

ESTABLISHED JUNE 19, 1871.

OMAHA, SATURDAY MORNING, JUNE 24, 1905.

SINGLE COPY THREE CENTS.

OMAHA WEATHER FORECAST—Saturday Fair and Warmer. BENNETT'S Green Trading Stamp Booth—Main Floor

MILLINERY, MILLINERY VERY ATTRACTIVE SPECIALS FOR SATURDAY

A mid-summer polo in Tuscan braid with contrasting folds of velvet, wings caught on left side front; a hat that is priced on State Street at \$4, at Bennett's Great 1.98



DUCK AND PIQUE HATS—All the seasonable shapes—roll-brim and flat sailors, velvet ribbon embellishment and ornament trimmings, 49c

SHOES SHOES Perfumery and Toilet Charms The freshest and sweetest display of the best and most fragrant perfumes of American or European production, in Bennett's long Perfumery Aisle.

China and Glass Specials for Saturday Note Window Display of Beautiful Ioga Ware Any Vase, values up to \$2.00, for 1.25

BENNETT'S BIG GROCERY

Another big list of Saturday bargains. We save you money on every purchase. Fifty (50) Green Trading Stamps with 2 lbs. finest Java and Mocha Coffee, \$1.00

SOMETHING VERY DELICIOUS Cranberry Sauce, Glass tumbler, 50c Five (5) Green Trading Stamps

Bennett's Great Meat Market

Omaha's busiest, biggest and most reliable market. Best quality and lowest prices. Nothing offered that is not in our store, and our ads lived up to every time.

Good Things to Eat at Our Delicatessen Counter HAMS, HAMS. Your choice of No. 1 Sugar Cured Regular Hams, Cudahy's or Swift's brands, average weight of each ham from 10 to 12 pounds, every ham guaranteed; on sale at, pound, 12c

Butter! Butter! Butter!

Every day large quantities of the finest Dairy Butter is received. Fresh Country Butter, pound, 16c Bennett's Capitol Creamery, the best made, one pound brick, 24c

Bennett's Candy Section

A large lot of fine chocolate creams, vanilla fudge, just received, Saturday's price, pound, 12c

Cigars Cigars Cigars

A genuine French Briar Pipe, 30c Bent or straight stem, 25c A genuine Porto Rico Cigar, 25c

Saturday's Bargains in the Dry Goods Sections

Silk Jackets in Peau de Soie and Taffeta Silk—Blouse effect with peplin, leg of mutton sleeve with a deep cuff, trimmed with silk braid, elegant value, all sizes, marked down from \$7.50 to 4.95

Ladies' Glove Sale All silk, with warranted double finger tips, in all colors, regular 75c value; special Saturday, 50c

Special Prices in Ladies' Neckwear Fine Chiffon Ruchings, in several different patterns, in neck lengths, six pieces to a box, 50c, per piece, 10c

Handkerchief Sale 30 dozen Ladies' Linen Handkerchiefs, with fancy embroidered, lace and hemstitched, values worth up to 25c; special Saturday, 10c

Important Sale of Veilings IN THE DRY GOODS SECTIONS. Fifty pieces of fancy mesh and dotted veilings, in all the latest shades, worth 25c and 35c per yard; Saturday at, 15c

Linoleum Remnants

Surface Linoleums in remnants, mostly room sizes—a large assortment—worth 60c and 65c per yard, 39c at yard, 39c

FRUIT, FRUIT

For Saturday Only 83 boxes fancy Lemons at dozen, 15c Ten (10) Green Trading Stamps with each dozen, 25c

BIG HAMMOCK SALE

WE HAVE PURCHASED A LARGE WHOLESALE STOCK OF HAMMOCKS AT A VERY LOW PRICE. Saturday we will sell Hammocks at a big reduction.

Clothing Section Clearing Sale Coats and Trousers

We have entirely forgotten profits, and offer to the trade the following fabrics: Men's and Young Men's Wool Crashes, Homespuns, Serges, Blue and the Gray Tropical Worsteds, Etc.

Tailored up to the minute, all the natty styles—brought out late in the season from two of the largest makers of good clothing in the country. Not a vestige would be here but for the bad behavior of the weather man.



TROUSERS! TROUSERS! TROUSERS! Dutchess, 10c a Button, \$1.00 a Rip. STOP! NAIL A PAIR!! Man or Young Man!!!

Regular Tops, blue serges and fancy worsteds. \$6.00 Trousers, 4.00 \$5.00 Trousers, 3.00 \$3.00 Trousers, 2.00

MOHAIR FRONT SHIRTS, for, 50c Thirty (\$3.00) Green Trading Stamps.

Owing to the rush at former sale of these same goods, we had to disappoint some of our trade. We suggest coming Saturday morning. \$10.00 Panama Hats, 7.50 \$7.50 Panama Hats, 5.00

HIGH FLIERS OF THE RAIL.

Locomotor Speed Trains Profitable Mainly as an Advertising Medium.

SOME FACTS ABOUT THEIR OPERATION

Distances Traversed on the Great Roads, the Mechanical Equipment and the Speed Required from Start to Finish. The introduction of eighteen-hour trains between Chicago and New York provokes discussion of the question, "Do speed trains pay?"

sylvania system the distance is 506 miles; by the Central and Lake Shore route 555; so that the Pennsylvania comes out ahead in distance by some sixty miles. But the grades through the Alleghenies are a severe handicap. Also there is at present twenty minutes to take off the eighteen hours for ferry allowance.

The Pennsylvania divides its run into six sections, a fresh engine and crew taking its train through each. Making allowance for stops to change engines, the mileage and actual running time in each section figure out about like this: PENNSYLVANIA.

Table with columns: Running Time, Miles. Jersey City to Harrisburg, 129 miles, 202 minutes; Harrisburg to Altoona, 111 miles, 150 minutes; Altoona to Pittsburgh, 117 miles, 150 minutes; Pittsburgh to Crestline, 117 miles, 150 minutes; Crestline to Fort Wayne, 117 miles, 150 minutes; Fort Wayne to Chicago, 148 miles, 188 minutes.

be carefully chosen. The train cannot be too heavy, nor must it be too light. On both the New York Central and the Pennsylvania the train is of the most expensive, specially built character.

The Pennsylvania uses six engines of the Atlantic type, with huge driving and of tremendous weight. The particular feature in the construction of these engines is their enormous fire area. It amounts to some 2,500 square feet. Each engine carries about 22,000 pounds (ten and one-fourth tons) of Pittsburgh coal, of which the average consumption is 2,000 pounds to a run—the amount varying according to the weather—and 4,500 gallons of water. Fully equipped with coal and water the engine weighs about 150 tons.

These articles are written in popular form to be readily understood by the ordinary reader. They give a general survey of the railroad situation from the standpoint of the people, pointing out abuses and suggesting rational remedies. Every one who wants to be thoroughly informed on this uppermost of current issues should read each one of these articles.

by an Atlantic type of locomotive. Then the special Lake Shore make of engine, the Prairie type, with eighty-inch driving wheels, a heating surface of 3,262 square feet, and a large coal and water capacity takes up the duty.

The Central's Atlantic type of locomotive carries ten tons of coal, 6,000 gallons of water, and weighs fully, equipped, 145 tons, or 200,000 pounds, which is rather less than the Pennsylvania's type. On the other hand, the train itself is heavier. As at present planned it will comprise a combination smoking and baggage car, a dining car, three sleepers and an observation car. The total weight of this train is 350 tons, which, while it seems heavy, is not to be compared with the weight of most express trains, as, for instance, the Adirondack Express—520 tons of dead weight. The Empire State Express weighs, exclusive of the engine, only 242 tons.

A mocking bird flew into a church in Hagerstown, Md., on a recent Sunday during services. It lit on the edge of the Bible from which the preacher was reading. He gently waved it off, and it flew down

to the edge of the pulpit and came back and stood on the text. The reverend gentleman read, though, and the bird flew to the top of the organ and sat awhile, and then came back and perched right over the preacher until he was through his sermon. It seemed very attentive. When the organ music it flew to that and accompanied the music, and finally, after a comprehensive flight over the congregation, turned to the chandelier. There it was when the congregation went out.—New York Tribune.

TIPS FOR OCEAN TRIPPER

Experienced People Give Practical Advice to Prospective Globe Trotters. The woman who is preparing for her first long water trip is apt to be the victim of well-meaning but over-zealous friends. Whether she is bound for a tour of the great lakes or in going by a coastwise steamer to Alaska or South America, or by one of the great ocean liners across the Atlantic or Pacific, she is deluged with advice and suggestions until her head swims and her trunk bulges.

Here are a few practical suggestions offered through the combined courtesy of an experienced ship surgeon and a head stewardess who has served one steamship company for ten years. Said the ship surgeon: "The average American woman either allows herself to be prevailed upon that the ocean travel should take strong purgatives just before sailing, and you have your digestive apparatus in just the right condition to invite mal de mer.

have plenty of nightdresses, flannel if she is going on the northern route, linen or cotton for the southern route, with a lounging robe of dark color which can be slipped on easily for the trips to the bath room. Incidentally the bath supplied at sea are drawn directly from the ocean and no woman should remain in the water more than a minute or so.

"Have plenty of veils. Sea air takes the life out of veiling and veils are absolutely essential to the traveler's comfort. "If you do not carry the regulation pillows for your deck chair, have at least a long narrow pillow, air cushion preferred, which you can tuck under the small of your back. Mark your rug and steamer chair with a white strip marked with your name in indelible ink.

"Experienced travelers are always recognized by ocean liner crews through their simple, elegant dressing. They wear gowns of subdued coloring, and for dinner these are relieved by the sheers of linen or collars and cuffs of real lace. "Supply yourself well with notions, dress shields, hairpins, safety pins, needles, all threads, etc. These things cannot be bought on the land, and they are also high-priced as a rule on the continent.

The Railroads And The People

A SERIES of timely articles on the pending railroad problem, written by Edward Rosewater, editor of The Bee, embodying the facts gathered and conclusions reached in a third of a century's study of the question is now running in The Sunday Bee. The topics treated are:

- 1. Railroads as Public Highways
2. Overcapitalization and Stock Watering
3. Credit Mobilier Construction
4. Consolidation and Pooling
5. Rebates and Discriminations
6. Railroad Domination, State and National
7. Railroad Legislation, State and National
8. Railroad Supervision or Government Ownership