

WASHINGTON

From our Regular Correspondent.

Washington, D. C. May 31, 1907.

All reports from the Jamestown Exposition indicate that the show is being completed as rapidly as any of the great expositions ever have been after their opening, and the verdict of such a good judge as W. I. Buchanan, formerly President of the Buffalo Exposition, is that it is the greatest show since the World's Fair in Chicago. But the southern exposition has had to fight against many obstacles and there have been many covert attempts by high officials who should have more generosity to spoil the show simply because it was a southern enterprise. The Army and Navy have arrogated to themselves the bulk of the credit for making the show a success, and now the navy is threatening to withdraw on the ground that some of the concessionaires of the exposition have not treated the uniform of the enlisted men with respect. Some of the sailors have been excluded from the dancing pavilions outside the exposition grounds. The soldiers have been allowed there freely and there is a good deal of jealousy and ill feeling over the matter. It is likely that the Navy Department will try to make an example of the amusement proprietors who slighted the sailors and Admiral Evans threatened to take the matter into his own hands, as he has a habit of doing with many matters, and withdrawing his squadron from Jamestown waters. A good many of the officers would like this excuse for leaving, but it is not believed that it will come to this pass.

Speaking of naval matters, there is a movement on foot and gaining strength in naval circles that may result in putting some of the naval modern vessels of the navy at the disposal of the naval militia. It is known among the coast states where there is a naval militia that the old monitor of the Puritan and the Miantonomah classes are put at the disposal of the naval reserves each year for short training cruises. It is excellent practice work for the amateur sailors and especially as a modern warship is more of a machine than a sailing craft these days, it gives the reserves a chance to get acquainted with the guns and machinery. There are many engineers, mechanics and machinists among the naval militia, and these are the men who with proper training would make just as good crews for a modern warship as could be desired, provided, of course, they had the proper officers over them. The training on the monitors is good, but the scheme now is to put vessels of the Denver class which are really modern monitors and intended for coast and harbor defense, at the disposal of the militia for their practice cruises and give them a chance to get acquainted with absolutely modern machinery and guns. This the naval officers say, would enhance the value of their training at least 100 per cent, and would give the government good crews for the river and harbor vessels that they could fall back on in time of war, leaving a much larger proportion of the regular sailors free for deep water duty.

There is serious talk of governmental proceedings against the Union Pacific railroad to make it release over 3,000,000 acres of valuable land that might well be used for farming, but that it is claimed the road has held up for speculative purposes. The road was a land grant road like the other great transcontinental lines, and the immense section of valuable land was freely given it by the government when land was much less expensive than it is now. The under-

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENEY & CO., Toledo, O. Sold by all Druggists, 75c. Take Hall's Family Pills for constipation.

Consumption is less deadly than it used to be. Certain relief and usually complete recovery will result from the following treatment: Hope, rest, fresh air, and—Scott's Emulsion. ALL DRUGGISTS; 50c. AND \$1.00.

standing was that the railroad was to throw open the land to settlement at once and the nominal price was to be about \$3 per acre. But it is claimed that the road has been sold to settlers in recent years has seldom been at a lower rate than \$15 an acre. Some of the more desirable land is now held as high as \$100 an acre, and it is thought that some method can be found for forcing the railroad to throw it open to the farmers at reasonable prices rather than to hold it for a further speculative advance.

Commissioner Clements of the Interstate Commerce Commission is rapidly acquiring the reputation of a radical among the railroad men. He has always been very firm and outspoken in his opinion about the necessity for strict control of railroad corporations, but this week he came out in an interview on the subject of rebates that is likely to make some high railroad officials uncomfortable. He says that it is folly to continue imposing fines, often small fines on the railroads for rebating and he favors in the case of future convictions taking some of the prominent officials and sending them to jail as an object lesson. He says it would take only one or two such examples to break up the practice of rebating altogether, that rich railroad officials do not care particularly about a fine that does not even come directly out of their own pockets, but that they would be very chary of violating the law if they thought there was the remotest chance of being sent to jail for it.

Figures on the iron export trade of the United States have been published by the Bureau of Statistics. They show that the iron and steel business has taken by far the first rank in the industries of the country. The exports of iron and steel products for the nine months ending in April were \$150,000,000 with the prospect of their reaching \$175,000,000 before the end of the fiscal year. This growth is the more remarkable seeing that ten years ago the exports were only \$57,000,000 in the same line. It is generally believed that cotton is the greatest of the export manufactures, but it appears from the figures that this is not so, iron and steel, copper and wooden manufactures all coming ahead of it.

A decision has been rendered by the Supreme Court of the United States in the famous Philippine import case that has been awaiting settlement for some years. The firm of Heinszen & Co., German merchants tried to recover \$16,000 in duties that had been collected on goods they had shipped from the United States to the Philippines. They claimed that the Philippines were United States territory and that the government had no right to levy duties on imports from this country. The company lost the case in all the lower courts, and now the Supreme Court has upheld the decisions of the lower tribunals.

Supreme Court Decision on Platform Riding.

Also Applies to passengers who Ride on the Running Board of a Trolley Car.

The Philadelphia Press says: The judicial decision that the passenger who rides on the platform of a street car does so at his own risk, and not that of the company, applies, of course, just the same to those who ride on the running boards of those of the open cars. The running board is a far more dangerous place than the car platform. It is not intended to ride on, but in the busy hours the running board on almost any open car will be crowded with passengers who have to keep a tight hold on something to prevent being thrown off. The danger is very great, and there are occasionally narrow escapes from injury and sometimes no escapes at all. The trolley companies are not likely to remedy this, since the passengers who crowd the running boards pay just as much fare as others, and if they fall off or are knocked off they can get no damages because they had no business to be riding in such a place. Isn't there some authority that should take this matter up?

A Hint to Travellers—Also to Stay-at-homes.

If you are going on a journey—long or short—or want to spend an evening with the most entertaining novel on the market, be sure to get "A Tragedy of Circumstances," by Frank Danby, the author of "Pigs in Clover." This is brought out complete in the June Lippincott's; and for plot of fascinating novelty it has no peer in modern fiction. It presents a vivid picture of "high" society with its myriad temptations and human pitfalls. It is realism without indecency, and in the gay scenes at Monte Carlo the reader is carried along in the mad whirl of chance which threatens to engulf the heroine, whose destiny is in doubt up to the closing pages.

There are eight short-stories of great variety: "Tacky Anne," by Marion Hill, a story of love and sacrifice which ends as it should; a triumphant Memorial Day story, "The Fire Rekindled," is by Claire Wallace Flynn; "Gustave Hinkle, Martyr," is one of Caroline Lockhart's deliciously humorous tales; Carrie Blake Morgan's "Mrs. Deane's Magic Fetters" is quite as amusing though in a different way; "The Guest of Honor," another one of Minna Thomas Antrim's "little Don" sketches about a quaint little boy and his step-father; a first-rate base-ball story by Lucy Copinger is "Bum O'Reilly at the Bat"; a touching incident of city hospital life is "The Patient in Number Four," by Walter Jones; and a lively love-story by Edith Morgan Willett is "A Sheet of Foolscap."

The Jamestown Exposition makes especially noteworthy the choice poetic Drama of "A Princess of Virginia." The musical lines which convey this story of Pocahontas and Captain John Smith are the work of Kate Tucker Goode, whose latest success will carry her name far and wide.

Mrs. John Van Vorst, who spends half of every year in Paris, writes about "Beggings as a Fine Art in Paris." This is informing as to the habits of the mendicant class, and extremely entertaining. An article on "The Key to the Middle Ages" contains some startling comments on the period. Its author is George L. Knapp.

"Ways of the Hour"—the new department in Lippincott's—contains three brief but pointed expressions of opinion on as many subjects; "Decline of Classical Studies," by Joseph M. Rogers; "The Sure Eventual Fate of Cuba" by Lloyd Buchanan; and "Are Americans Becoming Music Lovers?" by George Rogers.

The singers and their songs appearing in the June Lippincott's are "The Choice," by Mildred I McNeal-Sweeney "The June Time," by Eleanor C. Hull; "A Little Prayer," by Andrew Shaughnessy; "The Sleepless," by Clarence Urmey; "The Grave of Bayard Taylor," by John Russell Hayes; "Cobwebs," by Frederic Fairchild Sherman; "Love in June," by C. Cunningham; "Evening," by Charles L. O'Donnell. "Walnuts and Wine" this month bristles with new jokes—useful to after-dinner speakers because they are "original packages."

Husbands in Revolt. Men Make it a Misdemeanor to Play Bridge Whist.

The husbands and fathers of Mellette, South Dakota, have risen in revolt against the game of bridge whist and have passed an ordinance making it a misdemeanor for any woman to play the game, and imposing a punishment of \$25 to \$100 fine and 30 days in jail for a violation of the law.

The men declare that their women folk were so infatuated and bewitched by the game bridge whist that they were neglecting their household duties. Mothers even neglected their babies to play bridge whist, and husbands were given no attention at all by their wives. The women are angry over the passage of the ordinance. They say they have as much right to pass the time playing bridge whist as the men have to play poker, seven-up, and to loaf in the saloons.

CASTORIA. The Kind You Have Always Bought. Bears the Signature of J. C. Watson.

WORLD'S MACHINE MART

It is Situated in Downtown New York.

ITS GROWTH IS RAPID

Here All Kinds of Mining and Industrial Machinery Are Sold to Every Country in the Globe—Enormous Increase in the Business in the Last Few Years.

Within five years New York has doubled its business in the sale of mining and industrial machinery and is now the world's greatest mart for all the principal types of machinery and tools. The business is largely confined to the district bounded by Fulton, West and South streets and the Battery. In the number of persons engaged in office work these engineering trades employ several hundred more than are engaged in the downtown financial institutions, says the New York Times.

The number of travelling salesmen and foreign agents who represent these machinery making corporations is double that of all the men and women employed in all the banks of the metropolitan district. So rapid has been the growth of these machinery trades that in two twenty-two story office buildings near Trinity Church almost 80 per cent. of the floor space has been rented to machinery interests.

For a number of years the most important machinery corporations have made a net yearly increase in output of 10 per cent. Several of the electrical and steam engineering companies have made a net average increase of 15 per cent. within the last five years.

Several of the large corporations make for all the world and are engaged at the present time on contracts for Asia, Africa, all European countries, Australia and for all the islands in the seas whereon mining and agriculture are active. One of the great downtown corporations has a \$10,000,000 contract in the Vale of Cashmere and a \$5,000,000 contract in Japan. In all this house has foreign contracts to the amount of \$35,000,000.

Another large firm, employing more than 20,000 hands and with offices in eighteen foreign countries, is popularly known as the House of All Nations, because among its engineers and clerks are fluent speakers of almost every language that is of importance in commerce. Chinese, Japanese, German, French, Spanish, Portuguese, Italian and the Scandinavian languages are spoken and written at numbers of these offices.

Some time ago a merchant from China in search of machinery for a mill at his home told the head of a downtown machinery concern that he was unable to express in English the meaning of several Chinese words in common use about his mill. The President touched his bell and summoned a highly trained and full blooded Chinese mechanical engineer, who soon demonstrated that he knew much more about the operation of the type of mill than did the owner himself.

There are now in foreign lands about five thousand engineers and mechanics at work for downtown engineering corporations. Of these upward of a thousand are German-Americans and Spanish-Americans stationed as resident agents in important commercial cities and mining districts.

They represent corporations which are capitalized at almost two billion dollars and which employ about 600,000 hands, with plants in every State in the Union, and whose stockholders number almost a million citizens.

Pay for Stolen Coat.

The Honorable Mrs. Bresford, better known by her stage name, Kitty Gordon, recovered from an insurance company \$5,000 in an English court, the value of a fur coat stolen from her trunk when she was on her way from New York to England.

No Runaway in Russia.

In Russia runaway horses are unknown, because no one drives there without having a thin cord around the neck of the animal. When a horse starts to run the cord is pulled and the horse stops as soon as he feels the pressure on his windpipe.

HUMPHREYS'

Specifies cure by acting directly on the sick parts without disturbing the rest of the system.

- No. 1 for Fevers. No. 2 " Worms. No. 3 " Teething. No. 4 " Diarrhea. No. 5 " Coughs. No. 6 " Neuralgia. No. 7 " Headaches. No. 8 " Dyspepsia. No. 9 " Suppressed Periods. No. 10 " Whites. No. 11 " Croup. No. 12 " The Skin. No. 13 " Rheumatism. No. 14 " Malaria. No. 15 " Catarrh. No. 16 " Whooping Cough. No. 17 " The Kidneys. No. 18 " The Bladder. No. 19 " La Grippe.

In small bottles of pellets that fit the vest pocket. At Druggists or mailed, 25c. each. Medical Guide mailed free. Humphreys' Med. Co., Cor. William & John Streets, New York.

PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBER 25, 1906

Table with columns: STATIONS, A.M., P.M., P.M., P.M. Lists routes to Harrisburg, Reading, and other cities.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 17, 1904. TRAINS LEAVE BLOOMSBURG

Table with columns: STATIONS, A.M., P.M., P.M., P.M. Lists routes to Philadelphia, Reading, and other cities.

ATLANTIC CITY R.R.

From Chestnut Street Ferry. For South St. see timetables at stations.

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LACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st, 1904.

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THE DIAMOND BRAND. Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Blue Ribbons. Take one or two. Buy of your Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS, for 25 years known as Best. Always reliable. SOLD BY DRUGGISTS EVERYWHERE

PARKER'S HAIR BALM