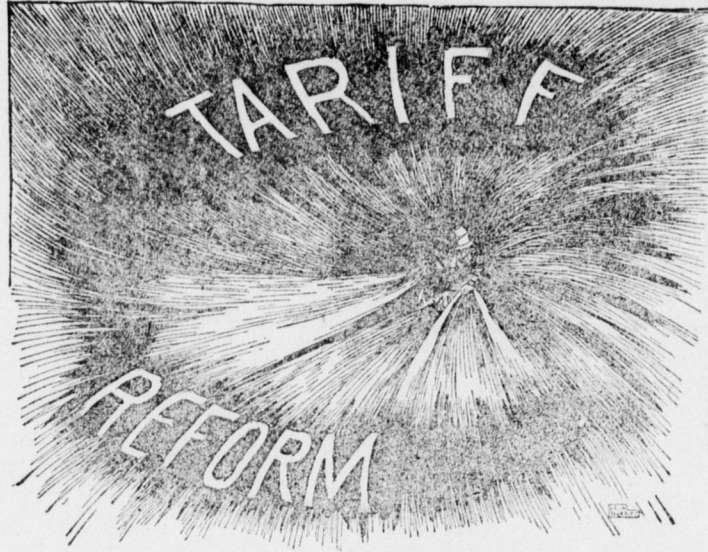


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IN A HOLE AND PULLING THE HOLE IN AFTER HIM.



IS NOT SECTIONAL.

TARIFF QUESTION AN ISSUE FOR THE WHOLE COUNTRY.

No Single State or Group of States Can Secure Alterations of Existing Schedules to Suit Special Interests.

It is indeed fortunate, as Secretary Shaw remarked in his speech before the South Dakota Republican state convention of June 6, that no one state can revise the tariff. It is equally true that no group of states, no section, has the power to frame the schedules to suit special interests.

The danger of one state or one section undertaking to regulate tariff schedules was well wrought out by Secretary Shaw when he said: "I desire to throw out a note of warning to my friends in the agricultural states. Keep this in mind, that there are several times as many people demanding cheaper food as there are people demanding a reduction of the tariff on any manufactured article."

It is fortunate for South Dakota, for example, that Massachusetts is unable to revise the tariff off the hides of South Dakota's cattle or bring about a condition of free trade in the agricultural products of Canada.

It is also fortunate for protection as a permanent policy that South Dakota has not the power to remove the tariff on lumber. Such a discrimination against an important industry would surely check and perhaps wholly obliterate the rapidly growing protection sentiment in the southern states, which are now the chief source of lumber supply east of the Rocky mountains.

Memphis is the leading lumber market of the United States, and in sections where free trade formerly had its citadel protection is now becoming more and more an accepted policy. Then, too, there are the lumber producing states of the Pacific coast, which value highly the protective tariff of two dollars per thousand feet, which gives them the home market against the competition of cheaper lumber from across the border of British Columbia.

It is desired to hold these states in the protection column the tariff on lumber had best not be removed. South Dakota may, in the language of one of John Hay's poetical heroes, "Resolvent till the cows come home" on the removal of the tariff on lumber, just as Massachusetts may threaten direful things if she is denied free trade in Canada's competitive products of farm, forest and mine, but the level protectionist sense of the country as a whole will keep protection intact for the country as a whole.

Mistake Noise for Numbers. The Democrats who hope to divide the Republican party on the question of the tariff, however, will be disillusioned, and not for the first time. There have always been a few tariff reformers and free traders who have clung to the Republican party. Like the frogs in the old farmer's pond, they have always made a noise entirely disproportionate to their numbers.

Boys and girls who have rabbits for pets have no idea that in some countries they are regarded as pests. In Australia, notably in the districts of Victoria and New South Wales, the rabbits were so destructive that nearly \$100,000 a year were spent in efforts to exterminate them. The government of the latter district now proposes to inclose 12,000,000 acres of the most thickly infested district with 2,000 miles of net wire fencing. A reward of \$125,000 has also been offered for any effectual plan to get rid of the rabbits.

FEAR SHIP SUBSIDY.

English Ship Owners Evince Alarm Over Probable Passage of Bill in America.

The attention of our free trade friends is respectfully called to the fact that certain Britons are manifesting much apprehension over the prospective passage by congress of the ship subsidy bill, designed to aid in the rehabilitation of the American mercantile marine. The plan of subsidizing American vessels has always been strenuously fought by free traders on the ground that it means imposition on our own people and injury to their interests. The British shipowners do not regard the matter in that light. They have gone so far as to lay the subject before parliament, and in the house of commons a question has been put to the premier as to the effect the passage of the American bill will have upon British interests.

NERVOUS PROSPERITY?

Some People Seem to Be Uneasy Because the Country Is Doing Too Well.

Nervous prosperity would seem to be the proper diagnosis of the tariff disturbing symptoms manifested in various parts of the country.

The country is doing too well. Everybody is doing better than anybody ever did before in all history. There must be something wrong about it.

People who are accounted sane and level headed in the ordinary affairs of life are fretting and stewing about this extraordinary prosperity, and are contriving how it may be upset.

If a merchant should voluntarily reduce his margins of profit merely because of the conviction that he was making too much money, or if a mechanic were to insist upon lower wages because his account in the savings bank was increasing too rapidly, some suspicion would arise as to their mental equilibrium.

Yet a great many people are contemplating something similar to that extraordinary abnegation when they lie awake nights planning how to rip up the tariff and check prosperity.

It is a queer disease and hard to classify. It must be that it is nervous prosperity.

New Titles and Degrees. A London journal, in a recent issue, confers upon Mr. Longworth and his father-in-law the new titles which those gentlemen are supposed to covet, by speaking of them as "Senator Longworth, son-in-law of King Theodore, U. S. A."

Quite different was the action of Brown university in conferring degrees for meritorious services upon two men who have worked modestly and successfully for honest reform by honest means. Never were honorary degrees more righteously conferred than these: Everett Colby, A. M. Citizen, soldier of the common good, surrendering leisure and pleasure that civic virtue may become credible and public office be held as public trust. Charles Evans Hughes, LL. D. Student under these elms, sometime professor of law in Cornell university, honored member of the New York bar, investigator without malice and without fear, skilled to use the probe but not the rake, through whose labor the public conscience has been quickened and purified.

Charles E. Hughes and Everett Colby, whatever their former political associations may have been, have acted like good Democrats and good citizens, and are entitled to share with La Follette, and Cummins, and Weaver the glory that results from a faithful performance of public duty. No two men in America have dealt severer blows to that Republican machine of which "King Theodore" is the head and front.

ALTON ROAD IS FINED

JUDGE LANDIS IMPOSES HEAVY PENALTY FOR REBATING.

PENALIZES TWO OFFICIALS

Former President Faithorn and Fred A. Wann Are Given Fines of \$5,000 Each for Aiding in Violations.

Chicago.—Judge Landis Wednesday fined the Chicago & Alton railroad \$20,000 each on two counts, making a total of \$40,000, the limit for the fine. President Faithorn was fined \$5,000 on two counts, half the maximum, and Fred A. Wann was fined \$5,000 on each count. The total of the fines was \$60,000. Judge Landis declared he saw no extenuating circumstances in the case.

Attorney R. M. Shaw, for the railroad, asked for a bill of exceptions, that the case may be appealed. This fine is identical with the one assessed some time ago by Judge Bethea against the Chicago, Burlington & Quincy and two officials on a similar charge.

Last Friday Judge Landis informed the defeated attorneys, Mr. Shaw and John Barton Payne, that he would give them until Monday to produce evidence tending to show that the granting of the rebate by the defendant to the Schwarzschild & Sulzberger company was publicly known in Kansas City. When court convened Attorney Shaw declared he had not time enough to produce witnesses, but that he had evidence that a similar transaction in two instances had been approved by United States Judge Phillips in Kansas City while he, as a court, was administering the Kansas City Belt line, then in the hands of a receiver. He could not produce witnesses, he said, because they feared making confessions might place them in danger of prosecution.

The verdict of guilty made it possible for the judge to fix a maximum fine of \$40,000 each, or \$120,000. Judge Landis, however, has taken into consideration alleged lack of any criminal intent. The judge wished to determine whether the arrangement of rebating one dollar on each car to the Schwarzschild & Sulzberger company was known to all other roads and shippers. The prosecution against the Chicago & Alton road and its officials was precipitated by the investigation of the packing industries. The indictment followed. It was announced that other roads will be prosecuted.

GOES AFTER WISCONSIN ROADS.

Madison, Wis.—Following a report by Railroad Commissioner Thomas Wednesday that the railroads of Wisconsin have been guilty of granting rebates under the guise of commissions, Gov. Davidson has asked Attorney General Sturdevant's opinion, and will start prosecutions against all railroads if the attorney general holds that taxes can be collected on the sums thus omitted from gross earnings. The railroads so far examined are the Northwestern, the St. Paul and the Omaha, and all are alleged to be guilty.

WARRANT FOR ROCKEFELLER

Oil King Is Charged with Organizing and Maintaining a Monopoly.

Findlay, O.—A warrant for John D. Rockefeller, which is now in the hands of the sheriff of Hancock county, is accompanied by a copy of the information and affidavit which was filed in the probate court here by Prosecutor David and charging Rockefeller with violating the anti-trust laws in organizing and maintaining a monopoly of the oil business.



JOHN D. ROCKEFELLER.

The warrant directs the sheriff "to take the said John D. Rockefeller, if found in your county, or if he shall have fled that you pursue him into any other county in the state, and take and safely keep the said John D. Rockefeller so that you have his body before this court to answer the said complaint and be further dealt with according to law."

The warrant is signed by Judge Banker, of the probate court of Hancock county.

MINERS RETURN TO WORK.

Columbus, O.—Because of a misunderstanding the miners of the Hocking valley, 10,000 men went out Tuesday night on a strike. Negotiations Wednesday resulted in the misunderstanding being cleared up.

FAREWELL BANQUET TO CONSUL.

Antwerp.—Hurch Howe, the American consul here, was given a farewell banquet Wednesday, prior to his departure for Montreal, where he has been given a higher place in the American consular service.

MEET DEATH IN RIVER.

Going to the Rescue of a Companion Who Had Fallen into a Deep Hole, Seven Girls Are Drowned.

Cedar Rapids, Ia.—Seven girls were drowned Thursday in Cedar river, only three blocks from home, while wading. The smallest child slipped into a deep hole and in trying to rescue her six others were drowned. Ruth Klersey was the only one of the party to escape. The dead are: Lucille, Hazel, Gladys and Josie Sweeting, Ruth and Cora Coyle and Clara Usher.

The girls ranged in age from 7 to 16 years. The Sweeting children lived with their father near Ellis Park, on the outskirts of Cedar Rapids. Clara Usher was the daughter of Sweeting's housekeeper and the Coyle children were her nieces, who were on a visit from Sioux City, Ia.

Ruth Klersey, the only survivor, said they were wading when little Lucille Sweeting slipped off a sheet in the river bottom into deep water. Hazel Sweeting rushed after her, slipped into the hole, and five other girls rushed one after the other into the hole, trying vainly to save each other. Ruth Klersey then ran home and gave the alarm.

Four of the bodies were quickly removed from the water, but it was too late to resuscitate them. The other bodies were recovered later, while hundreds of people gathered on the river bank to watch the sad task.

The children had gone to the river with Mrs. Usher, who took her baby. The baby fretted and Mrs. Usher started home with it. The children immediately went wading in the river. Ruth Klersey went to the end of a long sandbar and, seeing that the water was deep at the end of the bar, warned the other children.

Lucille Sweeting, however, ran to the end of the bar, and the sand yielding, slipped off into seven feet of water. Her cries brought Hazel Sweeting to her aid. In trying to pull Lucille back on the sandbar she, too, fell into the deep water. Another child went to her assistance and slipped in, and so on until seven of the eight children were drowned.

VINDICATED AFTER TWELVE YEARS

Captain Dreyfus Acquitted of Charge of Selling Military Secrets by a French Court—Restored to Army.

Paris, France.—The supreme court Thursday announced its decision, annulling the condemnation of Dreyfus without a retrial. The effect of the decision is a complete vindication of Dreyfus, entitling him to restoration to his rank in the army as though he had never been accused.

The scene as the decision was pronounced was one of impressive dignity. The court, consisting of 49 judges, gowned in flowing robes, mounted the bench. Deep silence prevailed as the presiding judge read the lengthy decision, minutely reviewing the series of sensational events of the last 12 years and completely discrediting Dreyfus of all wrong-doing, freeing him of the accusation of being the author of the famous incriminating documents on which the entire charge was founded, and ordering the annulment of the Rennes court-martial.

MINING STATISTICS.

Report of State Mine Inspector Shows 25,834,657 Tons of Coal Mined in 1905.

Columbus, O.—Chief Inspector of Mines George Harrison has filed the annual report of the department of mines with Gov. Harris, covering the calendar year 1905.

The coal tonnage amounted to 25,834,657 tons, an increase of 1,250,842 tons. The number of persons employed was 44,193, average time worked 169 days. The per cent of pick mined coal was 26, machine mined coal 74 per cent.

The fatal accidents numbered 114, a decrease of four, as compared with the preceding year; serious accidents amounted to 372, and minor 171. Total number of casualties 657.

The number of persons employed for each life lost was 388; one serious accident to every 119 persons employed. Forty-two new mines opened up, 50 suspended and 35 abandoned.

TRAINMEN KILLED.

Spiked Switch Causes Wreck and Three Men Lose Their Lives.

Petersburg, Ind.—In the wreck of a westbound freight train on the Southern railway Thursday eight miles west of Petersburg, Fireman J. B. Fanning, of Princeton, Ind., and Brakeman Luther Capehart, of Winslow, were killed. Engineer W. B. Williams, New Albany, was scalded and crushed so badly he will die. After the wreck it was discovered that both ends of the switch were spiked.

An ineffectual attempt was made Tuesday night to wreck a train at the same place. It is believed that rowdies who have been stealing rides and who have often been put off the trains are responsible for the spiking of the switch.

\$75,000 FIRE LOSS.

Philadelphia, Pa.—Fire on Thursday night destroyed the pump works of Charles G. Blatchey and the sawmill of Williams & Patterson. The building of the India Refining Co., producers of coconut oil, was badly damaged. The loss is \$75,000.

SIX HURT; TWO MAY DIE.

Owensboro, Ky.—An explosion of gas in a room of the Black Diamond coal and coke mines at Drakesboro on Thursday injured six men. Edward Boyd and Thomas Creasy may die.

CHAS. L. SAUER, GRAND SCRIBE



PE-RU-NA STRENGTHENS THE ENTIRE SYSTEM.

Mr. Chas. L. Sauer, Grand Scribe, Grand Encampment I. O. O. F. of Texas, and Assistant City Auditor, writes from the City Hall, San Antonio, Tex.: "Nearly two years ago I accepted a position as secretary and treasurer with one of the leading dry goods establishments of Galveston, Tex. 'The sudden change from a highland dry altitude to sea level proved too much for me and I became afflicted with catarrh and cold in the head, and general debility to such an extent as to almost incapacitate me for attending to my duties. 'I was induced to try Peruna, and after taking several bottles in small doses I am pleased to say that I was entirely restored to my normal condition and have ever since recommended the use of Peruna to my friends.'"

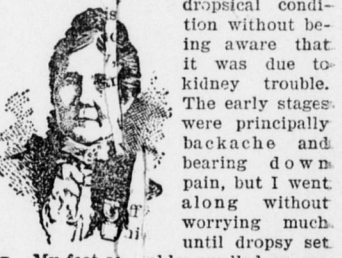
GIRL HORSEBREAKER.

Miss Winnah Von Ohl, a New Jersey girl 2 years old, is making quite a reputation as a horsebreaker. Five years ago, a slender slip of a girl, she went to South Dakota with her mother, who had been sent thither for a change of climate. Miss Winnah learned to ride bronchos out there and on returning east she took to training and breaking horses, in which work she has been remarkably successful. She has never sustained any injury while thus engaged.

RIOTATE WITH DROPSY.

The Heart W. Badly Affected When the Patient began Using Wh.

Mrs. Elizabeth Maxwell, of 415 West Fourth St., Columbia, Wash., says: "For over three years I suffered with a dropsical condition without being aware that it was due to kidney trouble. The early stages were principally backache and bearing down pain, but I went along without worrying much until dropsy set in. My feet and ankles swelled up, my hands puffed, and became so tense I could hardly do them. I had great difficulty in breathing, and my heart would flutter with the least exertion. I could not walk without stopping again and again to rest. Since using four boxes of Dr. Williams' Pink Pills the bloating has gone down and the feelings of distress have disappeared."



Sold by all druggists. 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

FROM A CYCLOPEDIA.

Rouge—Face paint. Benedick—A pretent bachelor. Courage—Moral force of a second time. Love—The battle fires of passion. Divorce—The erection of an error. Altruism—Mowing your neighbor's lawn. Suspicion—Testing the engagement ring on window sills. Jealousy—A struggle to man's vanity that every wise man pays. Furious—A woman expressing the pleasure a girl experiences when she is kissed. Conscience—The internal whisper that says: "Don't do it; you might get caught." Widowhood—Thonny compensation, some women get out of marriage.—Henry Thompson. Water Wagon—A vehicle from which a man frequently amounts to boast of the fine ride he having. Error of Reformers. One trouble with most would-be reformers is that they begin at the wrong end of the stick.

