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Pen and Picture Pointers

MRS. CARRIE L. CHAPMAN-CATT is one of the leading figures in the world of women at present. Having succeeded Miss Anthony as the head of the National Equal Suffrage society, she naturally has attracted more than usual attention lately.



CARRIE L. CHAPMAN-CATT, LEADER IN WOMAN SUFFRAGE MOVEMENT

During the last two weeks Mrs. Chapman-Catt has been busy in Nebraska spreading the doctrine of her cult. One day when passing through Omaha she was the guest of her local admirers at a most unique function, a tea served at the Union station. It was on this occasion that the artist caught the picture which is presented in this number.

Whenever a lodge of any of the great

secret orders becomes sufficiently prosperous it usually advertises the fact by building a home for itself. In this way it contributes to the material welfare of its hometown. One of the latest of these buildings in Nebraska is the hall being built by the Odd Fellows at David City, the cornerstone of which was laid on October 29, 1901. The ceremonies were in charge of Grand Master C. A. Randall of Newman Grove, assisted by Past Grand Master George L. Loomis of Fremont and Rev. Shuman of Rising City. After the exercises of laying the cornerstone George L. Loomis delivered an address at the opera house, taking for his subject "Fraternity."

They have marriages and giving in marriage in the Philippine islands much the same as elsewhere, if the picture presented this week of the Moyer-Escobar bridal party is to be believed. The groom is an American who went to the islands with the Wyoming volunteers, while the bride is a native of the islands. Mr. Moyer remained when his regiment was sent home and is now in charge of the government farm at Zaraboungo. His bride is a daughter of the islands. The New American of Manila prints a long account of the wedding, which was solemnized at 7:30 o'clock in the morning at the church of San Miguel in Manila. The account says: "Miss Escobar is a beautiful young member of Spanish social circles and beloved by all for her graces and pleasing disposition." Her costume is thus described: "The bride was dressed in a delightful mestiza costume of white pina cloth and silk. The bodice of pina was trimmed with hand-worked embroidery and a delicate tracing of gold. The sleeves were of the same material and all was trimmed with orange blossoms. The skirt and train were made of lavender silk, covered with rich white lace, so designed as to give a delightful effect. The entire costume was stemmed with orange blossoms. A wreath of blossoms bedecked her hair and the effect was most becoming, the beautiful bride presenting a most charming appearance."

The marriage of Adjutant General Henry C. Corbin and Miss Edythe Agathe Patten, which was solemnized by Cardinal Gibbons on Wednesday, was one of the most brilliant social events that has occurred at the nation's capital for years. The wedding breakfast which followed the ceremony was attended by nearly 600 guests, President Roosevelt, wife and daughter being among the distinguished personages present. Mrs. Corbin is one of the richest women in Washington and it is expected that her entertainments this winter will be on a scale of magnificence such as has not been seen in Washington in a generation. General Corbin made violent love to his wife last season and the gossips have been busy with the love affairs of the two. But, as all the world loves a lover, he has received the plaudits of his sex in being able to carry off so rich a prize.

A feature of the government service of which very few people know anything is illustrated in this week's issue. The Bureau of Animal Industry was organized in the first place to meet the objections of foreign governments to American meats. Since then its scope has been extended greatly. Watchful care was in the beginning exercised only over the meats intended for export, but it was only a little while until the authorities came to the conclusion that the citizens of the United States were also entitled to protection in the matter of food. So the observation of the inspectors at the stock yards and the packing houses was extended until now every meat consumer in the world has the benefit of the United States government supervision of all animals slaughtered in the big packing houses.



ADJUTANT GENERAL HENRY C. CORBIN, WHOSE WEDDING ON WEDNESDAY WAS ONE OF WASHINGTON'S MOST BRILLIANT FUNCTIONS.



MISS EDYTHE PATTEN, WHO WAS MARRIED TO GENERAL H. C. CORBIN ON WEDNESDAY, NOVEMBER 6.

Five Good Short Stories

ONE day last summer when the temperature was above the 90s, filling Chicago's canyons with scorching air, John F. Finerty was called on to perform the melancholy task of pallbearer at the funeral of the wife of a compatriot, Colonel Blank, who is an enormously fat man. The bearers of the coffin experienced great difficulty in bringing the coffin down the narrow, tortuous stairs of a flat building in which there was no elevator. Being the tallest man in the group, Mr. Finerty had to bear a large share of the burden. After considerable maneuvering and much perspiration the coffin was worked around the sharp corners of the stairway and reached the hearse. Mopping the sweat from his brow, Mr. Finerty turned to a fellow bearer and exclaimed in heartfelt accents: "Twas God's mercy it wasn't the colonel that died."

A story illustrative of the club habit among women was told by a woman at the recent federation of Women's Clubs at Buffalo:

"Three little boys were together and their childish talk finally drifted to the question of where they were born. One little boy said:

"I know where I was born. I was born at 35 Washington street, and I know where the house is, too."

"And one of the other little boys said: 'I know where I was born, too. It was at 59 Pennsylvania avenue, and I can take you right to the house.'"

"The third little boy hesitated, and then finally said:

"I don't know where I was born, but I know when I was born. I know there wasn't anybody home at the time but me

and grandma, 'cause mother was at the club."

The teacher of an intermediate grade in a Milwaukee school the other day was "showing off" her pupils before a number of visitors.

The spelling class was on the floor and one small, red-headed boy was given the word "introduction."

He paused, twisted his lips, stared, and then in a faltering way spelled it correctly and seemed rather surprised that he had done it.

"Do you know what that word means?" asked the teacher.

"No'm."

"What? You don't know what introduction means?"

"No'm."

"Well, now I'll explain it to you. Does your mother ever have callers?"

"Yes'm."

"Well, now, suppose that two women came in to call on your mother. Your mother knows one of the women but doesn't know the other. She has never seen the woman and doesn't even know her name. Now, how would she become acquainted with this woman and find out her name?"

"She'd send me out for a can of beer."

As that was the correct answer the teacher had nothing further to say.

She doesn't go to her clubs and euchres half as much as she did, relates the Louisville Times. People used to say this charming woman spent most of her time at these gatherings. One day she called on a dear friend to reprove her for her slackening interest in the club. I believe it was a club for reforming the gas meter or something—anyhow, it was a reform affair.

"Look here, Lizzie," said the enthusiast, "why on earth don't you come to the meetings? Here you are paying your dues and never showing up. You owe it to the club to take an interest in the work."

"But I can't come," explained her friend; "there's the baby, and Henry doesn't come home sometimes till late, and supper must wait, and if he wants to go out I can't go away and leave the children. I would worry myself to death."

"Well, I must say Henry is inconsiderate," said the caller. "Why, there's my husband and children, too. They give me no trouble. Every time I want to go to the club Charlie says he will be glad to stay at home with Bridget and keep an eye on things till I come back. He never objects."

"Maybe," retorted the amiable hostess, "if I had a housegirl as handsome and young as Bridget Henry would be glad to stay at home, too; but mine is black and goes home at nights."

The blow landed, and Charlie hasn't been asked to look after Bridget and the house since.

United States Senator Spooner of Wisconsin was sitting in the corridor of a New York hotel recently, surrounded by a circle of whom, in the course of a somewhat pedantic disquisition, referred to some one as being "as rich as Midas."

"I have read something about that fellow Midas and his opulence," said the senator. "He may have been a fairly rich man in his day, but if he had existed today with his reputation and wanted to sustain it with the servants in a New York hotel the expenditure necessary would have made him look like what the horsemen nowadays call a 'selling plater.'"

Cruiser Des Moines Soon to Be Christened

SOME time during the winter the protected cruiser Des Moines will take its first dip into the water at Quincy, Mass. When this cruiser sails into the ports of the Latin countries flying the American flag there will be much wonderment as to why and how a superb little fighting vessel should have been given a name suggestive of the peace and contentment of a monastery. Des Moines suggests "of the monks" and there will be nothing about the cruiser to indicate that the vessel is one of the monks. But the name was first given to the rapids in the Mississippi river, near which, on the Illinois side, Trappist monks settled and sent their missionaries up the valley into the then territory of Louisiana. The name was given to the river, then to the fort established at the forks of the Raccoon, then to the village and town and city, and now has been given to one of Uncle Sam's fighting vessels.

The Des Moines is one of six sheathed protected cruisers authorized by congress in 1899. The bill provided that each one of the six should be "a protected cruiser of about 2,500 tons displacement, to be sheathed and coppered and to have the highest speed compatible with good cruising qualities, great radius of action and to carry the most powerful ordnance suited to vessels of its class, and to cost exclusive of armament not exceeding \$1,141,800." The contract was let for construction for \$1,065,000, the successful bidder being the Fore River Ship and Yard company of Quincy, Mass.

The Des Moines is 252 feet on the water

line and 308 feet over all; extreme breadth, 44 feet; mean draft, 15 feet 2 inches; displacement, 3,300 tons. The Des Moines will have two masts and will carry fore-and-aft sails when needed, its sail area being about 6,000 feet. Below the water line it will be sheathed with yellow pine covered with copper, beneath which is the steel hull. The coal capacity is to be 700 tons, with which the Des Moines could cross the Atlantic three times without coaling. There will be six water tube boilers with twin screws driven by triple-expansion engines in vertical position. There will be two smokestacks and their tops will be seventy feet above the grates. The contract calls for a speed of sixteen and one-half knots an hour, but the actual speed will be greater.

The battery of the Des Moines, when placed, will consist of ten 5-inch breech-loading rapid-fire guns, for the main battery, eight 6-pounder rapid-fire guns for the secondary battery, two 1-pounders and four Colt's automatic machine guns. The protected steel deck is from one to two inches thick on the slopes. The decks and all the joister work will be fireproofed wood backed with corn pith, so that large leaks will be stopped at once by this material. The gun protection is of two-inch steel plates. The vessel will carry a crew of 300 men.

The other cruisers of the same class as the Des Moines, authorized by the same act, are the Cleveland, Tacoma, Galveston, Chattanooga and Denver. In the same act three full armored battleships were authorized and three armored cruisers. The Des Moines is a larger vessel than the

Marblehead, Montgomery and others of that class and will cost the same as the Baltimore, Philadelphia, Chicago and others. It will have improved machinery, for not a new vessel is built with out some improvements being added. The contract with the Fore River company calls for completion of the Des Moines by June 14 of next year. The placing of the machinery must be after the hull is launched.

Miss West to Christen Vessel.

Some time ago the builders of the Des Moines sent a polite note to Governor Leslie M. Shaw of Iowa inviting him to designate some one to perform the customary act of breaking a bottle of wine over the stern of the hull when the Des Moines is launched. Governor Shaw designated Miss Frances West of Des Moines to have that honor. Miss West is the daughter of Mr. Harry West, long a resident of the city and a business man of prominence. Miss West is a native of Des Moines, a graduate of Vassar college and has traveled extensively since leaving school. She has, in fact, but recently returned from a long journey in Europe.

At the time the governor was invited to make the selection of a young woman to christen the cruiser it was expected by the builders that this ceremony might be performed early in November, or, at the latest, about Thanksgiving day. In this they have been disappointed and for a peculiar cause. The main work on the hull has proceeded with great satisfaction, but the hitch has come in finishing the copper sheathing for the hull which is beneath the water line. This sheathing is placed over the wooden

covering of the steel hull. The purpose of the copper sheathing is to keep off the barnacles and other accumulations of the sea which ordinarily adhere to wooden surfaces and to steel and iron hulls. The copper sheathing is bolted on with copper bolts. By some misarrangement the factory making these bolts did not get the order in time to fill it promptly and work stopped while the bolts were being made. The latest reports from the yards at Quincy indicate that the bolts are now being supplied and that the work of finishing the hull is going on rapidly. But the delay in supplying the bolts has caused indefinite postponement of the day for the launching.

Big Work at the Yards.

The Fore River shipyard at Quincy is the newest in the country and the company operating there is backed by ample capital, so that its work is regarded as first-class in every respect. Among the first vessels built there for the government were the fifty-knot torpedo boat destroyers Lawrence and Macdonough, and these have proved highly satisfactory to the government. Two other vessels are being constructed alongside the Des Moines in the same yards—the seagoing defense battleships New Jersey and Rhode Island, which will be among the most efficient heavyweight fighters in the world. In the same yard at Quincy, Mass., there has been built while the Des Moines is under progress the famous seven-masted schooner, the largest sailing vessel that has ever been constructed. The idea of returning to sailing vessels is comparatively new and the shipbuilders, especially those of the northern yards of the New England coast, are giving

more attention to this now than for a half century. The Des Moines' keel was laid in the Fore River yard August 28, 1900, and work has proceeded with great rapidity.

The work of building the hull, which is of steel frame and steel structure throughout, has been in progress on the stays from which the vessel will glide into the water of the bay and at the same time the shafts and machinery have been under construction in the shops. The shafts have been forged by a splendid twenty-ton trip hammer, one of the largest two in the country. In the outfitting basin, where the hull will lie while the machinery is being placed, there is a seventy-ton traveling crane. Work will proceed without regard to the seasons.

Des Moines Deeply Interested.

It is expected that Governor Shaw and party of Iowa, including, perhaps, the mayor of Des Moines and representative citizens, will go to Quincy to attend the launching. If the launching takes place after the first of the year Governor Cummings will hardly be able to attend, as the legislature will then be in session.

The people of Des Moines will give to the cruiser Des Moines a library. A fund is now being raised for that purpose, which fund was started with a subscription of \$100 by Jerry Harenbower, mayor of the city. The size and nature of the library have yet to be determined.

A fine portrait of the cruiser has been placed in the Iowa Historical building by the Navy department and Curator Aldrich has applied to the Navy department for the model of the vessel, to be kept in Des Moines also.

ORA WILLIAMS.