Closed Saturday Morning MEMORIAL DAY Open from 12 m. to 9 p. m.



Your Summer Dresses

If they come from us, know this:

- 1. Each is carefully made.
- We personally select all the fabrics.
- The styles are chosen with regard to coolness and comfort on summer's warm days.
- 4. The prices are very moderate.

SUITS. COATS. SEPARATE SKIRTS.

New blouses are unpacked every day. There's always something new, always reasonably priced.

hompson Beld HOWARD AND SIXTEENTH STREETS

on Sunken Ship the point.

MONTREAL, May IL-The saloon passenger list of the Empress of Ireland is:

- P. C. Averdeck, Manchester.
- Mrs. Barlow, Montreal.

Mrs. W. P. Bloomfield.

Auckland, N. Z.

A. J. Burrows.

Harwood Cash.

J. J. Cayley, Hamilton.

Mrs. F. W. Cullen.

Master Cullen, Toronto,

D. A. Darling.

Fergus Duncan, London.

W. Penton, Manchester.

L. A. Hyumson

Laurence Irving

Lionel Kent. Miss Grace Kohl, Montreal,

H. H. Lyman,

A. G. Maginnia, London.

J. Gabetel Marks.

H. R. O'Hara.

Miss Helen O'Hara, Toronto.

W. Leonard Palmer. Mrs. Palmer, London

Mrs. Seybold.

J. T. Taylor Mrs. H. Taylor, Montreal. Miss T. Townshend, New Zealand.

Ray, J. Wallet, London. F. E. Abbott. C. R. Burt.

David Johnson, Frederick,

LANDED PICKARD

(Continued from Page One.) would be accepted. In Kansas City a personal bond of \$6.00 was required. Attorney Woodrough, member of a law firm which is employed by the year by alongside the Storatad, which was badly the Daily News, represented Pickard in damaged, but able to keep affoat on its justice court. He declared that the Ne-

bracks statutes peremtorily required the

How it came about that the lawyer

Will Not Discuss Report.

Pickard refused to affirm or deny ques-

anything to do with Hansen, the detec-

He admitted that he was acquainted

Kansas City agency. In Kansas City de

admitted that he was employed by Burns.

Thrown Down by Burns.

to secure a bond from his friends.

the court to say that if flansen is pro

duced shortly, the forfeiture of the bond

That his employers may have promised

and answers which might incriminate

h'm or them. Such queries, he said, Mr

Woodrough must answer. In Kansas City

after he learned that Burns and the News

would do nothing for him, he asserted

that if he came to Omaha he would reveal

BOTTOM OF RIVER

(Continued from Page One.)

on board, including the passengers and

"That such an accident should be pos

sible in the St. Lawrence and to a vessel

IN FEW MINUTES

SHIP SETTLES TO

attorney, he replied:

John C. Lynch,

be declared.

stand, it was learned

Omaha in custody.

the whole story

City also came with him.

\$6.50 and up.

The Store for Shirtwaists

Saloon List

J. M. Abercrombie, Vancouver. Mrs. Adle, Birmingham.

A. E. Barlow.

Mrs. Hart Bennett, Naszau., N.

A. G. Brandon, Manchester,

Mrs. Cash. Nottingham. Miss C. P. Cay, Golden, B. C.

Miss Waneta Crathern, Montreal Miss Maud Cullen. R. A. Cunningham, Winnipeg. a

Mrs. F. H. Duntevy, Denver. Cax Edwards, Yokohoma

Miss Doris Gaunt, Birmingham. F. P. Godson, Kingston. Charles Goldthorpe, Bradford, England L. A. Gosselin, Montreal.

D. Graham. Mrs. Graham, Hong Kong, China. Mrs. D. T. Haley, Vancouver. G. W. S. Henderson W. Hisenheimer, Montreal.

Hirst, Birmingham. Mrs. C. A. Hollaway, Quebe. F. W. Howes, Birmingham.

Sir Henry Seton Kerr, London. Miss Alice Lee, Nassau, N. P., Bahamas Dr. Alex Lindsay, Hallfax.

C. B. Lyon, Vancouver. Mrs. Lyman, Montreal.

Mrs. Marke, Suya, Fiji. Mrz. Miller, St. Catherines, Ont.

A E. Mullins. Miss E. Mulline, London. Mrs. O'Hara.

W. E. Paton, Sherbrooks W. Price, New Zealand.

F. J. Butherford, Montreal. G. Bouge Smaart, Ottawa.

of the class of the Empress of Ireland, Mrs. A. Stork, Toronto. with every possible precaution taken by the wreck is a menace to navigation. T. G. Tylee. the owners to insure safety for the passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life, and the heartfelt sympathy of everybody A. J. Wakefield, Liverpool. nected with the company goes out to the relatives and friends of those who met

death in the ili-fated steamship." SYDNEY, N. S. May 29.-The collies Storated will be able to reach Quebec under its own steam, according to a wireless message received by the Dominion Coal company from the government ateamer Lady Evelyn this afternoon. The message made no mention of the Empress

of Ireland's passengers being on board The Lady Evelyn reported it was lying

BIG OCEAN LINER IS CUT WIDE OPEN BY COAL CARRIER

(Continued from Page One.)

were saved, but up to the present no news of Mrs. O'Hara had been received.

She probably drowned A young Englishman said that when the ship was struck by the collier the srock was terrific. He was saleep in his cabin He jumped from bed, put on a dressing gown and went directly to wake up two of his friends, telling them he thought the ship as sinking. He then wont on deck and came back a second time to see if his friends had left their calin, but in his excitement he went on the wrong deck. The ship then was sinking so fast he could hardly stand. He took hold of a rope on the side of the ship and swung into a life boat. He said he had not seen his friends and fears they were

Few Women Are Saved. Few women and children were saved. They were asleep in their cabins when the ship sank and the accident occurred so quickly they could not have been res-

One woman who was garbed only in a vest jumped overboard and swam to the Lady Evelyn. She was so exhausted. however, that she died a few minutes after she was taken from the water. Her

identity has not been established. coni station and called for assistance. Bomford was saved by falling into a life scious. boat. The other operator, Ronald Furoperators came back to the Rimouski port

on board the pilot boat Eureka. Passengers were loud in their praise of the captain and the pilot or the Lady rescued by the Eureka. Evelyn and Captain Belanger of the

Eureka and their crews. All of them displayed the greatest bravery, it was declared. A Mr. McWilllams of Pather Point also was active in aiding the rescued. All of the authorities of Rimouski and Father Point Joined in caring for the aurvivors.

Survivors in Night Clothes. So quickly did the Empress sink that those passengers fortunate enough to get the lifeboats found themselves garbed only in their night clothes. No baggage was saved. The condition of the eurvivors was pitisble. Some had broken arms and legs and all had suffered terribly. L. E. Gossetin, a prominent lawyer from Montreal, saved himself by clinging to a raft. When the rescue ships docked here the station pfatturm was converted into a hospital and the townspeople, bringing food and caething, united in a mmon effort to aid the sufferes.

Twelve bodies with faces covered lay aide by side on the wharf. They were passengers who had made the lifeboats, but who were fatally hurt. Wreckage strews the St. Lawrence for a long distance near where the Empress sank. The sun shone brightly during the fore-

noon. Though the water is still toy, the

justice to accept a surety bond. Justice Britt consulted District Judge English on temperature today was not low enough to increase the suffering of the aurylvors. Few Pasengers Saved. The vast majority saved were members was provided for him Pickard did not know. When asked if he had a local of the ship's crew. Early estimates here indicated not more than sixty passengers "One met me here, so I suppose he were saved. Besides Captain Kendall, will represent me," referring to Mr. the first and second engineers and the Woodrough. An attorney from Kanaas ship's surgeon were rescued. The captain was too overcome to give at first any extended account of the disaster. He had

Pickard declined to discuss the report sent a wireless to his line after the venfrom Kansas City that he expected to sel was struck, saying: "Ship gone." tell all he knew in Omaha if Burns and i The residents of Rimouski, numbering the News failed to do snything for him. 2,000, came silently to the dock where He denied that he had offered any per- the dead and exhausted living were beson a bribe. He is charged with having Ing landed, and under the direction of the Lisutenant Colonel W. R. Bloomfield, attempted to bribe County Commissioner mayor, H. R. Fisct, gave ald wherever possible. Every doctor in the town was on the scene and many of the injured tions whether he would admit having were taken to private homes. From cedar been in the employ of Burns and the chests and closets the townsfolk brought News. He said, however, that he desired garments of all descriptions for those who had lost their belongings. Two headto correct a published report that he had quarters were established-at the wharf tive who "worked" on the city hall. He and at the station of the Inter-Colonial knew nothing about Hansen's operations. Failway. At the station those injured

and not removed to homes were cared for Many survivors injured. The rescue noats, Eureka and Lady with J. A. Gustafson, head of the Burns Evlyn, found on reaching the point where the Empress sank, a scene not un-Habess corpus proceedings in the dis- similar to that which greeted the liners which rushed to the Titanic's aid. They trict court here will be next move made in Pickard's behalf by those who are in. found the ship sunk, and the surface of terested in keeping him off the witness the water, fortunately calm, dotted with lifeboats and smeared with floating de-

According to information from Kansas In the lifeboats were huddled the sur-City. Burns "threw down" Pickard in vivors, dased and mouning, some then the matter of putting up a bond because dying of injuries sustained in the crash the Dally News had failed to put up the or in the rush of leaving the sinking Em-\$5,000 which it cost to get Hansen away press. Few could give anything but inin Chicago. Consequently Pickard had coherent, almost hysterical accounts of what had happened. J. Black and Mrs In Chicago, it is reported, Burns' rep- Black of Ottawa, said they had jumped resentatives have succeeded in inducing together into the river. They had been roused by the shock of the collision, and unable to get into a lifeboat, had risked will be set aside. Consequently it is ex- the leap. They were picked up by a boat pected that Hansen may yet come to from the Lady Evlyn. Another survivor was Mrs. Patten of Sherbrooke,

to assist Pickard in Omaha, however, was Quebec. Collier May Have Sudvivors. indicated by his attitude toward questions First Storatad had also sunk. These proved to be incorrect. Though her bow was badly damaged the Storstad was able to keep afloat. Some reports said she had aboard 360 survivors. This, if true, would reduce the death list materially-from more than 1,600 to less than 700. Among the survivors here thirty-four were from the Empress'

second cabin. In the partial list of survivors available at 1 o'clock this afternoon there appeared the name of only one saloon pas senger, that of G. W. G. Henderson, ad-

ress not given. The Empress of Ireland was valued at

\$2,000,000, and with its cargo, valued at \$250,00, was fully insured. At low tide today the top of the fun nels could be seen. It is lying in the channel. It inthought by navigators that it

Explosion in Engine Room. The water that poured into the ship s engine room caused an explosion and this forced many to jump. Ernest Hayes, an assistant purser, told of leaping from the upper promenade deck. He climbed into No. 2 lifeboat. The boat maneuvered about the wreck for a time and found Captain Kendall clinging to a piece of wreckage. He had jumped just before

the Empress went down. W. Davis of Montreal, one of the few survivors able to talk coherently after first landing, said he and his wife had not been awakened by the impact of the collision and knew nothing of the acci-Cent until water began to rush into their state room. He helped his wife to the boat deck, but the big ship had already listed, and it was impossible to launch a

Recent Tragedies of the Sea.

Date.	Liften Lost.
1890.	February 17-Duburg, China ea
1890.	September 19-Ertogrul, Turkish frigate, foundered off
m .	Japan
1891.	March 17-Utopia, collision off Gibraltar 574
1892.	January 18-Namehow, China Sea
1804.	June 25-Norgea, Bockall Reef in the North Atlantic 600
1895.	January 30-Eibe, collision in North Sea 335
1895.	March 11-Reina Regenta, Spanish cruiser, foundered at
	the entrance to the Mediterranean 400
1898.	February 15-Maine, battleship, blown up in Havana Harbor 260
1898.	July 4-La Bourgoyne, collision
1904.	June 15-General Slocum, fire, East River 958
1906.	January 21-Aquidaban, Brazilian battleship, explosion of
44.001	the powder magazines
1906.	August 4-Sirio, off Cape Palos
1907.	July 20—Columbia and San Pedro collided off California
1001.	coast
1908.	March 23-Mutau Maru, collision near Hakodate 300
1908.	April 30-Matsu Shima, sunk off Pescadores, owing to
1000.	explosion
1909.	January 24-Republic, about 170 miles east of New York,
1809.	collision
1909.	August 1-Waratah, left Port Natal and never heard from 800
A 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	September 25—Liberte, French battleship, explosion in Tou-
1911.	lon Harbor
	Total Name and Association and
1912.	April 15—Titanic, hit iceberg
1913.	October 10-Volturno, burns 136

beat. Together they crawled on their Both the first and second Marconi op. bands and knees up the sloping deck of erators of the Empress were saved. Ed. the liner. The vessel was rapidly sinkward flomford, the second operator, was lng. His wife was swept from his grasp. coming on duty when the boat began to Both were carried by the suction into the sink. He caught the Father Point Mar- river. They clung to a piece of wood and were rescued. The wife was uncon-

J. W. Longley, a rancher of Canford, gusson, had to swim for the hoat. Both B. C., calmly sat on the deck rail and went down with the sinking ship. He held his breath, came up, grabbed the ride of a lifeboat, held to it, and was

> William Measures, a Salvation army bandsman, crept along the rail of the promenade deck and stepped into the water. He swam to a lifeboat and was

SALVATION ARMY OFFICERS

List of Delegates to Conference Booked on Empress.

The Salvation Army delegates to the London world's convention who were booked on the Empress of Ireland follow: Commissioner and Mrs. Rees, Toronto. Field Secretary Colonel Gaskin and

Tield Secretary Colonel Maldment and Adjutant Becksted of Grace hospital,

Winnipeg Brigadier Scott Potter, financial secre-Brigadier Walker, editor of the Cana-

dian War Cry, Toronto.

Major and Mrs. David Creighton of the migration department Major and Mrs. Findley, Winnipeg. Major and Mrs. Howell, manager printng department, Toronto.

Major Turtin, manager trade departent. Toronto Major Frank Morris, divisional commander of the London department, London division.

Staff Captain Arthur Morris, Coronto. Staff Captain McAmmond, Winnipeg. Staff Captain Hayes, commaniing officer of Temple corps, Toronto. Staff Captain Goodwin, commanding officer, Ottawa.

Adjutant Brice, matron Hamilton Resue home. Hamilton. Adjutant Edwards, men's social tepart-Ensign Peacock, Calgary, Ensign Knudson.

Captain Ruth Rees, daughter of Mr. and Mrs. Rees. Staff men composed of officers from headquarters at Toronto, consisting of twenty-eight members, including Captain The bandmaster is Adjutant Samsing.

An additional list of Salvation Army delegates to the London world's convention among those booked as passengers on the Empress of Ireland contains the following names: Ensign Emily Jones, Calgary. Ensign Bertram Patton, Toronto. Ensign F. Peacock, Wimburn, Sask.

Captain T. and Mrs. Dodd, Toronto.

Captain C. Groome, England. Captain Hannah Knudson, Parry Sound, Captain James L. Meyers. Captain Rufus Spooner. Captain Guido Whatmore. Captain George Wilson. Lieutenant Stanley Bigland. Lieutenant Alfred Keith. Bert Greenaway. William Horwood. W. Humphreys. J. Johnson. T. Jones. Robert Malone.

Captain Gilbert Best.

Kenneth McIntyre. G. Meacher. William Measure. Tilly Morgan. Ernest Neeves. Mrs. Lanling. W. Perkins.

Wakefield, Toronto. PARTIAL LIST OF SURVIVORS

Few Cabin Passengers Among Those Landed at Rimouski. RIMOUSKI, May 28.-The following is list of survivors here. It includes members of the crew and steerage passengers: Miss Holh (Miss Grace Kohl), second

Mrs. Faveustend. Miss Blyth G. W. Henderson, first cabin. W. S. Owen. Star Baker. Robert Boyle. Arthur Gray.

H. Smith

W. H. Hughes.

Thorn Walinski.

J. Metcalfe.

Feder Ricatetento. may be possible to raise it. At present H. H. Smith. William Honralain. Walter Erginger (J. Erginger), second cabin, of Winnipes. William Brown. Phone Ryan. John Ryan.

> Roberts. R. Burt, first cabin. Mias Alice Lee, Nassau, N. P., Bahamas John Byrne. John Fitzpatrick Edward Shannon, William Quinn. Joseph Backford. George Capplin. Arthur Feneday.

William Rower. John Gibson. John Sims. 8. F. Hohn. Williams

Spencer, bellboy. J. B. White. W. Hampter. Brennan. R. Leddell. M. Cone.

C. P. McDonald Donovan. Smith. J. Johnson (this name appears in the

list of Palvationists on board the Ireland). B. Weinrauch, Montreal, second cabin. W. Heller. W. T. Burrous Alexander Griveri. John Romanus. B. Holt.

Herbert Lawler. Walter Fenton, first cabin, Manchester, H. Zub Hugh Hughes. William Fugent. Adam Suszera. Michael Koronic D. McDougal.

R. McWilliams.

J. P. Bandy.

Alex Talbacha John Dorta. A. Eglevish. Peter Davies John Davies. Thomas McCready. Arthur Evanston. J. Gard.

P. Darcy. P. Probat. Renne Harbanen. Sims Jubainer. Malte Lommi. Alex Weins.

Second Cabin Passenger List

MONTREAL, May 29.-Following is a Empress of Ireland:

Miss A. S. M. Assafrey, Winnepeg Miss M. Atkin, Prince Albert, Sask, Miss D. Balcomb, Vancouver. Miss A. Bales, Toronto.

Miss Evelyn Barbour. Alfred Barker, Saskatoon, Saak. Miss Florence Bawden, Hillsboro, Ind.

Mrs. W. Barbour, Silverton, B. C. Miss Florence Barbour. Terre Haute, Ind. S. J. Sampson, Guelph, Ont. Miss Schongutt, Montreal. John Scott, Mortlach, Sask. Miss Eva Searle, Seattle, Wash. Mina Bezale Bawden.

Miss Mary Baxter, Toronto. Edwards Beals, London, Ont. Miss E. Berry, Vancouver, B. C. Henry Birkett, Carstnire, Alb. G. D. Bishop, Vancouver. Miss I. Blackburst, Paris, Ont. J. W. Black, Ottawa. Mrs. Black. Miss Edith Boch. Reinholdt Bech, Rochester, Minn. Mrs. F. E. Boynton, St. Thomas, Ont. O. Brown, Kenora, Ont. Coasta Bubler, Regins, Sask. R. B. Bulpitt, Vancouver. Mrs. S. Burgess, Hamilton, Ont. Alex Bunthrome, Santa Barabara, Cal. E. Birne, Brisbane. Miss F. Byrne. A. E. Caughey, Ottawa. Mrs. Caughey. Mrs. E. Chignell, Victoria, B. C. Mrs. William Clark. Miss Nellie Clark, Toronto Mrs. A. Cole, Princeton, B. C. Miss E. Court, Liverpool, England. Mrs. M. Dale and child, Toronto. F. F. Dandy, Person, Man. Mrs. J. Dargue, Kenora, Ont.

Lives Lost.

William Davies, Toronto. Mrs. Davies, A. S. Deats, Regina, Sask, Mrs. J. Elinslie, Moosemin, Sask. J. Erzinger, Winnipeg. Miss B. Farr, Mooselaw, Sask, Miss K. Farr. Miss N. Farr. Mins D. Farr. J. M. Finley, Liverpool, Eng.

Mrs. John Fisher, Chicago.

H. E. Ford, Winnipeg. H. Freeman. Mrs. Freeman, West Allis, Wis. Miss W. Gray, Terre Haute, Ind. Mrs. M. Gray, Terre Haute, Ind. James Gregg, Chilliwack, B. C. Mrs. Gregg.

Mrs. W. H. Griffin and child, Cloverdale, B. C. Miss Judith Hakker, Winnipeg. Mrs. J. Hakker. C. Hallidad, Pierson, Man. William Hart, Mortlach, Sask, Mrs. Hart and Master William Hert. Miss Edith Hart. H. L. Heath, Chicago. J. R. Heath, Chicago. Mrs. M. K. Hepburn, Vancouver. Miss B. M. Hepburn. Master H. M. Hepburn. Mrs. Robert Poggan, Nanaimo, B. C. Miss F. H. Holcomb, Calgary. Miss C. Hope, Hamilton, Mrs. Howard and two children, Calgary William Howarth. Mrs. Howarth.

Master Melvin Howarth, Calgary. Miss E. D. V. Hunt, Vancouver. George Johnstone, Santa Barbara, Cal Evan Kavaiske, Duluth, Minn. Mr. Ivan Kavalsky, Quebec, Miss Freda J. Kruse. Herman Kruse, Rochester, Minn. J. W. Langsley, Vancouver. E. Law, Calgary, Mrs. Law. Master Law. J. Lennon. Winnipeg. Miss A. Liston, London, Eng A Matier, Indianapolis. A. McAlpine, Montreal. Mrs. Charles Moir, Toronto.

Mrs. T. Muttell, Winnipeg. Miss Muttell Infant Muttell. Miss Jennie Newton, Antier, S. D. Miss Ostender, England. John Patterson, Calgary. Robert Patterson, Calgary. Miss S. Patterson, Calgary. J. Patrick, Toronto. W. H. Perry, Peterboro, Ont. H. and Mrs. Petersen, Winnipeg Misses A. and M. Priestley, Edmonton. George Prior, Winnipeg. Miss W. M. Quartley, Vancouver.

William Morgan, Winnipeg.

Mrs. W. Mounsey. Chicago.

J. Morgan.

John Reilly, Hamilton W. J. Richardson and Mrs. Richardson, George C. Richards and Mrs. Richards,

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R ECOGNIZING the fitness of properly commemorating the Nation's dead heroes and feeling a deep respect and honor for their deeds which made possible the greatest nation on earth, we the undersigned jewelers of Omaha shall permit no mercenary motive to have a place in our affairs on this anniversary. Our respective stores shall therefore remain closed after one o'clock.

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M. D. FRANKS 1611 Farnam. JOS. P. FRENZER 16th and Dodge. JOHN HENRICKSON Loyal Hotel Bldg. RYAN JEWELRY CO. 15th and Douglas. FRITZ SANDWALL JEWELRY CO.

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Reginald Simonds, London, England. Mes. Simonds. London, England. Mrs. E. Smith, Calgary. Miss Stage, Toronto. Mrs. E. Stainer, Calgary. Mr. Stanyon, Montreal. A. E. Stillman, Calgary. Miss A. Swindlehurst, Toronto. Mrs. Eliza Taplin, Kamicopa, B. C. Miss B. Veitch, Victoria, B. C. A. Vincent, Faircrose, England. Mrs. Vincent Faircross, England. Miss Alice Voneley, Hamilton, B. Weinrauch, Montreal. Mrs. J. Whitelaw, New Westminster, Mrs. George White and infant, New Miss E. Wilmot, Campbell Ford, Ont. Miss Mary Wood, Regina. Mrs. S. Wood, Toronto. Mrs. H. Yates, Hamilton. Harry Yates, Hamilton. Josef Zebulak, Odorburg. R. Crellin, Silverton, B. C. W. Barrie, Silverton, B. C. R. W. Hudson, Montreal. H. Neville, London, England. Mrs. H. Neville, London, England.

William Shattock, Nesbitt, Man-

Eight Anthracite Miners Are Killed

TAMAQUA, Pa., May 29.-Eight miners were killed in an anthracite coiliery near here today, when a cage in which they were being hoisted was pulled over a

Denver Woman on Ship. DENVER, May 20.-Mrs. F. H. Dunlevy of this city, who is listed as a passenger on the steamer Empress of Ireland, is the wife of a prominent real estate man of this city. Mrs. Dunlevy had been visiting in the east for the past few weeks and was going to England for s visit with relatives.

Rheumatic Throat Is Common Trouble

Should Be Treated in Blood



There are successful gargles that stop soreness in the throat, but to prevent their increasant return, the blood must be put in order. The best remedy is S. S. S. as it influences all the functions of the body to neutralise the irritants or waste products and to atimulate their excretion through the proper channels.

Rheumatic sore throat is a dangerous indication, as it means that the blood is loaded with more uric acid than the kidneys can excrete, and may thus lead to serious general disturbance.

The action of S. S. stimulates cellulat activity. It prevents the accumulation of irritants in local spots. It enables the arteries to supply quickly the new red blood to replace worn-out tissue.

For this reason uric acid that finds the throat an easy prey to its breaking-down influence, is scattered and eliminated. In other words, S. S. S. prevents chronic conditions by enabling all the mucous linings of the body to secrete healthy mucus. Its induence is shown in a marked improvement of the bronchial tubes, whereby the huskiness of voice with thick, grayish expectorations is overcome. S. S. s. well diluted with water, means a blood bath, since it is welcome to any stomach and at once gets into the blood.

S. S. is free of all minerals and contains ingredients wonderfully conducive to well-balanced health.

You can get it at any drug store, but de not accept anything else. There is danger in substitutes. S. S. S. is prepared only by The Swift Specific Co., 528 Swift Bldg. Atlanta, Ga. Our Medical Dept, will give you free instruction by mall on any subject of blood disorders. Write today,

THE WIFE AND CHILDREN In the last analysis life insurance is for the wife and children. A pulley may be taken to protect the business or the es-tate, but in either case it is for the ulti-mate benefit of the family. This is why life insurance makes such a strong appeal to thoughtful men and women.

No argument is needed to convince a man of the necessity of life insurance protection; but argument is often needed to show him the great risk he forces his family to take because he is not quite ready to buy. The average man means well enough, only he usually waits for the agent to arouse him to act. "Never put off until tomerrow what you can do today." still helds good. Protect the wife and children by taking a policy in

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