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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.

Three dynamiters, charged with attempting to blow up the Welland canal, have been sentenced to life imprisonment at hard labor, a Canadian jury passing on the case.

A New York wheelman by the name of Brown—name sounds familiar—finished a 2,000-mile wheel race against time, he having wheeled off that distance in a little less than nine days, or at a rate of more than 200 miles per day.

Strange as it may seem, the birthplace of Admiral Farragut is not known. A few days ago the chamber of commerce of Knoxville, Tenn., named a committee to ascertain the real birthplace of the old hero, and it submitted two reports, part of the committee stating that Farragut was born at Lowe's Ferry and the rest maintaining that his birthplace was Campbell's Station.

The locomotive engineer who ran the first railway train in this country, on the trip made between Albany and Schenectady on May 27, 1829, is living in New York city, at the age of 93 years. His name is Wood Benson, and his health is still good.

Despite the fact that the Parisian exposition authorities some time ago professed to believe that the American athletic teams were making this country ridiculous by refusing to take part in the athletic games and sports if the latter were conducted on Sundays, they have yielded their point and the contests will be held on Saturdays.

Dispatches from London have mentioned the sudden appearance and enormous sales of pictures, buttons and little flags in connection with the recent popular demonstrations, and now British commercial pride is shocked to learn that they were imported from this country.

Francis Bicknell Carpenter, the portrait painter, who died in New York recently, aged 70 years, had among his sitters Presidents Fillmore, Lincoln, Tyler and Pierce, William H. Seward, Charles Sumner, George William Curtis, James Russell Lowell, Henry Ward Beecher, Horace Greeley, Schuyler Colfax and John C. Fremont.

The election of Rev. Dr. David H. Moore as one of the new bishops of the Methodist Episcopal church makes the remarkable coincidence of four bishops of that church natives of one city and three of the same town, viz.: Athens, O. The first of the four, Rev. Edward R. Ames, was born near Athens in 1806 and elected bishop in 1852, serving till his death in 1879.

The prospective value of our new possessions, from a commercial point of view, has been a matter of doubt and controversy. Yet even under the disturbed conditions which prevail, the exports to Cuba, Porto Rico, the Hawaiian, Philippine and Samoan islands have almost doubled in 1899, as compared with those for the year preceding, and the outlook for the future is promising.

A man can go without food, water and light for a long time when he has to. Advice from the orient tell of four miners being entombed in Japan in the big Matsuyasu colliery. The men were without food for 12 days, had only water enough to moisten their lips four or five times a day, and their light lasted but two days, and yet it is stated that when they were finally rescued they were in comparatively good condition.

The New York Sun added Mr. Upton Downs, of Boston, to its collection of freak names. A Boston paper murmured "Freak!" Then it looked into the matter and discovered that a gentleman named Upton Downs really and truly lives in Boston.

Pacific Railroad Settlements.

Washington, June 2.—"The settlement of the Pacific railroad indebtedness must be ranked as one of the greatest achievements of President McKinley's administration."

"All efforts either by congress or the executive departments prior to 1897, were of little avail in protecting the government's interests in these roads. In fact, there were grave doubts whether the government would succeed in being reimbursed even in part, the vast sum expended by the United States in aid of their construction."

"The discovery of gold in California; the rapid increase in wealth and population in the territory west of the Rocky mountains; and a movement on the part of the older states to establish closer connections during the civil war with those outlying countries, finally led congress in 1852 to authorize the construction of a railroad to the Pacific ocean. The direct benefit to be derived by the government was its use for postal, military and other purposes."

"The act of July 1, 1862, chartering the Union Pacific Railroad company, was not sufficiently liberal, and therefore nothing was accomplished under its provisions. Though the Union Pacific company was organized no one was found who would venture money in the construction of the road."

"On July 2, 1864, congress amended the act of 1862, by making provisions more favorable to the companies. The act provided that the government should have a first mortgage on the property of the company, while the act of 1862 provided only that for the bonds the government should issue in aid of the construction of the road, it should take a second mortgage."

"Their lines were united May 10, 1869, anticipating by more than seven years the time required by congress to charter a single company constructed 1,034 miles, and the Central Pacific 743 miles. The road of the latter company was subsequently extended 10 miles, and the lines of the two companies from the Missouri river to San Francisco represented a mileage of 1,937 miles."

"In pursuance of another provision of the agreement, the four earliest maturing notes were purchased by Spyer & Co., March 1, 1890, and the proceeds, amounting to \$1,762,543.12, and accrued interest to the date of purchase, \$28,710.40, all \$1,791,253.52, were received by the treasury March 27, 1890, as part payment of the indebtedness of the Central Pacific and Western Pacific Railroad companies. The proceeds of the various companies comprising the Central Pacific system were subsequently conveyed to a new corporation called the Central Pacific Railway company, which latter executed the mortgage and bonds provided for by the agreement of settlement."

"On October 7, 1890, the bonds were delivered to the treasury department by the Central Pacific Railway company to secure the settlement of the debt. The treasury of the United States, therefore, holds the notes of the Central Pacific Railroad company guaranteed by the Southern Pacific Railroad company, to the amount of \$14,650,172.26, bearing interest payable semi-annually at the rate of three per cent, per annum, and secured by the deposit of an equal amount of first mortgage bonds of the Pacific Railway company, thus providing, beyond any doubt, for the sure and prompt payment of the unpaid balances. The United States, through the settlement agreement thus entered into will be reimbursed the full amount of the principal and interest of the bonds issued by the Western Pacific debt, aggregating \$3,812,715.48."

Table with 3 columns: NAME OF ROAD, PRINCIPAL, INTEREST, TOTAL. Rows include Central Branch Union Pacific, Sioux City and Pacific, and Total.

"Efforts are now pending looking to the collection of this indebtedness. 'Out of an indebtedness of about \$130,000,000, more than one-half has been realized in cash, or its equivalent, the remainder being held in the form of bonds of less than two years. No other administration in the history of the United States has ever so quickly, so thoroughly and so satisfactorily entered upon the settlement of large claims held by the government against business corporations, nor has any similar settlement been effected in aid of the government to such good financial advantage. The claims were due. The president insisted upon their collection, and this was done in a prompt and businesslike manner.'"

"Pinned to a blanket recently presented to Mr. Bryan in New Mexico was the following note: 'Under the republican administration the wool in this blanket sells for 22 cents a pound. Under the democratic administration it sells for six cents. Please tell this to your constituents.' At last advice Mr. Bryan had not read the campaign tip from the platform."

"Our people will continue to toil and spin, sow and reap, and gather into barns. These platform carpenters who live by politics may see in that an oligarchy, but their food and raiment would get infrequent if the people were not at work in commerce to produce the wherewithal upon which the workers feed as well as the non-producing drones, like Bryan.—San Francisco Call."

"What worries the democratic leaders most is the country's prosperity. They can't ignore it and they can't discredit it. Perhaps they may discover that it is unconstitutional.—Kansas City Journal."

FIGURES THAT AMAZE

Proportion of Our Imports and Exports in American Ships.

Foreign Attack Centered on Only American Line in That Trade—Some Enemies of Our Shipping.

In an open letter addressed to Gen. Charles H. Grosvenor, chairman of the house merchant marine and fisheries committee, Alexander R. Smith, of New York, a former member of the New York commerce commission, answers an attack on the ship subsidy bill which has been favorably reported to each branch of congress.

"The result of these proceedings against the Union Pacific system, embracing the main line and the Kansas Pacific line, is that the government has received, on account of its subsidy claim, the sum of \$64,751,227.75, which is an increase of \$18,957,357.75 over the sum which the reorganization committee first agreed to bid or the joint property, leaving due the sum of \$45,793,870.00 interest on the Kansas Pacific subsidy. The prosecution of a claim for this amount against the receivers of the Union Pacific company in 1888 resulted in securing to the government the further sum of \$21,000,000."

"The indebtedness of the Central Pacific Railroad company to the government became due on February 1, 1889, when a payment was made by the company to the deficiency appropriation act of July 7, 1888, appointed the secretary of the treasury, the attorney general, and the attorney general a commission with full power to settle the indebtedness to the government by receiving out of the issue of bonds to aid in the construction of the Central Pacific and Western Pacific roads, subject to the approval of the president."

"That line has been pictured as part of a monopolistic trust, whereas it is battling, single-handed and alone, against the most powerful steamship lines in the world. These other lines—all under foreign flags—are backed up with unlimited wealth and the support of their several governments to whatever extent may be necessary to enable them to successfully compete for the trans-Atlantic trade."

"The American line in question is struggling at considerable pecuniary loss to succeed and to still further increase its tonnage under the stars and stripes in the face of this concentrated and united opposition. In doing so it has been subjected to the unbridled abuse of every free trader, every free trade newspaper, every enemy of American shipping, and every defender of foreign shipping in the United States."

"If the stockholders of this line are ready to invest still further in American ships, in the hope of ultimately earning a profit, and are ready to subject themselves to the fiercest and most concentrated competition of the most wealthy and powerful ships in all the world under foreign flags, the American people will applaud and commend them."

"The ready purpose of this opposition is manifest, when we study the statistics of the United States for the last fiscal year. Of the total foreign trade of the United States, 67.07 per cent, is with Europe—more than two-thirds of our total foreign trade is with Europe. Of our imports from Europe, valued at \$353,884,534, only \$15,430,242, or 4.35 per cent, was carried in American vessels. Of this, the ships of the American line carried imports valued at \$14,813,033. Of our exports to Europe, valued at \$936,602,093, but \$27,558,076, or 2.93 per cent., was carried in American vessels, the ships of the American line carrying exports to Europe valued at \$25,077,749."

"The value of the imports and exports carried in the ships of this line was \$29,890,782, out of a total of \$160,612,206 carried in all of the American ships engaging in our entire foreign trade. The ships of this American line carried within a fraction of 25 per cent, of all of the imports and exports of the United States that were carried in American ships. If, therefore, the four steamships of the American line—which rendered such exceptional and invaluable auxiliary naval service to our government during the war with Spain—can be driven out of our trade with Europe, the proportion of our carrying under the American flag in our trade with Europe will drop from the present 2.15 per cent, of the total to but 0.2 (two-tenths of one) per cent. That is to say, the foreign ships now monopolize 97.85 per cent, of our carrying with Europe, and are striving with all of the power and influence at their command to increase their proportion of our carrying to 99.8, leaving for the stray American vessel that will dare to venture into that trade the carrying of 0.2 of our imports and exports! By driving these ships out of our foreign trade, the proportion of the entire foreign trade of the United States carried in American vessels would be reduced from 8.9 to just seven per cent., leaving for foreign ships the carrying of 93 per cent, of our imports and exports, and the estimated \$200,000,000 in freight earnings that are taken from the United States each year."

"No wonder," concluded Mr. Smith in discussing this portion of his reply, "the foreign steamship lines, and all other friends of foreign shipping, and every enemy of American shipping concentrates his opposition on the American line—the single heroic carrier of the American flag in our trans-Atlantic trade."

"In four states carried by the popoerats—Colorado, Idaho, Montana and Wyoming—bank deposits increased from \$15,000,000 in 1894 to \$33,000,000 in 1899. The voters of those states must admit that something was wrong with their financial theories in the last presidential campaign.—St. Louis Globe-Democrat."

CARS RUN AT NIGHT.

St. Louis Transit Co. Makes Distinct Progress in Operating Its Lines.

St. Louis, June 5.—Last night by the accidental discharge of a gun in the hands of John A. Gernez, a member of the posse on guard at the power house of the Transit Co. at Broadway and Gasconade street, Wade Sargent, a non-union man, was shot in the right leg. His condition is serious and amputation will have to be resorted to. Sargent's home is in Medina, O. He came here two weeks ago from Cleveland."

St. Louis, June 6.—The strike situation has assumed such a serious phase that yesterday 50 prominent citizens united in a telegram to Gov. Stephens, asking him to call out the militia for the protection of life and property. Negotiations between the strikers and the Transit Co., looking to a settlement of the strike, are off for the present. From a rioting standpoint the day was comparatively uneventful. Assaults on passengers continued."

St. Louis, June 8.—Cars were run on one line of the St. Louis Transit system last night for the first time since the strike was begun. The line selected to make the test is known as the Lindell division and is about four miles long. Every car carried a police guard and in addition the thoroughfares along the route were patrolled by police officers and companies of the sheriff's posse, the latter armed with shotguns."

The number of deputy sheriffs has grown to 1,200. The work of swearing in deputies continues. Twenty-five sticks of dynamite were unearthed by the police yesterday. Five sticks were found buried under the Easton avenue car tracks at Easton and Vandeventer avenues and 20 additional sticks were found in an abandoned shed at Broadway and Gasconade street, in the neighborhood of a power house. The dynamite found on the Easton avenue tracks had been made into a bomb and placed under the rail. Had a car passed over it at the time it probably would have been destroyed."

Gov. Stephens at Jefferson City has received many letters from St. Louis threatening him if he does not call out the militia to suppress the riots, and others threatening him if he does call out the militia. Yesterday he received a note reading: "If you do not call out the state militia in a few days you will be shot."

Gov. Stephens says he has not had the support of the press and citizens of St. Louis in his efforts to preserve order and that these letters are the natural result.

THE WORLD'S COMMERCE.

England Has the Largest Share of It, Closely Followed by Germany and the United States.

Washington, June 4.—Of the \$18,609,000,000 worth of commerce done by all the nations of the world, England's share is 18.3 per cent., Germany's 10 per cent., and 9.1 per cent, falls to the lot of the United States. So states United States Consul Winter at Annaberg in a report to the state department comparing the relative positions of the three leading countries in the markets of the globe.

"Germany," he says, "has built up her foreign commerce at England's expense; and the United States, just entering the field, is building up a great foreign trade at the expense of both England and Germany. In Australia, in Africa, in South America and in China, the commercial representatives of each nation are fencing for vantage ground upon which to build safe markets for home industries."

Germany's success in competing in the field of commerce with her mightier rival, England, Consul Winter attributes to several conditions. In the first place German manufactured goods are cheaper and in some cases better. Then, too, German merchants adapt themselves entirely to the wants of their customers, and industrial commissions have been sent to South America, South Africa, Mexico, Japan and China, to study and report upon the needs of the people of those countries. Again, German traveling men are superior in the technical knowledge of their various branches and are familiar with more languages than the representatives of other nations. Their efficiency in these lines is due to their training in special institutions in Germany."

Colored People Swindled. Washington, June 6.—Representative Ransdell, of Louisiana, and other southern members of the house have received a late many letters concerning the so-called slave pension organizations. Pension Commissioner Evans, to whom the letters were referred, says that certain agents of these associations and other unauthorized persons have made the introduction of the various bills a medium of earning a living without honest labor. "There can be no doubt," Mr. Evans adds, "that the colored people of the south have been victimized to the extent of over \$1,000,000 in connection with this matter."

Fifteen Persons Injured. Omaha, Neb., June 8.—Thursday afternoon as a passenger train on the Chicago, Milwaukee & St. Paul was running through Peria, Ia., the rear coach, a diner, was derailed and turned over. Five occupants of the car were seriously hurt and ten sustained slight wounds.

No Americans or Britons Escaped. London, June 5.—The Daily Mail has the following dispatch, dated Monday, from Shanghai: "Later reports from Tien Tsin show that no British or American missionaries were among the refugees who escaped from Pao-Ting-Fu. The safety of the seven foreigners still missing is despaired of. Twenty-three of the French and Belgian party arrived wounded at Tien Tsin, after terrible suffering. Apparently Chinese officials will do nothing to prevent mass sacres unless the powers take vigorous action."

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