

CAMERON COUNTY PRESS.

H. H. MULLIN, Editor.

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Business cards, five lines or less, 45 cents per year; over five lines, at the regular rates of advertising.

No local inserted for less than 75 cents per issue.

JOB PRINTING.

The Job department of the Press is complete and affords facilities for doing the best class of work.

No paper will be discontinued until arrangements are made, except at the option of the publisher.

Papers sent out of the county must be paid for in advance.

Ext the Nightgown.

In enumerating the unexpected issues that have arisen out of the war with Spain, the contest between pajamas and nightgowns ought not to be omitted, says a Pretoria (Transvaal) exchange. And, while most of the other issues remain unsettled, this issue has been settled finally and forever, by the triumph of the pajamas. For years the battle between the "nev-fangled" pajamas and the old, reliable nightgown of our forefathers had been waged with varying success, the pajamas gaining a strong yet uncertain foothold in the cities of the seaboard and making occasional incursions into the interior, the nightgown holding the interior and keeping up a harassing guerrilla warfare in the suburbs of the seaboard cities. Now, will not the official declaration of the United States government that pajamas are the true garments for heroes and must be worn by their troops in the tropics inevitably drive the forces of the nightgown to the wilderness, where they must inevitably be slowly exterminated? Pajamas are undoubtedly the most civilized possible night dress. In pajamas a man is ready for anything. He is at once undressed for bed and dressed for night emergencies of fire, strange noises in the basement, or sudden descent of a foe, whether burglar or Filipino. In a nightgown a man is ready for nothing. In appearance he is ridiculous. In feeling he is wretched. In ability to face his fellow beings he is "not in it" at all. Next to the habit of daily bath, pajamas are the most valuable gift of the orient or the occident.

Growth of Fortunes.

Every day we hear people saying that the vast combinations of wealth are freezing out the individual, and that a man has not the chance for money-making that he once had, says the Philadelphia Saturday Evening Post. Let us look back a little! At the beginning of the century the largest fortune in the United States was considerably under half a million dollars. Twenty years ago a fortune of \$50,000,000 seemed to be almost touching the limit; and yet here we are talking about \$200,000,000 in the name of one man, and there does not seem to be so much alarm about it as over the lesser sum in the days gone by. Without parading a lot of figures and estimates, it may fairly be said that more new men have become millionaires since 1890 than in any other ten years of the nation's history. So it will probably go on. Fortunes will grow larger, and there will be more wealth and more opportunities.

Fast mail trains are a growing institution of the country and have proved their great value and immense possibilities. A new day begins at midnight. At this hour, or soon after, the fast mails pull out, cleaning up completely the correspondence of the day before and moving abreast of the day just opening. As they speed on they give along their routes special facilities before the sun rises. They are the early birds of business. They practically save a day and often two days. The simple reason for their success is that they make the earliest start, beating the lark by hours, and getting ahead of breakfast time by half the width of a state. Nothing is further from the truth than the assertion that fast mail trains serve only special interests. They are of universal advantage, to small towns as well as large, to country as well as city, and they have become indispensable.

The eastern papers give an account of an aged woman who has regularly walked one year from Bangor, Me., to New York, 450 miles, for the enjoyment of the thing, since 1824, when she was 16 years old. Marquis de La Fayette was then visiting America, and the girl, Mary Harley, being too poor to ride, walked to New York to see him, paying her way by selling pencils on the road. She enjoyed her trip so much that she has since then repeated it annually. She is now turned 90, yet does not look so old, and seems to be a person of natural refinement. On her trip this year her sales of pencils proved inadequate for the first time to meet her frugal expenses, and on reaching New York she was obliged to apply to charity for aid, when her curious feat became public.

STILL BESIEGED.

Yet Ladysmith's Defenders Are Growing Bold.

Boers Bombard the Town—English Claim to Have Attacked the Enemy's Camp and Routed the Burglers—A British Regiment Badly Cut Up.

Pietermaritzburg, Natal, Nov. 7.—The general commanding the line of communication with Ladysmith has arrived with his staff at Estcourt. Telegraphic communication north of Estcourt is entirely stopped. The natives report that the Boers received a crushing blow at Ladysmith Thursday. The British forces at Ladysmith were engaged twice successfully on Thursday and on Friday. It is reported that the cavalry scored heavily and that the infantry did great execution with bayonets, the Gordon Highlanders carrying the principal Boer position at the point of the bayonet. The Boers lost heavily in killed and wounded and a number surrendered.

London, Nov. 8.—Last night's welcome dispatches from the front rent the veil of gloom enveloping Ladysmith, showing the British garrison not merely standing on the dogged defensive, but executing a series of brilliant sorties.

THE SCENE OF WAR IN SOUTH AFRICA



Showing Natal and the points where the Boers have crossed the Orange River and invaded Cape Colony.

liant sorties. Accounts from different sources agree that the laconic official description of Thursday's engagement as "an effective shelling of the Boer laager" was unduly modest. It appears that Gen. White sent a strong force of cavalry and infantry to attack the Boers at Eatham's farm, about ten miles to the northward, and apparently achieved a surprise, the Boers being caught on top of the veldt and cut to pieces and their camp captured.

Encouraged by this success Gen. White decided to risk an even more important engagement on the following day, which was again justified by success. Ladysmith had been isolated and a Boer force had intercepted the railway between Ladysmith and Colenso. This force on Friday descended upon Colenso and compelled a hurried abandonment of Colenso and a retirement of the British to Estcourt. Gen. White had ascertained that the Boers were attacking Colenso, but he was not aware of the British retirement. He determined therefore to attack the Boers in the rear, thus hoping to achieve the double object of drawing off an attack upon the weak garrison of Colenso and possibly of reopening communication southward.

The Boers had advanced southward until they had occupied the hills north of Tugela river and dominating Colenso on the other side of the stream. The hills slope to a plain that reaches to the banks of the Tugela. Gen. White's division caught the Boers in the rear and after the hills had been shelled the British infantry stormed the position. Meanwhile the British cavalry swept around the hills and as the retreating enemy descended into the plains with British bayonets behind them and the river in front of them, they were charged by the cavalry and seem to have perished almost to a man. The British then returned to Ladysmith without coming into touch with the Colenso garrison, which retired to Estcourt.

London, Nov. 9.—To the eyes of military experts the darkest page of the war is now being written. But even that is illuminated with bright passages, such as Gen. White's victorious sorties. If he can keep the British flag flying over Ladysmith until he is relieved, the campaign will turn a fresh page and with the advance of Gen. Buller's force the British public is promised more cheerful reading. This feeling of relief inspired by recent good tidings is nevertheless tinged by a certain anxiety lest Gen. White should again make some fatal miscalculation involving a repetition of the Nicholson's Nek disaster.

The most interesting news is a dispatch from Estcourt announcing the departure of a strong force of mounted troops and artillery for a destination not given in the advices. Another message announces the arrival at Estcourt and Pietermaritzburg within the last few days of reinforcements from Durban, and that 3,500 troops are assembled ready for an advance to Colenso when the opportune moment arrives. The latter dispatch throws light upon the former, and the force which left Estcourt Monday has doubtless reoccupied Colenso and possibly is now advancing cautiously up the railroad toward Ladysmith, Gen. White's

sortie of Friday, almost to the banks of the Tugela river, encouraging its commander in the hope of joining hands with him.

London, Nov. 11.—Complete silence has again fallen upon affairs in South Africa. The British public must therefore be content with the brief stereotyped report which the censor allows to filter through from Cape Town. That this condition of things is no longer due to pressure of work or defective cable has been amply proved. The Eastern Telegraph Co. reckons that the real delay in transmission is about two days. It is evident therefore that the censorship is responsible for the other two days of delay which seems to befall all the dispatches. Moreover the Telegraph announces that its "appropriated" dispatch from Ladysmith, dated Monday, was not delivered in Fleet street until Thursday morning. It is believed that the war office received further dispatches last evening, but nothing has been published.

The statement from Ladysmith that the British guns do not reply to the Boer artillery because the concrete beds for the guns have not yet hardened is interpreted in some quarters to mean simply that the British are hush-hanging their ammunition, as the Boer fire is only a trick to get the British to waste shells.

Among the few items that have ar-

WORK OF TRAIN WRECKERS.

They Derail a Michigan Central Passenger Train, Injuring Dozens of People.

Toledo, O., Nov. 10.—Michigan Central train No. 310, from Toledo to Detroit, was derailed by the spreading of rails between Alexis and Vienna, Mich., about 8 o'clock last night. Three persons were fatally injured. They are:

John McKay, Indianapolis, rib broken, cut about face and head by glass.

John O'Neill, Detroit, fireman, cut about head and arms.

William Hamilton, engineer, bruised and probably internally injured.

Seriously injured: Charles Calvert, Detroit, hand and arm hurt.

Maxine Feneuff, Walbridge, O., shoulder dislocated.

Charles Kress, Detroit, head badly cut and neck lacerated.

Jacob Rosensall, Detroit, badly bruised and cut about head with glass.

Devore M. Ashton, Detroit, three ribs broken and face cut.

Mrs. Sarah Whipple, Monroe, Mich., head badly hurt and bruised.

Dean Ashmore, Detroit, arm nearly severed at wrist.

S. A. Freshney, Fort Wayne, Ind., hurt about head; knee dislocated.

Ralph Sparc, New York, hand and wrist badly cut.

Conductor Markins, bruised about the body.

Fifteen or twenty other passengers were bruised and shaken up, some of them receiving slight wounds.

William Hamilton, the engineer, was thrown through the window of his cab and was badly bruised by the fall, as well as cut about the face and head. His injuries may prove serious.

He retained, however, sufficient presence of mind, when he recovered from the shock to hurry to his engine and draw the fire, thus preventing an explosion.

The accident was the result of a deliberate piece of work by unknown train wreckers, and happened at a point just beyond a short trestle. Two freight trains had passed over the road in safety a short time before. Where the rails were spread it was found that the bolts that held the fishplates had been unscrewed. The nuts were lying on the ties and the threads of the bolts were not matted in any way.

A couple of big wrenches, such as section hands use, were found lying beside the track, indicating how the rails had been loosened.

The early reports of the wreck were alarming and the railroad company summoned every available physician from Toledo and elsewhere. A special hospital train was ordered from Detroit and the injured will be taken there. Some of the less seriously hurt were brought to Toledo on a Lake Shore train which arrived shortly before midnight.

COLLIDED ON A BRIDGE.

A Narrow Escape from a Frightful Disaster on the B. & O. Road.

Wilmington, Del., Nov. 10.—During a heavy fog yesterday a rear-end collision occurred on the Baltimore and Ohio railroad. A southbound freight train parted by reason of a broken coupling and the rear portion of the train stopped on the bridge. A southbound passenger train closely following plunged into the embrace of the stalled section of the freight, and the engine and a coal car were thrown down the embankment. The passenger train remained on the tracks on the bridge, which is 105 feet high.

The people on the passenger were badly shaken by the collision. John Alden, United States Express Co. messenger, had his arm broken. Conductor William Galloway was severely cut by broken glass. John M. Lacy, of Wilmington, was knocked unconscious and sustained internal injuries. Others were cut and bruised, but not seriously.

Hay Has Quieted Their Fears.

Washington, Nov. 10.—The diplomatic representative of every nation directly interested in the Chinese question called at the state department Thursday. The interest of the Chinese government in what is going on between the United States and the European powers is intense but it is believed that Secretary Hay has relieved the main apprehension, which was founded upon a suspicion that our government, in the event that the European powers failed to give assurance of the maintenance of the open door that it seeks, will take possession of a section of the Chinese coast.

They Need the Schoolmaster.

New York, Nov. 10.—Gen. Ludlow, military governor of Havana, reached his home in Flushing yesterday. To a reporter Gen. Ludlow talked upon the condition of affairs in Cuba. He considered the greatest drawback to the improvement of the people their great illiteracy. Among other things he said: "The condition of the people is something awful in that respect. Eighty per cent. of them are illiterate. We have made a beginning and in Havana there is now something of an approach to schools. What we need most is a system of industrial schools."

A Street Railway Consolidation.

Chicago, Nov. 10.—The Chronicle says: After repeated efforts to merge the three South Side suburban electric railroad companies into one consolidated company the promoters are understood to have reached a working basis. The new company will have a capital of not less than \$10,000,000 and will buy out right the South Chicago City Railway, Calumet Electric and Chicago Electric Traction companies.

A Probably Fatal "Joke."

Chicago, Nov. 10.—John Shinder was probably fatally burned here Thursday through an attempted joke. Two fellow workmen bound him with a tarred rope and after lighting it left the room, thinking it would burn slowly. In an instant the prisoner was a mass of flames. The cord burnt in two and he ran into an adjoining room, where other workmen tore the flaming clothing from him. Charles Becker and Alie Chudzenski were arrested. They said that as Shinder was a new man they wished to initiate him.

Wife Murderer Hanged.

Chicago, Nov. 11.—Albert August Becker, the German butcher, who, on January 27 last, murdered his wife, Rachel, and afterwards chopped up and boiled the remains in order to dispose of them, was hanged in the county jail at 12:05 o'clock Friday afternoon. Becker's neck was not broken by the fall, and it was 10 minutes before he was pronounced dead.

Boer Troops Sail.

London, Nov. 11.—The troopship Bavarian sailed from Queenstown last evening for the cape, carrying the Connaught Rangers, the First battalion of the Dublin Fusiliers and a contingent of miscellaneous troops, altogether over 2,000 men, and a quantity of stores.

RISE IN PRICES.

Wool is Higher Than at Any Time Since May, 1893—Pig Iron at Highest Point Since 1883—Prices of Products Have Not Correspondingly Advanced.

New York, Nov. 11.—R. G. Dun & Co.'s Weekly Review of Trade says: The most noteworthy feature of the time is the rise in prices. Wool has risen relatively more about 10 per cent. in two weeks and the average of 100 quotations is higher than it has been at any other time since May, 1893. Pig iron has risen further, \$25 being quoted for anthracite No. 1, the highest price since January, 1883.

But hides are at the highest point since January, 1873, having risen all the year with very little reaction. Prices of products have not correspondingly advanced. Leather and boots and shoes were higher in November, 1895, than they are now, cotton goods were higher in January, 1896, woolen goods in July, 1894 and even the products of iron, though greatly advanced, are not as high as they were in January, 1890.

Such wide discrepancies in advance cause much embarrassment but are the natural characteristics of a rise which is mainly due not to concerted action in any trade but to the pressure of a consuming demand, the greatest ever known, which for the time exceeds supplies, though very unequally. Its results begin to justify the conservative feeling which finds expression in many branches of business.

The iron industry, which has led all others in the advance, now leads the way toward a readjustment of values. While contracts for pig cover the entire product of the most important districts for six to nine months in advance, many of the consuming works in some lines approach the end of their orders and have new competition to meet, so that sheets have fallen 84 per cent at Pittsburg and 99 from the highest point in September, and plates are \$6 lower there and \$3 at Philadelphia. A break in the London market depressed tin and sales were made at 28 cents.

Boot and shoe makers are generally getting about the 10 cents per pair advance they have held necessary and have a large contract in most lines as they now wish to close, in view of the uncertainty about materials. The rise in cotton as yet helps manufacturers whose contracts cover production well ahead but the buying has been mainly by traders and based largely on expectation of a very low estimate of yield by the department.

Wheat has not been very active nor strong, although western receipts have much declined, being 4,937,067 bushels for the week against 5,224,045 last year. Corn advanced about as much as wheat fell, though with prospect of a heavy yield.

Failures of the week have been 157 in the United States against 211 last year, and 23 in Canada.

FRAUDULENT RETURNS.

Five Men Held to Answer to the Charge of Impersonating Election Officers and Repeating in Philadelphia.

Philadelphia, Nov. 11.—As a result of an investigation conducted by an anti-Quay newspaper five men all residents of Washington, were yesterday held in jail for court on the charge of repeating, impersonating election officers and making fraudulent returns. The defendants are John F. Sheehan, E. M. Drinkert, William Cook, Harry McCabe and George Kirkland. All but one are said to be in the government's employ. It developed that Kirkland had been employed by the newspaper mentioned to enter the conspiracy. He was the principal witness Friday. The testimony involved several prominent politicians in this city and a lieutenant of the Capitol police at Washington.

Kirkland related in detail all that happened from the time of their arrival until their arrest at the railroad station on election night. On Tuesday morning, he said, he and W. H. Cook went to the house of Deputy Coroner Samuel Salter, accompanied by Lieut. J. G. Rodgers, of the Capitol police. Rodgers, Kirkland declared, was in charge of the party when it left Washington. At Salter's house they met the deputy coroner and John Silverman, one of the election inspectors. Continuing, the witness said: "Salter handed us a number of ballots folded and sealed and told us they were to go into the boxes as soon as we got to the polling place. On our arrival there Silverman and Cook unlocked the boxes and we put the ballots in. There were about 250 I judge."

Kirkland said he acted as minority inspector under the name of Clarence McCabe, the regular inspector, and that Cook impersonated E. E. Rankin, the judge of election. During the afternoon witness asserted 15 additional votes were marked by Cook and Silverman and placed in the box. The last 24 voters were handed specimen ballots, which witness thought were destroyed after the polls. He said 124 votes were actually cast and that the number returned was 250 or thereabouts. Kirkland said he acted in the matter at the instigation of a newspaper reporter. He was paid \$15 for his work at the polls by Lieut. Rodgers, he said.

Broke a Record.

Chicago, Nov. 11.—Major Taylor, the colored rider, broke another bicycle record Friday at Garfield park by following his motor cycle for half a mile in 41 seconds flat. The previous record was 41:4.5, held by Eddie McDuflfee.

Will Meet in Cleveland.

Columbus, O., Nov. 11.—The officers and directors of the American Association of Lumber Dealers, at their quarterly session here, selected Cleveland as the meeting place for the annual convention of the association on January 4.

"You Can't Catch the Wind in a Net." Neither can you cure catarrh by local applications. It is a constitutional disease, and is cured by Hood's Sarsaparilla because it is a constitutional remedy which expels from the blood the impurity which causes the disease, and rebuilds the inflamed membranes. Hood's Sarsaparilla Never Disappoints.

Some Are So Clever. "Is it hard to propose to a girl?" asked the novice in affairs of the heart. "Sometimes it's a good deal harder not to propose," returned the man of worldly experience, thoughtfully. "It's always well to be on your guard."—Chicago Post.

Winter in the South. The season approaches when one's thoughts turn toward a place where the inconveniences of a Northern winter may be escaped. No section of this country offers such ideal spots as the Gulf Coast on the line of the Louisville & Nashville Railroad between Mobile and New Orleans. It possesses a mild climate, pure air, even temperature and facilities for hunting and fishing enjoyed by no other section. Accommodations for visitors are first-class, and can be secured at moderate prices. The L. & N. R. R. is the only line by which it can be reached in through cars from Northern cities. Through car schedules to all points in Florida by this line are also perfect. Write for folders, etc., to Jackson Smith, D. P. A., Cincinnati, O.

Immorable. Lawyer—Do you swear the collision raised the entire car? Witness—Well, it raised everything but the windows.—Judge.

Lane's Family Medicine. Moves the bowels each day. In order to be healthy this is necessary. Acts gently on the liver and kidneys. Cures sick headache. Price 25 and 50c.

Each to His Craft. Plumber—So long; I'm off to lay a pipe. Poet—Well, good-by; I'm off to pipe a lay.—Syracuse Herald.

Ayer's Pills. Does your head ache? Pain back of your eyes? Bad taste in your mouth? It's your liver! Ayer's Pills are liver pills. They cure constipation, headache, dyspepsia, and all liver complaints. 25c. All druggists.

GRAIN-O THE FOOD DRINK. What is Grain-O? Coffee with all the headache, indigestion and nervousness left out. A scientific preparation of pure grains, looking and tasting like coffee and costing one-fourth as much. Try Grain-O to-day.

Two famous pictures free. printed in ten colors, ready for framing, will be given free to any person who will send a quarter for Three Months' subscription to Demorest's Family Magazine, the great paper for home life. Thousands subscribe for Demorest's as a gift to their daughters. Demorest's is the great American authority on Fashions. For forty years it has been read in the best families of America, and has done more to educate women in true love of good literature than any other magazine. The special offer of these two great pictures and Three Months' subscription to Demorest's for 25c. is made for 60 days only. Write at once. Demorest's Family Magazine, Art Department, 110 Fifth Avenue, New York.

INSOMNIA. "I have been using CASCARETS for insomnia, with which I have been afflicted for over twenty years, and I can say that Cascarets have given me more relief than any other remedy I have ever tried. I shall certainly recommend them to my friends as being all they are represented." THOS. GILLMAN, Esq. N. Y.