

BRANDEIS BOSTON STORE & SONS

A Formal Presentation of the Correct Styles MEN'S CLOTHES FOR EASTER

Easter is the day that marks the change from winter to spring clothes. Self-respect demands that Easter finds you dressed as well as your means will allow. Sensible men demand that their clothes be correct in style and serviceable in quality. Brandeis clothes insure you this and more—we fit you with the best ready-made clothes that are made at less money than you can buy them for elsewhere. You choose here from an unlimited quantity—every correct style and fabric.

Clothes of Elegance for Easter Are Found in the Renwick System

Easter suits of unsurpassed quality are shown by Brandeis at moderate prices. These are not clothes of the usual fifteen and twenty-five dollar sort. Renwick System clothes are better, newer and smarter every way. The newest style features in the coats, cut in just the proper length—fabrics and tailoring are absolutely correct....

\$15 and \$25

Rogers-Peet & Co. Spring Clothes for Men

Thousands of the best dressed men east and west declare the Rogers-Peet clothes the best ready-for-service apparel in America. Rogers-Peet clothes are always ready to put on, and custom tailored clothes cannot surpass them in any way—

\$25-\$27.50-\$30-\$35

Spring Top Coats Men's Cravenettes

The new models of top coats in the proper lengths and the best fabrics—also stylish and serviceable rainproof coats—combining all the elements of a swell light weight coat and a raincoat; also many military collar raincoats, \$15 Up



Base ball and bat, or catcher's mitt FREE with every boys' suit at Brandeis.



You'll Surely Need a Fancy Vest for Easter Wear Here is the best assortment of men's white and fancy vests in Omaha—new patterns for..... 1.50-1.98

Easter Suits for Men at \$10 If you want a good, well made and nicely appearing spring suit to wear on Easter, let us show you this line—new styles—correct colors—fit splendidly, at \$10

Correct Styles for Easter, \$12.50 Here is a suit that will give you excellent service for business wear—it is a serviceable up-to-date and the best value ever offered for..... 12.50

A VERY FORTUNATE PURCHASE MAKES THIS SALE POSSIBLE Men's Shirts for Easter

The finest shirts from a New York retail stock go on sale Saturday—just in time for Easter. Hundreds of the very newest spring patterns—every shirt is equal to custom made garments—a chance to buy fine new shirts worth up to \$3, in two lots, at..... 98c-1.50 All the shirts from the New York retail stock, worth up to \$1.50, will go, at..... 50c-75c Manhattan and E. Q. W. Shirts Most patterns are exclusive and not to be found in other stores—best spring shirts in Omaha, at..... \$1.50 to \$3.50 Men's Easter Neckwear—The newest shades and patterns, regularly sell up to \$1.00, in two lots, at..... 25c and 45c Men's Union Suits—Munsing, Sterling and Lewis make, We are sole agents— 98c to 4.98 Men's Summer weight balbriggan Underwear, plain and fancy—worth up to \$1, at 25c-39c-50c



Boys' Combination Suits—Our great offer comprises one all wool coat, one pair straight knee pants and one pair extra knickerbocker pants—all the service of two suits at..... 3.50

Young Men's Suits—We are better equipped than any Omaha store to fit young men in dressy, well tailored clothes—a special offer of long pants suits, in blacks and blues, for confirmation and Easter wear..... \$5 to \$15

Boys' Spring Reefers—The boy needs one right now—ages 2 1/2 to 10—embroidered ensigns on sleeves—special..... 3.98 Boys' K. & E. Shirt Waist Blouses, percale and madras, 49c and Up

Men's Low Shoes

Are Correct for Easter Wear We want you to see our new lines of tan oxfords for men, in lace, button, and buckle styles. The Florsheim Oxfords More style, comfort and service in these low shoes than in any others that are made for men—lace and button—all the correct leathers—Florsheim are always..... \$5 ROSSMORE SHOES FOR MEN Every pair warranted—high or low shoes—new tans or black \$3-\$3.50-\$4 We sell the best fitting and best wearing boys' shoes made in America—low or high cut—lower prices.



High Class Easter Hats for Men Superior Style

A new hat is just as essential for a man on Easter as for a woman. Don't wear the old things Sunday. We are equipped to supply the wants of everyone. Most complete good stock in Omaha. BRANDEIS SPECIAL HATS The newest blocks in stiff and soft shapes, new shades of tan, brown and blacks—just the hat you want is here, at..... \$2 Men's High Grade Spring Hats, made of selected felts, best silk trimmings, every correct shape and shade—the new ones, 2.50-\$3

JOHN B. STETSON HATS All men know the Stetsons are the most popular hats made—we show the complete lines of new styles in the genuine Stetson hats, soft or stiff styles, prices always..... 3.50 BOYS' EASTER HATS Many styles to select from—all the very latest shades—very specially priced at..... 98c-1.50-\$2 Boys' and Children's Spring Caps, in all the latest styles—four specials, at \$1.50, 98c, 49c and..... 25c



SOME HINTS ON ROAD WORK

Suggestions on the Making and Maintenance of Model Earth Road.

SOIL AND TOOLS CONSIDERED

Practical and Efficient Methods Briefly Outlined by Experts in the United States Office of Public Roads.

While American road builders are as capable of constructing good roads as those of any country of the old world, they have not been as loyally supported as the men of these countries in maintaining the highway after completion, and the deplorable state of many hundred thousand miles of road is thus accounted for. County and township officials may at the outset stand the expense of having a road built, but they strenuously object when asked to provide funds to rebuild the road that has been allowed to go to ruin. It is important that farmers learn of the benefits to be derived from good earth roads; that county boards be impressed with the need of a proper maintenance of the same, and that road builders and overseers learn how best to care for the roads in their charge.

A circular from the United States office of public roads says the persistent and powerful enemies of earth roads are water and narrow tires, and the constant effort of the men in charge of the roads should be to guard against their destructive effects and remedy all damage as quickly as possible. The simple implements which have been found to be of greatest assistance in this work are the plow, the drag scraper, the wheel scraper, the road grader and the split-log drag.

Beneficial Mixing. With a sandy soil and a subsoil of clay, or clay and gravel, deep plowing so as to raise and mix the clay with the surface soil and sand will prove beneficial. The combination forms a sand-clay road at a trifling expense. On the other hand, if

the road be entirely of sand a mistake will be made if it is plowed unless clay can be added. Such plowing would merely deepen the sand, and at the same time break up the small amount of hard surface material which may have formed. If the subsoil is clay and the surface scant in sand or gravel, plowing should not be resorted to, as it would result in a clay surface rather than one of sand or gravel. A road foreman must know not only what to plow and what not to plow, but how and when to plow. If the road is of the kind which, according to the above instructions, should be plowed over its whole depth, the best method is to run the first furrow in the middle of the road and work out to the sides, thus forming a crown. Results from such plowing are greatest in the spring or early summer.

In ditches a plow can be used to good advantage, but should be followed by a scraper or grader. To make wide, deep ditches nothing better than the ordinary drag scraper has yet been devised. For hauls under 100 feet, or in making "fills," it is especially serviceable. It is a mistake, however, to attempt to handle long-haul material with this scraper, as the wheel scraper is better adapted to such work. For hauls of more than 100 feet, a wagon should be used.

Machines in Use. The machine most generally used in road work is the grader, or road machine. This machine is especially useful in smoothing and crowning the road and in opening ditches. A clay subsoil under a thin coating of soil should not be disturbed with a grader. It is also a mistake to use a grader indiscriminately and to pull material from ditches upon a sand-clay road. Not infrequently turf, soil and silt from ditch bottoms are piled in the middle of the road in a ridge, making mud holes a certainty. It is important in using a grader to avoid building up the road too much at one time. A road gradually built up by frequent use of the grader will last better than if completed at one operation. The foreman frequently thinks his road must be high at the first instance. He piles up material from ten inches to a foot in depth only to learn, with the arrival of the first rain, that he has furnished the material for as many inches of mud. All material should be brought up in thin layers, each layer

well puddled and firmly packed by roller or traffic before the next layer is added. A common mistake is to crown too high with the road machine on a narrow road. The split-log drag should be used to fill in ruts and smooth the road when not too badly washed.

PLAYGROUND DEVELOPMENT

Elaborate Plans of Boston and Methods that are Pursued in Cambridge.

Larger playgrounds and more of them, properly equipped for the pleasure of the rising generation, is an expanding idea of practical good that is destined to be a factor in the management of public schools in large cities. In Boston the school authorities have appropriated \$50,000 for the improvement and equipment of school playgrounds this year. The plans of the managers are: First, to develop the school yard and school buildings as the center of play for the younger children; second, to provide local playgrounds for the older boys and girls; third, to provide athletic fields for the high school boys; and fourth, to furnish instructors and teachers in athletics, sports, games and play indulged in by pupils of the public schools.

Twenty-eight school yards in crowded districts have been selected where the experience with summer schools has shown that the work would be productive of best results. These twenty-eight school yards will be kept open from the close of school until 5:30 daily, and from 9 a. m. until 5:30 p. m. on Saturdays and holidays from May 1 until November 25. These yards will be equipped with apparatus, sand gardens and a sufficient number of teachers to organize and direct the play. During the summer months the nurses' division will go to the homes of the children using these playgrounds and instruct the mothers in baby feeding and summer hygiene. It has been found that the mothers welcome the nurses, and that the scheme has been productive of excellent results. To provide for the recreation and physical development of the older boys and girls in the elementary schools, the new department has been given the right to use twelve of the more centrally located and

suburban playgrounds now under supervision of the park department. These playgrounds will be kept open from May 4 to June 27, and from September 9 to November 29 (during school term). The school committee will furnish teachers and instructors, as well as play teachers, who will go to the different school playgrounds and bring parties of children to these larger playgrounds for instruction and training.

In 1902 the school committee of Cambridge, Mass., took up the playground work, beginning with one playground in private grounds, for which it had to pay taxes to the city. The work grew each year and the playgrounds are now all city property. The city furnishes sand boxes in schoolyards and public parks, and allows the use of one room in the school building. As yet it takes no further responsibility for these playgrounds, but it is hoped that at no distant day Cambridge will have municipal playgrounds under proper supervision for boys and girls of all ages.

There are in Cambridge six large open spaces owned by the city—Cambridge common, Cambridge field, Rindge field, Riverside field, Broadway park and Captains' Island. In these open spaces where there is no shrubbery the children are allowed to play. Cambridge field covers an area of eleven acres. In it there is a shelter with bath. In summer base ball is played; in winter there is skating. There are also sand boxes. On Cambridge common, a portion has been set apart for skating, foot ball and base ball. Rindge field has been used almost exclusively for base ball—shelter with bath has been placed there, also some apparatus. Captains' Island, in the Charles river, is a bathing beach, with bath houses. There are now in connection with the bath houses two life guards. Broadway park was never used as a playground until last summer, when the playgrounds committee asked to have a sand box there and put a teacher in charge. Last year the city appropriated \$1,000 to make a tract of land (which had been used as a dump, fit for a playground for boys. There already existed in that neighborhood, under the auspices of the Shepard Memorial church, the Riverside alliance, which had a number of boys'

clubs well organized. They had their house, with bath and a gymnasium, close to this field, which they call Riverside field. The last summer the boys had a good ball field, and through not under supervision, their club training enabled them to conduct their play in an orderly manner. Next year it is proposed that the boys themselves make a running track, the city loaning wheelbarrows, tools, etc.

RELIC OF CIVIL WAR BURNED

Career of Steam of War Monongahela, Once the Flagship of Farragut.

The sloop of war Monongahela, used as a naval training ship at Guantanamo, Cuba, was destroyed by fire on the night of March 17. The sloop was a battle-scarred veteran of the civil war. It was commanded during the period of conflict by Lieutenant George Dewey, now the admiral of the navy, and Winfield Scott Schley, now a rear admiral on the retired list. Its war adventures were full of interest, but still more interesting was the marvelous thing that happened to it after the war had ended.

It was at Saint Croix, or Santa Cruz, in the Danish West Indies, in the late '60s, that this marvelous thing occurred. The Monongahela was struck by a gigantic tidal wave and when the wave was through with it the sloop that had fought its way past the Mississippi forts was high and dry there until it rotted or was destroyed. But Yankee ingenuity overcame the difficulty. Ways were built from ship to shore—a reversal of the usual meaning of that expression—and down these the Monongahela was pushed and hauled until at last it glided back into the sea. The overland trip of the Monongahela occurred on November 15, 1867. The tidal wave was caused by a great earthquake. Naval Constructor Thomas Davidson of the United States navy, a brother of George Davidson, the astronomer, had charge of the work of moving the vessel back to the sea. He took with him to Santa Cruz a

sufficient number of mechanics picked from American navy yards. In a little more than three months he moved the stranded hulk astern to the water's edge and then over 2,500 feet of coral into deep water.

Two years ago when the Monongahela was at Guantanamo it had another experience in some respects notable. It caught fire and to save it from total destruction it was scuttled and sunk. Then it was raised and fixed up for quarters for enlisted men at the training station, and it was serving in that capacity when the end came. The Monongahela was built by the government at the League Island Navy yard, near Philadelphia, in 1862. It cost \$378,673. It was a sloop of war of 1,375 tons, with a length of 227 feet and a beam of 33 feet. It was needed urgently in the operations on the Mississippi and the gulf. Schley commanded it for a brief period in several unsuccessful attempts of the union fleet to take Fort Hudson. Afterward it participated in the successful attack on that stronghold and got battered up considerably.

Dewey commanded it in July, 1883, when it was on blockade duty off Mobile. In August, 1864, it was with Farragut's fleet when it got past the Mobile batteries. On that occasion it was lashed to the Kennebec. The two ships ran the gantlet of the forts and then proceeded to ram the Tennessee and go aground.

In 1905 the Monongahela was placed out of commission at the Brooklyn navy yard. For many years, in fact until comparatively recent times, it was a practice ship for naval cadets and a training ship for apprentices. Three years ago it was sent to the Guantanamo naval station as a station ship—New York Sun.

Pointed Paragraphs. The suspected may happen unexpectedly. Cat-rich-quick schemes are all right—until you wake up. The average man doesn't waste any politeness on his wife. The only harmless fools are those in the hands of the undertaker. Blessed is the chapman who hath eyes that see not and ears that hear not. Clever doctors can induce a woman to take any kind of medicine by telling her it will clear her complexion.—Chicago News.

AND THE CAT FOLLOWED HIM

New York Tabby Chases Master from the Metropolis to New Home in Utica.

When John J. Lussier retired as a lieutenant in the New York police department two months ago and moved to Utica to assume the proprietorship of the Yates house, he brought practically all his belongings with him, but left his pet cat in the metropolis. The animal was left with a friend who gave assurances that it would have the best of care. Two weeks ago Mr. Lussier had a letter from this friend and in the letter it was incidentally mentioned that the cat was missing. Nothing more was thought of it until later, when a cat walked calmly into the Yates house, rubbed up against Mr. Lussier's legs and made a noise, like any other feline. Mr. Lussier thought he saw something familiar in the cat and to his astonishment found that it was the same one he had left behind in New York.

Now if some one can advise the owner how the cat managed to find its way to Utica, Mr. Lussier promises to give a suitable reward. It may have walked from New York, but it is rather a long journey for a cat, and still it hardly seems probable that the cat picked out the right train. Mr. Lussier is corresponding with his New York friends with a view to discovering how the animal happens to be in Utica.—New York Sun.

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