

chised. Stockholders of the Union Pacific would be permitted to buy a thousand shares each. The attorney general believes that the same objections apply to that arrangement as applied to the original suggestion of the Union Pacific that the Southern Pacific holdings be distributed pro rata among the stockholders of the Union Pacific. That suggestion was disapproved by the supreme court. The attorney general declined to indicate what would be the government's course in case the court at St. Louis upheld the suggested plan.

President Wilson has made the following nominations:

To be third assistant secretary of state, Dudley Field Malone of New York.

Counselor for the state department, John Bassett Moore of New York.

To be brigadier general, Colonel Hugh L. Scott of the Third Cavalry. Member Mississippi River Commission, Colonel Lansing H. Beach, Corps of Engineers.

Collector of customs, District of Saluria, Tex.—Andrew H. Evans of Texas.

Collector of customs at Beaufort, S. C.—Franklin P. Colcock of South Carolina.

United States judge for the southern district of Florida—Rhyden M. Call.

United States attorney for western district of Texas—J. L. Camp of Texas.

United States Marshal, northern district of Texas—William J. McDonald.

United States marshal, western district of Texas—John H. Rogers of Texas.

To be chaplain with rank of first lieutenant—William Richard Arnold of Indiana.

To be first lieutenant army (reinstatement)—Charles Dudley Daly.

In accepting a re-election to the office of speaker, Champ Clark addressed the house of representatives as follows:

"Profoundly grateful for re-election to the speakership, the highest honor which you can bestow, I am proud that it was preceded by a unanimous nomination and is accompanied by the personal friendship and good wishes of all the members without regard to political affiliations.

"Your indorsement of my conduct during my first term in this high station by giving me a second is more precious than rubies. I hope to discharge the important, delicate, and difficult duties of the position with absolute impartiality, and to the satisfaction of members and fair-minded people.

"Whatever measure of success I achieved as speaker in the Sixty-second congress was due largely to the courtesy, kindness, and general good feeling of members toward each other and toward the chair. For our own benefit, and for the welfare of the country, may the same course be pursued in the present congress. By reason of the increased membership it will be even more important than hitherto. Therefore, I most cordially invite the co-operation of all members in maintaining order and in the dispatch of business to the end that free institutions may be strengthened and perpetuated.

"As this congress is to be known in history by works rather than words, I am ready to take the oath, and ask Representative Talbott to administer it."

An Associated Press dispatch says: Secretary Bryan dispatched identical letters to the governors of states which have acted favorably upon the constitutional amendment

providing for the direct election of senators and have not yet reported the fact to the state department. The secretary suggested prompt notification in order that he may issue the usual formal notice of the adoption of the seventeenth amendment.

The new senate abolished the luxurious bath rooms in the senate office rooms. The senate barber will be the next to go.

John B. Henderson, former United States senator from Missouri and

author of the Thirteenth amendment to the constitution, died at the national capital, aged eighty-six.

INQUISITIVE

The curate of a large and fashionable church was endeavoring to teach the significance of white to a Sunday school class.

"Why," said he, "does a bride invariably desire to be clothed in white at her marriage?"

As no one answered, he explained: "White," said he, "stands for joy

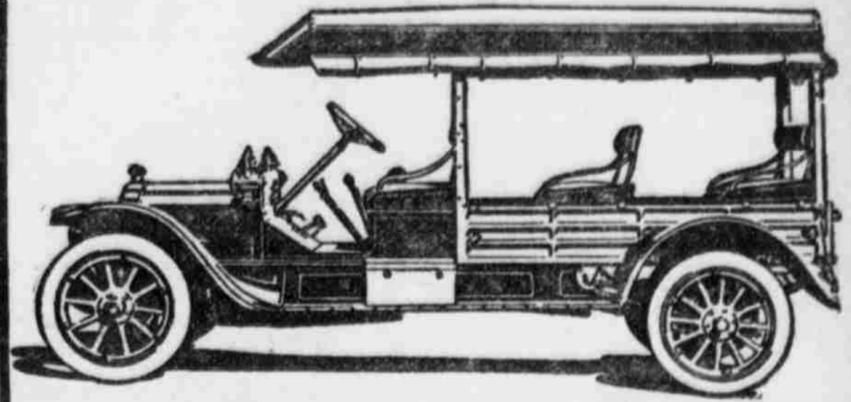
and the wedding day is the most joyous occasion of a woman's life."

A small boy queried: "Why do the men all wear black?"—Argonaut.

Railway Mail Clerks wanted. \$900 first year, promotion to \$1800. Examinations May 3 in every state. Common education sufficient with my coaching. Full information free. Write for booklet W-1915. Earl Hopkins, Washington, D. C.

PATENTS SECURED OR FREE RETURNED. Free report as to patentability. Illustrated Guide Book, and List of Inventions Wanted, sent free. VICTOR J. EVANS & CO., Washington, D. C.

**Two Ordinary Touring Cars,
Two Wagons and
Two Teams of Horses,
Approximate, but Do
Not Give the Pleasure or
Actual Service of—**



The White Combination Car

The Most Remarkable Car Ever Made. It is a Touring Car and Motor Wagon of the First Grade—All in One.

**Why We Built This Practical,
Complete Car.**

THE automobile business has now reached the point where sentiment has given way to reason. The earliest designs of cars followed the model of horsedrawn vehicles. Then came the present design, with engine in front, and seating in a carriage body 4, 5, or 7 people, according to size and price. But this type, now so common, has no provision for any extra passengers or even light baggage. On the other hand there are many times when you drive alone or with only one passenger, but the big empty tonneau you find useless for any practical purposes, because of the fixed, impractical carriage body. This condition of affairs with thousands of owners has made a place for the White Combination Car.

**A Luxurious, High Grade Automobile,
it is Still Practical and Economical.**

If you own an automobile you appreciate this condition at once. If you do not, it will confront you in the near future. Good as it is, any ordinary Touring car is an expense—a luxury. You enjoy the exhilaration of its speed and the easy way it shortens distances. But you grumble at its uselessness for any sort of practical work, as you jog to town in your loaded wagon behind slow moving horses, and think of its powerful engine, so capable of work, lying idle at home. And there never was a touring car that could take, in one load, a merry party such as filled the big spring wagon—until the Nine Passenger White was made. This car does the work and play of all your wagons and touring car combined, and lasts longer than any.

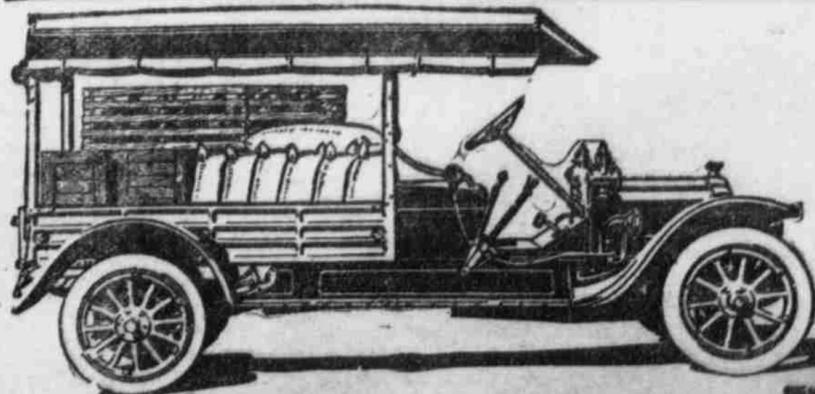
Its Design, Power and Equipment.

The lines of this car are distinct. It is a departure from the touring car models, while in its grace and finish it does not resemble a motor truck. It has a wheel base of 120 inches, 34x4 1/2 inch tires and a perfectly balanced chassis. This gives the greatest riding comfort and makes it as easy to operate as a light roadster. It is driven by the famous White, long stroke, 30 h. p. quiet engine, appreciated the world over for its economy of fuel, its dependable power and durability. Even when fully loaded this car will pass most cars on the level, and will easily make hills that other cars cannot climb at all. There is ample room on the driving seat for two and each of the two seats in the wagonbox comfortably hold three. These are roomy and comfortable and are amply cushioned with the best finished leather. When desired, one or both of these seats can easily be removed by one person in a couple of minutes, and the space utilized for baggage, freight, produce or anything you want in a compartment 6 ft. 10 in. long, 43 in. wide, 5 ft. high from floor to top, with side boards and tail piece 14 in. high. This serviceability does not affect its qualifications as a high grade automobile. Every part of the car—its power plant, chassis, springs, wheels, lamps, top and curtains, body and seat fittings—are the result of the highest type of workmanship and engineering ability, and the very best materials—as in all other White cars, which are second to none in the world.

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