

THE PALLADIUM

ENTERED AT THE RICHMOND POSTOFFICE AS
SECOND CLASS MATTER

The Palladium will be found at the following places
Palladium office
Westcott Hotel
Arlington Hotel
Union News Company Depot.
Gates' Cigar Store, West Main.
The Empire Cigar Store.
Two cents at all places of sale.

NEW MANAGEMENT.

The Palladium with this issue is in new hands, the plant and good will having been sold to parties blessed with sufficient backing to put the Palladium where it rightfully belongs. The late management was in a way handicapped because of old presses. The paper could not be made larger on account of the presses, and as each of our competitors had seven and eight column pages, and the Palladium six, and as a new press costing thousands of dollars was the only relief; and as we hadn't the necessary aforesaid thousands of dollars with which to buy presses, and as we desired to see the Palladium put in a competitive position, we sought for and found a buyer, who will have no handicap in the way of finances. The Palladium will from now on be the leading paper of eastern Indiana. New presses will be added, together with other necessary things to make it a complete newspaper plant. As intimated in one of the evening papers, the Palladium was not in, nor never has been in the sheriff's hands. Nor had the sheriff any hand in its sale. Money and lots of it was necessary. The publication was certainly made in a spirit of malice to make the Palladium successful. This necessity has been supplied and henceforth we hope to see the Palladium lead the van in the newspaper field.

To the new management we have only words of praise, and can see nothing in the way of success. Mr. E. M. Haas, the new business manager, was formerly with the Palladium and needs no encomiums as to his merits. We have no better citizen and he will no doubt prove a winner.

In the course of a few days the new management will be prepared to make a statement in regard to the paper's future.

We wish to thank the business men of the city for their kindness during our fifteen months of ownership. Their patronage has been good and their money greatly appreciated. We had a faithful corps of workers, and their efforts were always wielded for the good of the paper. To each and every citizen, those who helped us and those who didn't, we wish a happy and prosperous new year.

All accounts up to and including December 31 are due me.

J. S. FITZGIBBONS.

Mr. A. A. McCormick of Chicago, has been made president of the Star League of Indiana newspapers. No other change in the management is announced.

Wonderful weather for January. Scarcely necessary to go South to escape winter.

WEEK OF PRAYER

The week of prayer at the South Eighth Street Friends church commenced last night in a highly promising manner. After a short rally in the lower rooms of the church a line was formed and the people marched to the audience room. The line was headed by the children, the youngest in front, followed by the officers of the church, Bible School and Christian Endeavor Society.

The pastor, Rev. Clarence M. Case, gave a short address on "The Children and the Church." Timothy Wilson and Wm. J. Hiatt gave some interesting reminiscences of the strictness and severity of the old time Quaker church of their boyhood.

days and Elmira Wilson spoke on "Church Life when I was a Girl." A short program of miscellaneous exercises, consisting of recitations by the children, concluded last night's meeting. The last of these meetings will be held Friday night. The program for the remainder of the week is as follows:

Tuesday, 7:30 o'clock p. m.

"What is the Business of the Church?" (a) "With Herself, Temporally and Spiritually?"—Dr. S. Edgar Bond.

(b) "With the World, Missionary and Evangelistic?"—Elizabeth Schneider Binford.

Music. Discussion. Prayer Service.

Wednesday 7:30 O'clock p. m.

"The Arms of the Church."

"South Eighth Street Bible School; its Possibilities, etc."—John H. Johnson.

"What About Christian Endeavor?"—Fidelia C. Parker.

Music. Discussion. Prayer Service.

Thursday, 7:30 O'clock p. m.

Social Evening, preceded by Devotional Service in the Audience Room. Supper in rooms below at 8 o'clock. Toast Master—E. Gurney Hill.

Toasts by: Lillian H. Reynolds, Dr. Charles Marvel, and Alice Winder.

Question box in charge of Eliza W. Hiatt, Alonzo M. Gardner and Fred S. Butler.

Friday, 7:30 O'clock p. m.

"Lord what wilt Thou have me to do?"

Address—"Personal Responsibility,"—Dr. David W. Dennis.

Music. Discussion. Consecration Service.

FIRE RISK IS GREAT

Insurance Press Finds Several Causes—Richmond in the List.

Under the heading "Municipalities in Grave Danger of Conflagrations," the Insurance Press of New York, calls attention to several hundred cities scattered over the United States the conditions of which are not regarded favorably by fire insurance companies. The question is discussed briefly at the head of the list of cities in the following paragraph:

Taking into consideration the conditions that prevail in the cities that have been under investigation for the purpose of reducing fire losses, one conclusion can be drawn definitely. It is that in all cities conflagrations hazards exist through faulty construction and protection of buildings, negligence of property owners in providing protective devices, of inadequate supply and distribution of water. The assumptions, therefore, are that the risks of fire are very great in many cities of 10,000 population or more in the United States and Canada; that means for fire prevention and protection are dependent on the co-operation of departments and the activities of officials in the municipalities, and that great responsibilities rest on property owners.

Indianapolis is included in the list. There are nineteen other cities referred to in Indiana. They are Anderson, Elkhart, Elwood, Evansville, Ft. Wayne, Hammond, Huntington, Jeffersonville, Kokomo, Lafayette, Logansport, Marion, Michigan City, Munie, New Albany, Richmond, South Bend, Terre Haute and Vincennes.

A dinner party was given by a number of the younger members of the Country Club last night.

Ray Shiveley entertained a number of friends at dinner at the Country Club last night.

Eggshell Flowerpots. A French gardener has adopted a new plan for transplanting small shrubs. He sets the seed in some earth laid in half an eggshell instead of a little pot. The shell, which has a small hole in it to permit of draining, is placed in a box of damp mold. When the time arrives for transplanting all that need be done is to lift out and break the shell.

But He Wouldn't Tell. *Casper* had the bulliest chance to kiss another fellow's girl in the dark other night. What would you have done under the circumstances?

Rounder—I would have kissed her sure. What did you do?

Gaybo—Well, I won't say what I did, but I'm glad you approve my course of action.—*Judge*.

The Verdict. "Did the jury find the prisoner guilty?" inquired a man concerning a burglar.

"No, sir," responded the policeman. "They didn't find him at all. He got away."

What makes life dreary is the want of a motive.—*George Eliot*.

W. C. VAUGHAN'S RESCUE
FROM A TERRIBLE SNOW STORM

A Richmond Man's Experience

While Crossing the Desert.

The following taken from the Los Angeles Examiner will be of interest to the friends of Will Vaughn, formerly of this city. It will be remembered that he started on his automobile trip from this city some months ago.

W. C. Vaughn, automobilist and traveler, who was rescued with Percy F. Megargel and David F. Fasset by a relief party from Flagstaff, Ariz., in the snow banks of the San Francisco mountains, returned to Los Angeles yesterday.

Vaughn, who has spent ten years in Japan and has traveled by auto all over the United States, pointed the two New York automobilists in this city December 5. He accompanied the party as far as Flagstaff, where they arrived last Tuesday morning, after crossing the desert, being wrecked near the Cajon Pass and snowbound in the Arizona mountains.

Mr. Vaughn's story follows:

"After leaving Los Angeles we spent the night at Upland. From there we proceeded through Cajon Pass, at the bottom of which the auto was upset.

Car Turns Over.

"It was one of those combinations of circumstances which cause all accidents. We rounded a curve unexpectedly and found that the road was on an angle, not a hill, but on a sliding angle. Just around the corner was a bank on the left hand side about two feet high. The turn was so sharp that the steering gear became buckled in such a way that Fasset, who was driving, was unable to get the wheels back in position. Both left wheels ran onto this bank, causing the car to upset. We were going about ten or twelve miles an hour. The car turned completely over and would have kept on going had it not struck a barbed wire fence, which held the wheels in the air.

"We had a cable for the purpose of pulling out of bog holes and bad places, and by means of this we lowered the car into its proper position and in a very few moments, after packing our belongings, which had been upset, we were again on our way. We were all thrown out, but none of us were injured.

"The distance from this point to Victorville, on the Santa Fe, was accomplished without difficulty. The road, with the exception of a mile or so of rather bad sand, was very good.

"From Victorville we left the railroad entirely, cutting across to Daggett. This road, for the most part, is exceptionally good. After spending the night at Daggett, we proceeded on the real task of crossing the desert proper. We struck sand I had considered difficult to cross. I fully expected the car to lay down on us. We made the Needles in four days. We averaged about ninety miles a day crossing the desert. Our machine was the first to traverse the district successfully.

Terrific Sandstorm.

"The day we left Daggett we entered a terrific sand storm. I was riding in the moonbeam most of the time, so that I could protect my face to a certain extent, but Megargel and Fasset, who were in the front seat, must have suffered terribly. We were told by everyone with whom we talked at the Needles that it was the worst storm in twenty years. After leaving the Needles we camped for the night in a Mojave Indian village and obtained many interesting photographs.

"From this point to the town of Vivian, a mining camp, we struck an 8 per cent grade. Most of this was taken on the high gear and as the roads were in good condition we made the distance in less than an hour and a half. From Vivian to Gold Roads, a very large and wealthy mining camp, we encountered many grades of 25 per cent. In one or two places we had to stop the engine in order to allow a team to pass coming down. At one of these places I took photographs and the grade meter registered just 25½ per cent. The Reo, however, had no difficulty in starting its heavy load and getting us to the top of the grade.

"To Kingman is a stage road nearly straight and much better than most of the roads around Los Angeles. It was after dark, however, so we were unable to make as good time as we might have in daylight. From Kingman, we struck good roads as far as the foot of the Trux-

on Canyon. The old road used to wind up close to the railroad through this canyon, but it has been abandoned and is impossible for either teams or wagons. We were told, however, that by climbing to the top of the mesa to the north we might be able to work back to the railroad farther east. This we were able to do, but only by cutting across country after dark fifteen or twenty miles with no road whatever.

"From Seligman to Ash Fork we encountered the worst roads on the trip. There were large rocks scattered in and out of the road, many of them being too large to get over. In such places we had to build up on both sides with small rocks and thus cause a differential to clear the obstruction in the center, this however, at the expense of jet cocks, our muffler and other low parts of the machinery.

Into the Bog.

"From Ash Fork we again left the railway and took a short cut to Williams. This distance was all more or less rocky and bad, and a rise of over 2,000 in twenty-five miles. As we approached Williams we got into the timber and began to strike our first snow. Now our trouble began. Leaving Williams a week ago Friday, at 8 or 9 o'clock in order to take advantage of the roads then frozen, we traveled for two or three hours, and by a misdirection got off the main road and ran into a bog hole which took us until daylight to get out. In places we were beginning to find about a foot of snow and the higher we went the more snow we encountered. Saturday it was simply a question of bucking snow drifts and mud holes until by night time we were all willing to rest in spite of the fact we had lost all of our canned goods and provisions.

"We didn't have enough bedding. Simply enough to be an aggravation. As it was we rolled up in what few blankets we had and laid there shivering most of the night. Sunday we had the same experience as on the previous day. We were getting weaker and the snow was getting heavier. The crust of the snow began giving us trouble. In most places the front wheels would run on top of the crust but the rear wheels kept breaking through and left the wheels spinning with nothing for them to adhere to. In such places we had to dig the snow from beneath the machine and several yards ahead in order to give the auto a chance to get headway. Sunday noon it was snowing very hard and by night four inches of new snow obliterated all traces of the road.

"It took us four nights and three days to reach Flagstaff, through a snow region covering thirty-four miles. Our experience was frightening. The thermometer was fourteen degrees below zero.

"Last Monday night we became stalled in the snow bank. We were without water or gasoline. We were about all in. Our provisions were all gone. Still we were within a hundred yards of a fairly good road but we did not know it then.

"A relief party came out from Flagstaff with provisions. A wagon was used to break a trail. Tuesday about noon we arrived at Flagstaff. Friday noon Megargel and Fasset continued their trip. I returned to Los Angeles."

CASH BEALL, KIBBEY & CO., LOEHR & KLUTE, WIDUP & THOMPSON AND THE BIG STORE HANDLE THE RICHMOND HAT.

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Exclusively first-class tour under the auspices of the Tourist Department, Chicago, Union Pacific & North-Western Line; leaves Chicago Wednesday, February 7th, spending the disagreeable portions of February and March in the land of sunshine and flowers. \$350.00 includes all expenses, railway fare, sleeping cars, meals in dining cars and hotel expense. Service first class in every respect. Itineraries and full particulars on application S. A. Hutchinson, Manager, 212 Clark St., and 120 Jackson Blvd., Chicago, Ill.

Doan's Regulets cure constipation without griping, nausea, nor any weakening effect. Ask your druggist for them. 25 cents per box.

ANNOUNCEMENTS

REPRESENTATIVE.

W. S. RATLIFF is a candidate for Representative from Wayne County, subject to the Republican nomination.

CLERK.

HARRY PENNY is a candidate for clerk of the Wayne Circuit Court, subject to the Republican nomination.

AUDITOR.

D. S. COE is a candidate for Auditor of Wayne County, subject to the Republican nomination.

COMMISSIONER.

C. E. WILEY is a candidate for Commissioner of Wayne County (Eastern district) subject to the Republican nomination.

SHERIFF.

LINUS MEREDITH is a candidate for Sheriff of Wayne County, subject to the Republican nomination.

CORONER.

DR. G. A. MOTTIER is a candidate for Coroner of Wayne County, subject to the Republican nomination.

DR. MORA BULLA is a candidate for Coroner of Wayne County, subject to the Republican nomination.

DR. A. L. BRAMKAMP is a candidate for Coroner of Wayne County, subject to the Republican nomination.

FOR ASSESSOR.

ALPHEUS G. COMPTON, of Wayne township.

LOW ROUND TRIP FARES

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Any one may take advantage of the reduced round trip fares for the special Home-Seekers' excursions via Pennsylvania Lines, to visit points in Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, the Dakotas, Oregon, Washington, Texas and other sections in the West and in all the States of the South.

Stop-over privileges permit travelers to investigate business opportunities. These tickets will be on sale on certain dates until and including December 19th. Detailed information as to fares, through time, etc., will be furnished upon application to Local Ticket Agent of the Pennsylvania Lines.

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