

### IMPOSTORS WORKED IN INDIAN NATION

Got on "Rolls" as Cherokee Citizens; Were Brazen Frauds.

### CLAIMED RELATION

One Posed as Son of John Ross; Negro Fleeced Washington, D. C.

Special to The World.

TAHLEQUAH, Okla., Sept. 9. — A favorite method of certain impostors some years ago to obtain money readily and quickly was to pose as a son or other near relative of some one of the noted leaders of the Cherokee nation. Some of such impostors were home products, some of them residents of the capital of the nation, while there were others who dwelt in the "states." One of the most successful for a season was a man whose home was in Tahlequah. His favorite scheme was to pose as the son of the noted chief, John Ross, who died soon after the close of the civil war. Ignorance concerning the Cherokee was then as dense among the people of the outlying states as it is now, when almost any "fool story" is swallowed with avidity. This alleged son of Ross, upon one very lucrative trip to one of the southern states, made money "hand over fist."

Stating that he was the son of principal Chief John Ross he took up his quarters in a section where once many of the Cherokees had lived previous to their removal to the west. His mission, he announced, was to look up persons who might have Cherokee blood in their veins, to take their applications and present them to the Cherokee national council and citizenship court. There would be no trouble, he announced, in having a favorable report made by the proper authorities. Upon being admitted to citizenship the applicant would be entitled to fence and use as much land as he pleased, and when a final division of lands and moneys were made would be practically rich. He charged a fee amounting to about \$25, though if the applicant seemed prosperous a larger fee was asked. As a result of the alleged son of a chief's smooth work, large numbers of persons claimed to be Cherokees. Many who had never seen a Cherokee were positive that there were noted Cherokees among their ancestors. When

he had raked in a sufficient number of shekels the impostor quietly disappeared and returned to his home.

### Fake Citizens.

The citizenship fraud, by the way, was persistently worked for a number of years by certain men who as a result of their nefarious practices grew prosperous. These men would make their way to the states of the south and elsewhere and with application blanks in hand appeal to those who imagined that they were of Cherokee descent to "put in an application to the council." Applicants were told that their names would be presented to council as soon as that body convened in regular session, that papers showing that their names would be presented would be sent the applicants. The rest it was that money and applications flowed in on the "citizenship attorneys," most of whom could not have defined the meaning of law. A little daily paper was published at Tahlequah during sessions of council and the "attorneys" each day had a list of names printed with the statement that said names had been presented to the council for action. Copies of the paper were sent to each applicant, some of them in Georgia, Alabama and Tennessee, and some as far away as Oregon and West Virginia. But those copies of the paper were all that the applicants ever received. The applications when presented to the council were simply pigeon-holed and that was the end of them. All applicants were minus from \$50 to \$100 and richer by that much in experience. But eventually a good deal of trouble was "kicked up" by disappointed would-be Cherokees living out in the states and the result was that some of the "attorneys" went to prison, while the others were so badly frightened that they ceased operations.

**An African "Chief"**  
One of the latest impostors was a mulatto, somewhat of a schemer, who worked the negro population of Washington, D. C., several years ago. This colored brother boldly proclaimed himself as the Reverend Doctor Mayes, principal chief of the Cherokee nation. He told his victims extravagant tales of the rich and fertile Cherokee lands, lectured in the churches receiving hundreds of dollars for his lectures; made lucrative proffers of marriage to a number of wealthy widows and even promised that he would send buffalo robes and blankets to many of his victims. He also stated that he was the owner of about twenty thousand Mustangs which he would sell for \$15 each. The dark hued "chief" was doing very well until Principal Chief Mayes himself, portly and florid-complexioned, arrived in Washington. The career of the impostor came to a close then and there.

**His Pull.**  
"Who was that little boy you were playing with last night, Harold?"  
"Don't you know him? That's the minister's son."  
"Merely? I'd never suspect it from the language he uses."  
"That's all right, mother. He don't have to be good. He says his father can get him into heaven no matter what he does."

### NEW MODEL "8" CADILLAC OUT

Absence of Radical Change Proves Fundamental Soundness.

For the third year the Cadillac Motor Car company announces its eight-cylinder cars with no radical change in the basic principles of design.

The first Cadillac Eight proved so successful that it was sold and unnecessary to make any radical alterations last year, and the same is true now. In comment on this progression from year to year, adhering to the same general design and the same principles, the Cadillac company says: "This does not imply that the Cadillac process of refinement had come to a conclusion. In many ways this is a better, finer Cadillac than which have preceded it—the subject of unremitting research and scientific betterment in scores of details.

"What the absence of radical change really means, is that the underlying principles of Cadillac V-type eight-cylinder construction have been proven fundamentally sound by the performance of thirty-one thousand cars.

"It means that the Cadillac company has arrived at the deliberate judgment that the kind of a motor car which it is now building represents a higher degree of efficiency than any other in existence. It means that this is the joint judgment of every expert mind associated with this company, as well as the experience and judgment of thirty-one thousand owners. The new Cadillac conforms to the finest Cadillac traditions, down to the least and last of details—and it advances them still more closely toward perfection."

With the new Cadillac is offered a greater range of body styles than ever before. The open, the two convertibles and two of the enclosed cars have a wheel base of 125 inches, while the three seven-passenger enclosed cars have 122-inch wheel base.

Of the former there are four cars. The seven-passenger touring car with disappearing auxiliary seats may be considered the standard Cadillac of the open body type. This is supplemented by a four-passenger phaeton, a two-passenger roadster with disappearing rumble seat for two and a close coupled roadster seating four.

There are two convertible cars, that is, having permanent roofs and disappearing windows, viz., a seven-passenger car and a four-passenger Victoria.

The list of enclosed cars includes a four-passenger coupe and a five-passenger brougham, each with 125-inch wheel base; a seven-passenger brougham, a seven-passenger sedan and a seven-passenger imperial with 122-inch wheel base.

The designs are beautiful in themselves. The exteriors are unmarred by any encumbrances—all that can be concealed conveniently has been so disposed of. The running boards are entirely clear. Battery and tool compartments are concealed under the dust shield alongside the running boards, where their contents are out of the way, but instantly accessible. Spare tires are carried at the rear.

Cadillac upholstery is truly a revelation. It represents the most modern developments in thorough comfort-giving qualities. The covering material is plaited over specially designed deep coil springs and high quality genuine curled hair. Extreme inequalities of the road are reduced in their effects to the lowest minimum, while minor inequalities are lost in its soft resilience. The entire construction is conducive to the very acme of seating luxury.

Doors are wide, and the handles so designed that they are easy to catch and tear the clothing when entering or leaving the car.

The hinged steering wheel—which locks securely when driving—facilitates entrance to and exit from the front seat at either side.

In the seven-passenger models the auxiliary seats fold snugly into recesses, entirely out of the way when not in use.

The tops of open cars can be raised and lowered by one person. Storm curtains are carried in pockets on the under side of the top. When released they drop into position and are quickly secured in place without getting out of the car.

Throughout the car there is evidence everywhere of the designer's skill and the care which has been taken to provide for the convenience and comfort of the passengers and the driver.

The specifications include Delco electric starting and lighting, a feature pioneered by the Cadillac five years ago. Auto-meter, clock, Gabriel snubbers, power fire pump, fuel tool equipment, etc., are also included.

### SEVERE STORMS HURT JAMAICA

Fifty Per Cent of the Exportable Crop Was Ruined by Hurricane.

KINGSTON, Jamaica, Aug. 28.—"Everybody is agreed that we have lost 50 per cent of our exportable crops for a year," said Governor Manning after returning from a tour of inspection of the damage caused by the hurricane of August 16. "Bananas are all down; in some parts of the country coconuts have been blown off trees, and many of the blossoms have been blown off, too. I am hoping that most of the ground provisions have been spared.

"But other than the actual damage done, it is an unfortunate blow. "Twenty ships were on their way here and would have come had it not been for the hurricane. They would have lifted an enormous quantity of fruit.

"Sugar and rum are helping the situation somewhat, and will help it still more later on. Sugar does not seem to have suffered much in this blow, and if we can develop it we must do so. But there has been no definite scheme for the expansion of the sugar industry yet laid before the country. The home government, however, has just given us permission to export our sugar to America, and that will be good news to the planters."

**Another Triumph.**  
"The periscope is a wonderful thing."  
"Um. But nature heats all inventors."  
"Think so?"  
"Sure. The doctor can look at your tongue and tell what is going on in your stomach."

**Being Cheated.**  
"What's that old hen kicking about now?" asked the baker's clerk, as the customer went out.  
"She says," wrathfully responded the baker, "that the holes in the doughnuts are not as large as they used to be."



## The Growth of Studebaker Business Is Built on Giving Honest Value to the People

For over thirteen months the present series of Studebaker cars have been steadily increasing in sales, and today there are more unfilled orders on hand for the present models of Studebaker cars than there have ever been before.

### A Successful Car

It has not been necessary for Studebaker to "announce" a new model, or to build a cheap car, or to in any way change the car which it introduced to the public July 1st, 1915, and further refined and improved in January, '16.

### A Popular Car

There has been no let-up in public demand for this car. It has been imitated by other manufacturers, but in power, in value, in efficiency, in economy, in appearance, in comfort and in roominess it still leads all cars in its class.

### Nation-wide Satisfaction

In the last thirteen months it has been giving service in every part of the United States. It has been driven in the crowded traffic of metropolitan centers. It has been driven through the snow, slush and ice of the northern countries, through the gumbo roads of the middle West, through the mountains of the West. Seventy thousand owners have tested its adaptability to general motoring needs. Hundreds of stage drivers have tested its dependability and durability in continuous service on rough mountain roads, and from all parts of the country the orders come in for more cars of the same kind.

### A Car Good Through and Through

No weakness has developed. The motor has stood up and given the power economically. The rear axle construction has stood the strain

of the big Studebaker motor under life-trying overloads. The special steel members of the Studebaker chassis have never given way, and no life has been lost among the thousands who have trusted to the material that Studebaker puts into its cars.

### Operation and Maintenance Cost Very Low

There are no general claims for replacements, for defective workmanship, nor defective material. The average repair and maintenance cost per car for the last thirteen months has been so low that you wouldn't believe us if we quoted you the figure. The average consumption of gasoline per mile over all kinds of roads for the power and service developed is surprisingly low and indicates conclusively the splendid efficiency of Studebaker design.

### A World's Record

Studebaker has established a wonderful record in its present series of cars. *In number of cars produced and sold, it leads by a large majority every manufacturer in its class in the world. In the last thirteen months it has made more seven-passenger Sixes and more seven-passenger Fours than have ever been produced by any manufacturer in an equal length of time.* And these facts, in face of the general satisfaction and the continued demand for Studebaker cars absolutely establishes the leadership of Studebaker.

And with the history and prestige of Studebaker, with its wonderful factory resources, with its unequalled manufacturing experience and organization, with its splendid engineering laboratories, is there any reason why you should not expect Studebaker to lead all other manufacturers in the world in the production of cars in its class?

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vate use, \$300." A few days later he received a letter which read: "I don't know what to do about those garden seeds you sent me. I notice it is a \$500 fine for private use. I don't want to use them for the public. I want to plant them in my private garden. I can't afford to pay \$300 for the privilege. Won't you see if you can fix it so I can use them privately? I am a law-abiding citizen and do not want to commit any crime."—Southern Woman's Magazine

## AMSTERDAM, Sept. 1.

Adolph von Batoeki, president of the German food regulation board, has issued an appeal to the women of rural Germany to divide their food with the women and children of the towns and cities.

Herr von Batoeki, in his appeal, says that the harvest this year is, in general, abundant and that the cattle have recovered from the effects of the fodder scarcity of last winter, which was caused by the failure of crops last year.

"But with the maintenance of production," he adds, "all is not done. The produce must be rightly distributed to those who require it. Millions of soldiers are engaged in the hardest of warfare. They must be well and abundantly fed.

**Needs of the Wounded.**  
"Hundreds of thousands lie wounded in the hospitals and need a abundant good food. Other millions of men and women in big towns and in mines are also working loyally for victory. They wish like you to have enough to eat in order to be able to work. Like

you, they have children who cry when their mothers cannot give them necessary food, and their parents then lose the strength and courage for work."  
"Both for the soldiers and for those who fight in workmen's clothes we must provide nourishment. People on the land must give for that purpose all they can dispense with in their own households. No soldier, no wounded man, no munition worker, no German woman, no German child in the towns will suffer hunger through the fault of the peasant women. If the seriousness of the situation is clear to them. Help can be given only by good will, intelligent perception and recognition of the danger that threatens every German man, woman and child if the enemy's starvation plan should succeed."

**No Brigand.**  
Congressman Hull of Iowa sent free seeds to a constituent in a franked envelope, on the corner of which were the usual words: "Penalty for private use, \$300."