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PENSACOLA, FLORIDA, SATURDAY MORNING, JUNE 10, 1905.

The Czar once favored disarmament but not being disarmed in such a summary manner.

Paul Jones was once an officer in the Russian navy, but we won't hold it against him.

It begins to look as though Admiral Nebogoff had been elected to be shot. If he is wise he will remain in Japan.

The Russian government is said to be preparing the people for peace. Oyama and Togo have also done considerable to prepare Russia for peace.

Chancey M. Dewey still hangs on to his directorship in the Equitable Life. But then, Chancey is only a dummy director and cannot let go until somebody pulls the string.

What a baseball pitcher Togo would make. He struck out twenty-one of the Russian battalions and didn't allow them a single hit.—Madison New Enterprise.

However, he allowed three safe runs—to the harbor of Manila.

The question of good roads is agitating Baldwin county, Alabama, and, to further interest in the work a big race has been arranged to take place at Bay Minette on July 18. A number of good roads speakers will be on hand to discuss the question.

For the first time in a number of years an Italian ship of war floats upon the bosom of beautiful Pensacola bay, and The Journal, on behalf of the citizens of Pensacola, tenders a sincere welcome to the officers and men of the cruiser Dagoli, which dropped anchor at this port Friday afternoon, and trusts that their visit may long be pleasantly remembered.

NEW RECORD IN SWIFT RAILWAY TRAVEL.

Commenting upon the recent speed records made by the Pennsylvania railroad between New York and Chicago, the Mobile Register says:

When, in 1893, the New York Central and the Pennsylvania Railways put on twenty-four hour trains between New York and Chicago, the country marveled. The immediate incentive for these trains was the World's Fair, and when the fair had closed it was discovered that the fast trains could not then be dispensed with. Time was cut down from two to five hours, and for a time it was claimed by each of the roads that a profit was realized, but eventually the cost of the high speed impelled the roads to discontinue these trains.

The New York Central has now cut its New York-Chicago time by the Twentieth Century Limited to nineteen hours, and the Pennsylvania announces an eighteen-hour schedule between the two points. To show that this speed can be made safely over the latter road it has just made the distance from the mouth of the Hudson to the head of Lake Michigan in seventeen hours in an experimental run. By cut off the Pennsylvania has recently shortened its line between New York and Chicago from 912 to 897 miles. The speed which the nineteen-hour run of the New York Central represents is much higher for that distance than is anything attained in Europe, though there are trains running out from London and Paris for a few hundred miles which go faster for the shorter course. The Pennsylvania speed is still quicker.

It is interesting to observe by what expedients the increased speed is attained. It is explained that it comes by straightening the lines and reducing the grades. Curves are being abolished wherever possible, rivers are being bridged, mountains are being tunneled all for the purpose of quickening and cheapening the transit between important cities. Nor does the end seem to be in sight. The war of speed which has been started between the two big trunk lines from New York to Chicago is likely to further shorten the time.

THE CONTEST IN BATTLESHIP BUILDING.

Ever since the United States government entered into competition with a private ship yard in the construction of a battleship, considerable interest in the work has been manifested in naval circles. It now appears that the government is in the lead, the Connecticut, which is being construct-

ed at the New York navy yard being a fraction nearer completion than the Rhode Island, notwithstanding the fact that the Connecticut was begun about a month later than the Rhode Island. The New Orleans Picayune of yesterday had the following to say editorially with reference to the contest:

Nearly two years ago two immense 16,000 ton battleships were commenced, one at the New York navy yard and the other at the Newport Shipbuilding Company's yards. The law under which these twin ships are being built provides that one of them should be built by the government at a navy yard and the other should be constructed by contract with a private shipbuilding firm. The relative and comparative cost of the two ships is to be carefully computed, and there is keen competition between the private contractor and the government yard as to which of the ships will be completed first.

The keel of the Louisiana, the ship being constructed by contract with the Newport News Shipbuilding Company, was laid February 9, 1902 and the keel of the Connecticut was laid at the New York navy yard a month later. At the period of launching about the same difference in time existed in favor of the Louisiana, but since then work has progressed so satisfactorily at the New York navy yard that the Connecticut is now a fraction further advanced than her sister ship.

It now looks promising for the completion of the government built ship before the contract built vessel. Whether the government ship will show as economical cost is another matter, on which there is as yet no reliable data, but the most important point is that both ships will be practically ready for sea within three years of the date of laying their keel plates, in comparison with a minimum of five years for other American battleships. The demonstration by the government that a battleship can be built even at a public yard in the period of three years is a very valuable thing, as it will enable congress to insist with greater firmness on the payment of penalties incurred by the builders of government vessels because of delays in the date of the delivery of ships.

REAL ESTATE AGENCIES WILL CLOSE FRIDAY AFTERNOON.

The real estate agents of the city have signed an agreement to close their places of business on Fridays at 2 p. m. during the months of June, July and August.

The Journal Printed During May 1905, a Total of

119,610 Copies

Or an Average of 4,601 Daily.

The following figures show The Journal's circulation for each day during the month of May, 1905, with the average number of copies daily.

May 1.....	May 17 4,350
May 2 5,100	May 18 4,350
May 3 5,150	May 19 4,350
May 4 5,100	May 20 4,350
May 5 4,900	May 21 4,750
May 6 4,910	May 22 4,350
May 7 4,950	May 23 4,350
May 8 4,800	May 24 4,350
May 9 4,800	May 25 4,350
May 10 4,500	May 26 4,350
May 11 4,450	May 27 4,350
May 12 4,450	May 28 4,850
May 13 4,450	May 29 4,350
May 14 4,750	May 30 4,700
May 15 4,350	May 31 4,600
Total for month.....	119,610
Average daily circulation.....	4,601

I hereby certify that the above statement is correct according to the records on file in this office.
HARRY R. SMITH,
Circulation Manager.

Sworn to and subscribed before me this 31st day of May, 1905.
J. R. STOKES,
Notary Public.

GREEN AND GAYNOR MUST STAND TRIAL.

Savannah News.

Captain Greene and Colonel Gaynor will have to come back to Savannah and stand trial on the indictments pending against them. The extradition commissioner has decided against them. They still have a slight chance of escaping extradition by means of habeas corpus proceedings, but it is such a little chance that it isn't worth considering.

The government will see to it that an opportunity to escape is not offered them, on the way to this city, and it is a question if bail will be accepted after they reach here. They were out on bail once and jumped their bonds. The government will be slow therefore to accept bail again.

It is pretty well known what the evidence against them is. It is practically the same as that which was brought out in the court-martial in the case of Mr. Carter. It may be that as strong evidence cannot be produced against them as was produced against him, for the reason that some of the witnesses may be out of reach of the court. Perhaps witnesses necessary to the making out of a case against them are dead. At best, it will be pretty hard work for the government to get together the testimony that was available at the court-martial trial six or seven years ago.

However, it is absolutely certain that Mr. Erwin, who has had charge of the case from the beginning of it, and has followed the fugitives with a persistence that is untiring, understands exactly the testimony that is available to prove the charges set forth in the indictment, and it is hardly probable that he would have insisted upon their extradition if he were not reasonably sure that the evidence he has is sufficient.

All things considered, it is probable that it would have been better for the fugitives if they had stood their trial at the time of their indictment. They would have stood as good a chance of an acquittal then as they do now, and if they had been convicted it is possible they would have served their sentences by this time.

MR. ROOSEVELT AND THE RUSSIAN SHIPS.

(Mobile Register.)

The St. Petersburg press is indignant that the president of the United States allowed the Russian warships but twenty-four hours to refit in the port of Manila. One would think from the tirade that the warships would, if they were allowed by the United States, go out of the port as soon as refitted; but, as that would be only to invite disaster at the hands of the Japanese, no such idea is entertained. The St. Petersburg papers hope to divert attention from the recent loss of the Russian fleet, and are glad of the opportunity to lay blame on others than themselves.

The Russian press is a very inferior article. It is shallow and noisy. Even the official organs possess no dignity. It is not surprising that the autocrat has not thought them worthy of exercising what is known as the liberty of the press.

The instructions sent by President Roosevelt are described by the press despatches as laying down a new rule. Our opinion however, is that the rule is not new, but is now more clearly defined by its formal promulgation. Belligerent ships are bound to respect all prohibitions designed to prevent the use of the neutral port for purposes other than immediate necessity. As early as 1863 the French government, in its dealings with American belligerents, fixed the limits of neutral hospitality in a rule which clearly drew the line between the necessary supplies furnished a belligerent vessel for strengthening of her fighting qualities as distinguished from her "navigability."

The Russian warships were able to get into Manila with their own steam, and, whereas complete repairs would require a month or more to make, the vessels could be made "navigable" in side of twenty-four hours, and could take on what are called "necessary supplies" in that time. We understand that, in view of these facts, the president fixed for the Russian commander a twenty-four hour limit; and that at the expiration of that period, the Russian vessels not having left the port, the internment of the vessels began.

It is observed that the Russian government's attitude is not reflected by the St. Petersburg press. No protest has been made. The rule laid down by the president rests upon so sound a basis that there is not likely to be serious objection to it.

THE CHAUFFEUR.

See the benzine buggy come,
Honk! Honk! Honk!
Yes, the chauffeur's running some
Honk! Honk! Honk!
Watch him smash a cart to bits,
Wrecking everything he hits,
Throwing women into fits,
Honk! Honk! Honk!

Now the copper starts a chase
Honk! Honk! Honk!
Follows at a lively pace,
Honk! Honk! Honk!
Tries to do what he's been told
And arrest the chauffeur bold,
But he finds that he's been sold,
Honk! Honk! Honk!

Yes, the chauffeur got away,
Honk! Honk! Honk!
And he's feeling very gay,
Honk! Honk! Honk!
Crimes like his ought to entail
Several months spent in some jail,
With no hope of getting bail,
Honk! Honk! Honk!

—Paul Cook, in Birmingham Herald.

SIDELIGHTS FROM THE TAMM TRIBUNE.

No wise woman trusts a man who trusts to luck.

Silence is golden—and some remarks are very brassy.

The hoop skirt revival looks like one on the new woman.

Matrimony has cured many an old bachelor of selfishness.

It is better to make peace than to keep on getting licked.

Some people's goodness is founded upon lack of opportunity.

Most callers at an employment agency seem out of place.

The handle to a lawyer's name is often a pump handle.

One way to convince a woman that she is in the wrong is to agree with her.

If people were given all they pray for the world would have to be enlarged.

A gold-handled silk umbrella is something many of us do not understand.

If President Roosevelt can end a row as easily and as well as he can start one, the end of the Russo-Japanese war is already in sight.

The policyholders committee reports the officers of the Equitable were extravagant. We were afraid some startling information of that kind would be forthcoming.

The Russian secretary of the treasury, who said he would whip the war with Japan at his desk must be now whispering, "Poor Polly talked too damn much."

It's all right enough for the Japanese to send flowers to Rojostevsky now, but they are not what the Japs were sending after him a week or so ago.

The Russian people are forcing peace in the Far East by giving their dear Little Father and his cabinet all the work they can attend to right at home.

The Czar still refuses to read the handwriting on the wall. Some one should send him a marked copy of the Tribune.

How the Tibetans Dress.

Lay and cleric alike, the inhabitants of Lassa are entirely similar to those of the rest of Tibet. There is indeed but one difference even in the dress. In one province through which we passed the women use a turban instead of a headpiece. In Lassa a fillet ornamented in the same way is bound close down over their hair, stuffed out on either side, and falls down over the shoulders. It is one of the most becoming ways of doing the hair that I have ever seen, and for a certain type the entire dress of a woman of Lassa would be a becoming costume for a fancy dress ball at home. The dress of the men and the women is very similar. There is a single undergarment and one heavy native cloth robe, dun or crimson in color, and usually patched, which both sexes pull in around the waist with a girdle, the men pulling it at the waist to form the only pocket that they use—World's Work.

Earthquakes.

Earthquakes generally do their work with great rapidity, but there are exceptions. While Caracas and Lisbon were destroyed in a few minutes, the Calabrian earthquakes beginning in 1783 lasted four years. Earthquakes travel across the earth at velocities varying between several hundred and several thousand feet a second, the greater the intensity of the shock the greater being the velocity. The sea waves that frequently accompany earthquakes also travel at tremendous speeds. A submarine earthquake near the coast of Japan in 1854 gave rise to sea waves which traversed the whole breadth of the Pacific at the rate of 370 miles an hour. At Simoda, Japan, the waves from this earthquake were thirty feet high. At San Diego, Cal., they were only six inches high.

A Persistent Fighter.

The measures of Wilberforce in the British house of commons for the abolishing of the British slave trade had a hard struggle before they finally prevailed. On Feb. 15, 1805, Wilberforce moved "without entering into any argument" for a bill to abolish the slave trade after a limited time and for a committee to consider its propriety. He had been introducing such a bill almost every year for fifteen years, although his twelve resolutions against the traffic were carried in 1789 without a division. But year after year the bill came to wreck, either in the house of lords or the commons, suffering defeat in 1796 because several of its supporters had gone to see a new comic opera. It was doomed to disaster again in 1805, but finally triumphed in 1807.

The Mexican Bridegroom.

The bridegroom in Mexico finds marriage a very costly business. He is expected to buy the trousseau, and he is fortunate if he can satisfy the extravagance sanctioned by custom and prompted by ardent passion. Young men from the country are said to be often seen in the City of Mexico purchasing all sorts of finery for the ladies of their choice, and the spectacle they present as they consult the measurements, which they carry with them for all sorts of garments, is very amusing.

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CENTRAL TRADES COUNCIL.
There will be a meeting of this body on the first and third Wednesdays of each month at 7:30 p. m. All delegates are requested to be present.
Z. W. ROBERTS, President.
W. L. DELAY, Secretary.

Pensacola Lodge No. 3, K. of P., meets every Monday evening at 8:00 o'clock at their Castle Hall, Blount Watson building, corner Palafox and Garden streets. Visiting brethren cordially welcomed.
H. C. VON WERDER, C. C.
H. HORSNER, K. of R. & S.

Rathbone Lodge No. 30, K. of P., meets every Thursday evening at 8:00 o'clock in their Castle hall, third floor, Blount Watson building, south west corner Palafox and Garden streets. Visiting knights are cordially welcomed.
E. B. CBRUTI, C. C.
C. J. Levy, K. of R. & S.

Knights of Columbus.
Meetings of the Knights of Columbus are held at their hall, No. 8 West Intendencia street, on every Monday evening at 7:30 o'clock. An invitation is extended to visiting Knights.
JOHN B. JONES, Grand Knight.
EDM. FOX, Recorder.

Pensacola Lodge No. 4, I. O. O. F., meets every Thursday evening at 7:30 at the new hall on West Garden street. Visiting brethren cordially invited.
N. A. NEILSON, N. G.
B. R. WITKOVSKI, Secretary.

REBEKAH SISTERS.
Naomi Lodge No. 10, Rebekah Sisters meets every Monday night at 8 o'clock in I. O. O. F. Hall. Visiting sisters cordially invited to be present. MISS NEITA M. ELLIOTT, MISS MAMIE FREEMAN, Secretary.

W.O.W.
Live Oak Camp No. 1, W. O. W., meets in Pythian Hall 1st and 3rd Wednesdays in each month. Visiting sovereigns cordially invited.
F. A. BOGICH, C. C.
LESLIE E. BROOKS, Clerk.

Excelsior Encampment, I. O. O. F., Excelsior Encampment No. 4 meets on second and fourth Wednesdays at I. O. O. F. Hall, on West Garden street. Visiting patriarch invited.
T. G. STINSON, Scribe.
JOHN WILLOCK, Chief Patriarch.

Joppa Lodge, No. 6, I. O. O. F., Joppa Lodge, No. 8, I. O. O. F., meets every Tuesday evening at 7:30 o'clock at Railroad Hall, West Garden street. Visiting brethren cordially invited.
H. JUDEVINE, N. G.
C. L. SMITH, Sec.

Oak Grove, Lodge No. 4, Woodmen's Circle, meets every Thursday at 3 p. m. Visiting sovereign cordially invited.
MRS. M. B. OLSEN, Guardian.
LILLIE BRANUM, Clerk.

M. E. B. A. No. 81 meets first and third Wednesday evening at 7:30 p. m., Railroad Hall, No. 10 West Intendencia Street.
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