

YOUNGEST MONARCH IN THE WORLD.



Sultan Ahmed Mirza, the new shah of Persia, and the son of its lately 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.

KING'S VINE TAKES NEW LIFE

Grapes for Royal Table Grow on Stalks 150 Years Old—Quality Fine This Year.

London.—The old vine in the royal vineyard, 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 it 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 constantly cleanse and the vineyard has to be kept at an even temperature of 65 degrees."

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

CRAB MOVE ON PHILADELPHIA

For the First Time in Record Big 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 harbor.

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 found everywhere from the Delaware breakwater to Philadelphia. For the first time on record a big catch was made the other day off the Point House pier, below Greenwich point, in the lower section of the city.

Oldman's creek, Raccoon creek, on the New Jersey side of the river, and other tributaries of the river are alive with fish and crabs, and every 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 in the water causes constant foaming and more than ordinary diligence is required by marine engineers to prevent serious results to vessels which they are responsible for.

Can't Kiss Wife.

Milville, N. J.—Can a husband kiss his wife against her will? That was the question propounded to Justice W. Fred Ware and the magistrate decided in the negative.

George Shute was arrested when charged by his wife with choking her. Upon cross-examination the wife admitted to the justice that he only tried to embrace her, but that she told him to stop and he "didn't mind."

Justice Ware warned the man not to hug his wife again unless he first secured her consent, and held him under \$100 bonds to see his order was obeyed.

Tying Packages for Mailing.

Washington.—The postoffice department will give inventors an opportunity to test methods of tying packages of letters in the mails. From hundreds of devices the department has selected 11 and asked the inventors to furnish 12,000 of each and begin an official test. Each device will be tested for one week in several post-offices and in the railway mail service.

Farmer Wins in This Test

Long Island Man Outwits Machine 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.

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The contest, under the eyes of the farmers perched on the rail fences, was keen. One machine not only dug the potatoes, but picked them up and bagged them. The other digger 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 potatoes, 400 bushels in all. Then Ira announced he would name the winner.

"I win," said he, stroking his chin.

"I've had two acres of spuds dug free."

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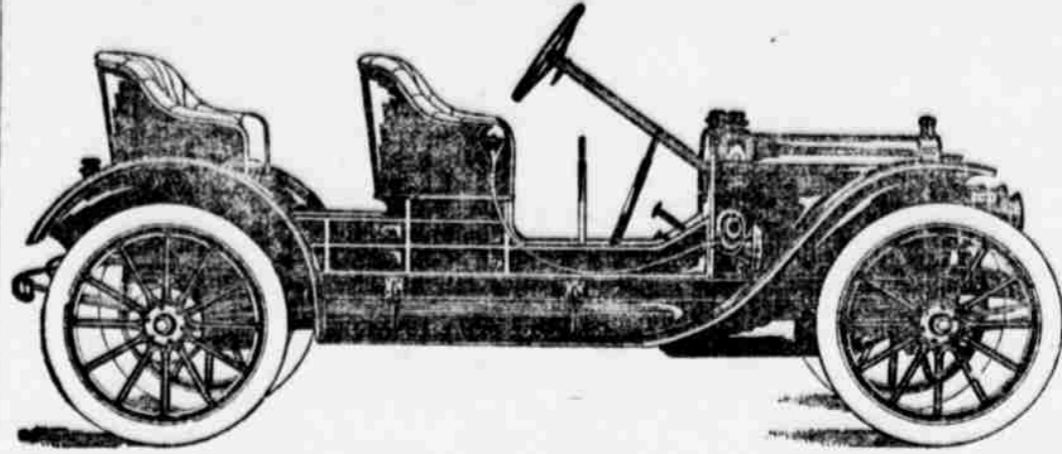
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Air Omnibus Is Latest.

Paris.—Erancis Laur, French engineer and inventor, announces the invention of a flying omnibus capable of transporting merchandise and passengers. He has asked the municipal council to grant him a franchise for the city of Paris.

"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

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

THE BEST BRAINS IN THE INDUSTRY engaged in the production of the Studebaker-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?

IT 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 damnage doesn't hurt. No car ever was damned as was the E-M-F "30," now known as Studebaker E-M-F "20." 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. Damnage 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 of 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 type—seven passenger, \$4,000, with standard body—is 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.

YOU 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. Type 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.

HOW 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 get it badly.

- MOTOR**—4 cylinder, cast in bloc; valves all on one side, extra large; 20 horse power at normal engine speed.
- CARBURETOR**—Front feed, similar to the successful E-M-F "30" carburetor.
- 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, 400 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 dust proof.
- WHEEL BASE**—100 inches—mark that.
- WHEELS**—Artillery type, 32 inch diameter; large wheels and long base guarantee easy riding over roughest roads and pavements. Compare with dinky cars that gobbling over inequalities like lame jack rabbits.
- FRAME**—Pressed steel.
- BODY**—Pressed steel, made in two types: two passenger runabout, with large deck for trunk or packages; add two seats and have a natty Suburban.

STUDEBAKER AUTOMOBILE CO. SOUTH BEND, IND.

- 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.

FIRE LOSS IS HEAVY

No Shrinkage Noted in Latest Figures from Over Country.

United States Allows \$175,000,000 More Waste by Fire Than on Basis of Germany and Other European Countries.

Chicago.—Fire losses reported for 1909—for seven months, including July, \$119,633,959—indicate a total fire tax for the year nearly as great as in 1907 and greater than in 1903 and 1905, and probably to exceed \$200,000,000. In previous years October, November and December have noticeably shown the increase when autumn heating plants were started. Efforts to prevent fires seemingly have made little headway and the huge expenditures made for putting them out merely add to the toll taken in the United States by the fire monster, which during the last five years has amounted to much over \$1,000,000,000—a dead loss.

The fire losses of 1906—year of the San Francisco's disaster—reached a total of \$459,710,000, and no adequate steps have been taken by any city to thoroughly eliminate the conflagration hazard, which in Chicago is said by an authority to be now as great as when the great fire of 1873 broke out, regardless of the city's splendid fire department and its reinforcements, the force paid for by the fire underwriters. The efforts which are being made to secure a high pressure water system for the lower districts of Chicago is a sign of the times, however, business interests having come to see their share in the country's fire losses as insurance companies necessarily must attempt to make their rates bring a revenue to cover their losses. That they have not succeeded in this is shown by the fact that the underwriting loss of ten years of the American and foreign companies has amounted to \$77,221,542, their average 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 activities. It is surrounded by enormous and rapidly growing manufacturing sections. The annual fire loss of Chicago approximates \$5,000,000. The annual fire loss of Berlin rarely exceeds \$150,000.

CRAZED BY HER CAT'S DEATH

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

New York.—Charlotte Gralther, who for the last five years has been a voluntary prisoner in Yorkville court

prison, was taken from there to Bellevue hospital, for examination as to her sanity, following the death of her pet cat, Rubin, her constant companion and friend during her prison life. She has seen little outdoor life since 1904, when she appeared before a magistrate in Yorkville court one day and asked to be committed to a cell. She had no home and no means of earning her living. She became a trusty in the prison, under a six months' sentence. At that time her age was 51.

At the expiration of the six months she again appeared before a magistrate and asked that her sentence be continued. Her evident liking for prison led to a recommitment each time. She was energetic, clean and a willing worker, and was of much help to the matron in the woman's ward of the prison.

Shortly after her first commitment a kitten found its way into the prison. Mrs. Gralther took it in hand and cared for it. The kitten grew into a full-sized cat, fat and lazy, and content to sit for hours in the lap of her chosen mistress. They were constantly together during the woman's years of prison life. The constant confinement, however, told on the health of Mrs. Gralther and about three weeks ago, when her last commitment expired, she found a place as a servant with a family in East Fifty-sixth street.

Immediately after the woman left the prison the cat refused all food, the matron says, and continually mewled for its mistress. As the days passed the animal became thin and weakened and died. Mrs. Gralther had not forgotten the cat and the other night she visited the prison. When told that Rubin was dead she fell against a door, almost in a faint, and then began to scream and tear her hair. All night long, in a cell, she screamed and ranted incoherently, the keepers say, and she was committed to Bellevue.

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