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2 Burner Perfection Oil Stove, wickless, only $4.85
3 Burner Perfection Oil Stove, wickless, only $6.85
Asbestos Ring for Stoves, 3 for 25c

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85c Braces Screen Doors, any size 65c
Window Screens from ..... 15c to 30c

UNDERWEAR.

Men's Summer Underwear, the 50c kind, only 39c
Men's Summer Underwear, the 25c kind, only 19c
Ladies' Gauze Vests 5c
Ladies' White Apron, the 25c kind, for only 10c

TENNIS SHOES.

Rubber Soles, Men's 40c
Rubber Soles, Men's 30c

SPECIAL SALE ON

Monday, Wednesday and Friday

Watch For The Days—We Will Sell on The Following Days:

MONDAY.

5-4 Fancy Table Oil Cloth, 15c quality, per yard 10c
10c Figured Lawn 5c
Rumford Yeast Powder, 6 oz. bottles for only 8½c
Box Quaker Oats 4c
Can 10c Sugar Corn 5c

WEDNESDAY.

Window Screen 18 inch high, open 24 inch 12½c

12½c Madras, yd 9c
500 Yards Lace and Trimmings from ½ inch to 2 inches wide. Dont miss it, 1c
Crystal Soap 3c
Babbit's Lye 7½c
3 Pound Can Tomatoes 5½c

FRIDAY.

Granulated Sugar, 1lb 5½c
Vanilla and Lemon, bottle 3c
Hardwood Clothes Pins, doz 1c
10 lb Sack Flour for, bag 25c

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Opposite The Voshell House

WITH AN IMMENSE STOCK OF

FURNITURE, CARPETS, WALL PAPER, PAINTS, BRUSHES, OIL CLOTH, ETC., ETC.

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It is no idle boast to say we have by far the largest stock and best selected patterns ever shown in this town, or on the shore.

Prices, too, are unusually moderate, less than you would pay in the city.

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The greatest and cheapest Roofing on the market quality considered. Fire proof. Insurance companies accept it as perfectly safe. No coating or paint required. Millions feet used every year. We are manufacturer's agents. Let us show you this Roofing and quote you prices.

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Want your moustache or beard a beautiful brown or rich black? Use **BUCKINGHAM'S DYE** FIFTY CTS. OF DRUGGISTS OR R. P. HALL & CO., NASHUA, N. H.

It Pays to Advertise in the "News."

THE BATTLE OF THE SEA OF JAPAN

The battle of the Sea of Japan is destined to go down into naval history as one of the most momentous sea fights that has ever determined the destinies of nations. It was a three days' struggle, that commenced on the afternoon of May 27, continued through the night to the following Sunday morning; was waged in its various phases throughout that day and night, and was only concluded on the following morning by the capture or sinking or flight of the last of the great Baltic fleet. Of this formidable fleet but one vessel of any size or importance, the "Almaz," a fast 3,000 ton cruiser of the "Novik" type, is known definitely to have escaped to the home port of Vladivostock. It was a fair "stand up" fight between two antagonists, who had been preparing for each other in the expectation of just such a meeting as this for many long months preceding. On paper, at least, they were fairly equal in strength—that is, if the comparison be made on the basis of displacement, number of ships engaged, total weight of armor, and total weight of broadside fire delivered. But on this basis only can it be said that there was any equality. For while the Japanese fleet was homogeneous, and embodied in its make up, in their proper relative proportion as to numbers, all the component elements of battleships, armored cruisers, protected cruisers; scouts, destroyers, and torpedo boats, that should go to form the composition of a modern fleet, the Russian fleet consisted of a heterogeneous collection (if we except their four splendid battleships of the "Borodino" class) of vessels of widely different type, age and speed—a fatal defect, that undoubtedly had much to do with the awful disaster that overtook it. It is quite a question whether Rojestvensky would not have made a better fight with his five modern 18-knot battleships, had he not been encumbered with the three low-speed coast defense ships of the "Admiral Apraxine" type, and the three obsolete armored cruisers, "Nakhimoff," "Donskoi" and "Monomakh." Had it not been for the presence of this "old timber," with its small coal supply and limited radius, Rojestvensky would doubtless have passed into the Pacific, south of Japan, and attempted to gain Vladivostock by way of the Pacific Ocean. The coast defense vessels and older cruisers, however, could not carry sufficient coal for so long a trip, and it was out of the question for him to encumber himself, on his final dash, with colliers. Hence, in making the last move of this forlorn hope, there was nothing for him to do but dispatch his transports and colliers to the Chinese coast, and steam north in the attempt to force the passage of the Korean Straits.

And just here let us pay a fitting word of tribute to the part played by the two admirals in the month leading up to the final tragedy of this naval war. In our admiration of Togo, we are in danger of forgetting the unparalleled feat performed by Rojestvensky in bringing a fleet of half a hundred vessels intact through a voyage equal to nearly three-quarters the circumference of the globe and being able to confront the victorious Japanese, flushed with recent victories, with a battle array which seemed approximately equal to their own. The continuous mental strain and the ever-present apprehensions of that extraordinary voyage can only be fully appreciated by the brother officers of Rojestvensky throughout the world. For, it must be remembered, there were three separate fleets sailing over three different routes that had to be gathered at certain rendezvous; that they depended for their mobility upon hundreds of transports and colliers, all of which were liable to capture by the enemy; and that from the time of setting out from the Baltic until the enemy was sighted on that fatal Saturday afternoon, Rojestvensky and his officers did not know but that at any moment the enemy might be encountered in force, or a death dealing torpedo flotilla might launch its fatal strokes in a night attack. Moreover, it was known from the very start that there was no friendly port in which harborage might be sought for refitting or repair; that the only port of refuge was a single harbor in the far North, barring the path to which lay a victorious and confident enemy that had never known defeat. Too much praise cannot be given to Rojestvensky for his successful navigation from the Baltic to the Sea of Japan, and for the bold attack that he launched at the Japanese fleet on ground that had been carefully chosen by themselves. Of his tactics in the actual engagement it is too early to speak. We shall have to await the coming of fuller details, before it can be determined whether, having no alternative but to force the passage of the straits, the disposition and tactics of the Russian admiral were commendable or not. Once in the fight, however, Rojestvensky fought with all the heroic tenacity of his race. His flagship was sunk beneath his feet, and he was finally captured on the destroyer to which he had been transferred in a sorely wounded condition.

Of Admiral Togo it must be admitted that the self-restraint with which he awaited the coming of the Russians after they had been sighted in the Malacca Straits is fully as admirable as the terrific but well controlled fury with which he attacked them in his own chosen place. It is one of the marvels of the Japanese race that they combine such wide extremes of character. Fierce as a tiger in attack, they can be as patient in waiting the critical hour to strike. There were the strongest motives to induce Admiral Togo to go to the southward, meet the Russians in their scattered condition, and defeat them in detail. Not only the amateur strategist, but pretty nearly every naval expert who has spoken his mind, here and in Europe, predicted a battle in the Malacca Straits or the Chinese Sea, and the gradual declination of the Baltic fleet as it struggled northward toward Vladivostock. Why, it was asked, do not the Japanese send their swift cruisers to intercept the colliers, upon which Rojestvensky depends so absolutely for the mobility of his ships? why does not Togo attack the first division of the fleet, before it is strengthened by the re-enforcement of Nebogatoff and his squadron of ironclads and armored cruisers? Why does he not place his torpedo flotillas in some sheltering bay or inlet, and make a dash upon the fleet as it passes in the night?

The answer to these questions was made many months ago, when one of the officials in Tokio—we forget his name—on being asked if he thought the Baltic fleet would come out, significantly remarked, "We sincerely hope it will." In the light of subsequent events, it can scarcely be doubted that immediately upon the fall of Port Arthur and destruction of the first eastern squadron, Togo and his officers were anxious that Russia would dispatch to the Far East every vessel that she could possibly get in commission; for there can be little doubt, judging from their evidently pre-concerted plan of enticing the Russian fleet into the Sea of Japan, that they were perfectly satisfied that every ship that left the Baltic would be a ship lost to the Russian imperial navy. That they were right was proved with a completeness that must astonish even the Japanese themselves. For out of that awful tragedy in the Sea of Japan there escaped to Vladivostock a solitary cruiser and one or two torpedo boats, to tell the final obliteration not merely of the Russian fleet, but of the Russian navy itself—for outside of a few modern battleships locked up by treaty in the Black Sea, Russia's modern navy does not exist. Except for a few obsolete cruisers and battleships in the Baltic, and two or three battered cruisers at Vladivostock, Russia is to day literally without a navy that she can use on the high seas.

The more complete story of the battle of the Sea of Japan must be reserved for a later day. From what has come to hand we know that Togo had taken station at the harbor of Masampho on the coast of Korea. His fleet consisted of four first-class battleships, one coast-defense vessel, eight armored cruisers, eleven protected cruisers, and four scout cruisers of between two and three thousand tons displacement. Of destroyers he had from twenty to twenty-five, and double that number of torpedo boats. Add to these possibly half a dozen submarines and twenty to thirty auxiliaries, and we have the total of the Japanese fleet. Against the Rojestvensky was advancing with eight battleships, of which five were modern, three coast-defense ships, three armored cruisers, and six protected cruisers. He probably had about a dozen torpedo boat destroyers, two hospital ships, a repair ship, and a tank vessel. The Russian fleet was sighted at six o'clock on the morning of the 27th of May between Goto and Quelpart Islands, entering the Korean Straits, in double column, the battleships forming the starboard column, and the coast defenders, armored cruisers, and protected cruisers the port column. On the Japanese scouts getting in touch with the Russians, Admiral Togo was informed, by wireless telegraphy, of their approach, and the Japanese fleet moved eastward across the northerly end of Tsu Island, and turned south so as to bar the narrow strait between Tsu Island and the Japanese coast. Rojestvensky entered the eastern channel and steamed steadily ahead in the direction of the approaching Japanese fleet. Admiral Togo turned, and placing his fleet parallel with the Russians and apparently to the westward of them, repeated his usual tactics of a long-range running fight. His position gave him the great advantage that being to the westward of the Russians, the latter were at the enormous disadvantage of having the sun directly in their eyes. The effect of the Japanese fire was soon apparent and Rojestvensky's flagship, "Kniaz Suvaroff," settled by the head and finally sank. The Japanese appear to have gradually enveloped the Rusians, and when they had shaken their *morale* and thrown their line into disorder, they drew in to closer range and began to wreck the ships piecemeal with an accurate and fearfully effective gunfire. The "Borodino" had her forward turret wrecked, her ammunition hoists shot away, 400 of her crew disabled, and finally, after being repeatedly hulled, was sunk by a torpedo. The "Alexander III," "Osliabia" and the "Navarin" shared her fate. Then night came down on the tragedy, and under its pall the torpedo divisions dashed in upon the huddled and disorganized Russians.

Meanwhile the contending fleets were moving to the northward, and at dawn the battle seems to have resolved itself into a veritable *melee*. Admiral Rojestvensky, who had been taken off the sinking "Suvaroff" by a torpedo boat, was overhauled and captured by one of the Japenese destroyers. Admiral Negogatoff, with his coast defenders and the battleships "Orel" and "Nikolai I.," managed to get as far north as the Liancourt Rocks, where, after the loss of the coast defender "Oushakoff," he surrrendered with the "Nikolai I." the battleship "Orel," and the coast defenders "Seniavin" and "Apraxine." At this time all of the battleships had been sunk or captured, and later the cruisers "Svietlana" and "Dmitri Donskoi" were sunk. All through the night of Sunday and well on into the opening day of the pursuit of the remnant of the flying squadron was continued, until Admiral Togo was ultimately able to announce to the Mikado that the great Baltic fleet was literally annihilated. The loss includes six battleships, three armoured cruisers, one coast-defense vessel, two protected cruisers, six destroyers, and two special service ships, including the invaluable repair ship "Kamschatka." The captures include the battleships "Nikolai I." and "Orel," two coast-defense vessells, and one destroyer, while there escaped the "Almaz," which arrived at Vladivostock, and the "Izumrud," which was run upon the rocks and destroyed by her commander. "Jemtchug," "Oleg," "Aurora" are at Manila. A converted cruiser and mine-laying ship seemed to have arrived at Wusung, China. The loss of life has been appalling, and is estimated at about 7,000 men, and some 4,000 have been captured including Admirals Rojestvensky and Nebogatoff. The casualties to the Japanese fleet were astonishingly small. None of the battleships or cruiseres appears to have been seriously hurt, and the losses are confined to three torpedo-boat destroyers and some 550 killed and wounded.

As the immediate result of the victory, the Japanese government has announced that the high seas are cleared of the enemy, and that Japenese shipping is now free to come and go as it pleases. The threatened interruption of communications with Manchuria is removed; men and supplies may be poured into Manchuria with greater freedom than ever, and the whole Japanese fleet is now available for the blockade of Vladivostock and its reduction in co-operation with the Japanese land forces.

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The Kind You Have Always Bought

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Just try "Pepsimint," the new granular, effervescent remedy for Indigestion, Dyspepsia, Headaches, Mental Exhaustion Stomach Disorders; Guaranteed harmless. Pleasant to take, 10 and 25c

Nervous Women

Their Sufferings Are Usually Due to Uterine Disorders Perhaps Unsuspected

A MEDICINE THAT CURES



Can we dispute the well-known fact that American women *are* nervous?

How often do we hear the expression, "I am so nervous, it seems as if I should fly;" or, "Don't speak to me." Little things annoy you and make you irritable; you can't sleep, you are unable to quietly and calmly perform your daily tasks or care for your children.

The relation of the nerves and generative organs in women is so close that nine-tenths of the nervous prostration, nervous debility, the blues, sleeplessness and nervous irritability arise from some derangement of the organism which makes her a woman. Fits of depression or restlessness and irritability. Spirits easily affected, so that one minute she laughs, the next minute weeps. Pain in the ovaries and between the shoulders. Loss of voice; nervous dyspepsia. A tendency to cry at the least provocation. All this points to nervous prostration.

Nothing will relieve this distressing condition and prevent months of prostration and suffering so surely as Lydia E. Pinkham's Vegetable Compound.

Mrs. M. E. Shotwell, of 103 Flatbush Avenue, Brooklyn, N. Y., writes:

"I cannot express the wonderful relief I have experienced by taking Lydia E. Pinkham's Vegetable Compound. I suffered for a long time with nervous prostration, backache, headache, loss of appetite. I could not sleep and would walk the floor almost every night.

"I had three doctors and got no better, and life was a burden. I was advised to try Lydia E. Pinkham's Vegetable Compound, and it has worked wonders for me.

"I am a well woman, my nervousness is all gone and my friends say I look ten years younger."

Will not the volumes of letters from women made strong by Lydia E. Pinkham's Vegetable Compound convince all women of its virtues? Surely you cannot wish to remain sick and weak and discouraged, exhausted each day, when you can be as easily cured as other women.

REPORT

—OF THE—

TRUSTEES OF ALMSHOUSE

From May 1st, 1904, to May 1st 1905, all Receipts and Disbursements of Farm.

To sale of wheat	$ 312 56
Wheat kept for seed	67 40
Wheat kept for bread, 190 bus. at 65c	120 50
8 lambs sold at $4.00	32 00
400 baskets of keifer pears at 8c	32 00
219 bushels of corn at 50c	109 57
Corn kept for use and bread, 220 bu.	110 00
Total	$787 03

REPORT OF THE DEPARTMENT OF INMATES, DR.

Balance from farming	$590 82
Received of Mr. Godwin	60 00
Received of M. A. Toulson, late treasurer and president	3 90
Received for one calf	10 63
Total Am't Through Com's Office,	2,334 98
Total..	$3.000 33

REPORT OF THE DEPARTMENT OF INMATES, CR.

Amt paid Mr. Ford for Almshouse..	$584 19
" G. M. Lamb & Bro. for bacon.	287 64
" Freight bills	5 00
" Walter B. Greenwood	18 48
" J. D. Bacchus	1 00
" S. L. Rawleigh	5 00
" Mrs. Greenwood	2 45
" Dr. John Mullin	3 50
" Walter B. Greenwood	20 55
" Wm. S. Culp	6 05
" Lewin Skirven	25 92
" M. A. Toulson	21 10
" Walter B. Greenwood	33 75
" Clifton Jarrell	9 35
" Walter B. Greenwood	28 98
" N. Lieberman	15 50
" Straw Board Co	6 50
" Dr. Charles W. Whaland	75 00
" Mrs. Matthews	8 30
" George Brice	15 62
" McIntyre & Hodgskin	5 70
" Mrs. Greenwood	6 80
" John Rasch	10 50
" Mrs. Greenwood	4 00
" Canning & Mercantile Co.	2 75
" J. D. Bacchus	265 50
" A. M. Kendall	4 00
" Mrs. Greenwood	4 04
" Bibb Stove Co	3 15
" Bibb Stove Co	3 00
" Bibb Stove Co	8 40
" Wm. Rasmus for fert	75 00
" W. Hubbard	32 15
" Walter Greenwood and wife	10 32
" Harry Nichols	10 00
" John C. Davis	6 20
" W. S. and A. M. Culp	3 86
" Mrs. J. C. Lond	21 87
" T. W. Elliason	2 35
" George Bowers, salary	24 00
" Abe Casey	24 00
" James Brice	25 00
" Chris Connor	24 00
" Jno. McGrugen	24 00
" T. S. Bordley	99 30
" George Z. Roland	122 33
" C. S. Smith	50 80
" T. G. Wroth	42 75
" J. F. Howard	25 61
" Sparks & Jefferson	25 45
" J. K. Aldridge & Co	73 59
" K. F. Parks & Son	104 29
" J. S. Bradley	139 96
" M. A. Toulson	47 28
" J. F. Thompson	151 28
" Stam Drug Co	69 38
" H. B. Nichols	80 25
" Dr. Frank Smith	75 00
" John C. Davis, clover seed	23 63
" Dr. G. Allan Jarman	3 00
Discount made by bank	1 47
Henry S. DeFord	32 12
Amount paid less wheat kept for bread, 190 bushels at 65c	123 50
Amt paid less Corn kept for bread 220 bushels at 50c	110 00
Total	$3,077 44

The Trustees have paid out as it appears more than they have received $77.08.

The average number of inmates for the year nave been 27.

JAMES BRICE, Pres't.,
Of the Board of Trustees of Almshouse

SPORTING GOODS.

BASE BALLS, BATS, GLOVES, SHOE PLATES and everything needed for the "Diamond,"

J. K. ALDRIDGE & CO.

Wilmington Conference Epworth League Tour to Denver.

Rev. Vaughan S. Collins, secretary of the Fourth General Conference District League, has made arrangements to take a personally-conducted party to the great International Epworth League Convention, to be held in Denver, Col., July 5-9.

Mr. Collins is well known to the Epworthians of the Peninsula, having served as President of the Conference League, and held the same office for several terms in the Second and Sixth General Conference Districts.

The party will go via Pennsylvania Railroad on a special Pullman train, leaving Broad Street Station July 3, 10.25 A. M., and arrive Denver 12.30 P. M. July 5.

This will be the ONLY WILMINGTON CONFERENCE party, as that planned by Rev. R. K. Stephenson has been merged with this, and Rev. and Mrs. Stephenson will be members of Mr. Collins' party.

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BOOTS $3.00 $3.50 $2.50 $3.00 OXFORDS

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as being the representative Women's Shoe. In fact we had no alternative since we wanted the best. (As of course we did) We had to take

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for it is universally acknowledged as being THE BEST WOMEN'S SHOE FOR THE MONEY. We have a carefully selected assortment of this famous shoe and invite your inspection of same.

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Ladies' Hats, Ladies' Shirt Waists and Skirts Large Line Laces, Embroideries, Ribbons

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We have just received a choice collection of selected styles in the best weaves of CHINA and JAPANESE MATTING and at prices lower than the lowest.

We have no brass band in the morning, nor do we have the Jap Teas in the afternoon. But we do have special bargains daily for all. A call at H. H. Beneman's will convince you and you will go away happy.

POULTRY and EGGS taken in exchange at Highest price.

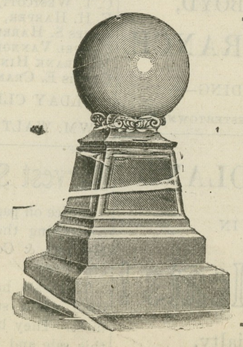
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