WASHINGTON

From our Regular Correspondent,

Washington, D. C., Nov. 12, 1907. Now that the worst of the financial panic is past, the banks appear to be doing just what they have been blaming their depositors for doing, namely, accumulating gold and keeping it out of circulation by locking it up. This matter has been brought to the attention of the Treasury Department and it may result in measures being taken to force the banks to make cash payments under penalty of having their deposits of Government money withdrawn. The whole trouble in the financial world has been a lack of confidence coupled with a lack of ready coin. Business has grown far beyond the possibility of the cash in hand going round. The result has been that checks, drafts, and securities of one sort and another have been substituted for actual cash. This was all right when they were backed by actual values in crops, manufactures, or manufacturing plants. The trouble came when some bank depositors got frightened and demanded immediate and actual money pay-ments. Then it was found that many banks, while perfectly solvent, did not have coin enough for their immediate use. As soon as confidence was restored and the runs checked, everyone got along quite as well with paper credit as they would have with actual gold. The Government came to the rescue with about \$25,000,000 of extra deposits in National Banks and urged the banks to increase their note circulation to the legal limit. Gold has been imported and the supply of money thus augmented. But the Treasury is informed that the banks have gone to the other extreme and are locking up in their vaults all the money they can get hold of, and forcing their customers to do business with credit checks and similar flat currency that may be deposited in their banks but not drawn against for actual cash. The Comptroller of the Currency has advised the withdrawal of Government Funds from banks that are thus unfairly hoarding gold, the chances are that this threat will be enough to make the banks loosen

up.
The Treasury itself has taken a step of questionable expediency in ' refusing to make public any more national bank failures. This has always been a matter of legitimate information and such failures were posted daily in the Treasury Department for the benefit of newspaper correspondents and others interested. Information as to such failures was freely given out. It is claimed, however, that the publication of such news tends to destroy public confidence, so this avenue of information has been closed. Of course the failures cannot be concealed and it merely means putting ment. There are now 72 vacancies the newspaper correspondents to in the corps. During the past year some inconvenience and getting the several of the cadets have resigned information from unofficial instead of official sources. Such concealment is not at all in line with American policy and is calculated to do more harm than good.

There was an accident in the Department of Agriculture last week the effects of which will be felt by many of the farmers of the country. The seed distributing warehouse of the Department whence the seeds were distributed each year was burned and almost the entire stock on hand was destroyed. The actual loss amounts to about \$100,000. but the practical loss will be much greater. Of course there were many common varieties of seeds and there has been long and heated discussion as to whether any good was done by the distribution of such seed through the members of Congress. But leaving this distribution out of the question there were many other varieties of seeds, the loss of which will be keenly felt. The Department has been working for years on plant breeding much after the

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO.

Toledo, Obio. Sold by Druggists, 75c. Take Hall's Family Pills for con-

stipation.

ᡎᠬᠳᢛᢦᡊᢦᢦᡑᡙᡙᡙᢛᢧᡎᡎᡇᡇᡩᢡ**ᢡᡇᡭᠣᠿᠿᠿᠿᠿᠿ** That hacking cough continues Because your system is exhausted and your powers of resistance weakened. Take Scott's Emulsion.

It builds up and strengthens your entire system. It contains Cod Liver Oil and Hypophosphites so prepared that it is easy to take and easy to digest. ALL DRUGGISTS: 50c. AND \$1.00

manner of breeding farm animals. There have been valuable strains of corn, wheat, and other cereals produced that were in course of distribution to special experimenters and that were tending to largely increase these particular crops. The Department also had produced very valuable strains of long staple upland cotton. There were many foreign seeds, drought-resisting varicties of al alfa, and the like all of which were being put to excellent use. It is not believed that any of these strains were completely wiped out but the work was given a severe check by the fire, and it will take some time to get it into thorough working order again.

An interesting report has been issued by the Navy Department showing that the United States now stands second among the Naval Powers of the world in actual tonnage of warships. Its nearest competitor is France, and the leader of the list is Great Britain. A year ago France was a little ahead of the United States, but at present the tonnage of American warships is 611,619 and that of France, 609,-079. France will be ahead of us again in another year for her building program contemplates the completion of warships amounting to 836,112 tons, while at the same period the United States will have only 771,758 tons. This does not include transports, colliers and repair ships, or convertible merchantmen under 1,000 tons, but does include torpedo boats, submarines and destroyers. Great Britain on the other hand has the present enormous tonnage of 1,633,116. This is owing to her traditional policy of the "two power standard." This means simply that she insists on keeping her naval strength up to that of her two nearest competitors. At present it will be seen that it is considerably in advance. Great Britain intends to keep it so, and no matter what building programs other countries may adopt she will always insist on laying down two ships for one.

For the first time in the history of the country West Point is finding difficulty in keeping up its cadet corps to the maximum strength. This was announced in a report just made by the superintendent of to accept positions in civil life. There has been even a larger retirement of officers from the active list for the same reason. This, coming with the difficulty in recruiting the enlisted strength, makes the outlook for the army not at all encouraging. It probably will have the effect of hastening action on the increased army pay bills to be presented at the next session of Congress.

The Biggest Cigar Output.

Some Facts About a Great Pennsylvania Industry-2,897,740 Cigars a Day.

In some comments on the vast extent of the tobacco growing and cigar making industries in the eastern part of the State the Lancaster New Era says: "There were twen-ty-seven working days in this State during the past month of October. On an average there were 2,897,740 cigars made every one of those days in the Ninth internal revenue district of Pennsylvania. This is the largest number made in any month since the internal revenue law went | Samples sent on application. tf. into operation in 1863. It is also the largest cigar output ever made in any internal revenue district in the United States in a single month. We can hardly realize the extent and value of this industry located in our county, in which upward of 800 cigar factories have been bustly at work. Between six and seven thousand men and women are continually at work, rolling with nimble fingers the cigars that are sent to market from the Ninth dis trict. Is it any wonder that tobacco growers and cigar workers are anxious to keep away the cheap tobacco of other countries and the cheap labor that has produced them, and to retain for themselves these two closely-related industries, tohacco-growing and cigar-making, which have made our county rich?"

JURY LIST FOR DECEMBER COURT

GRAND JURORS. P. K. Shultz, Sugarloaf township. P. K. Shultz, Sugarleaf township, Boyd Vance, Orange township, Jeremiah Snyder, Locust township, George W. Getty, Franklin twp, Jesse Hess, Sugarleaf township, W. H. Utt, Bloomsburg, Seth W. Fenstermacher, Main twp, Harvey Hess, Benton township, Abraham Broadt, Hemlock twp. Scott McHenry, Stillwater Abraham Broadt. Hemlock twp.
Scott McHenry, Stillwater.
Wm. Tilley, Hemlock township.
David Walsh. Centralia.
Charles Hughes, Locust township.
Howard Shultz, Bloomsburg.
W. H. Greenley, Pine township.
A. J. Gensil, Catawissa township. Harry Hendershott, Madison twp.

Grant Martz, Briarcreek,
Richard Ivey, Hemiock township,
John Fortner, Bloomsburg,
A. K. Fullmer, Pine township,
Henry George, Conyngham twp,
Howard Greenley, Madison twp,
Jacob Nuss, Mifflin township, TRAVERSE JURORS-First Week Clint A. Kitchen, Bloomsburg. John Heavner, Berwick.

C. M. Smith, Benton township. A. B. Comstock, Sugarioaf twp. Charles Wagner, Locust township. Weldie Dent. Hemlock township, J. W. Brown, Main township, Philip Rabuck, Beaver township. Dollman, Greenwood twp. D. L. Hess, Benton township. Emanuel Yost, Briarcreek twp. Seeley Edwards, Benton township. F. J. Hess, Sugarloaf township. Wm. Brobst, Bloomsburg. Lewis Kramer, Madison township. W. B. Hess, Jackson township, Stephen Hartzel, Bloomsburg. J. Megargell, Orange township. John Mourey, Roaring Creek twp. Burr Albertson, Greenwood twp. John Oliver, Locust township. H. F. Kelchner, Stillwater. M. O. Bowman, Mifflin township. Jerre Kostenbauder, Franklin twp. C. P. Elwell, Bloomsburg.
W. B. Miller, Greenwood township.
John Fruit, Main township.
Jerry Vansickle, Sugarloaf twp.
Brittain Hess, Jackson township.
H. J. Demott, Millville. H. J. Demott, Millville.
Eugene Tewksbury, Catawissa.
Furman Kressler, Scott township.
Harry Black, Greenwood township.
John Larned, Bloomsburg.
John Oman, Mt. Pleasant twp.
John Shaffer, Mt. Pleasant twp.
G. W. Gordner, Pine township.
I. B. Vannatta, Jackson township.

J. B. Vannatta, Jackson township. Jerry Welliver, Greenwood twp. John Johnson, Greenwood township. G. W. Appleman, Orangeville. J. W. Shuman, Main township. G. W. Roberts, Jackson township. Elmer Hagenbuch, Certer twp. H. W. Watts, Bloomsburg, C. T. Brittain, Berwick. W. H. Fisher, Bloomsburg.

J. N. Harry, Berwick. TRAVERSE JURORS-Second Week Calvin Crawtord, Greenwood twp. W. Trump, Orange township. J. M. Comstock, Sugarloaf twp. C. B. Conner, Jackson township. y Built, Briarcreek Wm. Raup, Berwick. Albert Frank, Conyngham twp. F. D. Dentler, Bloomsburg. B. G. Keller, Benton.
Solomon Deaner, Main township.
Alfred Culp, Berwick.
W. H. Roberts, Catawissa twp. W. H. Stackhouse, Berwick. Elias Utt, Bloomsburg. W. H. Cherrington, Roaring Creek.

J. C. Wenner, Benton township. W. A. Snyder, Scott township. A. W. Snyder, Mifflin township. Warren Allabach, Orangeville. Elias Weaver. Catawissa. Elias Weaver, Catawissa,
C. T. Bender, Fishingcreek twp.
H. L. Waters, Catawissa.
Simon Hons, Beaver township.
E. P. Shultz, Sugarloaf township.
F. R. Jackson, Berwick.
Robert Pugh, Bloomsburg.
Thos. Benjamin, Jackson township.
G. B. Martin, Bloomsburg. G. B. Martin, Bloomsburg.
Bruce Seybert, Mt. Pleasant.
Daniel Billeg, Locust township.
James Oberdorf, Catawissa.
Josiah Levan, Main township.
James Quick, Montour township.

Cherrington Kester, Locust. James E. Smith, Berwick. Abraham McHenry, Benton.

Supervisors' Blanks. We have printed a supply blanks for Supervisors under the new law, and will keep them in stock. They include order books, tax notices, and daily road reports.

HUMPHREYS

Veterinary Specifics cure diseases of Horses, Cattle, Sheep, Dogs, Hogs and Poultry by acting directly on the SICE PARTS without loss of time.

A.A.: PEVERS. Congestions, Julian ourze; tions, Lung Fever, Milk Fever. B. B. SPRAINS, Lameness, Injuries, coms | Rheumatism.

C. C. SORE THROAT, Quinsy, Epizoetic

D. D. WORMS, Bots, Grubs,

E. E. COUGHS, Colds, Inflorma, Inflormation Cumps Lungs, Pleuro-Pheumonia.

F. F. COLIC. Bellyache. Wind-Blown, commis Diarrhea, Dysentery. G. G. Prevents MISCARRIAGE.

H. H. KIDNEY & BLADDER DISORDERS. 1.1. 18KIN DISEASES, Mange, Eraptions, cures; Ulcers, Grease, Farcy.

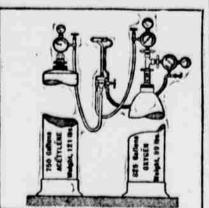
J. K. | BAD CONDITION, Staring Coat, custs | Indigestion, Stomach Staggers. Ge. each : Stable Case, Ten Specifics, Book, &c., \$7 At druggists, or sent prepaid on receipt of price. Humphreys' Medicine Co., Cor. William and John

EF BOOK MAILED PRES.

IMPROVED STEEL CUTTING.

By Which is Obtained a Perfectly Clean Narrow Cut.

The "cutting" of iron or steel plates by the local application of intense heat is not a new method. It has been accomplished by the friction of a rapidly turning disk, by the electric arc, and by the use of blowpipes of various kinds, the metal being partly melted and partly burned



BLOWPIPE FOR CUTTING STEEL away along the line of separation. Recently a device using the new oxyacetylene blowpipe for this purpose has been greatly perfected and simplified in France. What it can do is described in this article taken from

the Literary Digest, in it the writer

Bays:

"This instrument differs from the ordinary oxy-acetylene blowpipes by the addition of a third tube, controlled by a stop-cock, whose purpose is to direct on the object heated by the blowpipe a central jet of oxygen that effects the combustion of the

"The apparatus is easily handled. The blowpipe being connected by flexible tubing with flasks of compressed oxygen and of acetylene dissolved in acetone under pressure, the acetylene is first lighted, and by then opening the oxygen stop-cock gradually there is obtained an extremely hot flame with which the sheet to be cut is raised to a bright red. When the temperature is high enough, the third stop-cock is opened and a violent but very slender jet of oxygen is directed upon the heated metal. Under its action the metal burns brilliantly, throwing off showers of sparks formed of magnetic oxid; and if the jet be moved gradually the combustion continues, but only in the track of the oxygen jet. Thus is obtained a perfectly clean cut so narrow that a knifeblade can scarcely be inserted in it."

Two sizes of apparatus for this operation have, we are told, been recently placed on the market in France; one will cut plates an inch or less in thickness, while the larger can deal with material as thick as twelve inches. The smaller consumes about ninety gallons of acetylene per hour; the larger, over twice as much.

The use of the small blowpipe necessitates no special precautions; with the large model it is indispensable, in order to avoid burns from the sparks to wear special clothing of asbestos cloth, and, further, it is well to protect the eyes, with colored glasses, against the brilliancy of the burning metal.

The use of the oxy-acetylene blowpipe presents still another appreciable point of interest-that of rapidity. With it plates half an inch thick are cut at the rate of a yard in four minutes; those of an inch in six minutes; those of four inches in nine to ten minutes. This extreme speed and its convenience now assure to the blowning-cutter more and more numerous uses. Thus within a short time it has been employed successively at Marseilles to repair the steamship Gaulois; at Toulon, in the demolition of the Jena; at the Credit Lyornais, in Paris, for the demolition of a steel water-tank: and at Paris more recently to cut 200 iron girders in the building of the Societe Generale, next door to the Opera. In less than five minutes each of these girders about seven inches thick, was severed, whereas by ordinary methods it would have taken half a day's work to saw them

Balloons Driven to Sea.

It is remarkable that although scores of balloons have been driven out to sea cases in which this misadventure has ended fatally are few. according to the Dundee Advertiser. More than a century ago, when Major Money made an ascent from Norwich, he was compelled to descend in the sea, where he remained for seven hours until his plight was seen and he was rescued by the crew of a revenue cutter. Some years later, in 1812, James Sadler narrow- Extra great manifolding power. ly escaped drowning in an attempt to cross the Irish channel. His balloon droppd into the water some miles off Liverpool and he was on the point of succumbing when rescue came in the form of a fishing boaot.

Shadows That Sing.

At the recent exposition of the French Society of Physics exhibitions were given of an ingenious combination of the phonograph with the cinematograph, whereby the figures upon the screen were caused to go through all the motions of singing, while the sounds issued concordingly from the phonograph, so that the illusion was astonishingly complete. Similar combinations have been made before, but seldom with so much attention to details. The apparatus employed is called the chron-

PENNSYLVANIA Railroad.

SCHED AN EFFE

Trains leave EAST BLOOL. & JRG as follows: Trains leave EAST BLOG... 2 JRG as follows:
For Nescopeck and whises-Larre, 7:50, 10:46
m., 2:13 (4:28 Nescopeck only), 6:20 pr.m. weekdays.
For Catawissa and Sunbury, 8:25, 11:47 a. m.,
4:07, 7-. p. m. week days; Sundays 4:07 p. m.
For Fittston and Scranton as follows: 7:50 10:46
a. m., 2:45, 6:20 p. m. week-days.
For Pottsville, Reading and Philadelphia, 7:50 a.
m., 4:25 p. m. week days.
5-r Hazleton, 7:50 10:16 a. m., 4:28, 6:20 p. m.
week days.
(Cr. Lewisburg, Milton, Williamsport, Lock
Haven, Kenovo, and Hidgway 11 47 a. m. week
days; lock Havenoniy, 8:25 a. m., 4:37 p. m.;
for Williamsport and Intermediate stations,
(25, 14:47 a. m. 4:37, 7:25 p. m. week days; 4:07
p. m. Sundays.

f. in. Sundays.

For itellefonte, Tyrone, thillipsburg, and Clearfield, 8:25, 11:47 a. m., week days.

For Harrisburg and intermediate stations 5:25,
11:47 a. m., 4:07, 7:25 p. m. week days; 4:07 p.

11:17 a. m., 4:07, 7:25 p. m. week days; 4:00 p. m. Sundays.

For Pulladelphia (via Harrisburg), Baltimore and Washington 8:25, 11 47 a. m., 4:07, 7:25 p. m. week days; sundays, 4:0 p. m.

For Pittaburg (via Harrisburg), 8:25 a. m., 4:07 7:25 p. m. week days; ::07 daily; via Lewistown Junction, 8:25, 11:47 a. m. week-days; via Lock Haven, 8:25, 11:47 a. m. week-days.

For further information apply to Ticket Agents.

gents.
. W. ATTERBURY, J. R. WGOD,
General Manager, Pass'r Traffic Mgr.
GEO, W. BOYD,
General Passenger Agent

PHILADELPHIA & READING RAILWAY.

Por New York, Philadelphia, Reading, Potts-tile, Tamaqua, weekdays 7.27 via West Milton; 1:30 a m, via East Mahanoy; 3.28 p m via West For Williamsport, weekdays, 7.27 a m 8.29

TRAINS FOR BLOOMSBURG.
Leave New York via Philadesphia 9.05 a
m., andvia Easton v.10a. m.
Leave Philadesphia 10.21a. m.
Leave teading 12.15 p. m.
Leave Tamaqus 1.49 p. m.
Leave Tamaqus 1.49 p. m.
Leave Williamsport weekdays 10.06 a m. 4.30

p. m. Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m. Leave Rupert, weekdays, 6.44, 8.28, 11.40 a. m. 1.38, 3.40 6.21 p. m. ATLANTIC CITY R R.

From Chestnut Street Perry. For South St. see timetables at stations. WEEKDAYS.

1 00	***	
7:30 a. m. Lel. 9:00 a. m. Exp 11:20 a. m. Exp. 2:00 p. m. Exp.	4:00 p. m. Exp. (60 Minutes) 5:00 p. m. Exp. 5:00 p. m. Lel.	CAPE MAY AND OCEAN CITY 8:50 a. m. 4:15 p. m. 5:50 p. m.
	7:15 p. m. Exp. SUNDAYS,	SEA ISLE CIT
ATLANTIC CITY	ATLANTIC CITY.	CAPE MAY
8:00 a. m. Lel.j 9:00 a. m. Exp. 10:00 a. m. Evp.	5:00 p. m. Lel.; 7:15 p. m. Exp.	CITY. 8:45 a. m.
Chestnut St.s., 85	ables at ticket of 14 Chestnut St. 1 St., 3962 Marke	005 Chestn

union Transfer Company will call for and theck baggage from hotels and residences.

A. T. DICE, EDSON J. WEERS, Gen'l Supt. Gen'l Pass. Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT

June 1 1904, and until Surther tice. Cars leave Bloom for Espy, Almedia, Lime

Ridge, Berwick and intermediate points as follows: A. M. \$5:00, 5:40, 6:20, 7:00, 7:40, 8:20,

.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

Leave Bloom for Catawissa A. M. 5:30, :15, 17:00, 18:00, 9:00, 110:00, 111:00, P. M. 1:00, †2:00, 3:00, 4:00, 5:00, 6:00,

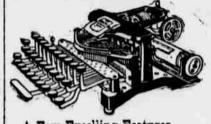
7:00, 8:00, 9:00, 10:20, *(11:00) Cars returning depart from Catawissa 20 niurtes from time as given above. First car leaves Market Squareffor Berwick

on Sundays at 7:00 a. m. First car for Catawissa Sundays 7:00 a. m. First car from Berwick for Bloom Sundays First car leaves Catawis |Sunda 30

¶From Power House. *Saturday night only, †P. R. R. Connection.

WM. TERWILLIGER, Superintendent.

THEPOSTAL \$ 25.00



A Few Excelling Features

First-class in material and workmanship. ises universal key board-writes 84

characters. Simple construction-Fewest parts Alignment positive and permanent. Unexcelled for mimeograph stencil

cutting. nked by ribbon, as in \$100 machine Visible writing—no carriage to lift. Style of type changed if desired in few seconds.

Light, easily carried-weighs only 10½ pounds.

The lowest priced practical type writer. Every machine fully guaranteed.

Why pay \$100 for a typewriter when the Postal, which will do just the same work as well, as easily and as quickly will cost you only \$25. Why tie up that \$75 where you derive no benefit from it? This machine can be seen at the

COLUMBIAN OFFICE. Postal Typewriter Company Norwalk Conn

ACKAWANNA Railroad.

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

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

A. M. P. M P. M P. d *Daily. + Daily exceet Sunday. f Steps or signal or notice to conductor. E. M. RINE, T. W. LEF, Supt. Gen. Pass. Agt.

Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1906, 12:05 a. m.

NORTHWARD.

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

Jamison City... 5 50 10 48 435 7 00
Central.... 5 53 10 51 438 7 02
Grass Mere Park 16 01 17 12 1, 47 111 60
Laubachs... 16 02 111 02 74 48 17 13
Coles Creek... 16 12 111 06 74 58 17 22
Edsons... 76 14 11 09 14 56 17 24
Benton... 6 18 11 13 5 00 7 28
Stillwater... 6 88 11 21 5 08 2 38

Trains No. 2) and 20, mixed, second class.
† Daily except Sunday. † Daily † Sunday
only. † Flag stop. W. C. SNYDER, Supt



Scientific American. dsomely illustrated weekly. Largest ctr n of any scientific journal. Terms, \$3 a four months, \$1. Sold by all newsdealers MUNN & CO. 361 Broadway. New York





