CAMERON COUNTY PRESS. H. H. MULLIN, Editor

Published Every Thursday.

TERMS OF SUBSCRIPTION.

ADVERTISING RATES

Advertisements are published at the rate of one dolar per square for one insertion and fifty fents 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

region and Official Advertising per square. Legal and Official Advertising per square those of cents per square. Local notices locents per line for one insersection; 5 cents per line for each subsequent consecutive insertion.

consecutive 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, 15 per year; over five lines, at the regular rates of advertising.

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 arrearages are paid, except at the option of the publisher.

Papers sent out of the county must be paid

Why the Bridge Fell.

There will be a sigh of relief all over the country by reason of the substantial proof that the Quebec bridge disaster was the result of carelessness which might have been avoided, which ought to have been prevented. This seeming paradox lies in the fact that at first it appeared as if the fault lay in something outside the ken of engineers, which made every large bridge in the country seem potentially unsafe. That the engineering plans as originally drawn were correct and that they were changed by an aged and infirm supervising engineer apparently are accepted as the fundamental facts in the case. It was a man who was at fault and not engineering principles. Of course, says Philadelphia Inquirer, this does not, lessen the terrible aspects of the tragedy, but it does show that the bridge can be rebuilt and be as safe as any other structure. It was the ghost of some unknown principle in mechanics or physico-chemistry that frightened engineers and made every traveler tremble as he crossed one of the mighty structures which are deservedly the pride of engineering. Now that the ghost is laid there will be at least the satisfaction of knowing that it is not likely we shall have an other such accident.

Agricultural Prosperity.

The ten years of prosperity this country has enjoyed since 1897, and the revolution which has been wrought in the agricultural industry, has placed the American farmer in a position of financial and economic independence such as the rural population of this or no other country has ever known before, writes H. C. Nicholas in Van Norden Magazine. The fixed capital represented in the agricultural industry to-day is approximately \$25,000,000,000, or more than four times the capital invested in all of the manufacturing industries in the country. From the position the American farmer now occupies, no financial disturbances, no business failures in the cutside world, no failure of any one or several crops, no hysteria or political agitation, can hope to dis-

Prof. Edward S. Morse, talking to the Technology students about Japan, spoke of the simple dress of the students there as being one of the first things that he noticed. When he asked the reason of it, he was told that it was a custom to prevent a feeling against the well-to-do class by the scholars who could not afford to dress more expensively. Dartmouth did the same thing for the same reason two years ago, and the boys took so kindly to rough-and-ready costumes that before long the college authorities had to suggest to them that they were getting altogether too careless about their personal appearance.

Almost simultaneously with the resurvey of the Alaskan boundary, which deprives Canada of a strip of land, news comes from Ottawa that as a result of the explorations of Capt. Bernier in the arctic a total area of at least 500,000 square miles is claimed for Canada. It would be rash to say that a narrow strip of the Alaskan gold fields is worth hundreds of square miles of arctic islands when one recalls the flippant remarks made, not many years ago, about the worthlessness of Alaska.

Wireless surely has a long reach. Army transports on the Pacific, with an apparatus at command of small power compared to the giant transmitters employed in the Atlantic, have had remarkable success. One vessel recently caught a San Francisco mes sage at a distance of 1,400 miles and. later, one from the naval station at Sitka, distant 2,200 miles. Truly, distance is rapidly being annihilated.

Leopold of Belgium has been playing his royal joke about his unroyal pranks for many a year, laying every story of his unseemly behavior to his "double" in Paris, Mr. Fouret of the Hachette publishing house. But Fourett, who is eminently respectable, is getting tired of the joke and proposes to bring suit for libel against the king.

LOOK TO THE WEST

THERE LIE HOPES OF DEMOCRAT IC LEADERS.

With Bryan as the Nominee There Does Not Seem Any Good Reason Why His Probability of Election Seems Good.

It is announced from Chicago that certain potential influences connected with the national committee of the Democratic party will make strenuous effort to have the western metropolis selected as the base from which campaign in the interests of the Democratic presidential candidate will be cted. It is taken for granted western element that Bryan is directed. again to be the Democratic nominee, and the scheme as reported is to concentrate effort upon the contests for the electoral votes of Indiana, Illi-nois, Michigan, Iowa, Wisconsin and Missouri, it is taken for granted, will swing back easily to the Democratic column with Bryan as a candidate, and the new state of Oklahoma is counted in with the solld south as a sure Democratic quantity if the Nebraskan is named. New York, in the plans of this western scheme, is to be given over, it seems, without any waste of oratory or the spending of a kopek from the Democratic campaign fund. It is to be noted, how ever, that the states which are con-sidered debatable represent a very large aggregate voting strength in the presidential electoral college.

There would have to be an immenso change in sentiment in such states as Illinois, Wisconsin, Iowa and Michigan if they can by any process of persuasion or argumentation be shunted to the Bryan column next year. In 1900, when Bryan was the Democratic candidate against McKinley, Illinois gave a plurality for the Republican electors of 94,874. Iowa the same year elected the Republican electors by a plurality of 98,606; Wisconsin gave a verdict for McKinley indicated by a plurality of 106,581, and Michigan went Republican by a plurality of Though each of these state went Republican in the presidential election of 1904 by considerably larger pluralities than in the election of 1900, there is certainly nothing in the returns from the middle west in 1900 to indicate that Bryan would have the ghost of a chance in 1908. The pluralities against Bryan in 1900 were large enough to depress the exuber ance of any candidate with only ordinary staying qualities. It must be conceded, however, that the Peerless One as a stayer is not to be classed

among the ordinary.

The outlook is really no more invit ing in the west for the Democracy with Bryan as the candidate than it would be in the east with the Ne braskan a third time in the running. He did not carry any large state in the west in 1900, unless Missouri is to be classed as a western state, and it is generally accredited as southern. Even California went against Bryan in 1900 by 40,000 plurality. the Democratic campaign be diercted from Chicago or New York, whether the concentration of effort be directed to the winning of the middle west or to the capture of the northeast, the outlook in either case can scarcely be regarded as a roseate one by whoever shoulders the responsibility of steering the presidential campaign of the Democracy next year

Gold Imports and Trade Balance.

The monthly statement just issued by the United States bureau of statistics on the specie and merchandise balance of exports and imports gives a summary idea of the movements this year so far. The import of gold for the month was one of the largest on record for any single month, the net gain being \$62,138,867, against \$6,971. 517 in November, 1906, and \$4,065,472 in November, 1905. But the gain in gold for the 11 months of 1907 was but \$44,626,482, showing that prior to November the gold movement had been about \$18,000,000 against the United States. For the first 11 months of 1906 the United States gained \$103,131,880 in gold; but in the same period of 1905 the net import was but \$2,138,589. The relation between the apparent merchandise balance of trade and the gold import seems to exist in the showing, as the former was \$385,405,439 for the first 11 months of this year, and \$421,691,645 for the same period of 1906; while in the same time of 1905 the merchandise balance was \$349,250,524. Between 1906 and 1907 a loss of \$36,000,000 in the merchandise balance was accompanied by a decrease of \$58,000,000 in gold imports; while 1905, with a merchandise balance \$36,000,000 less than that of 1907, had net gold imports \$42,-000,000 lower. Whether these figures indicate the invisible factors, or are coincident, may be easily a matter of dispute.

Gov. Sparks in Bad Light.

If a condition of riot exists or threat-ens in Goldfield the governor of Nevada displayed singular impotence Roosevelt has clearly enunciated the federal obligation in any which may describe the Goldfield dis-A state has no right to turbance. look to the federal government for a discharge of its own police duties. The lack of state initiative which Gov. Sparks has exemplified has frequent ly characterized the attitude of various commonwealths toward the whole range of governmental activities— both in the making of laws and in the

NO DOUBTS OVER HERE.

Americans Know the Capacity of the Men on the Fleet.

Cable dispatches tell of a keen in terest in Europe in the American bat-tleship fleet voyage to San Francisco. not from a political point of view, but from the standpoint of navigation and fleet management. The question whether or not the enterprise will be "successful" appears to rise in the mind of many observers and commentators. Amusing references are made to Rodjestvensky's ill-starred journey from Russia to the Straits of Fushima as furnishing the only parallel to this expedition. While no one seems disposed to rate the American ca-pacity as low as that of the Russian in this regard, the mere fact that the Rodjestvensky voyage is mentioned indicates that there is an idea, possibly a hope, that the present trip will prove as slow, as costly and otherwise as ridiculous as did that silly venture.

It must be acknowledged that no thought of possible failure or anything less than entire success has thus far crossed the American mind seriously. From the outset the only question discussed has been as to the political wisdom and the stategic necessity of such a move. That a fleet of battleships, 60 instead of 16 if we had them, could circumnavigate the Horn and pass in good order from Hampton roads to the Golden Gate has been taken for granted. There has been unspoken confidence in the seamanship of those in command, and in the seaworthy qualities of the vessels. The whole affair has been regarded in too broad an aspect to permit the people to get down to the technical questions of whether it will be practicable to maintain a good pace, to coal the ships at sea, to navigate the Straits of Magellan and otherwise to preserve good order and to progress briskly from start to finish.

Probably back of this unexpressed confidence is the recollection of the Oregon's inspiring performance nearly ten years ago. Of course, there is a marked difference between speeding one battleship from coast to coast and sending a fleet of 16 over the same long route. Even the landlubber has an inkling of this difference. But he has dismissed all thought of it with the proud belief that Admiral Evans and his captains are quite up to their work in every respect. must be confessed that the European over the matter than the Americans.

NEED OF MONEY FOR ARMY.

Parsimony in Military Matters Would Not Be Wise Act.

Chairman Tawney of the house committee on appropriations has made a statement which contains some suggestive figures. The estimates for the present fiscal year submitted to congress last winter aggregated \$896,000,000. Those just submitted for the next fiscal year foot up \$997,000,000. In the opinion of the chiefs of the different departments the requirements of the government have grown 11 per cent., or \$100,000,000, in one year

The estimated revenue for the next fiscal year is \$878,000,000. These es timates at long range are sometimes far out of the way. They may be seriously affected by unexpected changes in condition. If the money asked for by the departments were to be voted. and the estimated revenue were col-lected, there would be a deficit, after making all allowances, of \$83,000,000. Chairman Tawnev's commentary on these figures is that they show the practical impossibility of congress at this session undertaking new projects or authorizing new governmental services, the appropriations for which would have to be met out of the revenue for the next fiscal year.

As the increase in the estimates in good part is due to the larger sums asked on behalf of the army and navy, it is conjectured that the committee ly the figures submitted by the war and navy departments. But some increase in appropriations for the army and navy is necessary. by the men familiar with army conditions that it will be a skeleton soon unless the soldiers are better paid. Congress must maintain the efficiency of the army.

There should be no extravagance in appropriations. There should be a serious attempt to harmonize receipts and expenditures, so that there may be neither a deficit ner a surplus. The present surplus is altogether too large. But the pruning knife need not be ap plied exclusively to the military estimates, even though there is no war in sight. There may be exuberant civil estimates which will furnish the committee on appropriations an oppor-tunity to display its skill in keeping down expenses

The Fleet.

The fleet, we are told, will be stranded on the Pacific side unless congress provides the money for the return cruise. Well, let nobody lose any sleep on that score. It is the na tion's fleet, and all our hearts are with it. We all want it to make the journey with safety, and make everybody in sight or hearing on the Pacific side proud and happy. As for the rest, that will come in good time. The party which for campaign or any purposes should propose to limit the movement of the fleet, or play politics at its ex pense, would so completely offend the enforcement of those possessed. It is this disposition to be inefficient that the disposition to be inefficient that the disposition to be inefficient that the disposition to be sealed. The fleet is all right, and be sealed. The fleet is all right, and

RECEIVERS ARE APPOINTED

BY FEDERAL COURT FOR CHICA-GO GREAT WESTERN ROAD.

nability to Meet Maturing Obligations and a Recent Strike of Employes Were the Causes.

St. Paul, Minn. - Judge Sanborn, United States the court, on Wednesday appointed A. B. Stickney and Charles H. Smith, both esidents of St. Paul, receivers the Chicago Great Western Railroad Co. A. B. Stickney is president of the road. The firm of Kellogg & Severance, of St. Paul, was appointed attornevs for the receivers.

The appointment of receivers followed the inability of the company to meet obligations falling due in and the failure to secure an extension of obligations. Loss as a result of the boilermakers' strike last fall is given as a partial cause for the financial straits of the road. It was also pointed out in the proceedings that during the last ten years the road has spent \$19,000,000 in reconstruction.

The petition for a receivership was filed on behalf of the stockholders and the finance committee.

Mr. Kellogg said that the Great Western owes \$10,653,413.71 now due

Western owes \$10,653,413.71 now due or falling due within the next four years, of which notes to the amount of \$545,000 have gone to protest.

The sum exceeding \$10,000,000, said Mr. Kellogg, is part of the \$19,000,000 spent by the Great Western in the last ten years in rebuilding the road. New steel has been laid, double tracks have been built, grades have been reduced and new bridges and terminals have been constructed. There were due last month notes to the amount of due last month notes to the amount of £50,000 and will be due during the rest of January notes aggregating £283,200. The total amount of obligations due during 1908 is \$3,342,545.

Mr. Kellogg gold that the

Mr. Kellogg said that the Great Western, which is an Illinois corpora-tion, owns in fee without mortgage, lines of railroad in Illinois, Iowa, Minnesota, Kansas and Missouri. It also owns a terminal lease of a line from St. Paul to Minneapolis. In addition the Great Western owns

all the stock of and operates the Mason City & Fort Dodge railroad, a line about 400 miles long. This line is mortgaged for \$12,000,000, or 62 per cent. of its cost. The Great Western also has a lease of this line, by the terms of which the Great Western is to guarantee the interest on the bonds.

TUNNEL UNDER EAST RIVER

Between New York and Brooklyn Is Opened for Railway Traffic.

New York City.-The first of the tunnels under the that divide Manhattan from Brooklyn on the one side and from New Jersey on the other was opened for traffic late last night when the first passenger train left the Bowling Green sta-tion of the Interborough subway, ran down the inclined tracks to the Bat-tery, far below the surface of the East river and went the length of one of the long steel double tubes which par-allel each other under the river to Brooklyn.

The opening of this tunnel, which is in effect the extending of the present subway system to Brooklyn, is regard-ed as a long step toward the solution ed as a long step toward the solution of the rapid transit problem of New York—one that brings New York and Brooklyn closer together and gives an outlet to Manhattan's millions by bringing the comparatively thinly populated territory of Long Island within easy reach of the center of business. The opening of the Battery tunnel will serve to relieve to some extent the Brooklyn bridge "crush," by deflecting thousands from the huby deflecting thousands from the hu-man tide that rushes each day in and out of the funnel entrance of that big structure.

No official ceremonies marked the opening of the tunnel. An express train picked up a crowd of Brooklyn-ites eager to make the first trip and then darted away through the bright ly lighted tube to Brooklyn, where it stopped at the Borough hall station the present terminus of the line in Brooklyn. Later the Brooklyn section will be completed to the Flatbush staaffording connection with all points on Long Island.

The Battery tunnel is equipped with a series of unique safety devices de-signed to make traffic under the East river absolutely safe. Experts believe that these inventions, which are on that these inventions, which are on trial for the first time, will revolutionize the movement of traffic in subways and at the same time preclude the possibility of serious accidents. One man will be complete master of the tunnel at all times, with the aid of an illuminated electric diagram, which will show the provements of trains

While train crews will not take or ders from him, it will be within power to stop any or all trains within the tunnel by touching a button, and in the same way he will be able to shut off the currents and control the movement of any particular train. A telephone system has been installed in the tube and there are alarm boxes from which passengers, in case of ac-cident, can themselves shut off the electric current.

Washington.—No business of impor-tance was transacted during the short session of the house on the 8th. The senate was not in session.

Is Deposed from the Ministry.

Salt Lake City. — Dean James B. Eddie, convicted by an ecclesiastical court of immorality a year ago, was on Wednesday formally deposed from the ministry of the Protestant Episcopal church. The sentence was immosed publicly by Bishon Smalling. imposed publicly by Bishop Spalding.

All the Injured Will Recover.

Atlanta, Ga. — Of the nearly 100 persons who suffered injuries in the wreck of the Collver special on the Southern railway near Hiram, Ga., Tuesday, nearly a score are confined to hospitals, but it is expected all will recover.

READY TO BEGIN.

"Have you given him anything or done anything to relieve him?" asked the young doctor who had fared far into the backwoods to see a patient in the dead of a stormy night.

"Well, no, dock—that is to say nothin' to speak of," said the pa tient's wife. "I have had him soal his feet in almost b'ilin' water with lot o' mustard in it, an' I've clapped a red-hot plaster on his back an' an other one on his chist, an' I've put a couple o' blisters I had in the hous under his arms an' a bag o' cracked ice to the back of his neck an' had him drink a pint o' ginger tea with a dash o' rum in it jess as hot as he could swaller it, an' I follered that with some yarb bitters one o' the neighbors sent over, an' I had him take five or six pills out of a box I got one day of a man that come along with med'cine to sell, an' he's had three or four spoons o' Quackem's painkiller an' one o' these sidelitz powders, but I didn't feel like as if I ort to give him much o' anything or try to do much for him until you come an' see him an' see what you think ailed him. Then I reckoned we could go at him and reely give him something an' do something fer him.

HE HAD BEEN THERE HIMSELF.



Mrs. Witt-Don't swear like that George, just because the boys hit you with a snowball. Don't lose your tem-

Mr. Witt-Lose my temper, nothing I'm just swearing to please the boys. That's what they want.

A Calamity.

There was a young fellow named Chauncey, called his fair ladylove "Nawncey." Who

But she gave his love pause,
For she wouldn't say "vawse,"
But disgraced him with flat 'a's." Just

-Baltimore American.

"Gracious, Pat," exclaimed the land-lord who had called to collect the rent, "what an odd-looking dog! What "Sure, awn he is Welsh, sor,"

plied Pat with a merry twinkle in his "Came from Wales, eh? Well, how

in the world did he get such short

"Faith, awn he wore them off chas-Welsh rabbits, sor."-Chicago

Information.

Tommy Twaddles-Pa, what is a equinox?

Pa Twaddles-Why-er-it is, ahem! For goodness' sake, Tommy, don't you know anything about mythology at all? An equinox was a fabled animal, half horse, half cow. Its name is derived from the words "equine" and "ox." It does seem as if these public schools don't teach children anything nowadays!-Cleveland Leader.

Suicide Anyhow.

do you Antiquarian Bore-Now, think Cleopatra really killed herself with an asp?

Business Man (rudely)-N-o, of course not. Most likely, while in search of youth and beauty, she tried somebody's elixir of life.-N. Y. Week-

Finance. "He's one of your milk-and-water

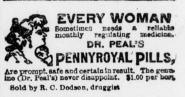
fellows, that chap Streeter."

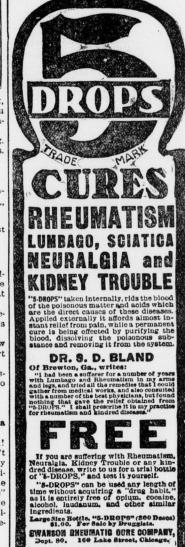
"You surprise me. He seems such a rugged character." "Understand me. I mean that when he takes a property to finance, he milks it first and then waters it."— Puck.

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