

THOMAS KILPATRICK & CO.

Saturday Night 8 O'Clock, Men's Fifteen-Cent Black Seamless Socks, pair

7 1/2c

ALL DAY BASEMENT Check Dimities, 15c values, yard— 11c

Another Famous Glove Sale

Starts at 10 a. m. Saturday, to continue as long as stock lasts—but that won't be very long if you appreciate value—16-button length, high grade Swedes; most every color; worth \$3.25 to \$3.50—absolutely proper for summer wear—all at one price—

\$1.98 pair

We'll fit after sale. THIS WEATHER JUST FITS OUR

Great June Sale of Muslin Underwear

Special Prices on Dependable Garments. Our care in selection and insistence on proper construction, good fabrics and trimmings is a saving for you beside Cut Prices. SKIRTS, GOWNS, DRAWERS, CORSET COVERS, CHEMISE and MISSES' and CHILDREN'S GARMENTS. FRENCH EMBROIDERED UNDERWEAR. INFANTS' SLIPS and DRESSES.

ALL DAY Women's Hosiery, Lisle and Laces, 35c 3 for \$1.00

ALL DAY Big Purchase of India Linens, worth up to 25c., 12 1/2c

ALL DAY Embroidery Edging, worth up to 40c, at 23c

ALL DAY Second Floor, \$15 Linen Suits, embroidered, each \$5.00

Ribbon Sale, Wednesday, the 19th. See West Window

Saturday Night 8 O'Clock

PEARS' SOAP-- 15c Size-- 8 1/3c

LISTERATED TOOTH POWDER, 25c size-- 14c

COSMO BUTTERMILK SOAP, 10c size-- 3 1/3c

Orchard & Wilhelm

414-16-18 South 16th Street SATURDAY SPECIALS Lessened Prices that Appeal to Every Careful Buyer.

STOCK RUG SALE

150 of these very desirable rugs, made from odd carpets and borders must be moved before inventory. They are the best weaves and patterns and their original low prices are now still further reduced for speedy clearance. It's a splendid chance to obtain a beautiful room size rug at a bargain. Sale commences tomorrow. A few sizes and prices--

- \$12.00 Brussels Rug (7-6x8-6) Oriental pattern, reduced to \$9.00
\$19.00 Velvet Rug (8-3x9), extra quality, reduced to \$14.00
\$20.00 Axminster (8-3x8-3) floral pattern, reduced to \$14.00
\$16.00 Brussels Rug (9x12), reduced to \$13.50
\$21.00 Mages Velvet (8-3x10-6) floral pattern, reduced to \$14.50
\$22.50 Velvet (8-3x10-6), oriental pattern, reduced to \$15.00
\$20.00 Brussels Rug (8-3x10-6), oriental pattern, reduced to \$16
\$22.50 Axminster Rug (8-3x10-6), extra quality, reduced to \$16.00
\$26.00 Brussels Rug (10-6x12) reduced to \$19.00
\$23.00 Wilton Rug (8-3x10-6), oriental pattern, reduced to \$17
\$26.00 Velvet Rug (10-6x12), reduced to \$21.00
\$27.50 Axminster Rug (9x12), extra quality, reduced to \$23.00
\$32.00 Velvet Rug (10-6x12), reduced to \$24.00
\$35.00 Wilton Rug (10-6x12) reduced to \$24.50
\$35.00 Axminster (9x12), extra quality, reduced to \$28.75



FOLDING CAMP STOOL (Like Cut). Heavy frame, covered in heavy ducking, folds compactly, sells at 30c each. Saturday only, each \$1.75



DRESSER (Like Cut). Solid oak; golden finish. French bevel mirror, 28x22 inches, base has 2 large and 2 small drawers, well made and finished, special, each \$18.50



ROCKER (Like Cut). Made of best quartered oak, hand polished golden finish. Has saddle seat, pretty panels in back, rich carving, regular value \$7.50, special, each \$5.00



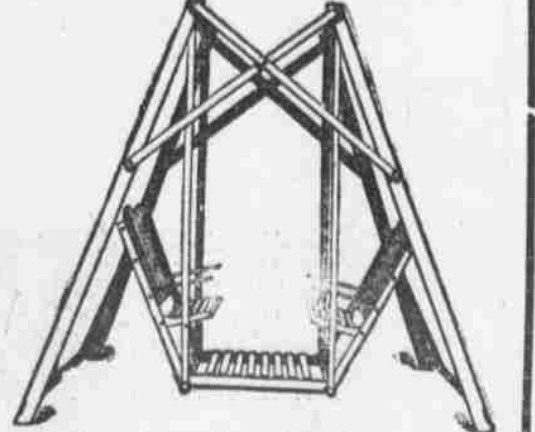
LAWN SWING (Like Cut). This we believe to be without question the best table offered at the price. Made of best quartered golden oak, hand polished, 45-inch top, plain round pedestal. An excellent bargain, only \$19.75

SALT BOX OR CABINET

Made of hard wood—natural finish. Nothing is better than wood as a receptacle for salt. It cannot rust, neither will the salt sweat, or get dry, hard or lumpy. Why not have the right article for the right purpose? These sell regularly at 25c, Saturday only, each \$1.80



DINING TABLE (Like Cut). This we believe to be without question the best table offered at the price. Made of best quartered golden oak, hand polished, 45-inch top, plain round pedestal. An excellent bargain, only \$19.75



REFRIGERATORS You might as well have the best, especially when the cost is no greater. We are Omaha agents for the Herrick, the refrigerator that maintains a perfect dry cold air circulation. White enamel, spruce and opal glass lined, up from \$14

BIGGEST OF MODERN SHIPS

Latest Ocean Liner of Surpassing Length, Power and Speed.

FINE SPECIMEN OF ARCHITECTURE

New Cunarder Lusitania Expected to Sustain Speed of Twenty-Five Knots an Hour.

Some time in the early summer, if summer comes on time, there will arrive at the port of New York a turbine-driven steamship, which shares with its big sister the distinction of being the last word in marine construction. This is the Lusitania of the Cunard line, which is to be followed later in the year by its gigantic consort, the Mauretania. These twin ships are the biggest ever constructed, each is 790 feet in length. Some idea of their tremendous size may be gained by comparison. The first platted blocks in Omaha each have a frontage of 264 feet, and the streets are 100 feet wide. The Lusitania, from bow to keel overhang, would stretch over two blocks, two intervening streets and part of the third street, or from the southeast corner of The Bee building, Seventeenth and Farnam streets, to within eighteen feet of the sidewalk line on the southeast corner of Fifteenth and Farnam streets.

Sixty-seven years have now elapsed since the Britannia, pioneer vessel of the Cunard line, first crossed the Atlantic, relates the New York Times. From that early vessel to the new turbine racers is a far cry. The evolutionary progress has been gradual, but steady—and how great the advance has been may be realized by the statement that each of these twenty-five-knot steamers will be from twenty-five to thirty times the gross tonnage of the Britannia, and eighty-five to ninety times the power. But apart from size and speed and appointments these vessels attract universal attention on account of their rotary or turbine engines. These will enable the new flyers to make the voyage between Liverpool and New York in a little more than one-third of the time occupied by the Britannia, while along any one of their turbine-driven shafts will be transmitted six times the total horse power developed by the engines of the whole pioneer Cunard fleet of four steamers.

Equipped for High Speed. Both of the new steamships have been built for high speed, and although it is not accurately known just what they can do, it is confidently expected by the company that their enormous horse power will give them a sustained sea speed of twenty-five knots an hour. This exceeds by nearly five knots any average ever maintained by a transatlantic liner in a race across

the ocean. It may be interesting to note here the heavy demand which speed makes on power. Some figures given out by the British Admiralty and recently quoted by the Scientific American show the power needed at varying rates of speed, and how it progressively increases.

The ship on which the experiment was made was the Monmouth, one of the new class of cruisers, a modern vessel of almost 10,000 tons, designed to show twenty-three knots speed. This would make it a ship equal to our own first class cruisers, and one on which such tests could be carried out in great detail. It was found with the Monmouth that 1,788 indicated horse-power gave it a speed a trifle in excess of ten knots. To gain three additional knots it was necessary to more than double the power, bringing it up to 3,294 indicated horse-power. With 7,358 indicated horse-power a speed of a trifle less than seventeen knots was obtained, and to add two knots more per hour required additional power slightly exceeding that which gave the first thirteen knots, making in all 11,982 indicated horse-power. The next two and a half miles required a further addition of 8,300 indicated horse-power, while the last one and a half knots took about 7,000 indicated horse-power additional. To make the showing even more startling it may be stated that to gain the last knot just about as much power as was needed to develop a fifteen-knot speed in the ship. To increase this cruiser's speed, therefore, from ten knots to twenty-three knots, 50 per cent, required an increase of more than thirteen times the horse-power, or an advance of 1,324 per cent, the per cent of increase of power being just about six times the per cent of increase of speed.

The extra knot and a half which the Cunarders are to make over the Kaiser Wilhelm II, the North German Lloyd's champion on the transatlantic race course, made necessary the installation of sixty-eight additional furnaces, six more boilers, 82,000 square feet of heating surface and an increase of 30,000 horse-power. Nearly 100 feet of additional length were needed, sixteen feet more beam were necessary and an increase of 12,000 tons in displacement was needed. If turbines had not been employed at least three 20,000 horse-power engines would have been necessary. The Lusitania will be propelled by turbine engines of about 70,000 indicated horse-power, driving four shafts, each of which is fitted with one three-bladed propeller of manganese bronze. The outermost shafts are each connected with a high-pressure turbine, the inner shafts being rotated by the low-pressure turbines. There are twenty-three double-ended and two single-ended boilers, and 192 large furnaces. In all, the turbines will contain about 1,000,000 blades, and these will rotate four shafts, the united length of which is close upon 1,000 feet, with a weight of about 250 tons, each shaft carrying 17,000 or 18,000 indicated horse-power. The Lusitania is to have accommodations

for 550 first class, 500 second class and 1,200 stowage passengers, which, with the 500 officers and men, will make for the crew, brings the floating population up to 3,500. There are in all eight decks, first the orlop, first above the boiler space; then the lower deck, which will be occupied by stowage passengers.

Telephones in Staterooms. Two large electric elevators are provided for the convenience of passengers, while there are six similar lifts for the handling of mails, freight and for other purposes. Twelve hundred side lights and windows, including 500 cabin ventilating lights, provide natural illumination on a liberal scale. Artificial illumination will be provided by 4,000 incandescent lights, requiring a total length of wiring of 300 miles, with main cables one and a half inches thick. The various staterooms and saloons will be equipped with telephonic communication with the chief steward, and similar facilities will be provided throughout the navigation, engineering and administrative departments of the vessel. The lookout men will also be in communication by telephone with the navigating bridge, which is placed 110 feet above the keel.

With the vessel's enormous length it would seem that when the hour reached port it might be advisable to employ the telephone to convey the fact to the stern. In a comparison that was made when these two vessels were first contracted for some interesting calculations were made, which showed that if the 1907 to 1907 rate of increase in stamship dimensions should be maintained for the next hundred years, the ship launched at the end of the next century would have a speed of 6,827 miles a day, and would be able to cross from New York to Liverpool in about thirteen hours. The vessel would be nearly a mile in length and would have accommodations for 33,000 passengers.

In comparing the Lusitania with other vessels a favorite standard is the Leviathan of Brunel, the Great Eastern, which brought out before its time yet solved in its construction many of the problems with which marine architects have had to grapple. The Lusitania far exceeds the Great Eastern, as the following table shows:

Table with 2 columns: Attribute and Value. Length (feet) 790, Beam (feet) 92, Displacement (tons) 27,000, Propulsion (H.P.) 13,000.

— paddle, screw and sail. 1— quadruple screws. The Great Eastern was an experiment, but there is nothing experimental about these new Cunarders.

TASK OF MONEY EXPERTS

Days It Would Require to Count the Fortune of Big Millions.

If the wealth of the rich men of the United States could be reduced to national bank notes it would not be as great a task for the nineteen expert money counters of the United States treasury to tally and set the amount down in books as the average man thinks it would. Working in the leisurely fashion the government permits, it would take the nineteen experts a little more than fifty-two days to ascertain the exact number of Rockefeller's dollars. Assuming that Weverhauser, the head of the lumber trust, has \$95,000,000, the count of his wealth would be completed in just about the length of time it rained during Noah's yachting cruise.

Say J. Pierpont Morgan and Andrew Carnegie each own \$50,000,000, the count of their hoard would be completed in twenty-four days. All the vast horde of poor millionaires having about \$15,000,000 would get one day's attendance. Those having less than \$15,000,000 would be dismissed in six hours. These figures are the result of a count made of the "unused" money in one of the vaults under control of William B. Eideley, comptroller of the currency. The count was finished in a few days, having been under way twelve working days. For six years there has been no count of the money in the vault, and it occurred to Mr. Eideley that he ought to satisfy himself in the vault was actually there. The count showed that there were as many dollars in the vault as the books said there should be. Thirty-eight years ago a negro stole a package containing 1,500 sheets of unissued bank notes. He signed the name of the president and cashier of the bank for which the notes had been engraved. Congress appropriated \$5,000 to pay for the spurious notes issued by him to innocent persons, but only \$125 worth of the forged notes ever came to the treasury for redemption.—New York Press.

See Want Ads for Business Boosters.

TAFT TALKS TO YOUNG MEN

"The Best Reward of All is the Pure Joy of Service."

RESPONSIVE TO THE CALL OF DUTY

Public Service as a Career for the Honorably Ambitious—Reward Classed as a Secondary Consideration.

If there is a man living who has the right to talk about the duty of serving one's country, that man is William Howard Taft. The whole nation thoroughly understands that he has given the best years of his life to the most arduous, toilsome, and even dangerous work, which he did not choose, from which nevertheless he would not be tempted away by repeated offers of what he did want and probably still above all things desires—a place on the supreme bench. The whole nation honors him as the greatest exemplar of the patriot who serves his country in the exigencies of peace in the same uncalculating spirit and full devotion that the soldier is expected to show in time of war; a man who stands for the interpretation of public office as a solemn call to public duty. Within the last week even the publication of correspondence between the White House and the Philippines has proved how right he is to regard Mr. Taft as his personal fortunes when a question of public duty is involved.

So that the secretary had a right to pace the room and deliver himself with gestures as he discussed the country's call to the young man. Mr. Taft had just returned to Washington from a week's visit to Ohio, arrears of work must have been awaiting him. He had no time to "talk politics," and could not be tempted to a word regarding the movement which gives every promise of making him the next president, but the question of the young man and public duty is far too important to be turned aside from, no matter when it is called up.

Call for Strong, Young Men.

"It has many times been remarked," said Mr. Taft, "that much of England's administrative success, in municipal and in imperial affairs, has been due to the existence in England of a class free by birth from the need to labor and, indeed, forbidden to do so, but expected to enter the country's service. Now, we do not want and could never possibly have a governing class here. But if it is a fact that a considerable number of young Americans are nowadays annually leaving their country to seek their fortune in other lands, we may talk of culture and books and of serving the country by being a good citizen. That is very well. But good citizens need to know where their polling place is, and need to feel the obligation to do jury duty, and need to be acquainted with the affairs of the municipality and the country, and need to offer themselves for definite work in the municipalities or the state or in the dependencies, if they believe that they could do that work well. "I am disposed to insist very positively upon this point: that the young man who needs to be free from anxiety as to his own comfort and his family's owes it to society, and should be made by public sentiment to feel that he owes it to society, to devote himself to public affairs. He is failing in his duty if he does not."

Commendable Ambition.

"Seek office? Why should he not seek office? What is the wrong or objection, able in a good man's seeking office, when he feels himself competent to discharge its duties, is conscious of having a high idea of its responsibilities, and finds his heart warmed with ambition to be of those to whom his country's honor is confided? He may be sure that men necessarily qualified and with lower ideals than himself will be sure to seek it. "Assuredly there is a career in the public service. One may not prophesy for every man commendably ambitious to enter it that he will end an ambassador, but there is abundant opportunity for useful work. A good head and good health are necessary, with the disposition to work and work hard. There are opportunities on

MEANS OF MEASURING LIGHT

Some of the Systems Employed in Finding Out the Efficiency of Gas.

What does it mean when we say that gas is required to be of a certain candle power—twenty-two in New York, sixteen in Boston, fourteen in London and fourteen and sixteen in other English cities? The idea of most people on the measuring of light are extremely vague. Obviously, light cannot be dipped up with a quart cup or laid alongside of a yardstick, and rule of thumb would hardly be a reliable way of deciding the amount of light to which a great city is entitled. Yet until a comparatively few years ago it was more rule of thumb than anything else that decided this important question. Even a casual examination of the comparative size of the gas pipes in the old houses and the new of this city will show that our forebears were content with a less satisfactory gas service than we, though, doubtless, in comparison with the fashioned lamps and candles, the modern gas jet of the 60's seemed brilliant beyond words.

In these days, however, there is no guesswork about the measuring of light. It is gauged as carefully and accurately as a dainty lady's ribbons or a physician's prescription. The systems by which gas is measured have all grown up within two generations. Photometry—the measuring of light—is a science all by itself. The encyclopaedia will tell you that light is measured in this way: "If a point source emits in all directions a 'quantity of light' M, its intensity is said to be M-4, i. e., the quantity of light going out through a unit solid angle. This intensity is written 'I'. A small surface of area 'A', at a distance 'r' from the point source and inclined to the line joining it to the point source so that the angle between this line and a line perpendicular to the surface—" And so on, and so on. But that, to the average mind non-scientific, is not intelligible. It is much more interesting to see how the thing is actually done. In laboratories of the gas company there is one room set apart for the photometric appliances. It is dark as—one searches for comparisons—as Tophet. Everything in the room is painted dead black, and there is not a bit of bright metal work anywhere to catch the light. Along one side of the room stretches a high table, with a gas jet at one end, and at the other end two standard candles or

every hand for men to distinguish themselves by services of eminent value. As to rewards, I do not talk of rewards. For the class of men to whom I speak the idea of public service appeal the matter of rewards would be irrelevant. There are no fortunes to be gained. In many instances there might be a few great honors to be won. But there is no satisfaction in being of the number of those who are living their lives peculiarly in their country's life? Is there no inspiration in the sense that one is helping to do the big things—the things that count, that last, that go into history? Or rather is there anything in the world that compares with the joy that rises in the heart of him who knows he has a part in those things? "I say to you that there are rewards which are unknown to him who seeks only what he regards as the substantial ones. The best of all is the pure joy of service. To do things that are worth doing, to be in the thick of it, ah! that is to live."—New York Times.

THE NORTH-WESTERN LINE

Important Time Changes JUNE 9th via

"The Only Double Track Line"

The CHICAGO SPECIAL leaves 6:00 p. m., arrives Chicago 8:30 a. m., with dining car a la carte supper and breakfast. Same service and same hours returning.

The DAYLIGHT LIMITED leaves 7:05 a. m., arrives Chicago 9:35 p. m. Sleeper and Parlor Car service. Dining car for all meals.

The ELECTRIC "LOS ANGELES-CHICAGO LIMITED" and "OVERLAND LIMITED" leave at 9:30 p. m. and 10:00 p. m. respectively, arriving Chicago 11:59 a. m. and 12:30 p. m.

The DAYLIGHT ST. PAUL-MINNEAPOLIS train at 7:50 a. m. and the TWIN CITY LIMITED at 8:28 p. m., remain unchanged.

Low Rates Now

- \$20.00 to Chicago and return.
\$18.75 to Deadwood and return.
\$12.50 to St. Paul and return.
\$35.00 to Jamestown Exposition and return.
And Many others East, West and North.

City Offices: 1401-03 Farnam Street

Advertisement for Zu Zu biscuits. A hammock for two; just you—and Zu Zu the glorious little ginger snap. For what better company could you wish? They're snappy and have just enough ginger. At your grocer's. NATIONAL BISCUIT COMPANY