

WASHINGTON

From our Regular Correspondent.

Washington, D. C. Mar. 23, 1907.

While the Waterways Commission appointed by the President last week is not yet even organized, Chairman Burton of Ohio is expected back in Washington within a few days, and then the commission will meet to see what it can do. People in many parts of the country may not realize what an enormous task the commission has before it and how much good it will be able to do if it plans wisely, and if its wise plans are carried out. The scheme is nothing less than mapping out an efficient system of internal water transportation for all of the country that can be now reached by water, and in fact putting in canals where they will do the most good. To merely map out this much of the work seems like a stupendous task. It is almost as though the whole railroad system of the country were lacking and a few scattered horsecar lines doing all the hauling and someone in authority suddenly proposed to extend the scattered horse car lines into the present steam road system and equip it for business with the latest improvements of engineering skill.

Of course what the Waterways Commission can do is only to make a start and prepare a comprehensive plan for the approval of Congress. But one of the things it is to do in a general way is to map out an efficient auxiliary system of water transportation for slow freight that will take off the shoulders of the railroads the burden of moving the immense crops which they now frankly confess they are unable to handle. The people of the middle west realize the need of water transportation perhaps more keenly than any other part of the community. St. Louis is one of the greatest jobbing cities of the country, and a member of the commission said this week that he was assured by the big merchants there that they had not shipped a bill of goods in the past year without a proviso that they were not to be held responsible for delay in delivery. The farmers of the middle west and northwest know to their sorrow the impossibility of getting their crops to market by the railroads as now run, and thousands of bushels of last season's grain is now rotting in the fields and beside the railroad tracks because of the inability of the railroads, real or professed, to cope with the traffic. If the Commission is able to map out a comprehensive plan of water highways that will serve the needs of the people in moving the heavy and bulky produce, the railroads will be left free to handle the fast freight and passenger traffic much more effectively.

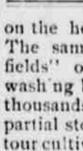
But this is not all the Waterways Commission is expected to do. To make effective and navigable the larger streams will be a large and important work, but it is planned also to control so far as possible all the streams of the country, and thus save the millions of dollars lost annually by floods and the incalculably greater loss by washing and erosion of the farm lands of the country. This is going at the problem of stream control with a vengeance. Gifford Pinchot, the chief of the Forestry Service, is one of the members of the commission and one of the prime movers. His plan for the control of streams erosion and flood loss looks mainly to reforesting the headwaters of the streams and thus preventing the sudden down pour of melted snow and ice that makes the floods in the spring and has just caused fully \$20,000,000 of loss around Pittsburgh and the Ohio valley.

The people of the South realize this loss also, and have a constant object lesson before them in the destruction of the greatest rice belt in the world through the two Carolinas where the fields washed out after the forests had been cut out

State of Ohio, City of Toledo, Lucas County, Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY, Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

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on the headwaters of the streams. The same was true of the "dead fields" of the cotton belt where washing by rains destroyed tens of thousands of acres of land before a partial stop was put to it by "contour cultivation". The problem of erosion presents itself to the commission in a different form in the arid west where the North Platte, the Missouri and a dozen other streams all carry down annually millions of tons of the richest soil to choke the channel of the Mississippi and put the sediment where it will do the most harm. The Reclamation Service, whose Director, F. H. Newell is a member of the Commission will undertake to handle that end of the problem with immense settling reservoirs that will send the waters of the Mississippi and free also of the disastrous floods that ruin the farm lands along their course.

The problem of light and power from water flow will also be considered by the Commission. It is estimated by the members that from this source, the coal consumption of the country can be reduced a third, lengthening by just that much the producing life of the coal mines.

It is a great vision, and one in which a scientific imagination can revel. Just what the mine members of the commission will be able to accomplish in the way of outlining a plan before Congress meets again is uncertain. The mere working out of the details will be the work of years for experts and the turning of the plan into an accomplished act will be the work of more years still and will mean the expenditure of vast sums of money. But there were 300,000 letters sent to Congress last year from the Mississippi Valley alone on the need of such a commission, and it ought to be a satisfaction to the writers to know that the plan is taking shape.

President Mellen of the New York, New Haven and Hartford railroad was at the White House this week to see President Roosevelt about the railroad situation. Nothing touching the interview has so far been given out. The President has also talked with J. Seligman of the big banking house, James Spyer of Spyer Brothers, and it is understood will have conferences with a number of other big bankers and railroad men with a view to shaping legislation for the next session of Congress that will tend to the better control of the interstate railroads. Nothing definite in connection with the plan has yet been given out. But there is talk of federal charters for the railroads and government supervision of their capitalization, all of which will tend to put them more under government control and will be better for the protection of the small stockholder.

Sick Wives and Daughters. You have often seen them with pale faces, poor appetite, head and back ache, symptoms common to the sex. Fathers and mothers, lose no time in securing Dr. David Kennedy's Favorite Remedy. It will cost only one dollar and is much cheaper than sickness. Write to Dr. David Kennedy's Sons, Rondout, N. Y., for a free sample bottle.

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Where Humor, Love, and Mystery Prevail. Pleasant Spring Reading.

Is there a more independent position in this world than that of a childless widow left with just enough money for her not to have to think about it? "Love's Undertow," the complete novelette in Lippincott's April number, by Anna A. Rogers, tells the story of such a woman. Interest is divided between the brainy, well balanced and womanly widow, and her Amazon girl friend "Dione," who refuses to acknowledge that she is a young physician because she is at outs with "things as they are" relating the sex question. The reasons for her capitulation to the cause of love, are ingenious and by no means overdrawn. Though the author declares in the first paragraph of this fascinating tale that foundation of Mrs. De Ro's second marriage was laid during the lifetime of her first husband, the reader is kept guessing which of four men is to carry off the prize. This indicates the consummate skill with which the plot is handled.

The short stories seem to have been selected with a view to "the best of its kind"—and many kinds. There is a Pennsylvania-German story by George Schock, whose success in this field is unequalled. "A Prisoner of the Ground" portrays these peculiar people as lovers, picturing the tenacity of a man and the strong faith of a maid. "A Cavalier of Five," by Minna Thomas Antrim, is one of a short series of "Don Sketches," humorous, touching episodes of child-life, each one complete in itself. George Edwin Hunt contributes "Why Rollison Went to Sumatra," a hilarious story of cludom. "In Which Yellow Wins," by Will Levington Comfort, depicts life in a mining town, with fidelity and strength. The charm of Southern romance is insistently real in "An Accident," by Sara Chichester Page. So saturated in local spirit is she that the flirtations which she describes may have been her own. "The Night-Blooming Millers," closes the series of neighborhood stories by Marion Hill. These humorous flash-lights seem to be well liked.

Two papers of extraordinary interest are "Easter-Time in Rome," by Anne Hollingsworth Wharton, and "Ibsen and His Ism," by Joseph M. Rogers.

A good deal of curiosity is expressed by both readers and writers about the new Department, "Ways of the Hour," which is introduced in the April Lippincott. This must be seen to be appreciated. A striking poem by Tudor Jenks, is "The Demon of Notre Dame." There is also the following verses: "Why April Weeps," by Alice E. Allen; "The Artist," by Minna Irving; "When the Race is Run," by Marie Conway Oemler; "One-and-Twenty," by Richard Kirk; and "Flight," by Clinton Scollard. "Walnuts and Wine" section is not "new" in any sense except that nothing old is printed there unless it slip in unawares. New jokes, anecdotes, and poems, are the synonym for "Walnuts and Wine."

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PENNSYLVANIA Railroad. SCHEDULE IN EFFECT SEPTEMBER 25, 1906. Trains leave EAST BLOOMSBURG as follows: For Nesquehoning and Wilkes-Barre, 7:50, 10:16 a. m., 2:13 (4:28 Nesquehoning only), 6:00 p. m. weekdays. For Catawissa and Sunbury, 8:25, 11:47 a. m., 4:07, 7:25 p. m. weekdays; Sundays as follows: 7:50, 10:16 a. m., 2:13, 4:28, 6:30 p. m. weekdays. For Pottsville, Reading and Philadelphia, 7:50 a. m., 4:28 p. m. weekdays. For Hazleton, 7:50, 10:16 a. m., 4:28, 6:30 p. m. weekdays. For Lewisburg, Milton, Williamsport, Lock Haven, Renovo, and Ridgway 11:47 a. m. week days; Lock Haven only, 8:25 a. m., 4:07 p. m., for Williamsport and intermediate stations, 1:25, 11:47 a. m., 4:07, 7:25 p. m. weekdays; 4:07 p. m. Sundays. For Bellefonte, Tyrone, Phillipsburg, and Clearfield, 8:25, 11:47 a. m., weekdays. For Harrisburg and intermediate stations, 8:25, 11:47 a. m., 4:07, 7:25 p. m. weekdays; 4:07 p. m. Sundays. For Philadelphia (via Harrisburg), Baltimore and Washington 8:25, 11:47 a. m., 4:07, 7:25 p. m. weekdays; Sundays as follows: 7:50, 10:16 a. m., 2:13, 4:28, 6:30 p. m. weekdays. For Pittsburgh (via Harrisburg), 8:25 a. m., 4:07, 7:25 p. m. weekdays; 4:07 daily; via Lewistown Junction, 8:25, 11:47 a. m., weekdays; via Lock Haven, 8:25, 11:47 a. m., weekdays. For further information apply to Ticket Agents. W. W. ATTERBURY, J. R. WOOD, General Manager, Pass. Traffic Mgr. G. O. W. BOYD, General Passenger Agent.

PHILADELPHIA & READING RAILWAY. In effect Nov. 17, 1904. TRAINS LEAVE BLOOMSBURG For New York, Philadelphia, Reading, Pottsville, Tanawana, weekdays 7:27 via West Milton; 8:10 via East Mahanoy; 8:39 p. m. via West Milton. For Williamsport, weekdays, 7:27 a. m. 3:39 p. m. For Danville and Milton, weekdays, 7:27 a. m. 3:39 p. m. For Catawissa weekdays, 7:27, 11:28 a. m. 12:30, 2:30, 4:30 p. m. For Rupert weekdays 7:27, 11:28 a. m. 12:30, 2:30, 4:30 p. m. TRAINS FOR BLOOMSBURG Leave New York via Philadelphia 9:05 a. m., and via Easton 9:10 a. m. Leave Philadelphia 10:15 a. m. Leave Reading 12:15 p. m. Leave Pottsville 12:55 p. m. Leave Tanawana 4:45 p. m. Leave Williamsport weekdays 10:06 a. m., 4:30 p. m. Leave Catawissa weekdays, 6:36, 9:30 a. m., 1:30, 4:30 p. m. Leave Rupert, 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, CAPE MAY AND OCEAN CITY. 7:30 a. m. Exp. 4:00 p. m. Exp. 8:50 a. m. Exp. 5:50 p. m. Exp. 11:30 a. m. Exp. 7:15 p. m. Exp. 8:50 p. m. Exp. SUNDAYS. ATLANTIC CITY, ATLANTIC CITY, CAPE MAY AND OCEAN CITY. 8:00 a. m. Lel. 5:00 p. m. Lel. 10:00 a. m. Exp. 7:15 p. m. Exp. 8:45 a. m. Lel. Detailed time tables at ticket offices, 13th and Chestnut Sts., 384 Chestnut St., 1305 Chestnut St., 800 South 3rd St., 392 Market St., and at Stations. Union Transfer Company will call for and check baggage from hotels and residences. A. T. JICE, Gen'l Supt. EDSON J. WEEKS, Gen'l Pass. Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT June 1, 1904, and until Further Notice. Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows: A. M. 5:30, 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, 9:40, 10:20, 11:00. Leaving depart from Berwick one hour from time as given above, commencing at 6:00 a. m. Leave Bloom for Catawissa A. M. 5:30, 6:15, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40. P. M. 1:00, 1:20, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:20, 11:00. Cars returning depart from Catawissa 20 minutes from time as given above. First car leaves Market Square for Berwick on Sundays at 7:00 a. m. First car for Catawissa Sundays 7:00 a. m. First car from Berwick for Bloom Sundays leaves at 8:00 a. m. First car leaves Catawissa Sunday at 7:30 a. m. *From Power House. *Saturday night only. *P. R. R. Connection.

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LACKAWANNA Railroad. BLOOMSBURG DIVISION. In Effect March 1st, 1904. STATIONS. A. M. A. M. P. M. P. M. NORTHBURGERLAND 6:45 10:00 11:20 5:27. CAMERON 6:56 10:11 11:31 5:38. DANVILLE 7:08 10:23 11:43 5:49. CALS WILSON 7:19 10:34 11:54 6:00. RUPT H. 7:29 10:44 12:04 6:11. BLOOMSBURG 7:31 10:46 12:06 6:13. BERWICK 7:42 10:57 12:17 6:24. WILLOW GROVE 7:53 11:08 12:28 6:35. STRATCREEK 8:04 11:19 12:39 6:46. HICK'S FERRY 8:15 11:30 12:50 6:57. SHICKSHINNY 8:26 11:41 13:01 7:08. HUNTERS 8:37 11:52 13:12 7:19. AVONDALE 8:48 12:03 13:23 7:30. PITTSBURGH 8:59 12:14 13:34 7:41. LEBANON 9:10 12:25 13:45 7:52. PORT JEFFERSON 9:21 12:36 13:56 8:03. WYOMING 9:32 12:47 14:07 8:14. WEST PITTSBURGH 9:43 12:58 14:18 8:25. SUSQUEHANNA AVE. 9:54 13:09 14:29 8:36. PITTSBURGH 10:05 13:20 14:40 8:47. DURYEA 10:16 13:31 14:51 8:58. OLD FERRY 10:27 13:42 15:02 9:09. TAYLOR 10:38 13:53 15:13 9:20. SCRANTON 10:49 14:04 15:24 9:31. A. M. A. M. P. M. P. M. WEST. SCRANTON 6:35 10:20 1:55 7:40. TAYLOR 6:44 10:29 2:03 7:49. OLD FERRY 6:53 10:38 2:11 7:58. DURYEA 7:02 10:47 2:20 8:07. PITTSBURGH 7:11 10:56 2:29 8:16. SUSQUEHANNA AVE. 7:20 11:05 2:38 8:25. WEST PITTSBURGH 7:29 11:14 2:47 8:34. WYOMING 7:38 11:23 2:56 8:43. LEBANON 7:47 11:32 3:05 8:52. PITTSBURGH 7:56 11:41 3:14 9:01. AVONDALE 8:05 11:50 3:23 9:10. NANTUCKET 8:14 11:59 3:32 9:19. SHICKSHINNY 8:23 12:08 3:41 9:28. HICK'S FERRY 8:32 12:17 3:50 9:37. BEACH HAVEN 8:41 12:26 3:59 9:46. STRATCREEK 8:50 12:35 4:08 9:55. WILLOW GROVE 8:59 12:44 4:17 10:04. LIME RIDGE 9:08 12:53 4:26 10:13. BLOOMSBURG 9:17 13:02 4:35 10:22. RUPT H. 9:26 13:11 4:44 10:31. CATAWISSA 9:35 13:20 4:53 10:40. CAMERON 9:44 13:29 5:02 10:49. NORTHBURGERLAND 9:53 13:38 5:11 10:58. A. M. P. M. P. M. P. M. Daily. Daily except Sunday. Stops on signal or notice to conductor. E. M. HINE, Supt. T. W. LEE, Gen. Pass. Agt.

Bloomsburg & Sullivan Railroad. Taking Effect May 1st 1906, 12:05 a. m. NORTHWARD. 21. A. M. P. M. P. M. A. M. P. M. P. M. Bloomsburg D. & W. 9:00 2:37 4:15 6:08. Bloomsburg P. R. 9:02 2:39 4:17 6:10. Bloomsburg Main St. 9:05 2:42 4:20 6:13. Paper Mill 9:15 2:52 4:30 6:20. Light Street 9:18 2:55 4:33 6:23. Orangeville 9:26 3:03 4:43 6:30. Forks 9:36 3:13 4:53 6:40. Zanesville 9:45 3:22 5:02 6:49. Stillwater 9:48 3:25 5:05 6:52. Benton 9:56 3:33 5:13 6:59. Edson 10:01 3:37 5:17 7:04. Coles Creek 10:05 3:41 5:21 7:08. Laubachs 10:08 3:45 5:24 7:11. Grass Mere Park 10:10 3:47 5:26 7:13. Central 10:12 3:49 5:28 7:15. Jamison City 10:18 3:55 5:34 7:21. SOUTHWARD. 22. A. M. P. M. P. M. A. M. P. M. P. M. Jamison City 5:50 10:48 3:35 7:10. Central 5:53 10:51 3:38 7:13. Grass Mere Park 6:01 10:59 3:46 7:21. Laubachs 6:03 11:02 3:48 7:23. Coles Creek 6:05 11:04 3:50 7:25. Edson 6:14 11:13 3:59 7:34. Benton 6:18 11:17 4:03 7:38. Stillwater 6:22 11:21 4:07 7:42. Zanesville 6:25 11:24 4:10 7:45. Forks 6:29 11:28 4:14 7:49. Orangeville 6:30 11:34 4:21 7:50. Light Street 6:31 11:35 4:22 7:51. Paper Mill 6:33 11:37 4:24 7:53. Bloom. Main St. 6:34 11:38 4:25 7:54. Bloom. P. R. 6:35 11:39 4:26 7:55. Bloomsburg D. & W. 6:36 11:40 4:27 7:56. Trains No. 21 and 22, mixed, second class. Daily except Sunday. Daily except Sunday. W. C. SNYDER, Supt.

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