

Fireman Brings in Crack Train; Pilot Stricken

Engineer McQuade Suffers Attack While at Throttle of Rocky Mountain Limited.

James McQuade, Fairbury, Neb., engineer of Chicago & Rock Island train No. 8, the Rocky Mountain limited, was stricken with heart disease and pneumonia Wednesday morning as his train neared Omaha. Fireman Heidelberg caught McQuade as he fell from his seat at the throttle and fired the engine and piloted it safely into the Union station.

Officials of the company declared that McQuade had not been feeling well when the train left Fairbury, but insisted on making his regular run. When the train was a short distance from South Omaha, McQuade slumped forward in his seat. Heidelberg noticed him and went to help him. He moved McQuade away from the pilot's post and took control of the engine.

At South Omaha he sent word to the Union station that the engineer was being placed in the baggage car and that he would "bring in the train."

The train is due at the Union station at 2:18 in the morning. McQuade was examined by a physician on his arrival and taken to Clarkson Memorial hospital. Authorities at the hospital said he was little improved Wednesday night.

Adele Garrison "My Husband's Love"

The Strange But Efficient Way Mrs. Bird Did Her Task.

Little Mrs. Bird did the masked door into place behind her, shutting away the underground tunnel through which we had made our passage from the house to the garage at the back of her grounds. Then she marshaled us into a double line, allotting a child to each adult.

With Robert at her side, she led the way. I was behind her with Mary, Harriet next with the Will, Frederick, and Edwin last with William by his side. The driver of the car in which I had ridden from the city materialized apparently from nowhere, and, taking the luggage, brought up the rear.

"Remember, not a sound," said Mrs. Bird softly, with her hand upon a small door of the garage, opening in the direction of the bay. "I can't use the flashlight. So each of you will have to follow the one directly in front of you. Don't step aside from the path because you'll get into swampy land. Don't worry, though. I could walk this trail blindfolded, and luckily there's just a touch of fog, so nobody a few feet off possibly can see us. Nobody around, John?"

"Not a sign," the young driver replied in the same muffled tone she had used. "Murt and I have just been all over with a fine tooth comb, and he's still roaming around on the job. Nobody'll have a chance to get near you until they're safe in the boat."

"All ready then," Mrs. Bird carefully unlocked the door, which swung back noiselessly on oiled hinges, and we filed out into the darkness. I took Mary's hand in mine, fixed my eyes upon Mrs. Bird's indomitable little figure trudging in front of me, and concentrated all my faculties upon keeping my feet and Mary's in line with those of Mrs. Bird and Robert. Mary's mittened hand clung to mine tensely, but I was as sure that child was not frightened as I was that she was reveling in the melodramatic situation in which she found herself.

"Everything All Ready?"

We walked over low though uneven ground for a little, and then I found myself following an ascending path which wound up almost to the top of the hill between Mrs. Bird's house and the bay. We were almost at the top when I found that the path suddenly diverted to the right, and, skirting the hill, we descended upon the other side to the level again, and followed a fairly straight path to the low boathouse lying dark, almost undiscernible. Here Mrs. Bird halted us, speaking for the first time since we had left the garage.

"Keep tight hold of the children's hands," she warned, "and stand where you are. The water is deep right here now at high tide."

I could hear the lapping of the water distinctly, and as my eyes became more accustomed to the place I saw that we were standing directly in front of a small narrow inlet, no wider than a creek, upon which close to us was drawn up a medium-sized motor boat.

"Everything all ready, George?" she spoke apparently to the empty air, but a voice from the boat replied gruffly:

"As ready as this old tub ever can be."

Mrs. Bird laughed softly. "George wouldn't trade that old tub for the finest yacht going," she said, "but he's like some husbands—he reserves the right to growl at her himself. Is the other boat here, George?"

Lillian's instructions.

"Standing by in the bay at the mouth of this creek," the invisible voice replied. "If you look close you can see its light."

The next instant he took shape before us, walking toward us upon the boat's deck. Then my eyes strained in the direction of Mrs. Bird's pointing finger, where, perhaps the length of a city block as the crow flies, gleamed a light.

"Is that it?" I whispered to Mrs. Bird, wondering if Lillian was waiting out there. "It looks only a block away."

"It is if you could fly to it," she answered. "But it's nearly half a mile the way this creek winds. If it were daylight you could see."

ment in the city when you have finished throwing these lads off the trail—you can come back here first and leave your car—and wait for her there. She will come there as soon as the ship sails. And she says to tell you now to listen carefully for your signal which she will give when your people are safely on board out yonder. She will give it twice and you are to repeat it three times."

\$33,000,000 Deal Told by Witness

Daugherty Not Involved; He Was "Sore," Suicide's Wife Tells Committee.

Washington, March 26.—Five men in Washington cleared up \$33,000,000 in one gigantic deal on the stock market in the fall of 1922, speculating in oil stocks, the Daugherty investigating committee was informed today by Roxie Stinson, divorced wife of Jesse W. Smith, the boon companion of Attorney General Harry M. Daugherty.

Neither Daugherty nor Smith, however, was in on the deal, Mrs. Stinson said, and Jesse told her they were "sore" on that account. She said Smith had told her the names of the men, but she declined to give them "until I'm crossed examined."

She testified that "Jesse committed suicide, but was driven to it by Harry Daugherty."

Holds Daugherty Responsible.

"I consider Harry Daugherty morally responsible for the death of Jesse Smith," said the witness dramatically.

"I was not present when he killed himself, but in view of the way in which he put his house in order I am convinced he took his own life."

Smith killed himself a year ago in the apartment in Wardman Park hotel which he jointly shared with the attorney general. He was alone in the apartment at the time, Daugherty having spent the night at the White House with the late President Harding.

Reads Stock List.

Miss Stinson then read a list of the stock and other holdings of Smith "when he first came to Washington."

The list totaled about \$126,000. She said he sold his dry goods store in Washington Court House, O., for \$40,000.

"What other property did he have when he died?"

"Jesse had \$65,000 worth of Liberty bonds in the Riggs bank and 310 shares of Pure Oil stock valued at \$5,584, and 210 shares of Central Leather valued at \$4,000," she replied. "The total value of his estate when he died was about \$214,182.55."

"How much was he worth when he came to Washington?"

"About \$150,000."

"Were the 75 \$1,000 bills you saw Jesse have, listed in the inventory of his estate?" asked Senator Ashurst, democrat, of Arizona.

"No."

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Rabbi Attacks Movie Morals

Says Private Lives of Stars Must Be Clean for Examples.

Columbus, O., March 26.—"If boys and girls must model after the movie stars, then we insist that the private lives of these stars, as far as the pub-

lic is concerned, be clean all through," asserted Rabbi Jacob Tarshish, addressing a local audience on "The Situation in Hollywood."

"The responsibility for this is upon those who attend moving pictures, the press and upon the church, all of which must demand cleaner pictures and less scandal," he continued.

"When it is true that, for every 10,000 who are getting their education in the universities there are 200,000 getting theirs in the movies, then the false perspective upon life as portrayed in the moving pictures is a terrific danger," said Rabbi Tarshish.

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America's Fastest Growth In Home Ownership Is in

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Government figures, issued a few months ago, on the growth of Home Ownership in American cities, showed Omaha to be in the lead.

The last official report shows 48.4 per cent of the Homes in Omaha are owned by the families that live in them.

This figure puts Omaha in third place in the United States as a Home Owning City.

The figure also shows that Omaha's Home Ownership has been growing faster than that of any other American City.

That rapid growth has not been spasmodic. It has been under way since 1900, over twenty years.

Omaha's tremendous record in Home building, last year and the year previous, shows that the Home Ownership practice is increasing.

In addition to showing the fastest Growth in Home Ownership, the next government report undoubtedly will show that Omaha is actually in first place.

This condition proves that Omaha is prosperous, and that her people have money. It shows that they like Omaha, and put their money in Homes, with the idea of spending their lives here.

This condition also reflects the great strength of Omaha's building and loan associations. These associations make it possible for any thrifty man to have a Home of his own.

One Kind of Business That Doesn't Prosper in Nebraska!

Officials of the University of Nebraska, in advising the outside world about the various kinds of industry that will prosper in Nebraska, always omit the fertilizer business.

"In fact," they say, "that's about the only kind of business relating to general agriculture which doesn't thrive in Nebraska."

Nebraska's soil is so good with its Loess qualities that it doesn't need the ordinary soil fertilizer.

Growth in home ownership is the best type of growth that any city can experience. Omaha's growth, therefore, is of a better type than that of any other American City.

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To preserve and develop Omaha's beautiful river front.

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More factories, especially those using agricultural and live stock products as raw materials.

River transportation.

Hard surfaced roads from all the surrounding territory.

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