

WASHINGTON.

From our Regular Correspondent. Washington D. C. July 24, 1905.

The proposal to put Gen. Wood in charge of the Panama Canal Zone is one that is sure to awake widespread discussion in the country. It probably will revive the joke that was sprung on Gen. Corbin at one of the Gridiron Club dinners last winter after he had been made Major General. "General," he was asked, "If you have reached the grade of Major General after forty years service in the Army, what would be your rank now if you had started in as physician to the President?" Looked at seriously, if General Wood is given the governorship of the canal zone, it will be one of the strongest evidences of the efficacy of personal pull with the administration. At the same time it will put that versatile ex-army surgeon in the most trying responsible position he has ever held in his life and if he makes good his name will be as closely associated in history with the Panama Canal as will that of the engineer who builds it.

There are scores of officials in Washington now who are betting that the Panama Canal will never be built. It seems useless to talk in this vein after the American government and American people have said it is to be done. Of course the transcontinental roads are covertly throwing every obstacle in the way. They as much as anyone are circulating statements to the detriment of the canal plans and there is not a move made of any sort but what there is a chorus of criticism for the government which is planning it. It is claimed that reports now in possession of the government show that there is absolutely no foundation but mud for the canal anywhere across the isthmus and that its building is a physical impossibility.

This may or may not be true. Chief Engineer Stevens who was appointed to succeed Engineer Wallace when the latter made up his mind that \$65,000 in the United States was better than \$25,000 in the Panama, holds the old engineering theory that with a sufficient amount of money, nothing in the engineering line is impossible. This, like every other dogmatic statement, is true only within limits. It is said that there is a dead body under every cross tie of the Panama Ry. This is almost literally true. But the Canal is to be built under American auspices and the first and greatest work will be to clean up the isthmus. Here is where Gen. Wood's ability is expected to come in. There is no denying that Wood is a strong personality and he did a good job of municipal cleaning at Santiago. The town was in a lamentable condition when he took hold of it and he made it into a decent, habitable city. Whether he can do the same at Panama if he is given the chance is another question.

Conditions at Panama are worse than they ever were in Cuba, and that was bad enough. General Leonard Wood is not a gentleman who cares so much for methods as for results. He probably did a good many things in Cuba that were irregular and would hardly stand the scrutiny of a court or a Treasury auditor. But roughness or disregard for precedent is not a bad thing sometimes if it gets results. Should Wood be sent to the Isthmus, his enemies will not envy. At the same time he will have a chance such as few Americans have ever had. The American people as a whole will not care much one way or another. But they want that canal built.

The President is having a nice, restful time on his vacation. He has the Peace Commission afloat and coming his way, and almost wound up the row in the Department of Agriculture without firing either the Secretary or the Chief

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot 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 firm.

WALDING, KINMAN & 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 Druggists.

Take Hall's Family Pills for constipation.

Heart Weakness.

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 feeding my cow 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 considerably for an old man, 84 years old."

H. D. MCGILL, Frost, Ohio.

Dr. Miles' Heart Cure 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.

Statistician, almost got the scandal in the Government Printing Office settled after a fashion, when along came the employees of the Navy Yard at Washington with the plea that they are being overworked this hot weather. Then the President rebelled and put the matter up to the new secretary of the Navy. Thus Secretary Bonaparte's first trouble commences.

The complaint of the Navy Yard employees is that they were promised a half holiday on Saturday along with the other government employees. This was granted them on the condition that the work at the yard was in such shape that the services of the men could be dispensed with without hampering the other departments that were waiting on the gun work at the yard for arming the new warships. The Secretary of the Navy claims that he cannot release the men and they have now appealed a second time to the President while the legal machinery of their organization has

been set in motion to see if they cannot compel a holiday by law.

The Government Printing Office investigation promises to develop one of the biggest advertising schemes since the march of the Coxe Army from Coxe's Ohio stone quarry. It seems hard for the government to render a decision in the case without advertising one or the other of the companies involved to an unheard of extent. The trouble was originally over a contract for the purchase of seventy two type setting machines. The Public Printer bought one sort and the rival company came into the field and forced an investigation as to the legality of the contract.

A government commission was called and they heard expert witnesses to a great length. It developed further that the trouble grew out of friction and jealousy between public Printer Palmer and foreman Ricketts of the big print shop? Now the report of the commission has been placed in the hands of the government and the question is what to do with it. If the contract is upheld, one of the companies involved will hail it as a government endorsement for their machine. If the contract is annulled, the other company will tout its machine as the only thing among typesetters. Which horn of the dilemma the government will grasp is an interesting question.

August Lippincott's Magazine.

The MAGAZINE'S leading feature is an always-first-class novelette. This possesses all a novel's best points so condensed as to omit tiresome explanations and descriptions leaving a well covered kernel to delight the palate. "Her First Elopement" is by "Clara Bartram"—so called—and supposed by those who know to be an alias for a prominent writer who is on intimate terms with New York fashionables. This is a rattling good tale of Newport with its world-renowned yachts and its lovely women. How, or why, or with whom "Her First Elopement" comes off it seems hardly fair to reveal. But for piquant situations, sparkling dialogue, and an altogether clever handling of a lively, ingenious plot the author merits warmest congratulations, which she should share with the magazine which was so fortunate as to be the medium of the story's presentation.

Prince Vladimir Vaniatsky writes of American and English people at Bombay in "The Madness of Sari."

Mother's Ear. A WORD IN MOTHER'S EAR; WHEN NURSING AN INFANT, AND IN THE MATING THAT COME BEFORE THAT TIME. SCOTT'S EMULSION. SUPPLIES THE EXTRA FETTERED AND FLOURISHED TO NECESSARY FOR THE HEALTH OF BOTH MOTHER AND CHILD. Send for free sample. SCOTT & BOWNE, Chemists, 409-411 Pearl Street, New York. Sold and Dispensed at all druggists.

A summer story by Anne O'Hagan is called "Lady Alice at Ile d'Ete." This hits the weakness of Americans for titled personages and deals with the theft of some jewels on an island off the Main coast. The ice-bound shores of Labrador bespeak interest in "Deborah of Fort Yavik." The heroine is made of the stern stuff that counts no effort too great to rescue the man she loves. Its author is Mary Boucher Sanford. Arthur Hendic Vandenberg's story of a land-deal is entitled "A Room in Reality." How a journalist gets the best of a real estate broker and overreaches himself is amusingly told. Though Gay Bentley Wuertel's contribution, called "Who Killed the Heifer?" opens with a death, it quickly develops into a sprightly story of the unselfish arrangements a man makes for a successor to himself in the affections of his wife.

One of Agnes Repplier's bright, clear-cut papers is published under the title of "The Album Amicum." August verse is plentiful and up to the usual high standard. The "Walnuts and Wine" vintage is spicy and witty.

How to be Lightning Proof

This is the season of danger from lightning. The Scientific American says if you are afraid of lightning, here is a safe guard to remember: Simply put on your gum shoes or rubbers and then stand up so your clothes won't touch anything. Whether you are indoors or out of doors you are perfectly safe, for rubber is a non-conductor, and you are perfectly insulated. This is worth remembering.

An inventor has hit upon a method of putting what are practically stone soles on boots and shoes. He mixes a waterproof glue with a suitable quantity of clean quartz sand and spreads it over the leather sole used as a foundation. These are practically indestructible, and to give the foot a firm hold even on the most slippery surface.

PENNSYLVANIA LACKAWANNA Railroad.

SCHEDULE IN EFFECT NOVEMBER 27, 1904.

Table with columns for STATIONS, NORTHWARD, and SOUTHWARD. Lists various stations and their corresponding train times.

Table with columns for STATIONS, WEST, and EAST. Lists various stations and their corresponding train times.

Bloomsburg & Sullivan Railroad.

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

Table with columns for NORTHWARD and SOUTHWARD. Lists various stations and their corresponding train times.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 1, 1904. TRAINS LEAVE BLOOMSBURG.

Table with columns for TRAINS LEAVE BLOOMSBURG and TRAINS FOR BLOOMSBURG. Lists various train routes and times.

50 YEARS' EXPERIENCE PATENTS

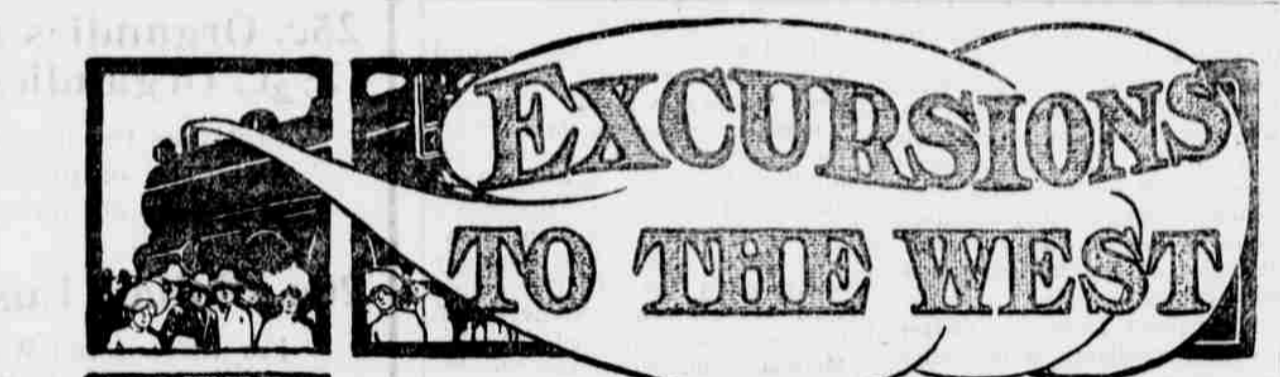
TRADE MARKS DESIGNERS. Scientific American. A handsomely illustrated weekly, largest circulation of any scientific journal. Terms, \$3 a year; four months, \$1. Sold by all newspapers.

LADIES DR. LA FRANCO'S COMPOUND

Safe, Quick, Reliable Regulator. Superior to other remedies sold at high prices. Cure guaranteed. Successes by over 2,000,000 Women. Price, 25 Cents per bottle, or by mail. Testimonials & booklet free.

PENNYROYAL PILLS

PARKER'S HAIR BALMS. Cleanse and beautify the hair. Promotes luxuriant growth. Keeps hair from falling out.



TO THE PACIFIC COAST - TO CALIFORNIA, OREGON, WASHINGTON - round-trip, long transit and return limits, liberal stop-over privileges. The rate is practically on the basis of one fare for the round trip. Of course, if you wish to visit both California and Oregon or Washington, the cost is slightly more. These reduced rates are in effect on certain dates in months 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 of other Middle West points and carry you to the Coast in through Standard or Tourist Sleepers with unexcelled Dining Car service. The Rock Island also affords a choice of routes: on the "Scenic" route you can stop off in Colorado - see Salt Lake City - visit Yellowstone National Park; on the "Southern" route you can go via El Paso, thru New Mexico, then "up coast" to San Francisco and on to Portland or Seattle if desired. In short, these Pacific Coast excursions offer an unusually good chance to see our western country in a comprehensive manner. If you desire to go only as far as Colorado, there are excursion rates in effect to that section and return, all summer long, specially reduced June 30 to July 4, August 12 and 13, and August 30 to September 4. Extension trips to Ogden or Salt Lake and return at low cost also. From September 15 to October 31, 1905, one-way tourist or "colonist" tickets will be on sale to California and the Pacific Northwest - about half regular fare. If interested, send name and address on this coupon, designating which booklet wanted and to what point you plan to go. Name probable date of start also, so we can advise definitely with respect to rates, etc.

Send Colorado booklet and rates. Name, Address, Leave about, Destination. Rock Island System SOUTHERN PACIFIC COMPANY EL PASO ROUTE.