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Keep your money in a longer period than draw a higher rate than ordinary deposits.

### PROBATION NOTICE

No 846—First District Court of Louisiana, State of Louisiana, Parish of Caddo—Succession of Thos R Gaudin.

Notice is hereby given that J. L. Rodgers as this day applied to be appointed administrator of said succession, and unless objection be made thereto within the time specified by law, he will be appointed as prayed for.

Witness the Honorable A. D. Land, Judge of said Court, this 24th day of December, 1900.  
J. H. LEVY Deputy Clerk.  
December 26, 1900.

### SUCCESSION NOTICE

No 846—First District Court of Louisiana, State of Louisiana, Parish of Caddo—Succession of Sarah R. Kendall.

Notice is hereby given that D. T. Land has this day applied to be appointed administrator of said succession, and unless objection be made thereto within the time specified by law, he will be appointed as prayed for.

Witness the Honorable A. D. Land, Judge of said Court, this 24th day of December, 1900.  
F. A. LEONARD, Clerk.  
December 26, 1900.

## DR. J. J. SCOTT PHYSICIAN AND SURGEON

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Office on Milam, near Spring Street.

## Low Rates TO THE Old States (via the Cotton Belt).

Tickets to the Old States will be sold over the Cotton Belt, December 20th, 21st and 22d, 1900. Return limit, 30 days.

Ask your nearest Cotton Belt Agent for any information you desire for your trip. He will tell you the exact cost of a ticket from your place, what train to take to make the best time and connections and aid you in any other way he can.

E. W. LABEAUME, Gen'l Pass' and Ticket Agent, ST. LOUIS, MO  
A. S. DODGE, General Traffic Manager, ST. LOUIS, MO.

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**New Tichborne Claimant.**  
The last has not yet been heard of the celebrated Tichborne case. For a generation William Cresswell has been an inmate of Paramatta Lunatic asylum. Many people in New South Wales hold the belief that he is the true Sir Roger Tichborne. When the present Lady Tichborne was in Sydney a few years ago, she visited Paramatta and saw Cresswell, but what she learned never has been made public. The parliament of New South Wales appointed a commission to inquire into the matter, and it has reported that while it cannot pronounce that Cresswell is Sir Roger Tichborne there is no doubt that Cresswell is no longer a lunatic. He is to be released at once, and a syndicate has been formed to provide funds to send him to England to claim the Tichborne title and estates.

Memories of the Tichborne case are stirred by the announcement of the death of Colonel Nangle, who was a cousin of the last Sir Roger. Nangle and the real Roger Tichborne saw a good deal of each other in Paris in their younger days. Of these days the claimant knew nothing. There was one great occasion when Tichborne and Nangle tried unsuccessfully to get into the servants' hall as uninvited guests. A man would scarcely forget that, and the claimant's failure of memory—or whatever it was—was a determining influence in the jury's decision.

**Waltham's Strong Man.**  
The question, "Who is the strongest man in Waltham?" was put to more than 25 citizens, and in almost every instance the reply was, "Martin McDonald, the expressman."  
Mr. McDonald was loath to talk about himself, but after considerable questioning he admitted that he had made some big lifts in his time. He is a giant in size, being 6 feet 3 inches tall and weighing 225 pounds. He is built like an ideal athlete, and he would be easily picked out as a man of great strength. Martin, as he is familiarly called by his friends, has conducted a teaming and express business in this city for years. He has done about all the piano moving here since he came, and some of his feats of strength border on the marvelous.  
His biggest lift was 1,800 pounds, which he accomplished in a gymnasium. On another occasion he lifted an iron drill weighing 1,600 pounds. He was the only man in 300 who could accomplish the feat.  
He very frequently lifts a piano weighing between 700 and 800 pounds into his wagon unaided. This he claims is nothing but exercise.  
Mr. McDonald has 13 medals, all won by him in contests where strength was the most important factor. — Boston Globe.

## CHASING THE POLE.

SIX NATIONS NOW MAKING PREPARATIONS FOR AN ARCTIC RACE.

American Expedition Under Evelyn B. Baldwin a Probable Winner. The Russian Ice Crusher Yermak a Formidable Opponent.

[Special Correspondence.]  
LONDON, Dec. 17.—"Chasing the pole" seems to be the new international game. Never before in the history of the world of science have such concentrated and determined measures been taken toward solving the problems of the extreme northern regions. The representatives of no less than six nations are now fitting out expeditions for this purpose, and each has resolved that his country's flag shall be the first to spread its colors to the winds at the earth's imaginary axis. An American, a French Canadian, a Norwegian, an Italian nobleman, a German and a Rus-



Photo copyrighted, 1896, by Rockwood, N. Y. LIEUTENANT ROBERT E. PEARY.

sians are entered in the race and will vie with each other in the extent of their magnetic, meteorological and oceanographical observations. Besides these new expeditions, Peary, the American; Sverdrup, a Swede, and a German-American explorer, Stein, are already inside the arctic circle with Andree, the boldest of them all, if he is still alive.

Evelyn R. Baldwin of the United States weather bureau, the leader of the American expedition, who is backed by the millionaire baking powder manufacturer, William Zeigler, is now in London. He is here for the purpose of inspecting ships and to confer with various experts on polar conditions and affairs. Mr. Baldwin will start northward during the latter part of next summer, and he says he has decided to proceed by the Franz-Josef Land route, the Greenland route being covered by Peary and Sverdrup. Baldwin has had much experience in arctic exploration, and this, coupled with youth, hardihood, hope, determination and almost unlimited financial support, will make a combination hard to excel. He was with Lieutenant Peary in 1893 and 1894. Three years later he hurried to Spitzbergen, hoping to go with the adventurous Andree on his balloon voyage. But Baldwin returned disappointed. There was no room in the wicker car which carried Andree and his two companions into the unknown. Baldwin then worked out a plan of his own for the finding of the pole, and it is generally believed that he is figuring on including with his vessel's accoutrement a gigantic balloon.

The Russian expedition under Vice Admiral Makaroff, which is to go on board the ice breaking steamer Yermak, promises to be very interesting. The sides of the Yermak are 15 times as strong as those of the usual commercial steel ship, and she can steam astern as easily as she can go ahead. Her propellers can be brought up short against the most formidable obstructions with engines going at full speed and not be damaged by the contact. She has cut her way through solid ice 14 feet thick and through heaped up or "hummocky" ice of more than twice that thickness. She is 302 feet long, with three propellers aft and one forward. The fore propeller is an Ameri-



Photo by Aime Dupont, New York. EVELYN B. BALDWIN.

can invention which Admiral Makaroff has adopted. Its purpose is to reduce the resistance of the ice by sucking away the water underneath it.  
The plans of Admiral Makaroff for reaching the pole are based on his experience in navigating arctic waters.

can leader in the region of perpetual ice, and to the eastward of Franz-Josef Land and will avoid the Spitzbergen region because the east Greenland current encountered there carries the ice over against the coast of Greenland and enormously increases its pressure. By starting farther eastward the admiral hopes to take advantage of the current setting toward the pole. It is also the opinion of the admiral that the ice in this region is not so thick or not so compressed as to the westward, and he thinks that as the pole is neared progress will become less difficult and the Yermak may be able to steam to the pole. If not, she will get as near as possible, and then an expedition of dog sleds will push ahead.

The tests given the Yermak were of a nature calculated to demonstrate just what possibilities her scheme of construction contained. The Yermak was completed in March, 1899, and was immediately put to work. April 4 of that year she smashed into the ice of the gulf of Finland, freed six vessels that had been held fast for a long time and brought them back to St. Petersburg. Three days after she found 23 other vessels imprisoned behind an ice bank. The Yermak smashed into that bank as a football team assaults an opposing rush line, opening a channel through which the icebound craft came out. A third trip resulted in setting 10 more ships free, while a little later she attacked the ice packs at the mouth of the Neva and brought out 50 vessels which had been held in the river for weeks.

The performances surprised and delighted the Russian naval officers, and Admiral Makaroff was congratulated and told that all he had to do was to set sail for the pole, and its discovery would be his. The admiral was pleased, but not unduly elated, and simply said that he would require more trials before he would be satisfied. So in July, 1899, he took the Yermak farther to the northward. After striking the ice off the northwest coast of Spitzbergen, in latitude 80 degrees 20 minutes north and longitude 9 degrees 20 minutes east, he forced into the thickest of the floes, averaging from 10 to 15.8 meters in thickness. The Yermak, nothing daunted, sailed on as serenely as if through tropic seas. July 23 the Yermak struck a spur of ice which pierced the under part of her hull. She sprang a leak. The hole was temporarily repaired, and the voyage continued. In the middle of August another and more serious setback occurred. The Yermak struck hard against a low lying block of ice. The old hole was made larger, and Aug. 17 the voyage was abandoned. The Yermak was then taken back to St. Petersburg.

Some American naval officers are inclined to be doubtful of the success of



From a recent photograph. DUKE OF ABRUZZI.

the undertaking. The chief reason ascribed is that the ice breaker will not be able to carry coal enough for the voyage, and an attending collier will not be able to go far enough north to be of service to her. Lord Brassey, the English naval expert, is inclined to the belief that the Yermak will ultimately be successful in the undertaking set for her. His opinion is based solely on what she has already done.

In this splendid attack the Canadian party will be led by Captain Bernier, a seafaring man from his youth, who has made the study of arctic exploration the hobby of his life. His preference is for a steel ship, and he estimates the cost of his expedition at about \$100,000. Captain Bernier's first objective point will be the New Siberian Islands. The first winter quarters of the crew will be 500 miles from the pole. Then Bernier expects to advance slowly, to be carried to the pole by the gradual drift of the ice in which his vessel will become imbedded. He expects to reach the pole only during the third summer of his expedition.

The Duke of Abruzzi, first cousin of the king of Italy, and Fridtjof Nansen, the Norwegian, will together lead an expedition into the frozen north. All the world will watch them, for each is already eminent in his line. The duke, in his ship, the Stella Polare, arrived within 241 miles of the pole, nearer than did any previous explorer and 23 miles nearer than Nansen had gone. Presumably the Abruzzi-Nansen company will start in the race of the nations by way of Franz-Josef Land over the successful route already followed by the duke.

Of next year's German route no details have yet been made public. It is very certain that characteristic Teuton thoroughness will make of it a worthy exponent of the nation which has produced many men of note in scientific research. The Germans have not been very prominent in investigations of the vast arctic expanse, and a new era in the policy of the country will be marked by the sending of this rival expedition.

FREDERICK ROCKWOOD.

## OKLAHOMA'S CLAIMS!

BUSTLING TERRITORY SEEKS ADMISSION TO THE UNION.

Bill Now Before Congress to Erect It Into a State—Citizens Say No Valid Objection Exists—Some Striking Figures and Facts.

[Special Correspondence.]

GUTHRIE, Dec. 25.—Make way for Oklahoma! Let a new star be added to the flag and a new member to the sisterhood of states, and this bustling, bustling, thriving territory promises that its older predecessors in the Union will have no cause to regret our admission as the forty-sixth state.

There can be no objection to the admission of Oklahoma on any valid ground. Population? Why, we have nearly 400,000 good Americans here, with more coming every day. And, by the way, let them come, we have room enough for several times as many. Area? Well, if 38,000 square miles are not enough to make a state, Delaware and Rhode Island and several others ought to be excluded. Civilization?



OKLAHOMA TERRITORIAL UNIVERSITY AT NORMAN.

Any objector to Oklahoma who thinks we have only Indians here ought to come here and talk to some of our up to date, progressive farmers and business men.

Speaking seriously, Oklahoma has an indisputable claim to admission as a full fledged state and freedom from the shackles of territorial government. Within the 12 years since it was open to white settlement the territory has grown beyond the most hopeful expectations of its early settlers. Of course they looked forward to statehood, being good Americans, but they did not think that in so short a time they would be able to demand it as a right. Nothing since the admission of California has shown forth so well the genius of the American people for colonization and their fitness to take a wilderness and make of it a civilized community.

Figures talk. In addition to our area and our population, which alone should entitle us to admission, Oklahoma proudly sets forth statistics in proof of our claim that we deserve the right of ranking with the other sections of our common country. We produce annually nearly 35,000,000 bushels of wheat, 75,000,000 bushels of corn, 150,000 bales of cotton, 850,000 head of cattle, 950,000 barrels of flour, while our climate is particularly adapted to fruit growing. The climate here is superb and unexcelled anywhere.

Although it is true that 12 years ago the Indians roamed around loose over this territory, poor Lo cuts a very small figure in the Oklahoma of the present. In the first place, he is outnumbered 30 to 1 by the whites, so he couldn't be a danger if he wanted to be. In the second place, he doesn't want to be. There are only about 13,000 of them, and the great majority are educated, industrious and law abiding. Along with white men's ways, they have adopted white men's clothes, and the tepee has given place to the frame house. It is an interesting fact that one tribe of Oklahoma Indians, the Osages, are said to be the richest people in the world.

The history of Oklahoma is short. Until 1889 white folks were scarce, but in April of that year, when the territory was opened to settlers, an army of "boomers" swept in. They liked the country so well that they staid here, and others followed their good example. From time to time the territory has been added to with land from Texas and from Indian Territory. Speaking of Indian Territory, the Fairbanks bill for the admission of Oklahoma, which is now before congress, provides that Indian Territory shall become part of Oklahoma. This does away with the objection that the admission of Oklahoma would certainly mean the admission of Indian Territory as a state.

Oklahoma need not be ashamed to compare its advance in mercantile and educational matters with any of the states. We have grown wonderfully in these respects, and the surface of the territory is dotted with factories, banks and schools. Guthrie, the capital and metropolis of the future state, has a population of about 12,000 and is a thriving little city whose trade with the adjoining states and with Oklahoma itself is growing every day to greater and greater dimensions. It is advancing in every way, and what is true of Guthrie is true of all of the other towns that have sprung up in so short a time in Oklahoma.

In view of all the reasons that might be urged and of the fact that no valid objection exists we Oklahomans feel we are asking only a right when we demand admission as a state.

GEORGE W. MAXWELL.