

Social and Personal.

MISS HELEN STEVENS entertained at a beautifully appointed dinner last week at her home on Floyd Avenue. Covers were laid for ten, and Miss Stevens's guests included Misses Grace and Lila Anderson, Mary Moulton, Mary Tompkins, Forest and Percy Rose, Harry McIntyre, Dr. Balsinger, of Johnstown, Pa., and George W. Stevens.

On Sunday afternoon Miss Stevens and a party of friends motored to Ben Dover. Miss Stevens is now entertaining a number of guests at Virginia Manor, and will not return to Richmond for several weeks.

Entertained at Norfolk. Mr. and Mrs. William Gray have been entertaining a family party at Norfolk, their home in Cumberland county, in honor of Dr. and Mrs. Benjamin Hughes Gray, of New York, whose marriage was celebrated October 2, in Montreal. Other members of Dr. Gray's family spending last week at their home were: Mr. and Mrs. Andrew J. Gray, Jr., and son, John Springer Gray, Mrs. Charles Tolman, of Australia; Miss Ada Gray and Clarence Gray.

To Tour France. Miss Mary Osborne Tompkins, of Waynesboro, and Misses Grace and Lila Anderson, of Alexandria, who have been members of Mrs. Swanson's house party at the Mansion during fair week, left yesterday.

Miss Grace Anderson is now in Danville, the guest of Mrs. Tucker Penn, where she is the sponsor for the Eighth District at the Confederate reunion now going on there. Later on in the fall Miss Anderson will go abroad, where she will be one of a party that will tour through Southern France on bicycles.

Dance at the Jefferson To-Night. One of the features of the entertainments given this week in honor of the visiting ladies of the National Wholesale Druggists' Association convention will be a reception tendered to the president of the association in the parlors of the Jefferson Hotel, which will be followed by a dance in the auditorium, to which a number of the younger society set have been invited. Decorations will be in palms and cut flowers, and some of the young girls dancing will be: Misses Martha and Juliet Martin, Rosalie Valentine, Lettuce Woodard, Lora Crump, Nannie Patton, Virginia Whiteley, Virginia Watkins, Edith Taylor, Bernard Cooke, Avis Grant, Caroline Reynolds, Page Royall, Mary Butler, Mary Saunders, Wardell Crenshaw, Anita Cussons, Lillian Binford, Daisy Boykin, Helen Adams, Cary Valentine, Katherine Gunn, and others.

Bond—Cruikshank. Invitations have been received in Richmond for the marriage of Miss Lucy Cruikshank, daughter of Mr. and Mrs. T. C. Cruikshank, of Cecil county, Md., to Ronald Moore Bond. The bride-elect is a niece of Mrs. T. A. Brander, of this city.

Rev. Roger A. Walke, of Tokio, Japan, uncle of the bride, will perform the ceremony, which takes place October 12.

Daughters to Meet. The Richmond Chapter of the United Daughters of the Confederacy will meet Wednesday morning, October 13, at 11 o'clock, in Lee Camp Hall. All visiting Daughters will be welcomed.

Myer-Watts. Mr. and Mrs. N. C. Watts, of Staunton, Va., announce the engagement of their daughter, Mary Davis, to Herbert Alton Myer, of Washington, the wedding to take place the latter part of October. Miss Watts is well known in Richmond, having visited friends in this city a number of times.

Misses Serpell Entertain. The Misses Serpell entertained at a very delightful oyster roast at their cottage at Ocean View on Thursday afternoon. Those enjoying the Misses Serpell's hospitality were: Mrs. Florence Wilson and Miss Bowie Wilson, of Washington; Mr. and Mrs. Abner Pope, of Alexandria; Miss Clara, of Philadelphia, Pa.; the date of the marriage is not announced yet, but the ceremony will take place in Norfolk.

Tucker—Hilliard. A wedding of interest throughout the state will take place on Tuesday afternoon at 4 o'clock in the chapel at Virginia Beach, when Miss Eleanor Hilliard, daughter of Mrs. Louis Hilliard, will become the bride of Richard Blackburn Tucker, son of Bishop Tucker, of Boynton, Va. The bride will be given away by her brother, Landon Hilliard, and the ceremony will be performed by Bishop Tucker, assisted by Rev. B. D. Tucker. Miss Kate Cooke will be the bride's maid of honor, and her only attendant.

THE ARTISTIC Stieff PIANO

IS THE INSTRUMENT YOU WANT

If you appreciate quality, as attested by the flattering tributes of such music critics as Mme. Calve, Alice Neilson, etc.

The Shoreham, Washington, D. C., Jan. 14, 1908. Mr. Chas. M. Stieff:

Dear Sir—Before leaving your city, I feel that I must express to you my great appreciation of your beautiful piano. It has a wonderful singing tone, and I assure you it was a perfect delight to sing when being accompanied on the Stieff piano! Bravo! and sincerest congratulations to you for having made a piano combining so many wonderful qualities.

Most sincerely, JANE NORIA, Leading Soprano, Metropolitan Opera Company.



The Stieff Petite Grand

Embodies all the qualities contained in a Grand Piano, and is the Piano of the day, being but a 5-foot Grand, and can be used in a room 12x12 in size.

It is the Piano for a musical connoisseur.

If you do not wish to expend the money

To-Day in a STIEFF

You can select a Piano out of a good stock of new or used instruments of various makes, guaranteed by us, that can be exchanged later on at full value paid on a new Stieff Piano.

Used Upright Pianos, various makes,

\$100 Up.

Square Pianos and Organs,

\$10 Up.

Your credit is good. Payments as desired.

STIEFF'S

205 E. Broad.

"The supreme of excellence is simplicity."

—Longfellow.

In character, in manners, in style, this is a proven truth. In PATRICIAN Boot and Shoe models the excellence has reached its supreme height. Chastity of design, richness without showiness, plainness without severity are to be found in no other shoe in greater abundance or excellence.

\$3.50 and \$4.00

SEYMOUR CYCLE,

11 W. Broad St.

entertained on Monday evening by Mrs. Clyde Lewis.

Mothers' Club to Meet. The regular meeting of the Mothers' Club of Highland Park School will be held this afternoon at half-past 3 o'clock at the High School. A full attendance of members and friends is desired. This is a young and thriving branch of the Mothers' Club organizations, having over 100 members. Guest of Mrs. Waller.

Miss Mary Wilson, of Macon, Ga., is the guest of Mr. and Mrs. J. W. Waller at their home, 1235 Park Avenue. Miss Wilson expects to remain in Virginia the greater part of the fall.

Quaries-Smith. Mr. and Mrs. A. L. Smith announce the approaching marriage of their daughter, Anne Fontaine, to John Phillips Quaries, the wedding to take place in Northside Baptist Church, Wednesday afternoon, October 20, at 2 o'clock.

Silver Wedding. On Saturday, October 9, Mr. and Mrs. Charles Metzger celebrated the twenty-fifth anniversary of their marriage by means of a large reception. The house was beautifully decorated, the color scheme in the parlors being green and white, carried out with palms, ferns and roses, and in the dining-room a large bell formed of pink La France roses was suspended from the chandelier, with wide bows of pink gauze ribbon. The table was covered with an elaborate cloth of blue and white, drawn over pink satin, with the wedding cake as a centerpiece. Punch was served in the hall and an orchestra furnished music during the evening. A buffet supper was served at 10 o'clock.

Mr. and Mrs. Metzger received the congratulations of their friends in the parlor. Mrs. Metzger was handsomely gowned in silver-gray messaline, with pearl trimmings and diamond ornaments. An address was made by their pastor, Rev. Oscar Guthrie, and a number of beautiful presents were received.

In and Out of Town. Mrs. Alice Ingersoll Carraline, of Keswick, is visiting Miss Hester Cabell Tabb, 2028 Monument Avenue.

Dr. Clifton Walley has returned to Roanoke after attending the meeting of the Medical Society of Virginia.

N. C. Hodgson, of Norfolk, is the guest of his sister, Mrs. Frances Hodgson Burnett, at her home, Manhattant, Long Island.

Gilmer Minor, Jr., spent the weekend in Cumberland county.

Mr. and Mrs. George D. Mayo, who have been spending some time at the Hot Springs, have returned to Richmond.

Miss Margaret Lacy has returned to her home in Newport News after a visit of several weeks to friends in Manchester. Miss Amy Smith accompanied Miss Lacy upon her return.

Talmage Donnan left yesterday for Charlottesville, where he will pursue his studies at the University of Virginia.

Miss Lady Hobson, of Howard's Neck, Glouceland, is visiting Mr. and Mrs. Richard Gwathmey in Richmond.

Mrs. W. N. Danner, of Brookwood, is the guest of her brother, William A. Danner, in this city.

William H. White, who attended the Janney-Wilson wedding in Norfolk last Wednesday, has returned to Richmond.

Miss Jennie Oakley, of Lynchburg, is visiting friends in Richmond.

James Lee Beck, of this city, was a guest last week of Mr. and Mrs. J. Beach, at the Maples.

Mr. and Mrs. Kenna Devres are the guests of Mr. and Mrs. H. M. Mugler in East Hampton.

Miss Edith Denham, of Washington, D. C., is the guest of Mrs. W. M. Crouse.

Miss Margaret M. Schooley, of Paeonian Springs, and Miss Lulu M. Myers, of Alexandria, have returned to their home after a visit to friends in Richmond.

Miss Harriet Geiger has returned to her home in Newport News after a visit of several weeks to friends in the city.

Charles W. Frazier, who was operated on Sunday at the Virginia Hospital, is slightly improved.

Mrs. Watson Myers is spending several weeks in New York as the guest of her sister, Mrs. W. Frederick Weller.

Mrs. M. Burke and her daughter, Miss Kitty Burke, will leave this week for a visit to New York, Albany, Mohawk and Utica, where they will be the guests of relatives.

Miss Louise Page, daughter of Mrs. Emily C. Page, is extremely ill in the New York Hospital, New York City.

Miss Anne Ringgold Potts, of Frederick, Md., is visiting Mrs. Llewellyn W. McVeigh.

Mrs. Fred Spitzer and children, of Charlottesville, are visiting their grandparents, Mr. and Mrs. John J. King, 405 West Marshall Street.

Whitehead—Boston. [Special to The Times-Dispatch.] CAPE CHARLES, Va., October 11.—A pretty fall wedding took place Saturday afternoon, when Miss Lillian Watson Boston, of Quantico, was married to James Wyatt Whitehead, of Chatham. The ceremony was officiated by the Rev. Mr. Howard, rector of St. Peter's Protestant Episcopal Church, Salisbury, officiating.

The bride and groom left on the steamer Virginia for Baltimore. Mr. and Mrs. Whitehead will reside in Chatham.

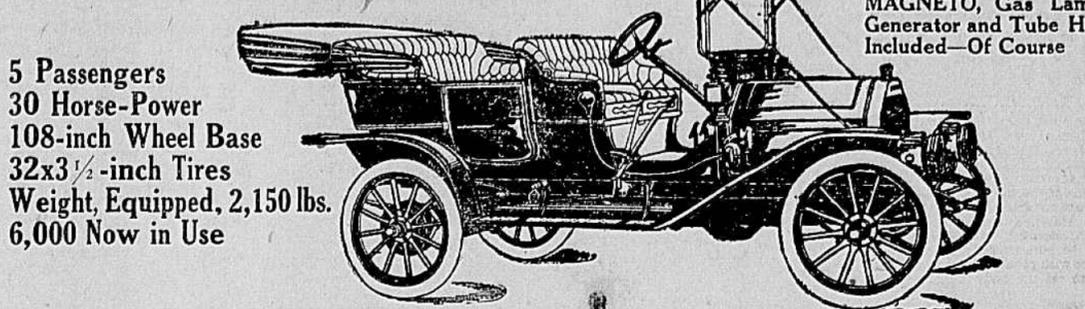
Samuel—Newton. [Special to The Times-Dispatch.] FREDERICKSBURG, Va., October 11.—Robert Samuel, formerly of Caroline county, now of Westmoreland, and Miss Elizabeth Newton, of Colonial Beach, were married at the home of the bride, Rev. G. M. Cornelle officiating.

Clare—Sims. [Special to The Times-Dispatch.] FREDERICKSBURG, Va., October 11.—J. R. Clare and Miss Martha Sims, daughter of Dr. and Mrs. C. O. Sims, of Madison county, were married Thursday at the home of the bride, Rev. T. F. Grimley officiating.

Carpenter—Blankenkemper. [Special to The Times-Dispatch.] FREDERICKSBURG, Va., October 11.—Janet N. Carpenter and Miss Fannie B. Blankenkemper, both of Madison county, were married at the home of the bride, Rev. W. P. Huddle performing the ceremony.

Gilmer—White. [Special to The Times-Dispatch.] EAST RADFORD, Va., October 11.—Oscar Gilmer, of Giles county, and R. P. White, of the town, were married at Hotel Carroll, Lynchburg, Saturday. The bride was returning from a visit to friends at Clifton Forge, when joined by her fiance, who was on his way to the Calvary Baptist Church, and have many friends here. Mr. White is secretary-treasurer of the P. & F. Co. Company. His bride is a daughter of

Studebaker \$1,250



LAST YEAR'S SENSATION--THIS YEAR'S STANDARD

EVERY YEAR, JUST ABOUT THIS TIME, the newspapers are full of startling announcements of new models. This year it's "Our World-beating '1910' Models." Last October it was "Our World-beating '1909' Model." If you read one you have read them all—they are all alike in that they protest the later model is a wonder, while tacitly admitting that its predecessor was about the worst that ever happened.

THE IMPRESSION LEFT IN YOUR MIND is that you were a sucker to buy a car from that maker last year. He promised you life-long service from it—now he proclaims it obsolete. Under a thin disguise he confesses he bungled you, offers no redress, and makes your car, only a few months old, practically worthless in the second-hand market, where you had hoped to sell it for at least a fraction of the price you paid him.

YEAR AFTER YEAR THE SAME PROMISES are made by the same makers—and year after year they are compelled to admit, between the lines, that their promises have not been fulfilled. Look up your old files, read the "ads" of 1908, 1907 and back to their beginning. You'll be surprised—and disgusted—at their similarity. All agree in admitting past failures and in predicting future success. Reminds one of nothing so much as a cornered—and therefore penitent—confidence man, who unblushingly confesses past offenses, but protests he will do better in the future—if given another chance.

WE'D HATE TO HAVE TO ADMIT that our engineering force of a few months ago so deficient in the science of designing and making motor cars—our product of the past twelve months so defective—that radical changes were necessary to produce a salable car!

STUDEBAKERS WOULD HIDE THEIR HEADS in shame if called upon to confess they had sold to a confiding, trusting customer, cars that, one year—or five years—later had to be branded, and by the maker, a failure, and openly discredited by another model differing in many important features.

WOULDN'T THAT BE EVIDENCE of rank incompetence—some might say bad faith? Wouldn't it indicate that promises made had not been fulfilled? And wouldn't it prove to a reasoning man that promises now made would be as worthless?

DON'T MISUNDERSTAND US. Of course, improvements will be made from time to time, constantly, in automobile building as in every other department of human endeavor as long as the world lasts. The perfect car will never arrive. But only where the engineering force was woefully deficient in the fundamentals of the art will radical changes be necessary.

IF YOU BUY AN AUTOMOBILE from a hair-brained inventor or an unscientific experimenter because some new-fangled idea of his caught your eye, you have surely no right to expect satisfactory service. You pay for the privilege of trying out his theories—and you get all you deserve.

STUDEBAKERS HAVEN'T THAT KIND of an engineering force. Won't tolerate an inventor in the place. Inventors are mostly folks who think they've found something that wasn't lost. Scientists had it fled away, ready when wanted—out of the way of foolish folk who don't always know how to apply simple principles. Burn their own fingers and other people's money.

A CHINAMAN ONCE SAID to an Occidental who criticized his garb: "Yes, I suppose my clothes do look queer to you—they are not like yours. Yours look funnier to me—yes—beg pardon. But had you considered that my mode of dress is the result of more centuries of experience and of observation than your race can trace its history back? I suppose thousands of years ago my countrymen made a light suit do for summer and a heavy one for winter regardless of intermediate variations in the weather. Now we put on several lights coats—or furs—and we add to or take off as the weather changes. I see you are still experimenting—yes—beg pardon."

LIKE THE WISE ORIENTAL—and Chinese are proverbially honest, too—Studebakers did all their experimenting years before they thought of offering the first automobile to the public. Sent their engineers to Europe and scoured the world for talent. Not satisfied with the results, they decided that no engineer, no factory, could successfully manufacture more than one model—a car so good it would outclass any other car of its own type and at its own price.

WALTER E. FLANDERS we considered the greatest manufacturing producer in the automobile industry, by long odds. Had our eyes on him for years. When he began the manufacture of E-M-F "30," Studebakers watched him closer than ever. Here was the car for which we had been looking to fill out our line—the car which, best suited to the needs of the greatest number of buyers who want a serviceable, economical touring car, would be most in demand and have the longest life.

STUDEBAKERS STILL CAUTIOUS—couldn't afford to lend their name to any but a product of sterling quality—purchased half the output of the factory—and watched. Not only our own experts, but 6,000 buyers, put these cars to the most grueling tests. And we were satisfied—well enough satisfied to invest millions in this car and its future.

BOUGHT OUT FLANDERS' ASSOCIATES so that this man and his genius and his unequalled organization would be available to Studebakers alone, and that we might control the entire output of this car, which we believe has no equal in its class.

SEPTEMBER WAS LARGEST MONTH in our history. October orders from dealers 50 per cent. in excess of possible output. November, ditto. December we hope to more nearly approach the demand by increased factory facilities that will then be available. It's been a wonderful year for Studebakers and for E-M-F "30."

RESULTS HAVE BEEN MOST GRATIFYING. No other car has made such a record of satisfaction in owners' hands—they are unanimously enthusiastic. Every owner brings ten prospects.

E-M-F "30" WAS IN ADVANCE of its time—two years at least. That it was, is proven by the fact that all the "1910" models now being so loudly touted, are, as nearly as a copyist can copy, imitations—outwardly at least—of E-M-F "30."

Studebaker Automobile Co., SOUTH BEND, INDIANA

It's Easier

To keep health while you have it

Than to get it back when lost.

A change from coffee to well-made

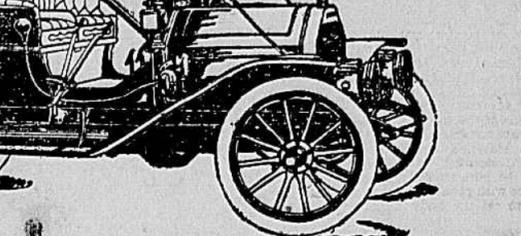
POSTUM NOW

May save many an ache and ill of body and brain later on—

"There's a Reason."

Read the famous little book, "The Road to Wellville," in pkgs. It has been called a little "Health Classic."

MAGNETO, Gas Lamps, Generator and Tube Horn Included—Of Course



LAST YEAR'S SENSATION--THIS YEAR'S STANDARD

BUT WHAT ASSURANCE HAVE YOU that these new models—radically different from their immediate predecessors—are any better than those their makers now admit were wrong? Is there any other car of this class that has been perfected, standardized to the point where its makers believe it cannot be materially improved and customers can absolutely rely on it? Does not Studebaker E-M-F "30" stand alone in this regard?

FOR EXAMPLE: If a certain designer, a year ago, in frantic efforts to discredit the tremendous efficiency of E-M-F "30" motor, with its large valves, advocated small valves; and if that same designer now, by putting larger valves in his "1910" model, has admitted his error; does it not stand to reason that he is still at fault in those several other features where his car differs from the successful, satisfactory, unchanging E-M-F "30"?

AND IF ANOTHER RIVAL MAKER believed and protested, for years, that a two-cylinder motor was just as good—as economical, as flexible—as a four; and if that maker in an effort to compete with E-M-F "30" now turns to fours—is there any good reason to suppose he has, in so short a time, learned to design a motor of the type to which he so recently a convert?

THE HISTORY OF THIS INDUSTRY does not record a single instance in which a designer turned from a horizontal "two" to a vertical "four" and produced anything but an abortion in his first year's model.

IT HAS NEVER BEEN NECESSARY to advertise that E-M-F "30" has been "improved" in any detail in order to create a demand for the product. It has always been in excess of the supply. Of course, changes have and will be made. Sometimes they'll be improvements—more often not. Mostly they'll be in the interests of simplifying or facilitating manufacture, because some designers and some customers differ in matters of taste and preference.

HERE'S A CASE IN POINT: A few weeks ago E-M-F "30's" began to come through with "dropped" front axles. Formerly had been straight. Straight axle is lighter and stiffer—better. But convention said a front axle ought to be curved—looked better. Didn't make a penny's difference in cost; difference in strength so small it couldn't be computed; pleased customers—so it went.

MORE RECENTLY A "U" DOOR was substituted for the previous design in the tonneau. Just a case of change in style of ladies' hats. Was the latest thing in doors—why shouldn't E-M-F "30," the most up-to-date car there is, have it? Sure!

THEN AGAIN, THE CLUTCH—One of the smoothest, most efficient ever put in any car; had proven a trifle too sensitive of adjustment for lazy owners. Those who had had the knack got splendid results. Those who couldn't or wouldn't bother trying—didn't! Result was bad for the gears—also the motor. So a slight change in design was made, so it isn't so sensitive now. For our own use we'd rather have it the original way, but we don't drive 'em all.

COMPARE THESE TRIFLING ALTERATIONS—you can't really call them improvements—with those vital changes other makers are announcing in their season models. Then decide which car is safest for you to put your money in—even if values were equal, which they are not.

FACT IS E-M-F HAS SET A PACE others find it impossible to follow—a pace in quality and price—in every-day serviceability and all-around efficiency.

PERHAPS E-M-F "30'S" GREATEST RECORD of satisfaction has been in the matter of tires. Undoubtedly this car is the most economical on tires of any car in its class. Other cars selling for \$1,250 to \$1,500 weigh 600 to 750 pounds more. These are too heavy for standard 32x3 1-2-inch tires—that's why some of them are now forced to put on "barnard-size" tires. Doesn't benefit the buyer any—only obligates him to pay more for the replacements. All tire makers agree it would be unjust to users to put heavier or larger tires on E-M-F "30." She's overtired now—according to her actual weight and tire makers' tables.

IS E-M-F "30" TOO LIGHT? Is the natural question after reading the above. The answer is in her wonderful record of performance in hands of over 6,000 owners and in several special tests—Pathfinder for Glidden Tour, Pilot in Glidden, Munsey Reliability Run, and a hundred others.

ARE COMPETING CARS TOO HEAVY? The answer again is in their records—all announcing "Improved '1910' Models." Out of their own mouths are they not convicted? Ask owners about tire consumption—remember the owner "pays the freight" over every mile he drives, on every pound of unnecessary weight put there by the maker in his willingness to stink and save cost on materials. Anybody can make a heavy car—only first-class designers can make light ones.

JUST A FEW WORDS MORE: You are in the market for a car—else you wouldn't have read this far. Perhaps you're one of those who have been unable to get an E-M-F "30"—oversold all season. Wish we could promise quicker deliveries—can't. Won't lie about it, so can't. Fifty cars every working day coming out now, but demand increasing faster than we can add buildings and equipment. Another million now being spent in additions. But we can't make all the cars in the world. And E-M-F "30" is first choice of well-posted buyers.

YOU SIMPLY CAN'T GET E-M-F "30'S" the day you order them: Your local dealer may, if he happens to have a car laid on route, or another customer who'll sell you his place in the line and wait, be able to accommodate you—but that's the exception. Generally you'll have to wait two or three weeks—maybe more. After New Year's it'll be 90 to 120 days, same as always before. Only way is to get the order in now—get a place in the line and get your car as soon as possible—so you can enjoy its comforts in Winter as well as its pleasure in Spring and Summer.

WE FEEL LIKE APOLOGIZING—to ourselves—for this "ad." which seems so unnecessary under the condition. But we felt we owed it to our friends to explain the Studebaker policy, which is not like other ads, and to assure you there's no use waiting for a "1910" model, for we don't make cars that way. Changes are made the minute the necessity arises—don't wait till the end of the year. Don't make "season" models—don't wait till the end of the year to be ashamed of regularly one a year. Proud of E-M-F "30" all the time. And the one we sell you will be just as good as the one we sold your neighbor a year ago—if it isn't, you know there's the Studebaker guarantee back of it to make it so.

Studebaker Bros. Co., of N. Y., Broadway and 48th Street

MAKES ROOM FOR SNAKE. Henry Anderson Leves Carriage as Reptile Gets In. [Special to The Times-Dispatch.] NEW CHURCH, Va., October 11.—Riding along a country road yesterday, Henry Apperson ran over a large black snake, which curled over the wheel of his carriage and fell on the inside. Anderson left the carriage just as the horse started to run away, and had a walk of nearly three miles home, while the snake rode the distance.

LEGACY FOR PREACHER. Rev. A. N. Jackson Must Live Upon the Farm, Is a Condition. [Special to The Times-Dispatch.] EAST RADFORD, Va., October 11.—

Rev. A. N. Jackson, presiding elder of the Radford circuit, M. E. Church, South, has received a legacy of a \$100,000 farm near Knoxville, Tenn., on condition that he live on it and take care of his aged mother. The bequest was made by his stepfather, and will require the temporary retirement of the popular minister from his work.