In Law-

Judge Hart has filed an opinion and order in a case which decides an interesting point in law. It appears that some time ago a deed to a property in Jersey Shore, valued at something over \$5,000, was given by Caroline Haas, Adam Haas in his own right, and Adam Haas as administrator, to a trustee. The article of conveyance provided that the property should be held in trust for Elizabeth Haas during her life, and at her death in trust for her children. Since then Mrs. Haas died and when the trustee sold the property payment of the balance of the purchase price was refused on the grounds that the husband, Adam Haas, had a life interest in the property under the inter-state laws. Judge Hart takes the ground that the property having been left in trust for the mother and at her death for her children, that the trust did not expire at her death, but when the property or the proceeds had been transferred to her children. The action was brought by John W. Levegood, guardian of Arthur C., Jacob V.,

guardian of Arthur C., Jacob V., Caroline, John S., Adam H., Ruth E., Christopher and Esther Haas, minor children of Emma Elizabeth Haas. The order gave judgment in favor of the plaintiff, and the purchaser gets a clear title. The case will probably be taken to a higher court for a final decision.

Canada thistles are a great pest to farm land. In July the plant is in full bloom and if not cut down the seed will ripen and be carried far and wide, causing much annoyance. The law requires all land owners to cut the thistles in July If they are neglected it is the duty of the constables to go and cut the weeds and collect from the property owners a nice fee. For that reason look after your crop of Canada thistles at once.

In a Pinch, use ALLEN'S FOOT-EASE.

I Dally, t Dally, except Sunday. "C' Stops only on Sunday on notice to Consentor to discharge passengers.

Tains leave BLOOMSBURG as follows: 7-40 and 10-43 a. m., each days; 10-43 a. m., 2-43 and 6.15 p. m. week days; 10-43 a. m., and 4.07 p. m. week days. For Pottsville, Reading and Philadelphia, 7-40 a. m., 4-18 and 6.15 p. m. week days. 10-43 a. m., and 4-07 p. m. Sundays. For Bellefonte, Tyrichour, which week days, 10-43 a. m., and 4-07, 7-25 p. m. week days, 10-43 a. m., and 4-07, 7-25 p. m. week days. 10-45 p. m. week days. 10-45 p. m. week days. 10-45 p. m. week days; 10-45 p. m. week days. 10-45 p. m. week days. 10-45 p. m. week days; 10-45 p

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PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBE. 27, 1904. NORTHWARD, 4 30 12 32 4. M. . . . P. M.

For forther information Agents.
Agents.
W. W. ATTERBURY, J. R. WOOD.
General Manager. Passar Traffic Mgr.
GEO. W. BOYD,
General Passenger Agent.

PHILADELPHIA & READING RAILWAY.

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P. m. For Danville and Milton, weekdays, 7:27 a.m. Stillwater...... 3 20 p.m. For Catawissa weekdays 7.27, 11:28 a m 12:29, 7:00, p. m. 12.20, 7.00, p. m. For Rupert weekdays 7.27, 11.28 a. m. 12.20 3.29, 7.00, p. 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 e. m.
Leave Reading 2.15 p. m.
Leave Reading 12.55 p. m.
Leave Tamaqua 1.49 p. m.
Leave Williamsport weekdays 10.05 a m., 4.30 p. m.

p. m. Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.39, 3.32 p.m. Leave Rupert, 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. ATLANTIC CITY. | ATLANTIC CITY | OCEAN CITY

5:00 a. m. Exp.
6:00 a. m. Lcl.
7:00 a m. \$1 Exc.
8:00 a. m. Exp.
9:00 a. m. Exp.
10:00 p. m. Exp.
10:00 p.

600 minutes)

ATLANTIC CITY,
6:00 a. m. Lel.
7:00 a. m. \$1 Exc,
7:15 p. m. Exp.
7:00 a. m. \$1 Exc,
8:00 a. m. Exp.
8:30 a. m. Exp.
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8:00 a. m. Exp. 6:00 a. m. Lel. 7:00 a. m. \$1 Exc. 7:30 a. m. \$1 Exc. 8:00 a. m. Exp. 8:30 a. m. Exp. 9:00 a. m. Exp. 9:00 a. m. Exp. 10:00 a. m. Exp. 10:00 a. m. Exp. 11:30 p. m. Exp. 4:45 p. m. Exp. 5:00 p. m. Vel.

Detailed time tables at ticket offices, isth and Chestnut St.s., 834 Chestnut St., 1905 Chestnut St., 609 South 3rd St., 3962 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 until urther notice

Gen'l Pass. Agt.

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, Leave Bloom for Catawissa A. M. 0:20, 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,

ACKAWANNA Railroad.

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

A. M. FA. M. P. M. P. M. 16 45 10 00 1.50 1. 25 6 57 19 10 52 61 537 7 07 0 19 22 11 5 7 21 10 82 248 7 5 7 26 10 57 2 29 6 7 53 10 41 2 35 6 NORTHUMBERLAND Rupert Plymouth Junction...
Kings'ob ...
Luzerbe...
Forty Fort...
Wyoming...
West Pittstob...
Susquehanna Ave...
Pittstob...
Duryea...
Lackawanna...
Taylor...
Bellevue...
SCRANTON...

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

WEST. STATIONS. [A. M. A. M. P. M. P. M. SCRANTON. Beach Haven
Berwick
Briarcreek
Willow Grove
Lime Ridge
Rspy
Rloomsburg
Rupert
Catawissa
Danville
Cameron A. M. A. M. A. M. A. W.

Bloomsburg & Sullivan Railroad.

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

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11:30 a m, via East Mahanoy; 3.23 p m via West

Milton.

For williamsport, weekdays, 7.27 a m 3.25

Edsons 612 11 06 453 722

Edsons 612 11 10 500 728

Stillwater, 628 11 21 508 738

Stillwater, 628 11 21 508 738

Stillwater, 628 11 21 508 738

Stap p. m. 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

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