

KELLEY-STIGERS SILKS

at half price and less
27-inch all silk Pongee, very lustrous and worth 75c a yard, on sale Monday 39c square
\$1.25 quality Lyons Dye, 27-in. Imported Silk, perspiration proof, will not spot or crock. This is some of Kelley-Stiger's finest silk, will go at, per yard 69c
Kelley-Stiger's 85c colored Taffetas, street and evening shades, now at exactly half price, 39c-48c
Colored and Natural Shangtung, Pongee and Coarse Weave Burlington Pongees—brown, navy, champagne, black, ivory, etc., 27 in. wide, very fashionable, at a yard 79c
Kelley-Stiger's 27-in. Wash Taffetas, 80-in. black and white summer silks, shirt waist silks, black and colored peau de cygne, Louisiana, guarantee black taffetas, peau de sole and mesalina, \$1, \$1.25 and \$1.50 silks, at— 39c-49c-69c

KELLEY-STIGERS DRESS GOODS

26c wash velvets, etamines and tub suitings—navy, brown, champagne, etc.—at, yard 10c
All Kelley-Stiger's mousseline de soies, tub linen and silk organdies, polka dotted, white mousseline, regular 60c 15c
Kelley-Stiger's fine dress goods that sold up to \$1.50 a yard, all this season's best styles—black, white and all colors, at, per yard 69c

Kelley-Stiger's 50c French Chiffons, 29c
Kelley-Stiger's 50c French Flannels, 39c
Kelley-Stiger's black and navy all wool Vests, 37c
Kelley-Stiger's cream Millan, 59c
Kelley-Stiger's \$1.50 cream silk Millan 75c
All Kelley-Stiger's French Dressing, Silk Chiffon, Crapes, in champagne and all the latest shades, at, 75c
Finest Imported French Dressing, that do not must, at, yard 25c

Ladies' Cravenette Coats

All Kelley-Stiger's Cravenette Coats, that were priced up to \$12.50, at 598
All Kelley-Stiger's Cravenette Coats—that were priced up to \$5, at 998
Ladies' Shirt Waist Suits from Kelley-Stiger's stock—worth \$1.00, at 198
Ladies' Shirt Waist Suits—worth \$5.00 and \$10— 398

SALE ON BROW KELLEY-STIGERS BANKRUPT STOCK Laces and Embroideries At Less than Half Price

The Bargain Climax of the Kelley-Stiger Sale



Greatest Values in Embroideries & Laces Ever Known in Omaha.

All of Kelley-Stiger's fine cambric Embroideries, Edgings and Insertings that were sold regularly up to 15c a yard in—narrow and medium widths—Monday a rare bargain at, a yard 2 1/2c and 5c

All Kelley-Stiger's Wash Laces in insertings and bands—all fine laces, English and French Torchons in all widths, many to match—fine imitation hand-made cluny laces and bands, many are regular 25c quality... 1 1/2c-3 1/2c-5c

50c Embroideries at 10c and 25c.

Laces, Worth up to 50c, at 10c Yard.

All of Kelley-Stiger's very finest cambric and nainsook Embroidery in medium and extra wide widths—up to 18 inches—suitable for skirt flouncings, corset covers, etc.—hundreds of styles—worth up to 75c a yard—at 10c and 25c

All Kelley-Stiger's finest Wash Laces including point de Paris, Normandy Vals—point d'esprit—many laces and insertings to match—also fancy cotton laces—Calais bands—all widths up to 5 inches—worth up to 50c, at, yard 10c

Ladies' Embroidered Turn Over Collars. Stocks in medallion effects, also Buster Brown pleated and embroidered collars—worth up to 25c a yard—at 6c

HANDKERCHIEFS. Ladies' and men's all linen handkerchiefs, all guaranteed strictly all linen, fine sheer quality—worth 20c—at each 10c

50c and 75c Ribbons at 15c. All Kelley-Stiger's fine ribbons up to 8 inches wide, finest grade, prettiest shades, including black and white—at 15c

\$2 LACES at 59c, 69c, 98c. A big lot of very fine point gauze and net top Oriental laces, very finest ever shown in Omaha, up to 14 inches wide, worth up to \$2.00—at 59c, 69c and 98c

Kelley-Stiger's WASH GOODS at Less Than Half Price

Kelley-Stiger's 19c Quality Diapers, Lawn, Swiss and Batistes in light and dark ground, small figures, dots, etc., at, yard 5c
Kelley-Stiger's Cotton Chails and Lawns in the newest pattern, stripes and figures. We have been selling them at 50c a yard, go Monday at 21c
25c Quality Dotted Swisses in Dolly Varden patterns, pretty new styles for waists, dresses, kimono, etc., at, yard 10c
Fine Corded Gingham, striped and checked, 18c quality, at 8 1/2c
Kelley-Stiger's Silk Imported Baby Flannels worth \$1.00 a yard at 45c
40-inch White Lawns, medium heavy grade, 10c quality, at 3 1/2c
High Grade Mercerized Satene, black and colors, light and heavy quality, 60c value, at 10c

MUSLINS

From Kelley-Stiger's Stock
Bleached Pequo Shooting 9-4 size, Monday at, yard 25c
Bleached Pequo Shooting—Monday at, yard 22 1/2c
Kelley-Stiger Special Brand Union Jack white Cambric, was in 1903, Monday at 6 1/2c
Kelley-Stiger 25c Quality Pillow Cases, 18x22, 10c each, worth up to 25c

LINENS

From Kelley-Stiger's
Kelley-Stiger's regular 60c Pillow Shams, Dressing Scarfs, Tray Cloths and Squares—Monday at 25c
Kelley-Stiger's extra large knitted crines Towels, plain white and fancy border—50c quality, at 15c
Kelley-Stiger's fine double damask Towels, worth at 45 & 59c
Ten-cent large Turkish Wash Cloths, will go 3 1/2c
Ten-cent Cotton Diaper Cloth, up to 27 inches wide, at 5c
Forty-cent snow white Union Table Damask—will go at 18c
Kelley-Stiger's hemstitched Table Cloths—3 1/2 yards long, at 98c
Ten-cent large Turkish Towels will go on sale 2 1/2c
50 and 60 double extra large pattern Table Cloths, 3 1/2 yards wide, 2 & 3/4 yard square, at 4.98
50c hemstitched all linen pattern Table Cloths, 3 1/2 yards long, at 1.98
The new black and white muslin Table Damask, yard 39c

DEATH'S DRUMMING WHEELS

Critical Review of the Loss of Life by Railway Accidents in America.

THE HUMAN FACTOR AND NATURAL FORCES

Feasibilities of Accidents Due to Unavoidable Causes—Preventable Wrecks Caused by Mechanical Flaws.

The second of a series of articles by Francis Lynde in the Reader Magazine on the loss of life by railway accidents in America possesses melancholy timeliness in connection with the succession of disasters reported during the present month. Mr. Lynde says, in part:
Railroad men are beginning to say that the interstate commerce law and the provisions have bred up a school of untechnical reformers who find a panacea for all ills in increased expenditure for safety appliances. Be this as it may, there is certainly a steadily growing conviction that most wrecks could be prevented if the railway management could be induced to loosen the purse strings.

As a matter of fact the common sense truth lies in the middle ground between these two extremes. Accidents in which the human factor, active or passive, contributes to the cause may or may not be preventable by human foresight anticipating the conditions. But, besides these there are disasters inevitable, demonstrations of the perversity of fate, things in which the human factor is left out; and these may be considered first.

To this account may be written off the wrecks which are caused by natural forces at work in the dark, under cover of storm, or in the frozen stillnesses below zero, or those originating in hidden faults in rail or running gear. At the head of the first-named group stands the landslide.

Some years ago a passenger train on the Sioux City Pacific was proceeding northward from Council Bluffs. It was a warm still autumn night, at the close of a long period of drought, and the air was befozzed with the dry, fine silvian dust of the Missouri bottom. A few miles below Sioux City the line curves around the shoulder of a high clay bluff. For years this bluff had stood as solid, to all appearance, as a granite cliff, and no human being, however well versed in the phenomena of earth surfaces in motion, would have predicted its fall at a time when the very mud of the slough was baked into the sun-dried brick. Yet on this most unlikely night of the year it came down—and the train found it.

side occasionally takes the form of a tumbling occasionally in one of the canyons. When anything worse than a few crushed crosses or a broken rail comes of it, it is because human care exerted to the utmost has failed in one more instance. If the Denver & Rio Grande could recover the money it has expended in extra track and mountain-side inspection during the twenty-odd years of its existence, it could declare a generous supplemental dividend. And the same is true of the other canon lines.

More frequent than the landslide accidents, but less fatal because they are less unexpected, are the washout wrecks. I use the word "frequent" only in a relative sense. There are thousands of washouts every year, and comparatively few accidents chargeable to them. In time of storm every man in track and train service is looking for the water-softened embankment, and sharpens his wits accordingly. None the less, a flood will occur a sudden now and then which can be neither foreseen nor guarded against. In his own term of service, the writer has seen a heavy freight train pass safely over a fill which fifteen minutes later "slumped" under a light passenger running at a snail's pace.

Less common than the washout wreck, but more disastrous in proportion to its infrequency and unexpectedness, is the accident due to climatic causes. Snow may be something worse than a simple obstruction to be plowed or shoveled out of the way; and extremes of temperature, high or low, may play havoc with the most carefully maintained permanent way. On the southwestern desert, a well laid track has been thrown dangerously out of line by the heat of a semi-terrid summer, and during a winter blizzard westward Nebraska an entire train has been derailed by the packing of a fine hard snow against the inner side of the rail, forming a banking so solid that the wheels, with their superabundant weight, rode on the flanges and left the track.

Snow as an obstruction,
Now as an obstruction has lost some of its terrors for plow crews since the coming of the rotary, but in the day of the "coupler" and "wing plow" no man coupled his engine into a bucking string without being well assured that he was taking his life in his hands. Of all the later appliances the rotary plow has probably reduced the winter death rate in the employes' class more than any. But the hazards of snow-burrowing have been only lessened and the members of a plowing crew are still undesirable risks for a conservative life insurance company.

Extreme cold also introduces an element of danger to moving trains which no human foresight can measure or forestall. In addition to the increased brittleness of all exposed metals, the track suffers in its proper alignment from the contraction of the rails and the heaving of the frozen earth; and these distortions, though great enough to derail a train, are sometimes undetectable by the most careful track walker.

and its maintenance was up to the "Burlington" standard, which is as high praise as could be given it. But at the critical point the intense cold had penetrated to a sufficient depth below the ballast to unsettle the alignment and the train left the track and sheared into the through-bridge over Cedar creek. Had there been no bridge there would have been no fatalities, since the train was still upright when the engineer promptly set of his hand—had looked the wheels with sin.

Mechanical Flaws.
Rather more common than the climatic accidents are those due to faults or flaws in the mechanism, and here, again, the unseen and unsuspected may lie in wait for careful and careless alike. When a rail breaks in zero weather, or a wheel, which rang true under the "tanker's" hammer at the last inspection station, casts a segment of its flange in mid-flight, something is due to happen and it usually happens hard. And if the rail be well laid and sufficiently heavy for the traffic, or the wheel sound and not badly worn, the disaster can scarcely be charged to a negligent management or to carelessness on the part of employes.

Some exceedingly terrible accidents befall in this way as well as some singularly curious ones. On the C. & N. W. railroad, before it became a part of the Boston & Maine system, the engineer of a day train was once electrified by the sight of a locomotive drive-wheel rolling down the embankment beside him. His hand was on the air before the warning whistle had sounded itself into the ditch, but by the time the stop could be made, the side-rod on the opposite side had buckled and there was a derailment. Investigation revealed one of the most curious of the mechanical failures. The rear driving axle on the engineer's side had snapped short off close to the hub and the wheel, carrying the broken side-rod with it, had climbed the rail and gone free, all this without jar or jolt sufficient to advertise the fact to the man hanging out of the cab window just above it.

It is not strictly in accordance with the exact fact to place all of these mechanically caused accidents in the unpreventable group. On all lines every engineer is supposed to be an inspector, of his own machine at least; and a like duty touching the cars for which they are responsible in transit devolves upon train crews. But the practice of overworking men and machinery which figures as a necessity in rush seasons and in prosperous periods when the traffic increases faster than the facilities for handling it, makes this rule often honored in the breach than in the observance.

Practical Cause of Wrecks.
Another fruitful cause of such accidents is the interchange of cars by all different lines. When a foreign car, all cars are "foreign" when not in service on the line to which they belong—is received in bad order, it is supposed to go to the repair track. But for the sake of greater expedition the disabled stranger is often passed along, each train crew handling it being anxious only to get rid of it before the demand for repairs becomes imperative. The break-down of such cars in transit is not an every-day occurrence, but it happens often enough to justify this statement.
Against loss of life and limb in the clearly unpreventable accidents, the public may be said to carry its own risk. It is not a very

heavy one. In the vast majority of railway disasters it is the uncertain human element which tips the scale. Tracing the cause in this second and larger group is always an involved process, but it may be somewhat simplified by subdivision. Two master causes are recognizable, one routine itself in mental or physical inefficiency on the part of the human factor; the other growing with the handling of trains.

First in the list of the mental obliquities is the general incompetence of a certain percentage of the men who are entrusted with the handling of trains.
To begin at the beginning, the school in which the operative railway employe is taught has little to commend it. An inexperienced youth goes from the farm or the factory into the railroad service. He becomes a yard constable, a flagman on freight, or possibly a locomotive fireman. What he learns he gets by hard knocks, or by main strength and awkwardness, as Mulvaney learned to play the cornet. In many instances he develops into a trustworthy and reliable man; but when he does, it is owing rather to intrinsic merit and native adaptability than to any special training. On some of the more progressive lines examinations of trainmen are held at stated intervals, and this is a long step in the right direction. But systematic training is still the exception rather than the rule, and the large-misted school of the railway service does not always exclude the mentally incompetent. The young man who has missed his calling, who has never had the mental capacity fully to surround his job, slips through one way and another, and when he does, it is only a question of time and the chance. Eventually he will be killed, or cause others to be killed.

Lack of Foresight.
Here is a picture of this man, drawn from the I. & M. One day the engine of a passenger train on the Wisconsin Central line was derailed on a sharp curve in a cut. As usual, the men passengers dropped off by twos and threes to go forward for investigation, and one of them, who was by way of being a railroad man on a vacation, saw the flagman, whose duty it was to stop the train with signals for protection, standing open-mouthed near the disabled engine.

"Don't you think it would be a good idea to have this young man go back with a flag?" said the conductor on leave to the conductor on duty. There was an instant volcanic explosion of profanity directing itself toward the young man with the facile forgetter, followed by a vanishing view of the shocked flagman racing down the cut in the rear. "Nothing came of it," most frequently nothing comes of it. But in the long run the man with the lacking mentality kills somebody.
Occasionally the man who labors under the disadvantage of not knowing precisely what he will do in an emergency serves his apprenticeship in some sort and becomes a conductor or an engineer, without being found out. From that moment his destructive possibilities have room to expand, and to become a standing menace to public safety.

"Secured Sign."
There was a story illustrative told me by a traveling engineer who was "dead-headed" over the track on the Fremont's line in the cap at the time of the happening.
A fast passenger train on a double-track road ran down for its immunity from acci-

dents was approaching a small way station at which it was not scheduled to stop. A freight had been shifting at the station, and a good third of its train was standing on the down track directly in the path of the "Flyer." When the station came in sight the men of the freight crew were making frantic efforts to get their train out of the way. The coupling had been made, and the long string of boxes was in motion, with a man at the "crossover" switch to open it for the main line the instant the engine was ready to be freed. My engineer looked at his engineer. There was time and space for a quick stop; but the man on the opposite box had no move. In the terse phrase of the narrator, he was "narcotized stiff," paralyzed for the moment at the confronting of the unimagined disaster. The engineer who was deadheaded sprang across the cab and flung himself upon the throttle and the air; the speed was checked, but, to use his phrase again: "You couldn't have put a sheet of paper between us and that substitute when we slid past."

Questioned about his lapse after the fact the man who did not rise to the demands of the occasion could only say that he "groomed his must have been pretty badly rattled." The explanation was true enough, but it was a confession of mental dereliction. He lacked the quality of instant readiness which is, or should be, the engineer's chief recommendation. And since this is a quality which can hardly be acquired, which is put in or left out in the making of the man, the railroad sifting process should be adequate enough and personal enough to detect the lack, to keep such a mentality out of the train service.

Fatal Manifestations.
But finching in a crisis is not the most fatal manifestation of mental incapacity in those who are responsible for the safety of trains. It is the men who never fully realize their accountability who oftenest slip or are slain. The flagman who forgets to protect his train in a sufficient anomaly in the service; but what shall we say of the man who remembers, and who is yet too careless or too irresponsible to make sure?

A long list of disasters each year has this human falling of unorthodox written on it. A train stops between stations and a flagman goes back. But, thinking more of the smart run he will have to make when he is called in than he does of the possible danger to his train, he does not go far enough. Out of the darkness in which he is, stumbling starts the blinding eye of the following section. For one brief instant, in which he becomes a yelling, lantern-swinging maniac, he lives a thousand lives and dies a thousand deaths. Then the sickening crash comes and he takes to the woods.
This is how it happens in many instances; but there are many others in which some trainman or station operator "thought" where he was paid to know. The disaster need be besprinkled with such entries as there is in the column of causes: "Switch engine entered main line without examination of signal; engineer thought he had heard passenger pass." "Engineman saw dead engine on siding and thought it was the head of train he was to meet." "Flagman went back, but failed to signal; engine thought his train had gone on to the other main track."

One on the Black Signal Man.
One passenger train wreck in the year 1903, costing seven lives and twice as many

injuries, and a money loss of over \$70,000, charges itself to a block signalman who "thought." It was in the night and a freight was to meet a passenger at a siding where the latter was not scheduled to stop. The siding was a long one, with a block tower at the western end. For some unexplained reason the freight, which was a double-header, had some difficulty in entering the eastern end of the sidetrack. Knowing he was on the main line the engineer of the conductor of the freight detached his forward engine and sent it up the siding with a flagman for protection. The tower signalman saw this light engine, and, assuming that the freight was behind it, set a clear signal for the passenger.

The freight, which at that moment was just beginning to diverge from the main line at the eastern switch when the high-speed passenger found it. There was a side-on collision, a commingling of the wheels of the two trains, fire, and the accompanying horrors. The newspaper reports of the disaster gave the signalman's age as 17 years. If this be true, the fact is its own sufficient commentary.
Here and there in the list of accidents caused by sheer inadequateness on the part of the human agent is the wreck due to criminal negligence. The man who "thinks" he is right does not mean to take chances; his intentions are good, and he may lack nothing but the priceless quality of thoroughness. But the man who deliberately jeopardizes the lives of others, rather than endure a little personal discomfort or take a little extra trouble, is a model as well as a criminal degenerate, and the adjustment of life case asks for the impelling of a murder jury.

Desirable Reforms Lacking.
Fortunately, such lapses are not common, but they will never be sufficiently uncommon until public sentiment demands a right enforcement of the law in the case of a criminal railway employe, or until the railway employment gives, in made financially enough to exclude the double degenerate. And under present conditions we are unhappily far short of either of these desirable reforms as a wreck story, taken at random from last year's records, will show.

Let me preface the illustration with a word expository for the companies. During the past six years railway traffic in the United States has increased so rapidly as to make it exceedingly difficult for the carriers to handle it systematically. Ten years ago an order for a dozen new locomotives could have been filled promptly; today the purchasing company will be given its turn in a waiting line, and the order may be filled a year hence. For this cause not a few of the railways, willing and financially able to increase their equipments, have been obliged to make the best of an extraordinary condition.
So it happened that on one of the western lines a freight locomotive which, under less exacting conditions, might have been replaced by a heavier one, or at least, by one in better repair, was struggling through the night with its train, creeping from siding to siding, and obstructing the other freight to be met. Making the best of a bad matter, the men in charge of the freight with the dying engine placed their

train on the main line midway between the inlet and outlet switches of the siding. "Hed" the locomotive for a passing track, and sent flags in both directions to warn all comers.

For a time all went well. The passenger train which was following the stalled freight was properly flagged and passed carefully around the obstruction; and a little later the two opposing freight trains were man-handled in the same fashion. With the passing of the freight, the flagman who was protecting the switch in rear of the stalled train came on to ascertain if there were any chance of his train getting out ahead of the passenger, which would soon be due to overtake it. The engine conditions were unchanged and his conductor directed him to go back to his post.

Fatal Carelessness.
He was too lax, or too indifferent to the going far enough. The danger to the coming "flyer" turned upon a question of speed. Approaching the switch under control, the train would track around the double curves of the makeshift passing track without having any of the conditions known to the flagman; the high speed of the coming train, the fact that the station was not a time-card stop for it, the fact that its engineer would be expecting to find the main line clear, the fact that it was vitally necessary to flag it down at an absolutely safe distance if the crooked passing were to be made in safety. Yet, in the face of all this, according to the best evidence obtainable, he went no farther than the switch.

Naturally, the inevitable happened. The flying train came up, unwarned, struck the stalled train, and crushed it, and the engine, left the rails and plowed across the right-of-way. So fierce was the impact that the forward baggage car landed its full length axle from the roadbed. This car and another turned completely over and the latter was crushed and crushed the engine. Fire followed, and the usual scene of horror; and a dozen lives and double that number of injuries went to swell the total of the year's killings and maimings.

For a wonder the coroner's jury found a verdict substantially in accordance with the facts as they are here set down. Against the flagman's assertion that he did go back was the testimony of the second freight's entire crew that he was standing at the switch; and the denial by the survivor on the wrecked train that any flags were seen or torpedoes heard. In view of the finding of the coroner's jury the next step should have been the swift indictment of the man on the charge of criminal negligence. But a lethargic public sentiment has not yet demanded the rigorous enforcement of the law in the case of offending railway employes. No further steps were taken, and by the present time the criminally negligent flagman, and the conductor who was responsible for him, are doubtless in service on some other line, jeopardizing human life as cheerfully and recklessly as before.

Half Fare to Okoboji.
On every Friday and Saturday tickets from Omaha and Council Bluffs will be sold to Lake Okoboji and return at half fare by THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
Everybody says Okoboji is the most beautiful spot this year ever. The bathing is delightful, the fishing great, the Saturday night dance parties are superb. Better go up for two or three days. Tickets 150c. Fare 75c. Call 222 Broadway, Council Bluffs.