CAMERON COUNTY PRESS.

H. H. MULLIN, Editor.

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TERMS OF SUBSCRIPTION.

ADVERTISING RATES:

Advertisements are published at the rate of me dollar per square for one insertion and fifty tents per square for each subsequent insertion. Rates by the year, or for six or three months, are low and uniform, and will be furnished on unpidication.

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application.

Legal and Official Advertising per square,

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times or less, \$2; each subsequent inser-Legal and Omeias Advertising for experience times or less, 82 each subsequent insertion .0 cents per square.
Local notices 10 cents per line for one insergerion: 5 cents per line for each subsequent con-ecutive insertion.
Obituary notices over five lines .10 cents per line. Simple announcements of births, marriages and deaths will be inserted free.
Business cards, five lines or less, to per year; over five lines, at the regular rates of adverticing.

over five lines, at the seather tising.

No local inserted for less than 75 cents per

JOB PRINTING

The Job department of the Press is complete and affords facilities for doing the best class of work. Particular attention paid to Law PRINTING. No paper will be discontinued until arrear-ages are paid, except at the option of the pub-lisher. Papers sent out of the county must be paid for in advance.

Prior to the year 1891 the shipments of American corn to foreign Increasing Corn countries were unimportant.

Exports. amounting in that year to only 30,000,000 bushels, of the value of \$17,000,000, in total exports of \$900,000,000. Since the great increase in the foreign commerce of the United States, says an official report, there has been an extensive and almost phenomenal increase in the foreign market for American corn. The figures for the three fiscal years are: 1899, 174,089,488 bushels; 1900, 209, 348,284 bushels: 1901 (to date), 177,-817,965 bushels. The value of the exports of American corn to foreign countries was \$82,000,000 last year, and the shipments were 80,000,000 bushels to Great Britain, 37,000,000 bushels to Germany, 4,500,000 bushels to France, 41,000,000 bushels to other European countries, 10.650,000 bushels to Canada, and to British North American provinces; 1,500,000 bushels to Mexico, 1,500,000 bushels to Cuba (the exports of American corn to Cuba have almost tripled in three years), 825,000 bushels to Africa, 785,-000 bushels to the West Indian islands (exclusive of Cuba and Porto Rico), and the balance to Central American and South American states and to Asia. There is practically little exportation of American corn to either South America or Australia, but other countries are steadily increasing their demand for this important American cereal, which is as distinctively an agricultural product of the United States as is cotton. Various reasons have been assigned from time to time by persons claiming familiarity with the subject to explain why "American corn is not popular abroad," but the prosaic fact is that it is not only very popular, but is increasing in amount each year, the number of countries which furnish markets for American corn being larger each year. In the month of June, 1901, the shipments of American corn footed up nearly 10,000,000 bushels, of which 3,000,000 went to Ger-

Some conclusions as to the law of genius are derived for the Popular The Traits of Science Monthly by

Mr. Havelock Ellis Genius. from the study of 859 men and 43 women of note in Britain. They may be thus summarized: "The upper and middle classes are rich in geniuses. The country and small towns produce genius more | Militant are in camp. often than cities, and the clergy father the most distinguished children. Geniuses tend to come of large families, to be the children of elderly 65,522 in the subordinate lodges, 5,142 parents, to be precocious, feeble in health in early life, but fairly long lived. They have usually excellent education; a large proportion travel extensively in early years. There is among geniuses a tendency to remain unmarried, to marry late in life or to contract sterile marriages. Persons of unusual intellect are often subject to gout, asthma or angina pectoris (nervous diseases), to stammering, melancholy or insanity." Mr. Ellis finds that men of one gift are so frequently lacking in all other gifts that they are more nearly allied to the idiotic than to the insane. Insanity, observes the New York World, is not so much a condition of genius as its frequent penalty. An inheritance favorable to genius is cited in the case of William Morris, who re ceived from his mother a strong constitution, from his father a nervous, gouty strain. "The mistake usually made," says Mr. Ellis, "is to exaggerate the insane character of such a fermentative element, and at the same time to ignore the element of sane and robust vigor which is equally essential to any high degree of

People who are dainty are sometimes said to have only the appetite of a canary bird. But a scientific skeptic recently resolved to find out just what the appetite of a canary bird is. He weighed a canary and found it weighed 247 grains, or something over half an ounce. He also weighed all the food, and found that the bird eats 32 times his weight every month, or actually more than his weight every day.

ROOSEVELT'S FOLICY.

He Will Advocate Reciprocity, Peace. Prosperity, and the Isthmian Canal

Buffalo, Sept. 17.-President Roose velt has outlined in some detail the policy he will follow during his in-cumbency of office. It will be re-membered that when he took the oath membered that when he took the oath of office he stated with much definiteness: "It shall be my aim to continue absolutely unbroken the policy of President McKinley for the peace (and he emphasized that word), prosperity and honor of the country." On Sunday the president gathered together some friends in Buffalo and gether some friends in Buffalo and those members of the cabinet who were here, and gave to them such ideas as he had already formulated for the conduct of public affairs and

his own policy.

In no sense are they divergent from In no sense are they divergent from what has been understood as Mr. McKinley's policy. This policy will be for a more liberal and extensive reciprocity in the purchase and sale of commodities, so the over production of this country can be satisfactorily disposed of by equitable arrangements with foreign countries. The abolition entirely of commercial war with other countries and the war with other countries and the adoption of reciprocity treaties. The abolition of such tariffs on foreign goods as are no longer needed for revenue, if such abolition can be had without harm to our industries and

labor. Direct commercial lines should be established between the eastern coast of the United States and ports in South America and the Pacific coast ports of Mexico, Central and South America. The encouraging of the merchant marine and the building of ships which shall carry the American flag and be owned by Americans. The building as soon as possible of the isthmian canal, so as to give direct water communication with the coasts of Central America, South America and Mexico. The construc-America and Mexico. The Constitution of a cable owned by the government connecting our mainland with our foreign possessions, notably Hawaii and the Philippines. The use of conciliatory methods of arbitration in all disputes with foreign nations, so as to avoid armed strife.

A McKINLEY ARCH.

Chicagoans Start a Movement for Building a Memorial Structure in Washington.

Chicago, Sept. 17 .- At an informal meeting yesterday of 100 prominent citizens of Chicago a proposition to start a movement for the erection of a magnificent memorial arch for President McKinley at Washington, was made by Alexander H. Revell. The suggestion was universally ap-

proved. Several gentlemen spoke upon the matter. The proposition was that the president of the United proved. Sates be requesed to appoint a committee of citizens who shall take charge of the collection of a public fund for the purpose of building such an arch at Washington.

It is further proposed that in the event of favorable action by President Roosevelt, such men as the president, ex-President Cleveland and William J. Bryan become honorary presidents and Lyman J. Gage, ex-Secretary Cornelius N. Bliss, John J. Mitchell and others become treasurers; also that the governors and mayors of the various states and addiss act as local various states and cities act as local receivers of contributions from the

THE I. O. O. F. GRAND LODGE. It Begins a Week's Session in the Me-tropolis of Indiana.

Indianapolis, Sept. 17.—The sover-eign grand lodge, Independent Order of Odd rellows, began a week's con-vention in this city Monday. The city is elaborately decorated in honor of the visitors and interwined with flags and bunting are streamers of black as a token of respect to the late Pres-

ident McKinley.

The delegates were welcomed at Tomlinson hall by Lieut. Gov. Gilbert and responses were made by high officials of the order.

At the fair grounds, where the state fair is being held, the Patriarchs

During the year ending December 31, 1902, there were 173,826 initiations in the order. The net increase in membership during that year was in encampments, 7,192 in Rebekah lodges (brothers) and 17,095 in Rebekah lodges (sisters). The archs Militant increased 299. The Patritotal amount spent in relief was \$3,-736,692.

Changed the Route.

Omaha, Neb., Sept. 17.—At Union Pacific headquarters it is announced Pacific headquarters it is announced that as a result of the time made by the trains carrying the mail over the country en route from Australia to London, this mail in the future will go by the way of the United States route, instead of by the Suez canal. The mail was carried from San Francisco to New York over the Union Pacific, Burlington and New York Central, and the time from Sydney to London was cut down seven days.

Most Is Held for Trial.

New York, Sept. 17.—John Most was arraigned in police court yesterday, charged with publishing an article tending to disturb the public peace. He conducted his own defense. He argued that as the number of the Freiheit in which this article last ap-peared was not distributed until September 6, it could not have inspired the assassination of President McKin-The magistrate held Most in \$500

bail for trial. Were Given a Royal Welcome.

Quebec, Sept. 17.—The Duke and Duchess of Cornvall yesterday made their formal entry into Canada and were given a royal welcome by the people whom they may some day rule as king and queen. Thousands of their loyal subjects assembled to greet them and they are guests in a city that is brilliant with decorations. In all the festivity of the day, however, there was a strong under current of regret at the assassination of President McKinley and deep rootof President McKinley and deep rooted sympathy for the percavement of the American people.

A DEADLY CRASH.

Six Persons Killed and 25 Injured in a Collision Near Avon, Mass.

Brockton, Mass., Sept. 19.—A switch not properly set brought 19.—A passenger express and a heavy freight train together Wednesday af-ternoon, with the resultant deaths of six passengers on the express train, and injuries to 25 others, on the main line of the New York, New Ha-ven & Hartford railroad at Avon. The express left Boston at 1:08 p. and it was running 40 miles an hour at the time of the accident. Of the six persons who were killed, but four have been identified and these

Everett Joyce, of Brockton, Joyce & Fletcher, shoe manufactur-Gustavus Hav, jr., lawyer, of Bos

Miss M. W. Tonkine, of Oil City, Pa., a student at Howard seminary,

Pa., a student at Howard seminary, Bridgewater.
William J. Coughlin, real estate dealer of Boston.
The two unidentified bodies are those of women, one quite elderly and very large in figure. The other unidentified victim was apparently 28 years old, with light hair, evidently a Swede.

ly a Swede.

The bodies were taken immediate-I'm bodies were taken immediately to a freight house nearby, where they were viewed by the medical examiner. Of the 25 injured those most seriously hurt were taken to the Brockton hospital on a special

The accident occurred about 1,000 feet above the Avon station, between two stretches of thicket and by the side of a steep embankment. The express was one minute behind time

t Avon. A freight train of 30 cars laden A freight train of 50 cars laden with granite, coal and gravel had just been made up on a siding and was proceeding south in the same direction as the express. Engineer Sheldon, of the freight train, figured that he had four minutes to spare to get onto a side track further down.

One of his train graw had set the

One of his train crew had set the switch of a "cross over" in such a manner that when the freight engine struck it it was turned onto the main track. Engineer Sheldon did not notice this switch quickly enough to enable him to stop his train, and, before he released it, the express dashed past on the other track.

The engine of the express and the The engine of the express and the bagging car succeeded in getting by before the freight engine reached the train, but the second car, the smoker, was struck squarely in the middle and turned over, being thrown down the steep embankment, landing on its side in some soft, thick mud. The third car of the train, mud. The third car of the train, a passenger coach, was dragged over and likewise landed on its side in the ditch. The last car on the train stayed on the track. mud.

The collision came with such sud-denness that the passengers in the three cars were thrown with great three cars were thrown with great force from their seats. As the cars were instantly thrown upon their sides, many passengers fell upon each other, and those underneath were forced through the windows into the mud beneath. The broken seats and the heavy nices of timber. seats and the heavy pieces of timber pinned them down. Many were forced through the windows by the sudden shock.

The cylinder on the right side of the freight engine was torn off and escaping steam added to the horror. All those who were killed out-right seemed to be in the third car, while most of those who were in-jured were in the first car struck by the engine.

THEY CLAIM IT IS CRUSHED.

Colombian Diplomats at Washington
Assert that the Insurrection Is Practically Dead.

Washingtoon, Sept. 19.—The Colombian legation officials last night expressed the view that the Colombian insurrection was practically crushed. In support of this statement they said that the insurgents did not hold a single village in all Colombian although some brude. d'd not hold a single village in all Colombia, although some bands of marauders were giving trouble, and that those on whom the rebel forces had counted for allies were unlikely to give further material aid.

Curacoa press advices to tion alleges that many of President Castro's supporters in the interior of Venezuela are protesting against his anti-Colombian aggressiveness. According to the legation, the defeat of a Nicaraguan force recently will likely stop further hostile movements from that quarter. Members of the legation say they uncerstand that the Nicaraguan government has that the Nicaraguan government has given assurance to the American given assurance to the American minister that it would not wage war on Colombia.

President Plaza, of Ecuador, who has recently assumed office, has frequently pledged neutrality toward Colombia. The Colombian minister, Dr. Silva, says that reports he has just received say that the Colombian troops under arms numbered 65,000 last July and that the force since has been considerably augmented.

Must Give \$20,000 Bail.

Chicago, Sept. 19.—Magistrate Prindiville yesterday decided to allow Emma Goldman, the anarchist low Emma Goldman, the anarchist, her freedom until the case comes up for hearing, under bonds of \$20,000. Her attorneys said they had secured \$15,000 and left the court room to seek the additional money necessary.

Meanwhile Miss Goldman was led back to the police station.

Seth Low Is Their Choice,

New York, Sept. 19.—The commit-tee of 18 of the anti-Tammany organizations, which has been holding sessions for several days considering candidates for mayor to be sub-mitted to the general conference of the organizations, took a final vote last night which stood: For Seth Low 17, for George L. Rives 1. The general conference then met and selected Seth Low as its candidate for mayor. In its regular course this nomination will go to the nominat-ing conventions of the various anti-Tammany bodies.

SETTLED AT LAST, BIG RAILROAD IMPROVEMENT.

The Great Steel Strike Is De clared Off.

The Trust Gains a Big Victory, as a Large Number of Mills that Were Under Amalgamated's Con-trol Will Now be Operated as Non-Union Plants,

New York, Sept. 16.—The great steel strike which began June 30 was brought to an end at a conference held here Saturday between the leaders of the Amalgamated association and officers of the subsidiary compa-nies of the United States Steel Cor-

poration. Pittsburg, Sept. 16 .- Matters per-taining to the settlement of the steel strike are in a very unsatisfactory state. While the telegraphic notice was sent out Saturday night by Sec-retary Williams to all vice presidents declaring the strike at an end, it can-not be learned definitely that the of-ficial order has been issued by Presi-dent Shaffer. Some of the local strikers declare they have had no such no-tice and many of them say they will not return to work, order or no order, unless they are recognized as

What is considered the real conditions of the settlement, though not officially announced, are that the set-tlement was made only for the three companies in dispute—the American Tin Plate, the American Sheet Steel and the American Steel Hoop—and and the American Steel Hoop—and these companies are allowed to retain as non-union all mills started in any kind of shape since the strike order went into effect. The mills that were completely tied up by the strike are to remain union under the Amalgamated scale. Nothing was said concerning the National Tube, the Federal or National Steel companies. The settlement means a big loss to the Amalgamated association, but leaves it still a strong organization.

it still a strong organization.
Pittsburg, Sept. 17.—Monday was a
turbulent day for President Shaffer
and the officials of the Amalgamated association. The headquarters of the organization was crowded with strikers and representatives of lodges where the mills were still idle and workers were awaiting word from the leader regarding the settlement o the strike

The callers at the general offices were all more or less excited and were all more or less excited and many were deeply incensed. Some of the strikers declared that they would not respect the order calling the strike off until they were given full particulars of the settlement. Others were calling for the resignation of President Shaffer and another class President Shaffer and another demanded the withdrawal of their lodges from the organization.

The tin workers of the Star mill held a meeting during the afternoon and the matter of the strike settleand the matter of the strike settle-ment was taken up. After the meet-ing the men said that they had de-cided to remain out and keep up the strike until they heard from Presi-dent Shaffer. They added that in case the terms were such as to make the Star mill non-union, they would not return to work and would fight the battle single-handed. The strik-ers at the Monongahela plant of the same company have taken similar acsame company have taken similar ac

The American Sheet Steel Co. re ported that the strikers had returned to the idle mills in New Philadeiphia, O., Piqua, O., the Aetna-Standard mills in Mingo Junction and some had asked for work in the Canal Dover mills. In the first three, they had all started to work. In the Canal Dover works the strikers were not accepted for the present. The still is running partly with non-union men, and for reasons not offered the officials decided to hold off until Wednesday bewho wanted work.

The American Steel Hoon Co. re-

ported the five plants in Ohio which were idle as a result of the strike as all in operation. These plants included the upper and lower mills in Youngstown and the plants in Warren, Girard and Greenville. These plants are all union and will remain

At the American Sheet Steel Co. it was stated that with the starting of additional union mills on Sunday the additional union mills on Sunday the company was turning out fully 85 per cent, of the normal tonnage. Before the strikers returned they were getting out 65 per cent. The actual loss to the company on account of the strike was comparatively small.

Pittsburg, Sept. 20.—President Shaffer, of the Amalgamated associ-ation, was seen last evening and asked when his looked-for statement would be made. In reply he said it hardly would be issued before Sat-

urday.
The great Riverside works of the National Tube to., at Wheeling and Benwood, W. Va., will, according to representatives of the company, resume operations on Monday. The Riverside works employ upwards 4,000 men.

Experts are busy computing the cost of the strike to the steel corporation and to the workers. On an estimate that 50,000 men have been thrown idle for two months and a half, their loss approximates \$10,-000,000. Gross earnings of the con-stituent companies have been cut off to the extent of nearly \$15,000,000.

It is estimated that the Amalga-mated association carried 9,000 of its membership into the strike, and the outcome of the contest has lost recognition for 2,500 of these men.

New York, Sept. 17.—After a har-monious meeting Monday at the New York Yacht club, lasting nearly two hours, between the America's cup hours, between the America's cup challenge committee and the representatives of the Royal Ulster Yachtclub, it was decided that as a mark of respect to the memory of the late president the date of the first race for the America's cup should be changed to September 26. The succeeding races are to follow according to the original plan, so that they will be sailed September 25, October 1, October 3 and October 5.

A unique excursion was recently arranged by the Union Pacific Railroad company. About sixty newspaper men, represezing the leading journals of the country, were invited to take a trip on the Wyoming division, "The Overland Route," for the purpose of viewing the stupendous engineering achievements recently made on that line. The train was made up of two private cars, three Pullman palace sleepers, a dining car, drawn by one of the new compound engines, with an observation car—constructed on the same plan as a trolley car—ahead of the engine.

gines, with an observation car—constructed on the same plan as a trolley car—ahead of the engine.

One hundred and fifty-eight and four tenths miles of new track laid, reducing the mileage between Omaha and Ogden by 30.47 miles, and reducing gradients which varied from 45.4 to 97.68 feet to the mile to a maximum of 43.3 feet, and curves from 6 to 4 degrees, while a great deal of bad curvature has been eliminated entirely.

A mountain removed and lost into a chasm; huge holes bored hundreds of feet through solid granite, an underground river encountered and overcome; an army of men, with all sorts of mechanical aids, engaged in the work for nearly a year; the great Union Pacific track between Omaha and Ogden made shorter, heavy grades eliminated, and the business of the great Overland route flowing through a new channel, without the sightest interruption.

Millions of money have been spent to reduce the grades and shorten the distance. This reduction is the result of straightening unnecessary curves, and the construction of several cutoffs between Buford and Bear river, Utah.

The curvature saved is about one-half, the grading about the same, while the angles are reduced nearly two-thirds. The superiority of these changes is apparent to the pparent to the operating department in the reduction in operating expenses, and to the traveler in the increased speed the trains can make.

The new line runs due west from Buford, avoiding the high hills and eighty-foot grade

reduction in operating expenses, and to the traveler in the increased speed the trains can make.

The new line runs due west from Buford, avoiding the high hills and eighty-foot grade from Cheyenne, and piereing through cuts and the big tunnel, crosses the Black Hills at a grade of less than one-half (43.3 feet) over mountain altitudes.

From a constructive standpoint the line is remarkable for the amount of material required in the construction of immense embankments and the building of large tunnels through solid rock. The construction of the new line between Buford and Laramie alone has involved the excavation of 160,000 cubic yards of material, one-third of which (exclusive of the tunnel excavation) has been solid rock, of something over 160,000 cubic yards per mile.

Too much credit for this work cannet be given to Horace G. Burt, president of the Union Pacific railroad, and his assistants.

The excursion was replete with many interesting incidents, and the splendid hospitality of the Union Pacific officials was a revelation. The newspaper men evinced their appreciation in many ways, particularly in a resolution of thanks to the Union Pacific officials, General Passenger Agent Lomax, and Messrs. Darlow, Park and Griffin.

The Modern Elopement.

"Are you sure there will be no hitch in our elopement?" anxiously asked the beautiful maid.
"How could there be a hitch," assured the ardent lover, "when we are going in an automobile?"—Chicago Daily News.

Australian Mail's Record Trip.

Australian Mail's Record Trip.

The most important mail that has left Australia in years for London recently made a record-breaking trip. The mail consisted of 347 sacks and contained many documents for the British parliament. At Sidney it was put on board the steamer Ventura, a steamship sailing under the American flag and built only last year for the Oceanic Steamship company at the Cramps ship-yard in Philadelphia. The trip across the Pacific occupied just 21 days, the former time having been 26 days. From San Francisco the mail was hurried east on special fast trains on the Southern Pacific (Ogden line), Union Pacific, and Chicago, Burlington and Quincy railroads, but arrived in Chicago too late to connect with the fast mail train of the Lake Shore and New York Central, which is a 24-hour train from Chicago to New York. A special train was made up and attached to one of the fastest engines on the Lake Shore line. The regular train was overtaken at Toledo, and the hour and a half lost time was made up. At Buffalo the regular train was made into two sections by the New York Central with the mail cars, including the Australian mail, in the first section. New York central with the mail cars, including the Australian mail, in the first section. New York was reached three minutes ahead of schedule time. At New York the mail was delivered to the Campania and that vessel left on regular time. Barring accidents or unusual delays it will be delivered in England in several days shorter time than ever before.

Life's Stupendous Problems, Smith—What makes so many people erazy to get into society?

Brown—Well, what makes so many other people crazy to keep them out?—Detroit Free Press.

Wisconsin Farm Lands.

The best of farm lands can be obtained now in Marinette County. Wisconsin, on the Chicago, Milwaukee & St. Paul Railway, at a low price and on very favorable terms. Wisconsin is noted for its fine crops, excellent markets and healthful climate. Why rent a farm when you can buy one much cheaper than you can rent and in a few years it will be your own property. For particulars address F. A. Miller, General Passenger Agent, Chicago, Milwaukee & St. Paul Railway, Chicago.

Half the world is engaged in "jollying" the other half.—Washington (Ia.) Democrat. When you pray for victory don't fail to shell the woods.—Atchison Globe.

Human nature is a man's excuse for acting like a hog.—Chicago Daily News.

"I thought you said she moved in the best circles." "Well, doesn't she?" "Hardly. I saw her last night riding in the merry-goround."—Philadelphia Bulletin.

"How is this?" inquired the commissary officer. "You have listed boots with the breadstuffs here." "That's all right," said the helper, "those supplies are for a polar expedition."—Baltimore American.

Too Quick for Her.—Flattehouse—"I man aged to get ahead of our servant girl tais morning." Diggins—"How was that?" Flattehouse—"Discharged her before she had time to leave."—Town and Country.

"You heard about Dangley's mining venture, didn't you?" "No; how did it pan out?" "Oh, he looks on it as a joke—says he struck nothing but a humorous vein."—Indianapolis News.

Wickwise—"That story about a man get-ting a pension for complete baldness is true." Scadley—"How do you know?" Wickwise —"As there was no bair at all how could it be false?"—Philadelphia Times.

"Sis will be down in a minute," said her little brother "I'm so glad!" replied Mr. De Trop. "She wasn't at home the last time I called," "Oh, yes. she was, but she wouldn't come down." "How do you know she'll come down this time, then?" "Cause I told her you was another fellow."—Philadelphia Record.

Mrs. Cawler—"O! Mrs. Woodby, you must take in Sellem & Co.'s millinery opening. They've got the loveliest bonnets there for five dollars up." Little Willie Woodby—"But ma always gets her things for one dollar down an"—" Mrs. Woodby (feverishly) "Run away and play, Willie."—Philadelphia Record.

Tired of the long-winded oratory of the atto. ney for the defense, the judge interrupted him.
"Mr. Sharke," he said, "may I ask you a
"Mr. Sharke," what is it?"

question?"
"Certainly, your honor. What is it?"
"Language," said the judge, "we are told, is given to conceal thought, or words to that effect. Inasmuch as you don't seem to have any thought to conceal, I would like to know why you are talking."—Chicago Tribune.

Big Forgery of Railroad Tickets.

As a result of the arrest, on August 15. of a ticket broker's concern at St. Louis, charged with swindling a customer, a gigantic railroad ticket counterfeiting scheme was uncovered. After the arrest of the brokers their office was ransacked and an immense number of tickets and passes found. It was almost impossible to place an estimate on the value of the tickets recovered, but it is stated by railroad authorities that \$50,000 would be a conservative figure. It is believed that many of the tickets and passes were forged.

believed that many of the tickets and passes were forged.

At Buffalo a number of ticket scalpers have already been lodged in jail or account of fraudulent manipulation and forgery of railroad tickets. These instances are so numerous the public should take pains to see that their tickets are purchased only at the authorized offices of transportation lines. This avoids all complication and trouble to the passenger and assures him that the railroad tickets purchased are valid and will be honored as printed.—Exchange.

Goed Man—"My boy don't you know

Good Man—"My boy, don't you know that every cigarette is a nail in your exfin?"
Boy—"No, mister, 'cause I don't need any coffin. When I die I'm going to be cremated."—Philadelphia Record.

Check Cold and Bronchitis with Hale's Honey of Horehound and Tar. Pike's Toothache Drops Cure in one minute.

"Here's a telegram for you; 75 cents charges." "That's too much. I got one last week for a quarter."—Indianapolis

I do not believe Piso's Cure for Consumption has an equal for coughs and colds.— John F. Boyer, Trinity Springs, Ind., Feb. 150.

Brute!

Husband—I am ruined! Wife—How could you! And before I got my fall clothes!—Judge!

To Prevent Diphtherla Use Hoxsie's Croup Cure. No nausea. 50cts.

"Your boy is a speaking likeness of you."
I don't agree with you. He's more of a howling likeness of his mother."—Town and Country. PUTNAM FADELESS DYES are the brightest, fastest and easiest to use.

Sozodoni Tooth Powder

The best that Money and Experience can produce. 25° At all stores, or by mail for the price. Sample of Sozodont by mail for the postage, 3 cents. HALL& RUCKEL, NEW YORK

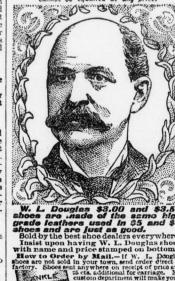
HALL& RUCKEL, New York

SHOES S.

ENION MADE.

For More Than a douarter of a Century
The reputation of W. L. Douglas \$3.00
and \$3.50 shoes for style, comfort and
wear has exceeded all other makes soid as
been won by merit alone. W. L. Douglas
shoes have to give better satisfaction than
other \$3.00 and \$3.50 shoes because his
reputation for the best \$3.00 and \$3.50
shoes must be maintained. The standard
has always been placed so high that the
wearer receives more value for his money
in the W. L. Douglas \$3.00 and \$3.50
shoes than he can got elsewhere.

W. L. Douglas \$4.00 dit Edge Line
cannot be equalized at any price.





Fast Color Eyelets used.

