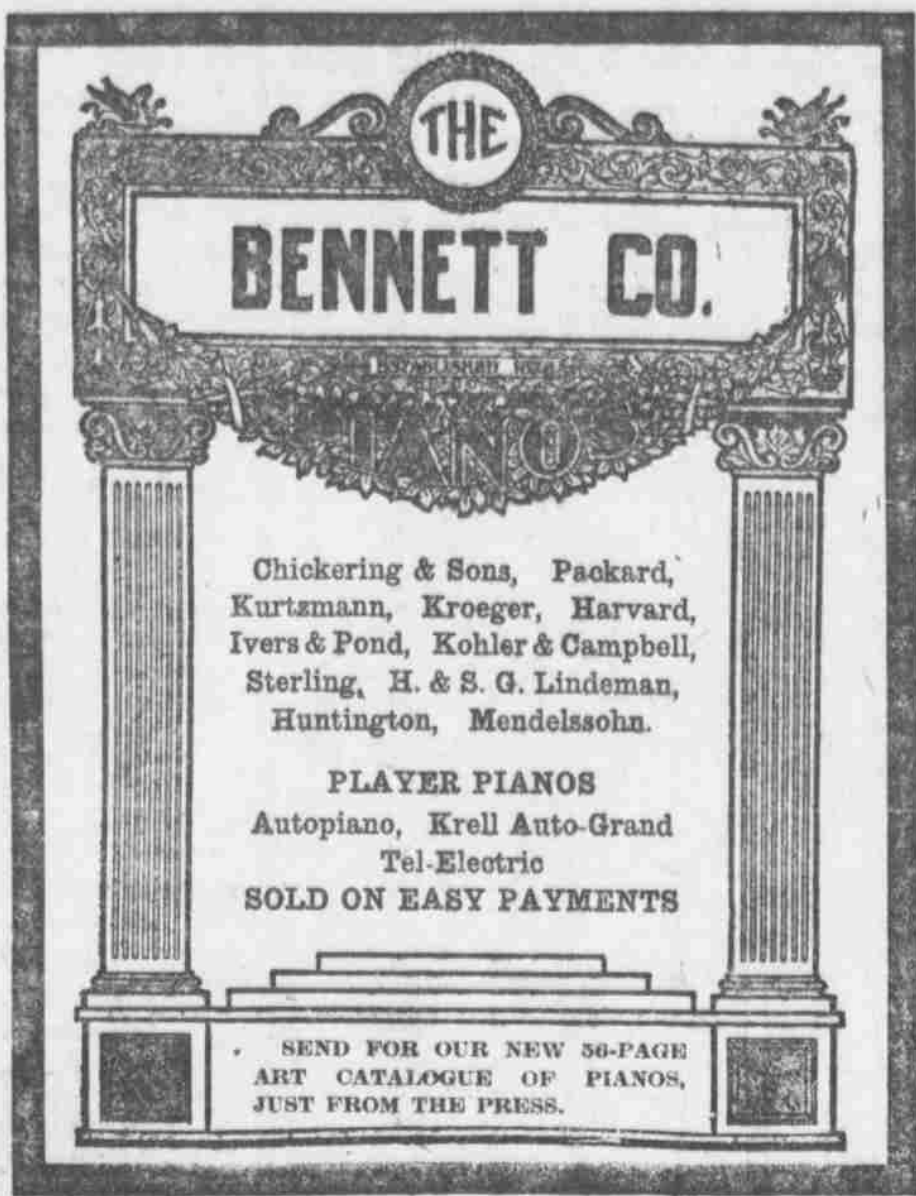


A QUESTION of FAITH PIANO BUYING A MATTER OF CONFIDENCE IN THE HOUSE THAT BUILDS AND THE HOUSE THAT SELLS

Absolute conviction, born of experience is the guiding power of but a small percentage of piano buyers. The balance must determine their choice through the confidence in the house they deal with and faith in the integrity and wisdom of the makers of some one piano.

Such confidence can not be won in a day.

Time alone demonstrates the musical value of a piano or the honor of a business house.



Our aim for over a quarter of a century has been to sell the class of pianos and so conduct our business that in a public estimation and confidence none could surpass us. No piano house can have a better business asset than a community of satisfied buyers. Our business is steadily growing because the instruments we sell are wanted.

"Quality" and "price" are the two best salesmen a house can have—when they agree, buyers become friendly and influential assistants in promoting business and creating confidence.

When they agree a piano house needs no apologies before or after selling. We have neither imitation musical instruments nor fictitious prices. We are careful to handle only reliable pianos—pianos of good quality and then see that quality and price agree. No house can do more—no house should do less. We are receiving large shipments of beautiful pianos for the holiday season.

The BENNETT COMPANY

Largest dealers of high grade pianos in the west.

DAKOTA'S RAILROAD FIELD

Much New Territory to Be Opened Up Next Year by Lines.

OFFICIALS FIGHT FOR TERRITORY

Milwaukee, Northwestern and Minneapolis & St. Louis Have Engineers and Graders Working Overtime.

PIERRE, S. D., Nov. 12.—(Special.)—While 1899 has been a year of great railway activity in South Dakota, it has not up to the present, with active operations for the year near a close, shown a single mile of new track in the state. There has been considerable grading done at different points, but none of the work in that line has reached the stage when it has been brought to the operating stage.

While this is the situation up to date, everything is in shape for the addition of a large amount of new mileage next year. The Milwaukee road has probably put in more construction work in the state than has any of the other lines operating within its borders. The road has rushed work on lines west of the Missouri river in territory which is to be opened to settlement the first of next April, and is now in shape where it can quickly get lines operating for the handling of the new settlers as they come along next year. Grading is practically done on the line from Moberly out into the Thunder Butte section of the reserve, leaving the bridging and rail laying yet to be done. On the Fox River line south of the Moreau river grading is under way and the line will probably be in the same state of readiness for active work before winter sets in.

The Northwestern road, while it has been fully as active as the Milwaukee in preliminary work, has not pushed grading to any such extent as has the rival company. Grading outfits are yet at work on the line connecting the Pierre line with the one which now terminates at Gettysburg, and the grading will probably be completed on that line before work is stopped for the winter. The road also is grading on the extension from Belle Fourche out into the section to be covered by the government irrigation project east of that place.

Engineers Are Busy. Beyond this work, the road's activities appear to have been confined to the engineering forces, and to getting in shape for an active campaign next year. The survey from Hitchcock, on the line north from Huron, to Onida in Sully county is practically completed, as is the line running about half way between the line from Huron to this city, and the Gettysburg extension, connecting with the line from Blunt to Gettysburg at Onida. The survey from Irons to Doland is completed, which will give the Northwestern a line up through the state east of the Jim river valley. The road has also been active west of the Missouri, pushing engineering corps out east from Belle Fourche into the country near White Owl. The officials have filed with the secretary of state a resolution of extension from Belle Fourche almost to the east line of Meade county. Several forces are now in the field seeking the best outlet to and from the Cheyenne river, for a connecting line between the line out into the White Owl country and the line from Pierre to Rapid City. This is in the central part of the state.

New Line in Tripp. In the south the road today filed a resolution of extension of the Dallas line across Tripp county to the extreme western edge of Tripp county, the location of the new terminal being given as the west side of section 23, township 96 north, range 79 west. This would locate the terminal practically at the point where the line between the new counties of Todd and Mallett touch the western boundary of Tripp county.

The Minneapolis & St. Louis road, while doing some survey work west of the Missouri, along the Fox River county, the last summer, was lagging up to the time the Hawley interests secured complete control. Since that time it has shown greater activity, and is stacking up material for a bridge at Le Beau, on what is alleged to be a future coast extension of that system. It has also filed with the State Railway commission a plan of an extension from Alexander to Pierre, along the line of the old grade, put in years ago by Hughes county. The road has an option on this grade until the 1st of next July, and it will be given as a donation, in case the road uses the line by that time.

Outside of these roads, there has been but little doing in the state on the part of the older lines. Among new projects, the proposed electric line from Sioux City up into the state appears to have considerable life. The promoters are busy among the farmers all along the proposed line, and promise to be busy with actual construction work up through Union, Clay, Yankton, Turner and Hutchinson counties next year.

Electric Projects. In the northeast corner of the state the promoters of the Valien & Northeastern road are working on their plans for a line from Aberdeen to connect with the Great Northern in Minnesota, and claim to have secured a loan to proceed with the work. The people of Buffalo county, having evidently tired of the delay of any of the roads to get into that county, have organized a company to construct the Missouri River & Northern road from Platte north through Buffalo county, but that has never shown any indications of getting beyond the organization stage as yet.

Taken altogether, the situation is favorable for a lot of railroad building in South Dakota in 1910, with everything indicating a greater increase in mileage for the state than for any year since statehood.

ST. JOE NEW M. P. TERMINUS Missouri City, Instead of Atchison, Will Be Favored Hereafter by Gould Road.

ST. JOSEPH, Mo., Nov. 12.—Beginning November 15 St. Joseph will be the eastern terminus for freight trains on the Central branch of the Missouri Pacific railway. It is understood that January 1 St. Joseph will be made the terminus for all central branch passenger trains.

REPUBLICS IN CONFERENCE

Fourth Panamerican Congress to Be Held Next July.

COMPULSORY ARBITRATION UP

Effort Will Be Made to Arrive at Plan to Prevent Constant Warfare Among the Smaller Countries.

WASHINGTON, Nov. 12.—The fourth of a series of great conferences that are steadily strengthening the bonds between the republics of the western hemisphere is to be held in Buenos Ayres, Argentine Republic, between July 15 and 20 next, and already the Argentine government, which is to be the host in this case, has been doing much to prepare for the meeting.

The date originally fixed for the fourth international conference of American states was May 20, 1910, but the fact that a great exposition was to be held in the same capital in that month, which might overshadow the importance of the international conference, led to the postponement of the latter. Moreover, the month of July, being in the middle of the Argentine winter, is certain to make the visit to Buenos Ayres more agreeable to the delegates from the north.

The governing board of the bureau of American republics already has dispatched to every South and Central American capital a tentative program of the subjects to be considered by the conference and the various foreign offices have been at work upon this with the purpose of submitting objections or suggesting amendments. Much progress has been made and it is hoped that it soon will be possible to promulgate the final program, which, according to present indications, will not vary considerably from that prepared by the board of governors.

Compulsory Arbitration. The three preceding conferences have moved along the lines of least resistance; that is to say, the delegates have adopted as basic principles such propositions as have secured the easy assent of the great majority, but no effort was made to enforce the minority of the states into acceptance of rules which, at first presentation, were obnoxious to them. Instead, when these were of real importance, they were thoroughly debated and then remanded for further consideration at the next conference. In this way the conferences have been made educational, and experience has shown that a sound proposition is almost certain to secure adhesion. So it happens that the tentative pro-

gram includes some subjects that already have figured in the debates of the preceding conferences.

Thus, for instance, will again come up the subject of compulsory arbitration. While the Hague conference accepted this in principle it declined to recommend a treaty of arbitration, though strongly urging to the states represented the making of special treaties among themselves to carry out the idea. The United States already has done this with eleven of the other American republics, and the subject will come before the fourth conference and receive further encouragement at the beginning of the proceedings, when each delegation will be required to report what action has been taken by their respective governments to carry out the wish of the third conference.

Project for Steam Lines. Another project broached at a preceding meeting, which will be again threshed out, will be the establishment of steam navigation lines connecting the principal ports of the American countries, on the basis of a uniform system of contract.

The Bureau of American Republics is to be strengthened and continued for another ten-year term of life at the least, and it is hoped that the commission of international jurists will be able to report something in the nature of a code of international law that will be adopted for the government of the American republics in their diplomatic relations. If this report is satisfactory, the fourth conference will embody in a treaty this basic code, which is expected to have the happiest results in the settlement of any disturbing questions that may arise in the future between the republics.

The Pan-American railway, postal rates and parcel posts, a uniform system of collection of census and commercial statistics and consular methods, supervision of food supply, the protection of the public health, and the regulation of rates of international exchange and other matters, left by preceding conferences for the consideration of that which is to meet at Buenos Ayres.

New Subjects for Conference. New and up-to-date subjects are wireless telegraphy and aerial navigation, for it has begun to be realized by the government that there soon will be need of regulations for the government of these new modes of communication and travel. An effort also will be made to arrive at some sound basis of regulation of foreign immigration and naturalization and to define real neutrality in time of war.

An effort will be made to obtain the cooperation of all the Pan-American states with the Argentine National Centenary Commemoration of Independence. Most of the centenaries fall in or around 1910. The success of the interchange of professors and students between American and European universities has resulted in the projection of a plan for a similar exchange between the American republics, and finally arrangements will be made for a general participation of the republics in the ceremonies attendant upon opening of the Panama canal.

The prospects for a successful conference are bright in the opinion of the officials of the Bureau of American Republics. One cloud that threatened was the breach of relations between Argentina and Bolivia. But it is believed that even if the efforts now making to re-establish these relations should prove abortive yet the host, Argentina, on this occasion would regard itself as the representative of all the American republics and, waiving all personal considerations, gracefully extend to Bolivia the invitation which would secure the attendance of its delegates at the conference.

Sensation in Graft Inquiry in Windy City

Assistant Engineer Says Records of Work in Question Were Stolen from His Home.

CHICAGO, Nov. 12.—Investigation into allegations that the city of Chicago had paid \$6,000 to a contractor for excavation of shale rock in the Lawrence avenue sewer, which should have been paid for an excavation of clay instead, was undertaken in detail today by the Merriam commission, which was appointed to inquire into municipal expenditures.

The charges led to a surprising development yesterday, when Assistant City Engineer R. A. Bonnell, who had charge of the questioned excavations, said that his records had been stolen from his home a few nights ago.

Bonnell appeared before the commission today and insisted that he had been given permission by city officials to take the records to his home for safe keeping after charges concerning the work had been made.

Banker's Son Under Arrest. CHICAGO, Nov. 12.—Frank Williams, who says he is the son of a wealthy banker in Pittsburg, Kan., is under arrest here charged with obtaining property by means of a confidence game, according to the police Williams confessed his guilt.

HOUSE, HOTEL and OFFICE FURNISHERS

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SATURDAY SPECIALS

This Mission Stand

(Like illustration.) In fumed oak, round top, 24 inches in diameter, with undershelf substantially constructed of solid oak, regular selling price \$5.00; special for Saturday only, each \$3.00

Japanese Tea Pots

With Tea Strainer inside, assorted patterns and sizes, in blues, browns and greens; sell regular at 35c each; special Saturday at, each \$1.7c

Big basement special

of B. O. E. Sad Irons for Saturday. We will place on sale a big lot of these celebrated sad irons. They come in both full nickel and old copper finishes. This iron is always sold for \$1.50 per set. Our Saturday special price, \$1.00 per set. Set includes three irons, one handle, one stand. Your choice of either finish. Remember these prices are for Saturday only.

FRESH YOUNG CONDUCTOR PROVOKES PEOPLE TO WRATH

Holds One Passenger Up to Humiliation of All Others in a Farnam Car.

There is a certain tall, pale-faced young conductor on the Farnam street car line who is not increasing his own or his company's popularity with the people unfortunate enough as to have to ride on his car. At times he becomes impudent to passengers and always has more to say than the company requires of its employees.

The other evening a genteel appearing young man on the rear end of a crowded car asked this conductor for a transfer at Fortieth and Farnam streets.

"Pay me your fare first before you ask for any transfers," was the reply.

"Why, I paid my fare long ago," said the young man with evident astonishment.

"Now, you didn't pay your fare, see? You can't fool me and you don't get no transfer."

The car—one of those little cramped affairs that run out Farnam way—was literally jammed inside and out, and was entirely impossible for any conductor to be as certain as this fellow was that any particular passenger had paid. But this young man didn't look like one who would juggle over a nickel, not near as much as he did the conductor, so he persisted that he had paid his fare and insisted on having a transfer when the car reached Fortieth and Farnam, where he would have to change.

By this time the car was thinning out so that all those left could focus their eyes on the young man every time the impudent conductor "bawled" him out and this he continued to do, despite the fact that the passenger had apparently given it up.

"Don't lie to me, guv," was one of the insults the conductor flung at the young man.

After he had walked the length of the car mouthing so that all could hear him he blurted out:

"If you ain't got no nickle, I'll give you

one, if you are that cheap a guy."

"I have a nickle, but I paid my fare and I am entitled to a transfer," was all the young man said, but it was plain that he, like many other passengers, was nearly bursting with indignation.

"For my part I think it's outrage enough that people have to put up with this Farnam service, let alone being insulted by a hoodlum conductor," remarked a middle-aged man of very neat appearance who was inside the car. "Even if the young man had not paid his fare that conductor has no right to insult him as he has done."

Up to Fortieth and Farnam, no transfer was issued and the young man, evidently determined by now to pay the second fare to reach his destination—an imposition that became very common during the recent strike—looked names of several men and said he would appeal to President Watters in the hope of getting some redress.

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bank of Norden, S. D., was robbed early today and \$284 in cash taken by the robbers, who escaped capture. The safe and building were wrecked by the explosion.

There is no danger from group when Chamberlain's Cough Remedy is used.

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FORT MACKENZIE WILL GET CHANGE IN ITS REGIMENTS

Eighteenth Succeeds the Nineteenth at the Army Station in Wyoming.

Headquarters of the Second and Third battalions of the Eighteenth infantry are expected to arrive within a day or two at Fort Mackenzie, Wyo., to take permanent station. The regiment has just arrived at San Francisco from the Philippines.

The Third battalion of the Nineteenth infantry now stationed at Fort Mackenzie will depart for San Francisco immediately on the arrival of the Eighteenth, and will sail for the Philippines on December 5.

A coincidence will be noted in the assignment of the Eighteenth infantry to Fort Mackenzie, in that the section of the territory where Fort Sheridan is located, was the scene of the campaigns of the Eighteenth infantry against the Sioux Indians in the Indian wars of 1857-9. Only two miles from Sheridan a battalion of the Eighteenth infantry was massacred by Red Cloud and his band of Indians in December, 1866, in what is known as the Fetterman massacre.

Habitual Constipation

May be permanently overcome by proper personal efforts with the assistance of the one truly beneficial laxative remedy, Syrup of Figs & Elixir of Senna, which enables one to form regular habits daily so that assistance to nature may be gradually dispensed with when no longer needed, as the best of remedies when required are to assist nature, and not to supplant the natural functions, which must depend ultimately upon proper nourishment, proper efforts, and right living generally. It is of beneficial effects, always by the genuine.

CALIFORNIA FIG SYRUP CO. SOLD BY ALL LEADING DRUGGISTS. BEWARE—REGULAR PRICE 25¢ PER BOTTLE.