

LAMRO HAS MOVE IN SIGHT

County Seat of Tripp Must Change Site to Get to Railroad.

SURVEY MISSES IT TWO MILES

Interesting Fight Under Way Between Townsite Men—Two New Towns May Be the Result.

DALLAS, S. D., Dec. 14.—(Special.)—The present week will unquestionably be a momentous one in Tripp county, the portion of the Rosebud reservation recently opened to settlement.

As a result of this week's happenings the thriving young city of Lamro, designated at the June election as the county seat of Tripp county, and now comprising about thirty buildings and many shops and span new residences, will probably remove to a newly selected site two miles north of its present location and a fourth of a mile from the proposed townsite of Winner, the foster-child of the Northwestern railroad and the Western Townsite company of Dallas.

For more than two years Lamro has been steadily growing and expanding on the theory that its geographical location in the almost exact center of the new county would bring it not only the court house but the extension of the Northwestern railroad when it should leave Dallas on its ultimate way to the Black Hills country.

Lamro was founded by the Lamoureux brothers (Oliver and William), who are of French and Indian extraction, on a site which their sire had many years ago proclaimed as the natural location for a large and prosperous settlement.

Brothers Took in Only Few. Their corporation was a close one and they admitted only H. F. Slaughter of Gregory, refusing other white men a share in their undertaking.

From the first it appeared slated for a successful future, and soon lots were selling at a merry pace and buildings were springing up as if by magic.

A \$5,000 hotel, a large general store, two livery barns and other ventures which were initiated in the fall of 1907 were followed in the two succeeding years by a multitude of business establishments, until the culmination of its hopes and anxieties appeared to have been reached with the erection of the court house and jail and big public school building last summer.

That the railroad would come to Lamro was the firm opinion of the Lamroites, and despite the fact that the Northwestern surveyed two miles to the north building operations have never ceased for a day—and are still being pursued.

Meanwhile Ernest A. Jackson, president of the Western Townsite company of Dallas, has been quietly and persistently at work gathering up land for townsite purposes along the survey of the Northwestern and negotiating with the Northwestern officials for exclusive townsite privileges.

His labors were crowned with the published announcement of less than two weeks ago that he had perfected an agreement with the Pioneer Townsite company, representing the Northwestern Railroad company, whereby the Western Townsite company of the Dallas is to control three townsites on the extension of the road—all north and west of Colome, the first town west of Dallas.

Hunt New Sites. The first was located on section 20—two miles north and a half mile east of Lamro—the cost of the site being \$25,000 for 400 acres of raw prairie land.

The second and third are to be farther west and do not interfere with any established townsite which bids fair to entail a long and bitter fight. Strong financial interests being involved as well as the fate of two cities and the removal of a court house and county seat, the contest promises interesting developments.

Naturally the people of Winner were panic stricken by the announcement that the railroad had thrown them down and were supporting the movement to establish another townsite at their very doors and before they had recovered their equanimity Mr. Jackson and his cohorts were upon them with the alternative of pulling up stakes and "coming across" to their new town of Winner.

When they had sufficiently recovered from the shock, however, they resented this proposition and sought relief by purchasing from Chester Slaughter, the Dallas banking rival of the Jacksons, Chris Colombe and W. H. Tackett, a quarter section of land two miles north of their present location and just a quarter mile west of Mr. Jackson's townsite of Winner townsite. This, too, is on the railroad survey and in a strategically important position under the circumstances. If the road passes through one it must of necessity pass close to the other.

New Lamro. The deal was quickly consummated and it is now anticipated that New Lamro will prove the haven of refuge to which all loyal Lamroites will fly.

With them they hope to carry the Lamro postoffice, court house, school, three large general merchandise stores, four livery barns, four banks, three hotels and restaurants, several saloons and innumerable poolrooms, real estate offices, hardware stores, lumber yards, meat markets, drug stores, blacksmith shops, auto garages, the newspaper and other business utilities which will make their the real town and thus obviate either the necessity or desirability of having another townsite located in that vicinity and discourage newcomers from locating there.

The fate of the townsite of Winner seems, therefore, as much in the balance at this moment as does that of Old Lamro.

With the lot sale at Winner scheduled for Wednesday of this week excitement is rife and there is an uneasy feeling among those who had been planning confidently on seeing the new town of Winner become the only railroad town in the center of the county.

And now the Lamroites are beginning to threaten retaliation toward the Pioneer townsite by proposing to establish other towns farther west, which will also be on the railroad survey and thus "mix" the situation for the West.

TO ADVERTISERS. The Omaha Bee has become desperate at the great amount of advertising patronage it is losing since the raise in rate, and subsequent refusal to have its circulation examined. The Bee is publishing claims day by day about advertising gains and losses which are wholly misrepresentations. Example: The Bee claims today to have gained in local display for the week ending December 12th. The Bee really lost over 600 inches.

ern Townsite company and its promoters all along the line. All Gregory and Tripp county are anxiously awaiting the result of the lot sales—especially the one which is scheduled for Wednesday at Winner—as being indicative of what the Lamro people will do and possibly being the occasion of counter announcements from the camps of the various belligerents.

Peculiarly enough of this fight aligns about all the Indian blood interested in the various Tripp county townsites—the Lamoureuxs, the Colombes, and Isaac Jettelyou, with their white allies, Tackett and the Slaughterers—on the one side against the Jackson contingent on the other.

As a great many Dallas and Gregory business men and others plan on establishing themselves in Tripp county when the railroad goes, so interest is naturally at fever heat.

Diamonds—FRENZER—15th and Dodge.

Army Officer Found Guilty of Embezzlement

Captain Franklin Sentenced for Long Series of Petty Crimes at West Point.

NEW YORK, Dec. 14.—Captain Thomas Franklin, United States army, twice commended by General Chaffee and General Otis for distinguished service in China and Manila, pleaded guilty today to a long series of petty embezzlements from the mess fund of the West Point cadets, as commissary and treasurer of the United States military academy and was sentenced by Judge Hand in the United States circuit court to two years and six months in the federal penitentiary at Atlanta, Ga. His counsel gave notice that he would apply for a writ of error and review.

As commissary and treasurer, Captain Franklin had charge of the pay checks of the cadets, which he deposited with the United States treasury in this city and drew against for mess supplies. The total amount of his defalcation ran to \$5,650, of which \$4,883 was represented by false vouchers, presented for approval to the superintendent of the United States military academy. At his first arraignment in last June he pleaded not guilty and subsequently demurred. The demurrers were overruled and trial set for today. The statute of limitations in the court martial bars offenses committed only two years back as against three years in the federal courts and for this reason Judge Hand and not Major General Wood heard the case.

Captain T. S. Ansell urged for the prisoner that his client had risen from the ranks by merit and that his irregularities were chargeable to his efforts to raise a large family on an officer's pay.

The sentence besides the penalty it sets, automatically cashiered Captain Franklin from the army and deprives his family of any prospect of a retirement pension.

OLYMPIA, WASH., Dec. 13.—Ortis Hamilton, former adjutant general of Washington, was found guilty by a jury tonight of embezzling state military funds. Hamilton was convicted of obtaining \$1,800 by forged vouchers. Several other charges are pending against him. He is accused of embezzling \$56,000 belonging to the state and spending it on women.

Nobody is Too Old to learn that the sure way to cure a cough or cold is with Dr. King's New Discovery. 50c and \$1.00. For sale by Beaton Drug Co.

HIGH SCHOOL DEBATING SQUAD

Eleven Chosen in High School Preliminaries, from Among Whom Team Will Come.

The preliminaries for the Tri-City debate between Omaha, Kansas City and Des Moines high schools were held at the Omaha high school Monday afternoon and a squad chosen from which the debating team will be chosen later. The High School Glee club, under the charge of Mr. Carstenson, a member of the faculty gave several good selections before the debates. Following is the squad chosen: Barnes, Rippon, Haynes, Johnson, Troup, Byers, Van Avery, Lamson, Salisbury, Shillington and Grimes.

CONFIRMATIONS BY THE SENATE. Number of Nominations by President Are Approved. WASHINGTON, Dec. 14.—In executive session today the senate confirmed a large number of nominations, among which were the following:

W. Cameron Forbes of Massachusetts to be governor of the Philippines, John R.

STEERAGE CONDITIONS VILE. Special Agents Traveling as Passengers Report Awful Conditions.

SEXES ARE HERDED TOGETHER. Women Are Frequently Insulted by Members of the Crew—Impressions Are Offensive to Every Sense.

WASHINGTON, Dec. 14.—A report on steerage conditions, based on information obtained by special agents of the immigration committee traveling as steerage passengers on different transatlantic steamers was made public today through presentation to the senate with recommendations for legislation to better conditions. Conditions found in many of these vessels are described as appalling. The general report of the commission contains the reports of individuals giving their experiences on board steamships where they posed as steerage passengers. A woman agent who was herself miserably insulted and compelled to withstand repulsive privations, said:

"During these twelve days in the steerage I lived in a disorder and in surroundings that offended every sense. Only the fresh breeze from the sea overcame the sickening odors. The vile language of the men, the screams of the women defending themselves, the crying of children, wretched because of their surroundings, especially every sound that reached the ears, irritated beyond endurance. There was no sight before which the eye did not prefer to close.

"Everything was dirty, sticky and disagreeable to the touch. Every impression was offensive. Worse than this was the general air of immorality. For fifteen hours each day I witnessed all around me this improper, indecent and forced mingling of men and women, who were total strangers and often did not understand one word of the same language. People cannot live in such surroundings and not be influenced."

Members of Crew Insulting. The woman agent had told of the mingling of the crew with the women of the steerage and said that the same conditions were true of the association of men steerage passengers with the women.

Agents of the immigration commission say that on many of the steamships men stewards and members of the crew, as well as male steerage passengers, crowd into the compartments set aside for the women and pass through the passageways of such compartments and that no woman in the steerage "had a moment's privacy."

"Members of the crew," said one woman agent, "never failed to deal a woman passenger a blow when she was found standing in the framework of a lower berth to get anything from an upper berth. If a woman was dressing they always stopped to watch her and frequently hit and handled her.

The writer tells of repelling advances on the part of the crew and stewards with a hard, unexpected blow in the offender's face. She says:

"The manner in which the sailors, stewards, firemen and others mingled with the women passengers was thoroughly revolting. Their language and the topics of their conversation were vile. Their comments about the women, and made in their presence, were coarse."

Quarters Are Vile. Concerning other conditions in the old type of steerage which still exists on many of the steamships, the agents of the commission are just as severe. It is stated:

"The universal needs of space, air, food, sleep and privacy are recognized to the degree now made compulsory by law. Beyond that the persons carried are looked upon as so much freight, with mere transportation as their only due."

The sleeping quarters are described as being in many cases filthy, inadequate and all that is bad.

Good conditions are described in connection with investigations of some steamships, and it is declared that competition was the most forceful influence that led to the development of the improved type of steerage.

"No woman with the smallest degree of modesty, and with no other conveniences than a wash room, used jointly with men, and a faucet of cold salt water can keep clean amidst such surroundings for a period of twelve days or more. It was forbidden to bring water for washing purposes into the sleeping compartments, nor was there any linen in which to bring it."

Senator Dillingham, chairman of the immigration commission, introduced in the senate today two bills intended to correct much of the evil from which the complaints are made.

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Vanderbilts Buy Interest in the Missouri Pacific

Rivals of the Goulds Secure Rejuvenation on Board—Extensive Improvements to Be Made.

WICHITA, Kan., Dec. 14.—Cornelius Vanderbilt announced here tonight that the Vanderbilts have become financially interested in the Missouri Pacific railroad and confirmed the rumor that he has been made a director of that company.

Just when the change in the directorate of the Missouri Pacific was made he declined to state, but he specified that he had become a director "very recently."

Whether this means the culmination of efforts of the Vanderbilts to obtain control of the Gould lines, neither Mr. Vanderbilt nor members of his party would state. They declined to discuss to what extent the Vanderbilts have become interested in the Gould lines, but Mr. Vanderbilt himself and E. S. Clark, vice president of the Missouri Pacific, intimated their holdings to be of vast importance.

Mr. Vanderbilt and a party of Missouri Pacific officials are spending the night in Wichita. The party has just inspected the St. Louis, Iron Mountain & Southern and is now going over the Missouri Pacific, Pueblo by their western destination.

Mr. Vanderbilt tonight indicated that great improvements are to be made on the Iron Mountain and Missouri Pacific roads.

EFFECT OF NEBRASKA RULE. Auditor Barton's Relations with Missouri Companies Provokes Comment.

A correspondent of the Western Underwriter, writing from St. Louis, asserts that a recent ruling of Auditor Barton of Nebraska amounts to "a practical exclusion of Missouri life companies from doing business in the state."

The Missouri State Life and the International Life of St. Louis are reported most deeply concerned.

The correspondent writes, in part: The registration and deposit law of Missouri, enacted last July, prescribes the form of the certificate to be used by the department of insurance of Missouri on registered policies as follows:

"This policy is registered and secured by a pledge of bonds or deeds of trust on real estate deposited with this department."

Nebraska has no laws on the subject, but Auditor Barton evidently has concluded that the Missouri law in this regard should be amended. According to the ruling of the attorney general of Missouri, neither the department of insurance, nor any Missouri company has any option so far as the form of certificate is concerned on registered policies of insurance, but that the certificate prescribed by the law must be used.

Officials of the Missouri companies declare that no American actuary of recognized standing or scientific insurance man has ever gone on record in denying the mathematical correctness of the Missouri certificate. They further state that the word "secured" in the certificate is not a misnomer, but expresses with exactness the meaning intended to be conveyed, viz., that the policy is protected and secured by a simple deposit by the department of insurance.

A man wholly ignorant of actuarial science might argue that the policy would not be secured, unless an amount equal to its face was deposited upon the part of the insured to pay the future premiums on his policy. It is a fundamental principle in legal reserve insurance that the reserve on hand at any time to the credit of a policy plus the present value of the future premiums to be paid with interest thereon is and must be at all times equal in value to the face of the policy.

Maturing death losses are provided for from the contributions of each policy holder the percentage of such premium being utilized for the purpose of paying current death claims, and which, as all men familiar with insurance are aware, has nothing to do with the reserve. Further, all of the Missouri life companies are stock companies, and their entire capital is deposited with the state in excess of the legal reserve and held by the department of insurance for the protection of policy holders. The form of certificate formulated by Auditor Barton, if applied to Missouri companies, would embody an absolute misstatement of the fact, because it is only a half truth. It understates the security afforded by the simple deposit law, and, even if there was no law in Missouri regulating the matter, his form of certificate would be objectionable on that account.

The traditional policy of the Missouri department has been to resent any unjust discrimination against the insurance institutions of the state by any other state: A few years ago the department in Wisconsin imposed some restrictions upon Missouri fire companies, and the department promptly notified the Wisconsin authorities that an attempt to enforce an arbitrary ruling would immediately result in every insurance institution in Wisconsin being barred from doing business in Missouri. The Missouri companies have very little business in Nebraska, and are not actively cultivating that field, so that from a practical standpoint the question is not an important one. The Nebraska life and fire companies enjoy a large and profitable business in Missouri, which would probably be immediately cut off in the event Auditor Barton excludes Missouri companies from Nebraska.

PEORIA OPERA HOUSE BURNING

Building, Which is Also Home of Evening Journal, Will Be Total Loss.

PEORIA, Ill., Dec. 14.—The Grand Opera house, in which is located the Peoria Evening Journal, is burning, and will probably be a total loss.

The First Great Democrat, Plebeian King, Educator, Commoner. Charlemagne was born into a world rapidly generating into barbarism. Internecine war, cruelty and rapine flourished everywhere. The peasantry was brutalized; the nobility debauched and ignorant. The capricious will of the noble was the law of life and death, and serf murder was merely a fineable offense. Humanity was ebbing, fast bearing down upon savagery lower than it emerged from, when this heroic figure stepped in, halted the drift of the world and assumed the gigantic task of re-making the Caucasian race. He became the first great reformer, and began with the premise that all men were equal; gave the stupefied serfs their brotherly rights; founded schools and colleges which paved the way for the Renaissance, and instituted measures which changed the ox-like human of that time into the intelligent voter of to-day. This story of Charlemagne touches the Dark Ages with the pulse of modern feeling, thought and understanding, and reveals in our present development the fruition of the initial ideas of 1,100 years ago, ideas which rescued humanity and started the up-rise which made Spencer say: "The superman of to-day is but a tadpole to the MAN of to-morrow." All this debt we owe Charlemagne, the blue-eyed giant, 6 feet 4, who put his Atlas shoulders to the world and lifted it back into civilization. In the Holiday Cosmopolitan Charles Edward Russell begins this story in his terse, modern style. He "hews to the line," or, rather, to the man, cutting away the fiction and error of would-be "history," revealing the whole inspirational truth of this father of modern affairs. This chronicle is of inestimable value to students of history, progress and human conditions, but it is only one of the many features which make the Holiday Cosmopolitan stand forth as one of the best developments of modern conditions and ideas.

IN THE HOLIDAY COSMOPOLITAN 15c. a Copy at All News Stands.

SEMINOLE LIMITED ILLINOIS CENTRAL. Daily over the "Central Route to Florida and Cuba". A special Florida Folder and information as to low winter tourist fares, reservations and tickets of your home ticket agents or by addressing S. NORTH, District Passenger Agent, Illinois Central R.R., 1402 Farnam St., Omaha, Neb. New Fast Through Train to FLORIDA.

BOARD KEEPS BUSY WITH SALOON LICENSES OF CITY

Twenty-Eight of the Third Ward Applicants Have But One Obstacle in Their Way. The petitions of twenty-eight of the 140 petitioners for liquor licenses, located in the Third ward have been accepted by Attorney Elmer E. Thomas and Rev. J. M. Leidy of the Anti-Saloon league with the exception that the Anti-Saloon league reconstitutes on all to grant a license over the year, questioning the authority of the excise board this has been appealed to the supreme court from a decision of the district court.

Thirty residents and free-holders of the Third ward have been accepted by Thomas as having the right to affix their signatures to liquor petitions. The attorneys who represent the petitioners, other than in the Third ward, will be required to show that the signatures of the signers are reliable resident free-holders in the respective wards before the reconstitutions will be raised on the petitions. Attorney J. P. Breen represents seventy-eight petitioners and will be able to induce the temperance workers to accept the validity of the signatures within the next few days. Other attorneys represent the balance of the petitioners. But few petitions are being reconstituted except on the points heretofore mentioned. The board will meet again Thursday night to consider the reconstitutions.

Chamberlain's Cough Remedy cures the worst colds. Try it. A Home Remedy That Reduces Fat. Would you like to have a nice firm figure, but escape the tiresome, bone-breaking exercises or the soul-sickening diet of the old-time plan of reducing excess flesh? Then go to the drugist and ask for this inexpensive mixture; 1/2 ounce Marsh-mallows, 1/2 ounce Fluid Extract Cascara, 1/2 ounce Fluid Extract Senna, 1/2 ounce Aromatic, and 1/2 ounce Peppermint Water. Take a teaspoonful after meals and at bedtime, and in a few weeks you can be as fit physically as a fawn. All these ingredients are at home if you wish, but see that you get the Marsh-mallows in a sealed package. When fresh it acts quicker.—Adv.