

KITCHENER TO BE BEST MAN

Alleged Woman Hater Proves He Has No Fear of Sex.

TO SUPPORT AN OLD COMRADE

High-Spirited Suffragettes Bate a Row at Hippodrome, When Stage Sisters Are Roughly Handled.

BY LADY MARY MANWARING.

LONDON, Oct. 22.—(Special to The Bee).—Field Marshal Lord Kitchener of Khartoum, with the reputation, undeserved, by the way, of confirmed woman hater, will make his first appearance before the matrimonial altar on November 1. He will not be one of the principals. His old comrade-in-arms, General Sir Archibald Hunter, will on that day take to himself a wife in the person of Mrs. Lady Inverclyde, widow of the second Lord Inverclyde, who was chairman of the Cunard Steamship company, and Kitchener of Khartoum has consented to act as best man.

It will be a notable wedding and he will be attended by the most famous men and women in the country.

General Hunter is one of the best liked men in the army and was a particular favorite of the late king.

The archbishop of York, it is understood, will perform the marriage ceremony, while Dr. Boyd Carpenter, the bishop of Ripon, and Archbishop Anderson, the rector of St. George's, will assist. The reception will be held at the bride's house in Upper Grosvenor street.

Suffragettes Invade Theater.

The militant suffragettes certainly have the courage of their opinions and lose no opportunity of pressing their propaganda to the front. A case in point occurred at the Hippodrome recently during the performance of a comedy sketch called "H. M. R. Perhaps." Part of the plot is the discovery of a number of suffragettes, who are in hiding on the deck of the battleship, and who, on being discovered, are flung overboard without ceremony.

Some half-dozen suffragettes who occupied seats in the front of the hall, rose from their seats and loudly protested against the rough handling which their sisters in the play received and refused to be shouted down by the audience.

As the women persisted in their protest the police were called in and the interrupters forcibly ejected. They offered great resistance, however, and along with might and main to the orchestra railings.

Specialty of Kings.

Many people have forgotten that Sir Frederick Treves, who went to Balmoral the other day, operated a few years ago on King George V, and he has therefore had the unique experience of performing operations on two kings of England.

Although the great surgeon has long since retired from general practice, he still attends on the royal family. He is an intimate friend of King George, who admires his outspoken manner as much as his surgical genius. Sir Frederick, indeed, never has been afraid of saying exactly what he thinks. He told King Edward when the famous operation of 1902 was decided on that he would give £10,000 to escape the duty of performing it.

If he chose, Sir Frederick Treves might at this moment be earning the largest income enjoyed by any medical practitioner, for he is still as able and active as ever. He retired from practice because he was really tired of taking out an appendix every morning. He performed an operation as regularly as he had his breakfast, and far more regularly than he had his lunch, for he often had to lunch in his carriage as he went his round of visits. Sir Frederick, it is said, has performed no fewer than 1,000 operations for appendicitis and never lost a case.

Popular Hello Girl Weds.

Farnham, Surrey, has just lost a very paragon of a telephone operator, and, judging from the comments of telephone

users, one whose like is not easily to be found in the country. For six years Miss Lilla Patrick brought joy to the telephone subscribers of Farnham and district, for not once was she known to make a mistake, or to have lost her temper. When subscribers heard that Miss Patrick was to marry they immediately sent not only their good wishes, but also a handsome wedding gift, and in addition separate presents were sent by other telephone users. "We will never see her like again," said, in a tone of regret, the subscriber who headed the list. "She always spoke politely, was obliging and courteous, did her best, was quick in getting numbers, never cut you off too soon, never put you on to a wrong number, never mapped out you, would ring when your number was on, and, finally, she had a charming voice."

Royalty Has to Pay.

Dunrobin castle, an historical old Scottish keep, situated on a precipitous cliff near Stonehaven, has been the scene of an amusing incident, in which the queen figured. Her majesty, accompanied by Princess Mary, Lady Mary Trefusis, Lord Rosebery, the Marquis de Soveral and Sir Henry Legge, motored to Dunrobin castle with a view of inspecting it. On putting the bell of the keep the custodian thrust his head over the battlements, and, not recognizing his distinguished visitors, insisted, as they had no tickets, on their paying stipends a head for admittance. This amused her majesty greatly, and the custodian was assured that the necessary payment would be made. The royal party were then allowed to inspect the ruins, afterwards signing the visitors' book. It was not until some time later that the custodian examined the signatures and found out for the first time the identity of his visitors.

Popular Princess Bereaved.

General sympathy has been extended to Princess Alexandra George of Teck over the death of her baby son, Prince Maurice. For many years past this young princess, who is now in her 25th year, has been one of the most popular members of our royal family, and was a particular pet of the late King Edward. She was married to Queen Mary's youngest brother a little over six years ago. It was essentially a love match, and though neither of the young couple were well endowed with this world's goods, their married life began under the happiest auspices.

At that time Prince Alexander was serving in the Aldershot command, and King Edward lent them as a residence the royal pavilion there. This arrangement was eminently satisfactory to the princess, and she found the somewhat cramped accommodation of the pavilion quite sufficient for their modest requirements. Further, Aldershot is very conveniently situated for Esher, where is Claremont, her home, and she was thus able to slip away and have a helpful chat with her mother, the much-loved duchess of Albany, after lunch, and be back in time for dinner. In those days she was a familiar figure on the 3 o'clock fast train from Aldershot, which used to be stopped at Esher for her convenience.

Hard on a Snob.

In this connection an amusing story may be told. One day a young officer, who had just been appointed to Aldershot, and an exceedingly well known military journalist were chatting on the platform at Aldershot station when Princess Alexandra entered, accompanied by a maid.

The officer looked her over critically, and he gave his embryo moustache a twist, and remarked to his companion, "Decidedly pretty girl, that! If she's going to town, I have a good mind to travel with her."

"Oh, I should, old chap," laughed his companion. "Perhaps you would like an introduction?"

"I should, if you know her," replied the self-assured snob, thoughtfully.

"Well, I cannot say I know her personally," answered the journalist, thoughtfully. "You see, she is Princess Alexandra of Teck, and a niece of the king, and my personal friendship with the royal family is rather limited."

Nobody is Too Old.

To learn that the sure way to cure a cough or cold is with Dr. King's New Discovery, 50c and \$1.00. For sale by Beaton Drug Co.

GREAT POWER IN NEW LAWS

Interstate Commerce Commission is in Strong Position.

LATEST ACT IS A CLINGER

Commerce Court to Be Appointed in December Will Provide Further Restraint on Carriers—Old Age Pensions Favored.

(From a Staff Correspondent.)

WASHINGTON, D. C., Oct. 22.—The Interstate Commerce commission and the vast interests with which they have to deal are just beginning to realize something of the large, deep, wide powers conferred upon the commission by congress at its last session. The commission appears to be proceeding with due caution toward the solution of the first real test of the law. In many instances pending of proposed increases in trunk line rates the entire rate-making system of the country is involved. Railway managers claim that conditions justify higher rates on many commodities, which shippers vigorously deny. The commission temporarily set aside these rates, pending investigation.

Under the old law the burden of proof was on the shipper to show that the rate was unreasonable. Now the burden of proof is on the carrier to show justification for increases. Behind the questioning of the acts of the commission looms the coming shadow of the new commerce court, which will organize as soon as President Taft appoints its members. The popular guess is this will be done about the first of December.

Army Men Advocate Pensions.

The most important reinforcement to the ranks of the agitators for pensions for old government employes comes from three prominent army officers, Inspector General Garrison, Commissary General Sharpe and Paymaster General Whipple. They are all strong advocates of increased pay for faithful and efficient employes of the government. Paymaster General Whipple has just recommended in a report that the pending "reclassification bill" be passed by congress. The bill was reported last February. The three army officers have had constant use for civilian employes of a high class and are particularly appreciative of the fact that they are hard to get and easy to lose when more lucrative pay outside the government offers.

Big Committees Are Safe.

The mutations and vicissitudes of politics have so far but lightly touched the big committee of the two houses of congress which have to do with river and harbor legislation. The senate committee on commerce has so far not lost a member out of its seventeen. Of the twenty members of the house committee on rivers and harbors but two—McLaughlin of California, and Tener of Pennsylvania, have been eliminated. The members of these committees always attend the meetings of the National Rivers and Harbors congress, and will be on hand in full force at the next convention, December 7, 8 and 9. Chairman Alexander is rounding out his first year as head of the house committee, and it is conceded on all sides that he has made a most admirable chairman—accurate and conservative, yet progressive; a man after the heart of the masses of the great membership of the National Rivers and Harbors congress.

Government Wins Vital Verdict.

In an action for fire trespass on the Black Hills national forest brought by the United States against the Missouri River & Northwestern railroad, the jury has awarded damages to the government, not only for the loss of merchantable timber, but also for the destruction of unmerchantable young growth. This is regarded by government officials as establishing a very important precedent. So far as is known at the United States Department of Agriculture, it is the first

time that any court has recognized what foresters call the "expectation of value" of young growth as furnishing a basis for the award of damages. The difficulty in the way of such an award in the past has been that there was no way to prove to the satisfaction of the courts the money value of the loss suffered. The award in the South Dakota case followed the presentation of evidence as to the cost of work in reforesting, which the government is actually doing in the Black Hills.

The amount claimed for the young growth burned was \$2 an acre, and the claim under this item was allowed in full by the jury. The total amount of damages claimed was \$3,728.55, of which \$2,624.45 was for merchantable timber destroyed or injured by the fire.

Where new growth can be expected by natural sowing from seed-trees on the ground within a short time, artificial planting or sowing is an unnecessarily expensive method. To meet such cases what are known as "yield tables" are being prepared. By the use of these the loss can be shown in terms of the final crop and the time necessary to produce it. Thus, if it is known that 10,000 feet of

timber per acre can be cut once in seven years, it is easy to calculate the value of the crop when it is ten years old by discounting from its value when mature. In European countries where forestry has been long practiced, this method is regularly applied in settling, condemning, or estimating damages on forest property. It is also used abroad in insurance.

Notes of National Capital.

The familiar faces of a score or more of congressmen are to be seen in Washington just now, notwithstanding the congressional campaign is in full swing. But they are not here on politics. They are statesmen from distant rural districts, who have come here to put their young children in some of the excellent schools in which the national capital abounds. In this way for years many a youngster has got his educational start in Washington.

Reports to the commissioner of Internal revenue show that in the month of August 115 distilleries were seized in the Georgia-Alabama district, more than were ever before seized in any internal revenue district. In July ninety-nine distilleries were seized in this district. Georgia and Alabama are both state-wide

prohibition states, and the great increase in "moonshining" is attributed to that fact.

BIG THINGS MADE BY MAN

Those that Are Highest, Strongest, Deepest, Longest and Costliest.

The tallest monument is the Washington obelisk, 65 feet high; but the largest monolith is in Karnak, Egypt, being 100 feet high. The highest chimney, measuring 474 feet, is in Glasgow.

The largest aqueduct in use is the Croton of New York, which is thirty-eight miles long, but the longest ever built is in Peru, 360 miles in length.

The deepest coal mine is near Lambert, Belgium, 3,500 feet deep; the largest dock is at Cardiff, Wales, and the strongest electric light is at Sydney lighthouse, Australia; while the largest lighthouse is at Cape Henry, Virginia, being 165 feet high.

The largest bank is the Bank of England, in London; the oldest college is Uni-

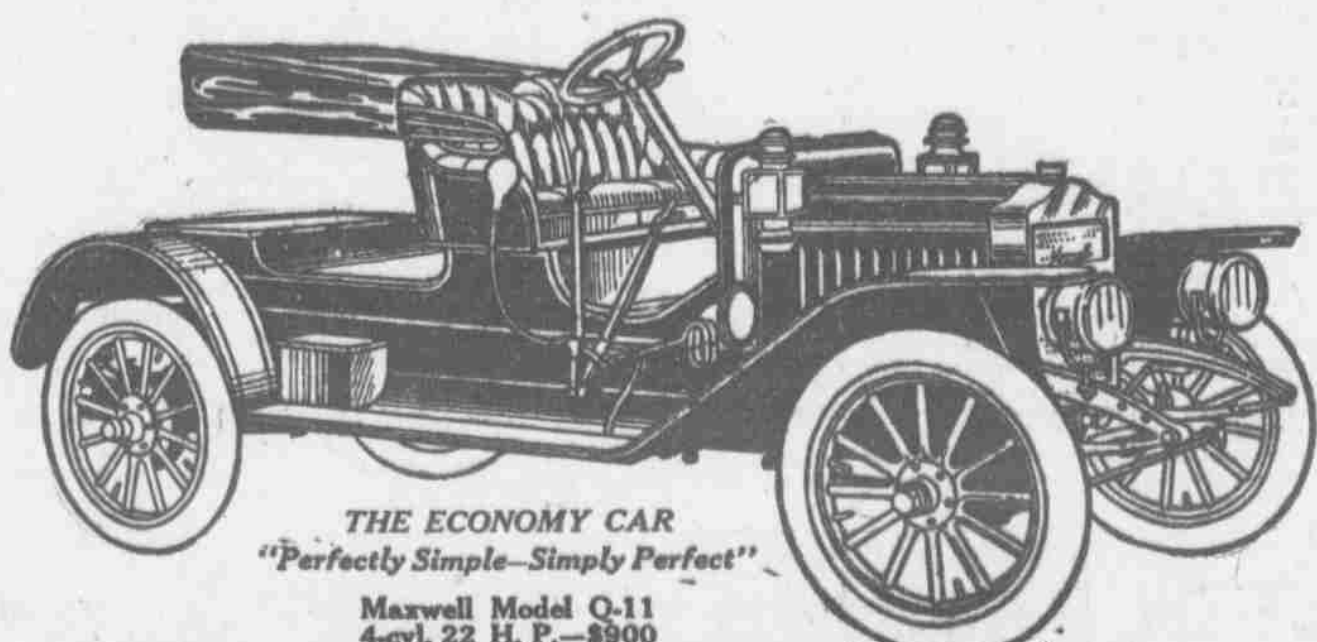
versity college, Oxford, founded in 1080; the largest library, the National in Paris, containing nearly 2,000,000 volumes. The largest theater is the Paris opera house, covering three acres; the largest bronze statue, that of Peter the Great in St. Petersburg, weighing 1,100 tons. The biggest stone statue is in Japan, forty-four feet high; the largest college is in Cairo, with over 15,000 students and 80 teachers. Damascus has the honor of being the oldest city.

The most costly book in the world is a Hebrew Bible, owned by the German government, which a few years ago refused the pope's offer of \$13,000 for it. The most costly medicine a few years ago was metallic gallium, which sold for \$100,000 a pound; but radium is now the priciest gem of the mineral world, selling for more than that price an ounce.

Though orchids frequently bring prices that make the poor man stagger, the highest price for a single flower was given for a tulip in Amsterdam by an enthusiast, who paid \$200,000 for it. The Rothschilds smoke the most costly cigars that are made—the Henry Clay Sobranos, that cost \$1.50 each. These are wrapped in gold leaf and packed in little inland cedar wood cabinets—Harpers Weekly.

The First Real Cost-Test Ever Made Automobile vs. Horse

"Maxwell" per passenger mile—1 8/10 cents Horse and Buggy, passenger mile—2 1/2 cents



THE ECONOMY CAR "Perfectly Simple—Simply Perfect" Maxwell Model Q-11 4-cyl. 22 H. P.—\$900

A PUBLIC test of the Maxwell Car and a horse and buggy on the streets of New York and its suburbs, under actual conditions of traffic, has just been completed.

Table comparing costs of an automobile (1 8/10 cents) and a horse and buggy (2 1/2 cents) based on a 10-mile trip. Includes expenses for gasoline, oil, grease, tires, and depreciation.

It Proves Beyond Dispute. That the automobile is undoubtedly an economy. That its low cost of operation surprises even its advocates. That the extravagance of the motor car is voluntary and unnecessary.

Table comparing costs of a horse and buggy (2 1/2 cents) and an automobile (1 8/10 cents) based on a 10-mile trip. Includes expenses for hay, oats, horsehoes, grease, and depreciation.

That these pleasures are within the reach of men of moderate means. That it is an indispensable factor in transportation and a utility. That it is an implement, which if properly employed, will increase the earning power of man, conserve his time, extend his field and support his hands.

Above figures based on hay \$21.00 a ton; oats 60c a bushel; straw \$1.50 cwt.; horsehoes, \$2.50 per month; grease, 12c a month; depreciation harness and buggy, .005 a mile; stabling not included.

What New York Papers Said

Collage of newspaper clippings from New York papers praising the Maxwell-Briscoe Company's contest between an automobile and a horse.

Test Officially Sanctioned by the American Automobile Association

We invited the Contest Board of the American Automobile Association to conduct this test in order that it might be in absolutely disinterested control. The Board appointed judges to attest its results. The two vehicles ran each day over a predetermined route. Each ran continuously for six hours, regarded as a normal day's work. Account was kept of every item of expense

The Results Attested by Its Judges

The automobile cost 2/100 of a cent per passenger mile to operate. The horse and buggy cost 1 4/100 of a cent per passenger mile. The car covered 2 1/2 times the distance traveled by the horse. The car averaged 76 2/10 miles at a cost of \$1.03. The horse averaged 32 2/10 miles a day at a cost of 95 cents. The car required 5 1/2 gallons of gasoline and a pint of lubricant daily.

This is our answer to the charge made that the automobile is an extravagance. This proves that it is an economic factor that would save millions if the Maxwell were everywhere substituted for the horse and buggy. We have always been unable to fill orders promptly in the spring and summer. In order to stimulate early season business all these cars sold during the next 30 days will be

GUARANTEED FOR LIFE.

United Motor Omaha Co. L. E. DOTY, Manager. Douglas 7703 2115 Farnam Street



THE ULTIMATE CAR

Bring a Mechanical Engineer With You When You Examine the Stearns

Read that again—"Bring a Mechanical Engineer with you when you examine the Stearns." We mean what we say. When you examine this car—whether with a view to purchasing or merely from a desire to see the leading American car—secure the service of a well posted mechanical engineer—a man who knows.

What His Verdict Will Be

His verdict will be overwhelmingly in favor of this car—more than one Stearns has been sold under such rigid examination. Let an expert prove to you—if your own knowledge is not sufficient—what Stearns design and construction mean to the owner.

Let him tell you the benefits of the compact construction of the motor—how all the piping is simplified, weight lessened and a more efficient power plant produced. Ask him why the Stearns dry multiple disc clutch is considered the finest in the world. Let him

15-30 H. P. 5-passenger, \$3200. Send for catalogue.

show you the intimate engineering knowledge that has gone into the Stearns.

Judge for Yourself

Then ride in the car—observe the ease of control and the sensitive motor, answering the throttle without a moment's hesitation. Note how this wonderful car takes the hills—as though they were level roads. You can't hear that wonderful power plant, but instinctively you know that the abundance of power hidden under the hood will always answer to your every requirement.

Take notice to the spring action—how the roughest road is smoothed out. See how the car fairly clings to the road, and minimizes danger at the ticklish points. That's due to the low center of gravity, obtained by the drop frame construction.

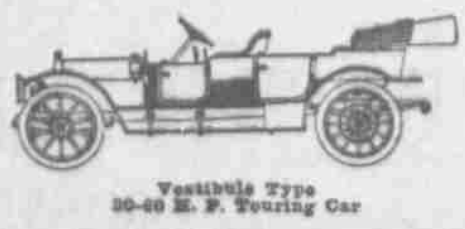
You'd like to own a car like that—wouldn't you? Then come in and let us talk it over. Give us the privilege of demonstrating the Stearns to you—you will not be obligated in any way.

30-60 H. P. 7-passenger, \$4600.

WALLACE AUTOMOBILE CO.

315 S. 24th Street, OMAHA, NEB.

Agents Wanted in Unoccupied Territory



GUARANTEE FOR LIFE THE Maxwell-Briscoe Motor Co. guarantees this car to be made in a good and workmanlike manner and free from defects in material, and will replace free of charge during the life of the car any material (except tires and added accessories) adjudged defective when returned to its factories for inspection, transportation prepaid.