

Sultan Ahmed Mirza, the new shah of Persia, and the son of its lately For the First Time on Record Big deposed ruler, is only 11 years of age, and from all accounts is the unhappiest as well as the youngest monarch in the world. When he first heard the news of his elevation to the peacock throne he wept bitterly and after his removal to Sultanabad, where he was guarded by Bakhtiaris, he made several attempts to run away to his parents, then at the Russian legation, in Teheran. His one desire is to accompany his father, the ex-shah, into exile. The above photograph shows him surrounded by his bodyguard.

FIRE LOSS IS HEAVY

Figures from Over Country.

More Waste by Fire Than on Basis of Germany and Other European Countries.

tax for the year nearly as great as in age was 51. tures made for putting them out mere- | the prison. ly add to the toll taken in the United | Shortly after her first commitment States by the fire monster, which dur- a kitten found its way into the prison. ing the last five years has amounted Mrs. Gralther took it in hand and his wife against her will? That was

San Francisco's disaster-reached a chosen mistress. They were constanttotal of \$459,710,000, and no adequate iy together during the woman's years steps have been taken by any city to of prison life. The constant confine- her. thoroughly eliminate the conflagration ment, however, told on the health of wife admitted to the justice that he bazard, which in Chicago is said by an Mrs. Gralther and about three weeks only tried to embrace her, but that authority to be now as great as when ago, when her last commitment ex- she told him to stop and he "didn't the great fire of 1873 broke out, re- pired, she found a place as a servant mind. gardless of the city's splendid fire de- with a family in East Fifty-sixth partment and its reinforcements, the street. force paid for by the fire underwriters. secure a high pressure water system the matron says, and continually obeyed. for the lower districts of Chicago is a mewed for its mistress. As the days sign of the times, however, business passed the animal became thin and interests having come to see their weakened and died. Mrs. Gralther share in the country's fire losses as had not forgotten the cat and the insurance companies necessarily must other night she visited the prison. nity to test methods of tying pack attempt to make their rates bring a When told that Rubin was dead she ages of letters in the mails. From revenue to cover their losses. That fell against a door, almost in a faint, hundreds of devices the department they have not succeeded in this is and then began to scream and tear has selected 11 and asked the invent-American and foreign companies has ly, the keepers say, and she was com- be tested for one week in several postamounted to \$77,221,542, their aver- mitted to Bellevue. age expense being 37 cents on every dollar of premiums and their losses to 60.8 on every dollar of premiums.

Official note has not yet been taken of the annual annihilation of property to the value of \$200,000,000 and more, although recent reports from European countries show that the fire loss of the United States is annually \$175,-000,000 greater than on the basis of European countries.

Reports show that in Germany, France, Italy, Spain, Belgium, Holland, Switzerland and Great Britain the average annual fire loss per capita, the average rate paid for fire insurance and the average annual loss of life by fire are each about one-tenth of the same averages in this country. Berlin has a population about one-third larger than Chicago. It has grown during recent decades as rapidly as Chicago, and is quite as strenuous in its acsections. The annual fire loss of Chi. not let his rival outdo him. cago approximates \$5,000,000. The annual fire loss of Berlin rarely exceeds

CRAZED BY HER CAT'S DEATH bagged them. The other digger

New York Woman Becomes Maniacal When Informed Her Companion and Friend Is no More.

New York.—Charlotte Graither, who Ira announced he would name the sengers. He has asked the municipal for the last five years has been a vol- winner. untary prisoner in Yorkville court "I win," said he, stroking his chin the city of Paris.

No Shrinkage Noted in Latest prison, was taken from there to Bellevue hospital, for examination as to her sanity, following the death of her pet cat. Rubin, her constant compan. found everywhere from the Delaware ion and friend during her prison life. United States Allows \$175,000,000 She has seen little outdoor life since 1904, when she appeared before a and asked to be committed to a cell. She nad no home and no means of Chicago.-Fire losses reported for earning her living. She became a 1909-for seven months, including trusty in the prison, under a six other tributaries of the river are July, \$119,633,950-indicate a total fire months' senience. At that time her alive with fish and crabs, and every

1997 and greater than in 1993 and At the expiration of the six months 1995, and probably to exceed \$200,000, she again appeared before a magis-000. In previous years October, No. trate and asked that her sentence be vember and December have noticeably continued. Her evident liking for to prevent fires seemingly have made willing worker, and was of much help little headway and the huge expendi- to the matron in the woman's ward of

The fire losses of 1906-year of the tent to sit for hours in the lap of her

shown by the fact that the under her hair. All night long, in a cell, ors to furnish 12,000 of each and be writing loss of ten years of the she screamed and ranted incoherent- gin an officiel test. Each device will

London - The old vine in the royal vinery, near Cumberland lodge, in Windsor Great park, where the black Hamburg grapes are grown for the royal table, is this year in better condition than ever, and the grapes, too, are of finer quality than usual,

This is due to the king himself, who has greatly interested himself in the vine, which is finer than the one at Hampton court.

When his majesty came to the throne is was no uncommon thing for the vine to yield 1,500 or 2,000 bunches per year.

His majesty considered this too many, for the great vine is nearly 150 years old, and during recent years the bunches have been kept below 800, while this year they have been reduced to about 500,

The consequence is that fresh shoots are pushing out in all directions, for, despite its wonderful age the veteran has renewed its youth.

The vine is looked after like a child by a royal gardener. "I am always anxious about It," he remarked. "I live close to it, and I

watch it year out and year in, by night as well as day. "The stem and branches I have to onstantly cleanse and the vinery has

to be kept at an even temperature of

"The whole roof space of 2,400 feet is now covered by the vine, which has grown considerably since the overcropping was stopped, and the house had to be made larger."

CRAB MOVE ON PHILADELPHIA

Catches Are Made Within the City Limits.

Philadelphia.-Millions of crabs are moving up the Delaware river from the sea. Their coming is due to the protracted drought, which has reduced the downward strength of the current in the Atlantic to reach the

For the first time in many years the Delaware river is brackish as far as Gloucester, the result of which is that mullet, sea bass and porpoises may be seen every day above Chester.

The crabs, which are the kind generally caught off the coast, are to be breakwater to Philadelphia. For the first time on record a big catch was made the other day off the Point magistrate in Yorkville court one day House piers, below Grenwich point, in the lower section of the city.

> Oldman's creek, Raccoon creek, on the New Jersey side of the river, and day fishermen are bringing to market big hauls made in sight of Dock Street market

Boilers in the river steamboats have to be carefully watched, as the salt shown the increase when autumn prison led to a recommitment each in the water causes constant foaming heating plants were started. Efforts time. She was energetic, clean and a and more than ordinary diligence is required by marine engineers to pre vent serious results to vessels which they are responsible for.

Can't Kiss Wife.

Millville, N. J.-Can a husband kiss to much over \$1,000,000,000-a dead cared for it. The kitten grew into a the question propounded to Justice W. full-sized cat, fat and lazy, and con- Fred Ware and the magistrate decided in the negative.

George Shute was arrested when charged by his wife with choking Upon cross-examination the

Justice Ware warned the man not to hug his wife again unless he first Immediately after the woman left secured her consent, and held him un-The efforts which are being made to the prison the cat refused all food, der \$100 bonds to see his order was

Tying Packages for Mailing.

Washington.-The postoffice department will give inventors an opportuoffices and in the railway mail service.

Farmer Wins in This Test

Men and Gets Two Acres of Spuds Dug and Bagged Free.

New York.-When Ira Young, a farmer of Southampton, L. I., was informed that two rival potato-digging machines were being exploited by their owners as the best in the market, he chewed a straw, thought things over, and decided the next move was his. Accordingly he wrote letters to the owners of the machines, inviting them to test the diggers on his farm. Both accepted.

Almost 500 farmers gathered to see the demonstration in Ira's potato tivities. It is surrounded by enormous patch. Young urged each owner to and rapidly growing manufacturing do his level best with his device and

> The contest, under the eyes of the farmers perche don the rail fences, decree set aside, alleging her husband was keen. One machine not only dug knew where she was. Judge Cheadle the potatoes, but picked them up and vacated the divorce decree. yanked the spuds swiftly out of the ground, but did not even give a suggestion of preparing them for a French fry. Each dug a full acre of vention of a flying omnibus capable potatoes, 400 bushels in all. Then of transporting merchandise and pas-

Long Island Man Outwits Machine "I've had two acres of spuds dug

COURT GIVES MAN TWO WIVES

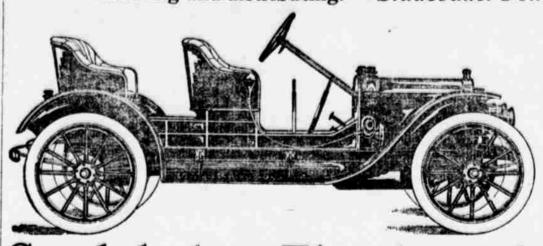
Jurist Sets Aside Divorce Decree on Complaint of First Spouse Who Charged Fraud.

Lewiston, Mont.-C. E. Gander of Straw, Mont., has two wives, to both of whom he is legally married. Three years ago he was married at Green field, Ia., and took his bride to Montana. Shortly afterward she went home for a visit and failed to return Gander sued for divorce, alleging he did not know the whereabouts of his wife. He obtained a decree and married again. Mrs. Gander No. 1 returned and moved to have the divorce

Air Omnibus Is Latest.

Paris.- Krancis Laur, French engineer and inventor, announces the incouncil to grant him a franchise for

"Divide with the buyer the saving we effect by our superior methods of manufacturing and distributing."—Studebaker Policy 55 years old.



Four Cylinders 20 Horse Power 100-inch Wheel Base 32-inch Wheels All Metal Body Seats Two or Four Magneto Included— Of Course

Studebaker-Flanders "20"-\$750

The Greatest Automobile Value the World Has Ever Seen

HERE'S THE ANNOUNCEMENT

for which the world of Automobilia has been waiting so anxiously—hoping or dreading ac-cording as the individual was a buyer or seller of motor cars.

WE HAD INTENDED KEEPING SILENT about this car for a few weeks yet—until other makers had had their say—until they had all sprung their "sensations."

BUTTHEMAGNITUDE OF OUR PREPARATIONS -the purchase of several factories by Stude-baker interests as represented by the E-M-F Company of Detroit set trade tongues a-wagging and information as to the car that was to be produced on such a tremendous scale began to leak out.

DEALERS, ANXIOUS TO GET THE WINNING LINE began to inquire as to the Studebaker plans for next year. They were insistent, for, very naturally, they did not want to tie up with any other concern if Studebakers were to have the great line that had been reported. No man likes to enlist on the losing side. All like to march with the Victorious.

CUSTOMERS EVERYWHERE WROTE
in this vein: "If Studebakers are going to build
a runabout I don't want to buy until I have seen it." Thousands of these writers have dealt with this old house for years—some of them never bought a vehicle anywhere else. To them the Studebaker name justly adds to the intrinsic value of any car.

IN VIEW OF THIS ANXIETY

on the part of our friends we decided it would be unjust to dealers and prospective buyers to longer withhold information as to this car, which will supplement those other two incom-parable models, Studebaker-Garford "40" and Studebaker E-M-F "30." SO THE CAT IS OUT

Read the specifications briefly given below. Consider the source of this car's origin. Then compare it with other "Sensations" recently announced-and see if you don't think they were false alarms. STUDEBAKER-FLANDERS "20"

is the name of the new car, and the title was se-lected because it was believed that that alone would be the strongest guarantee of its quality to any one at all familiar with the history and the personnel of the automobile industry. STUDEBAKERS STAND SPONSOR

for the product—the entire output will be marketed through this organization. That is

your guarantee that the car will be of sterling hout-Studebakers could not afford to lend their name and a reputation based on 55 years of upright dealing to any but an honest product. FLANDERS WILL MANUFACTURE What could we say here that

would add to his fame as a manufacturer? His has been the most wonderful record in this wonderful business. It has been a succession of triumphs-a repetition from year to year of feats in production that had theretofore been considered impossible—that other makers now call marvelous. E-M-F "30," which attained such an instantaneous success and now stands the most popular car on the market, was sufficient to establish Flanders for all time.

JAMES HEASLETT DESIGNED the Studebaker-Flanders "20"—an engineer who up to the time he undertook this commission

had never set his hand nor his talent to the de signing of any but high priced cars. Several of the best known emanated from his brain. He designed the original Studebaker chassis-the one from which have evolved all later models. Heaslett doesn't know how to do cheap workin the sense that the term is generally used. He simplifies and he knows how to design parts to manufacture to the best advantage—there he is unsurpassed by any

25,000 S-F "20's" WILL BE BUILT IN 1910 We realize that these figures will be almost in credible to persons unfamiliar with the resources of Studebakers and the ability of Flanders. It is a simple statement of fact. That the old "ultra conservative" house of Studebakers and not some young and inexperienced concern stands back of the statement ought to give it a par value. We know it will.

THIS QUANTITY WAS NECESSARY would be impossible to produce a car of this size and quality at the price if made in smaller quantities. The tremendous "overhead" expense of equipment and distribution would, if saddled onto a lesser number of cars, make it necessary to add 25 to 50 per cent, to the price. We cannot build a much better car than others do for the money in lots of 3,000 to 5,000. But by distributing the overhead over 25,000 cars we have

been able to set the price at \$750. COMPARE THIS CAR WITH OTHERS listed at \$100 to \$300 more. Add a magneto to those not so equipped-we believe no automobile is complete without a first class magnetoand you will find that, aside from the difference in price, there is no comparison in value. We

didn't intend there should be. THIS IS A FULL GROWN, MAN'S SIZE magneto equipped, four cylinder car-not a four cylinder toy or a one-lung makeshift.

WE HAVE HAD IT IN MIND SEVERAL YEARS under way several months—simply waited until plans could be matured for its proper manufacture and distribution. No concern would dare attempt a task so large as this until proper machinery not only for making but for marketing the product had been perfected and installed. That time has arrived

THE DEMAND IS ALREADY THERE

this we know. It only remained to perfect an organization to properly take care of it and to extend to buyers that uniform courtesy and prompt attention that have made Studebakers famous-and prosperous. Did you ever notice that a Studebaker representative, wherever you find him, breathes the spirit of the whole organization-is a sort of beacon of safety to all

SOUTH BEND, IND.

Studebaker patrons? Well, it's a fact. It's the way we stand back of them-treat them as we want their customers treated. They soon get the spirit.

THE BEST BRAINS IN THE INDUSTRY

are engaged in the production of the Stude-baker-Flanders "20." Plants best suited to its manufacture have been purchased-for if we would avoid all chance of delays and disappointments to buyers we must depend on no outside concern to furnish the smallest part. Every part must be made in our own factories and under the watchful eye of Flanders.

TO MAKE THE LOW PRICE POSSIBLE

it was necessary also that there enter in no intermediate parts profit. No concern making an assembled car can hope to compete with this car in quality at the price. It was the purchase of several plants-among them the splendidly equipped De Luxe factory at Detroit, a forging plant, a body making plant, and others-that started the rumors and make it necessary to announce our plans a few weeks earlier than intended. It suits us all right-but-

OUT OF CONSIDERATION FOR COMPETITORS

we intended to keep silent yet a while. Deliveries will not begin until January. Besides, we realized that the announcement of such a car at such a price, and by Studebakers, is likely to have the effect of an explosive bomb on the market at this time. We had no desire to precipitate anything, but our hand was forced

"THIS CAR WILL BE THE SCREAM OF 1910" said the first dealer who was let into the secret, and if dealers can't pick winners who can?

WILL BE A REPETITION OF E-M-F "30" HISTORY the greatest sensation-the greatest success from every standpoint ever sprung in this industry up to date.

OF COURSE IT WILL BE DAMNED

by rivals. But damning doesn't hurt. No car ever was damned as was the E.M.F "30," now known as Studebaker E.M.F "30." They said we would never be able to make them at the price-we did. Then they said deliveries would be delayed—shipping 45 a day now—4,500 in hands of owners. Damning doesn't hurt, for they never damn dead ones.

STUDEBAKERS ARE THE WORLD'S LARGEST

makers of motor cars-many times over. Yet we cannot hope to supply the whole demand. And as cars sold under the Studebaker name are always first choice, persons who are unable to get them and must buy some other are naturally disappointed-and often sore.

THERE IS CERTAIN TO BE A SHORTAGE every Studebaker model in 1910. We know that now, but are powerless to avert it. Under the Studebaker name 41,600 cars, gasoline alone, will be made in 1910. That sounds big, but this is a big country and the name stands

high over every mile of it. ONLY 1,000 STUDEBAKER-GARFORDS

America's standard high priced car-have been planned for. Of the latest model, not yet publicly announced, nearly 200 are already under order. For several weeks we have been aware that there will be a big shortage of this model, but it is too late to change plans now. The only thing for you, if you want a car of that typeseven passenger, \$4,000, with standard bodyis to get your order in now-have a definite delivery date set.

"DIVIDE WITH THE BUYER

the saving we effect by our superior method of manufacture and selling." That is the keynote to all Studebaker operations—the explanation of our policy of small profits per unit on quantities of cars. No other manufacturer is satisfied with so small a margin. Most of them do not know, within several dollars, what it costs to make an automobile-and they set a wide margin to cover.

OU HAVE BEEN PAYING FOR WASTEFUL METHODS ever since the inception of this young industry. We have corrected that. This is an industry now-not a game.

STUDEBAKERS, WITH ALL THEIR RESOURCES

financial and otherwise, would have hesitated to launch a project as big as Studebaker-Flanders "20" under the conditions which until within a few months have prevailed in the automobile industry-or rather Game. The basis on which the business has been conducted was foolish, fictitious and false. It was fair neither to maker nor buyer-most unfair to the dealer. He was always chasing rainbows. Tying up with one wild-cat concern after another, he never handled the same line two years in succession-never knew where, a year afterward, to find any one to stand back of the so-called "guarantee" he had given with the car.

OW DIFFERENT NOW

when you can buy any type of car your needs dictate or your purse can afford and have behind it the warranty and the name of a concern like Studebakers-fifty-five years old. This latest creation-Studebaker-Flanders "20"-completes the line. Here are brief specifications. Read them carefully; then if you desire further information about this or any other Studebaker model write your nearest branch. Whatever you do, get your order in-or don't berate us because you can't get a car for next spring's use, when you will want it badly.

MOTOR—4 cylinder, cast en bloc; valves all on one side, extra large; 20 horse power at normal engine speed. CARBURETOR Float feed, similar to the successful E-M-F

COOLING-Water; centrifugal pump, similar to E-M-F.

RADIATOR-Studebaker-Garford type; handsome and efficient. MAGNETO—Standard equipment, not an extra. Splitdorf; similar to E-M-F, 4500 in use to-day and not a complaint. TRANSMISSION—Selective sliding gear; compare with noisy, power consuming planetary gears on other cars of \$1,000 and less.

REAR AXLE—Drawn steel; transmission incorporated in same, similar to E-M-F; single universal joint, enclosed, oil and

WHEEL BASE-100 inches-mark that.

WHEELS-Artillery type, 32 inch diameter; large wheels and long base guarantee easy riding over roughest roads or pavements. Compare with dinky ears that go bobbing over inequalities like lame jack rabbits. FRAME Pressed steel.

BODY—Pressed steel made in two types; two passenger ran-about, with large deck for trunk or packages; add two seats and have a natty Suburban.

STUDEBAKER AUTOMOBILE CO.

BRANCHES: NEW YORK CITY
CHICAGO, ILL.
SAN FRANCISCO, CAL.
KANSAS CITY, MO.
BOSTON, MASS

PHILADELPHIA. PA.
MINNEAPOLIS. MINN.
LOS ANGELES. CAL.
PORTLAND, ORE.
SALT LAKE CITY

DENVER, COLO.
CLEVELAND, OHIO
DALLAS. TEX.
INDIANAPOLIS. IND
SEATTLE, WASH.

