

Hell Doug. 618—Both Phones Reach All Depts.—Ind. A1841.

Special Showing of Children's New Bonnets

There is a constant inflow of new things at this popular department. Something new and distinctive to tell about every day. For Friday's showing there is spick and span new assortment of children's headwear. The very latest fashions at most any price you will want to pay.

Stylish felt bonnets in the newest shades of Copenhagen, leather brown, gold red or white; all have pretty trimmings of light or dark ribbons. Prices \$1.50, \$2.00, \$2.50, \$3.00 up to \$5.00 each. We will be glad to show you these new bonnets even if you haven't the slightest idea of buying. Special \$2.50 Elderdown Carriage Covers, Friday, each, \$1.50. Special Leggings, Toggles, Bath Robes, Sweaters and Rompers at saving prices, Friday.

Belts. Belts. Belts.

See our Howard street window for coming great sale of belts.

Free Lessons.

Embroidery every day from 2 to 5 p. m. All the newest stitches and designs. Expert needle artist in charge. Special showing of hosiery goods at art department.

Bargain Square in Basement.

Remnants in 10c Outing Flannel in light or dark colors, yard, 5c. Remnants Apron Gingham in blue and white checks, best quality, Friday, per yard, 5c. Special sale of women's and children's Golf Gloves, at, per pair, 19c and 10c. Men's heavy leather Working Mitts, at 5c a pair. Men's Cotton Flannel Working Gloves, lined with leather, at, per pair, 19c.



FAST TRAIN GOES IN DITCH

Three Cars on Twentieth Century Limited Turn Over.

NO ONE SERIOUSLY INJURED

Trainmen Responsible for Wreck in Louisiana Placed Under Arrest Pending Thorough Inquiry Into Facts.

ROCHESTER, N. Y., Nov. 12.—Three cars in the eastbound Twentieth Century Limited, the New York Central's fastest train, were derailed from the rails at Blossom road crossing, just east of the city, shortly after 2 o'clock this morning, but strangely enough, not one of the many passengers who were hurled from their berths was badly injured.

A broken rail is said to have caused the accident. The train had made its usual two-minute stop at Rochester and in gathering momentum for its run eastward it had attained a speed of about twenty-five miles an hour when the break came. The train consisted of six Pullman coaches and the three that were hurled from the tracks and turned on their sides constituted the last half of the train. The third car in the New Gas was not ditched, although its trucks were broken. It was the next in line that suffered the brunt of the shock.

All the sleeping passengers were thrown from their berths, but no one was seriously injured.

Scramble Through Windows.

Men and women scrambled through windows and doors with no thought of clothing other than that which they were wearing when they turned in for the night. Many of the passengers complained of bad bruises and jolts.

A wrecking crew was at the scene of the accident in a short time, the passengers occupied the undamaged coaches and the tracks were cleared.

Among the passengers slightly injured are the following:

- H. Ferguson of Chicago.
- J. C. Hammond of New York.
- C. J. Noyes of New York.
- E. B. Kimball of New York.
- F. J. Keefe of Chicago.
- H. L. Paucker of Chicago.
- H. Collins of Chicago.
- W. A. Hagar, Cedarhurst, N. Y.
- W. A. Dudley of Chicago.

N. W. York, Nov. 12.—An official report received at the New York Central headquarters states that none of the passengers on the Twentieth Century was injured or even slightly hurt, and that the coaches did not turn on their sides, but inclined at a slight angle because of the wheels leaving the rails on one side.

Close Call in Erie Wreck.

RUTLER, Pa., Nov. 12.—Passenger train No. 11, southbound, on the Bessemer and Lake Erie railroad, running forty miles an hour, was wrecked five miles north of Lake Erie last night. Over 100 passengers escaped with slight injuries.

The tender jugged the track in a deep cut and two baggage cars and two coaches were hurled against a bank, turning half way over on their sides.

George Mitchell, a Pittsburg traveling man, forced open a door of one coach with a timber, releasing forty passengers.

TRAINMEN PUT UNDER ARREST

Authorities at New Orleans Will Investigate Fatal Wreck.

NEW ORLEANS, La., Nov. 12.—As a result of the collision which yesterday cost eight lives and the serious wounding of a score of persons at Little Woods station, on the New Orleans and Northeastern railroad, two men have already been arrested and thorough investigation is being made into the wreck, as well as the delay in sending a relief train from New Orleans.

Those arrested are Wayne A. Blackburn and A. B. Keys, engineer and conductor, which telegraphed the Great Northern express, which telegraphed the Great Northern and Northeastern local train. They were arrested early today under \$10,000 bail. It was announced that the matter of whether the Great Northern crew or the Northeastern crew was responsible was in doubt, but that Keys' and Blackburn's connection with the train which did the damage required their arrest.

It was not known until late last night exactly how many persons had been killed or the extent of other injuries, and even today there was doubt as to whether all of the bodies had been found.

An investigation completed this morning appears to bear out the statement of railroad officials last night that eight were killed and twenty-three injured. The first correct list of dead and injured was issued today, as follows:

- WILLIAM ALLWAY, 30 years old, Sibley, La.
- CURTIS B. LOWREY, 40 years old, Lexington, Ky., in business at Sibley.
- PROF. C. E. ROOS, 41 years old, Altoona, La.
- A. HEITKAMP, 40 years old, Pearl River, Miss.
- W. TRAVIS, 38 years old, Hattiesburg, Miss.
- K. P. SHOWS, 64 years old, Morriston, Miss.
- C. A. CRANFORD, 45 years old, Seminole, Miss.
- A. MARTIN, 45 years old, Sibley, La.

The injured: Jacob Salmen, serious internal injuries; J. A. Quirk, Hattiesburg, Miss.; hip dislocated and ribs broken; J. H. H. C. Calhoun, Olive, Miss.; fracture of right hip; Milton Spitzagen, news agent of Northeastern train, Algiers, La.; general contusions and feet burned; Peter McCarthy, fireman of Great Northern train, leg and both arms broken; Mrs. M. Allway, Sibley, La.; slight bruises; Robert W. Hinton, Lumberton, Miss.; right leg broken; Miss Florence Lyde, Lumberton, Miss.; right arm sprained; E. H. Smith, Covington, La.; cut on forehead; G. P. Harris, McGee, Miss.; collarbone and right leg broken; Holmes Harrison, New Orleans; ribs broken and hands cut.

EXPLOSION SHATTERS TRAIN

Glazing House Near Kansas City Blows Up, Injuring Passengers.

KANSAS CITY, Nov. 12.—A terrific explosion in the glazing house of the Excelsior Springs Powder company at Dodson, ten miles south of Kansas City, this morning, caused considerable property damage and resulted in the death of one man and the injury of thirty-five others. With the exception of one person, none of the injured was seriously hurt.

The dead: HERMAN KILNE, engineer in glazing houses.

Seriously hurt: Mrs. J. B. McDonough, Fort Scott, Kan., wife of Kansas City Southern solicitor; injuries internal.

A Kansas City Southern passenger train, inbound for Kansas City, was standing on the tracks two blocks distant from the powder works when the explosion occurred. The windows of the coaches were blown in and it was in this manner that some persons were hurt. The injuries, however, with the exception of those sustained by Mrs. McDonough, consisted of cuts and bruises.

The train remained upright and later carried the injured to Kansas City. Engineer Kilne was the only person in the glazing house at the time of the explosion and as he was instantly killed no one can say how the explosion occurred. The glazing house, which is a small structure, and two other buildings belonging to

the powder company, were demolished. The main plant, which is situated several blocks from the glazing house, was not damaged. The total property damage will not exceed \$25,000.

The injuries of the passengers and members of the crew of the train were as slight that only two remained at the hospitals in Kansas City after being taken to those institutions for treatment. These were Mrs. McDonough, whose injuries are not considered fatal, and Mrs. Ellen Stitt, who it is stated by the attendants, probably would be able to leave the hospital during the day.

The injured, aside from those already mentioned, include the following: Mrs. R. W. Rowe, Indianola, Ia.; slight cuts by glass. Her baby was unhurt. Mrs. Ethel Schmitzer, Stanberry, Mo., forehead and arms cut. Mrs. Schmitzer's 3-year-old baby, slightly cut.

Mrs. C. E. Liggett, Harrisonville, Mo., arms and face cut. Mrs. J. D. Gamble, Knoxville, Ia., slight, nose badly injured. H. U. Divlophis, Peculiar, Mo., glass in eye.

John W. Linney and 4-year-old son Jay, Neosho, Mo., slight. H. S. Thomas, negro porter, Kansas City, eyes injured by glass. James Foster, Pittsburg, Kan., engineer, face cut.

Fireman Pepper, Pittsburg, Kan., head cut. Conductor Potter, Kansas City, head cut.

DUTY ON WINE AND SPIRITS

(Continued from First Page.)

of information and which was prepared under the direction of the clerk of the committee on ways and means. The president's attitude on the subject of revision is well known and it is expected that he will convey to the committee on ways and means some expression of his views on the changes proposed for further protection and for continuing the policies advocated by the present administration, and provided for in the pure food and drug act.

The regulation of the importation of olive oil is one of the most important subjects which the committee will have to consider, as a result of the consideration of chemicals, oils and paints. About 5,000,000 gallons of olive oil were imported into this country in 1907, of which over one-third was admitted free of duty as olive oil fit only for manufacturing purposes.

This latter oil, which is used for lubricating, illuminating, woolen dressing and manufacture of soap, is often difficult to distinguish from the product used for food and medicine. This difficulty has been the cause of a large amount of litigation and has shown that the prescribed tests by which the dutiability of the oil is to be determined are unsatisfactory. It has been proven, in a case before the board of general appraisers, in which Dr. Wiley of the Department of Agriculture testified, that certain oil held to be free of duty as fit only for manufacturing purposes, was used for eating by a certain class of foreigners.

To overcome this difficulty it is proposed to change the requirements for the free entry of olive oil, so that it must be rendered unfit for use as food "by such means as denaturing. It would suggest that the treasury and under regulations to be prescribed by him."

M. B. Sneyd of New York, representing importers and consumers of olive oil, in speaking before the committee with regard to the proposed change in the laws at yesterday's hearing, said:

"This would be denaturing, which might be suitable for some, but not for others. Castle soap is one of the principal articles of manufacture in this country in which olive oil is required. This soap, being unscented, would not be marketable as a castle soap if given an odor, as would be necessary in denaturing. I would suggest that a provision be made to have olive oil admitted when it is shown that it is used for manufacturing purposes."

The committee will gather further information on the subject before determining what changes in the present law it will recommend. The imports of olive oil represent a value of over \$4,000,000.

DEATH RECORD

Dr. William Keith Brooks.

BALTIMORE, Md., Nov. 12.—Dr. William Keith Brooks, professor of zoology at Johns Hopkins university, and since the founding of that institution continuously in its service, died today after a prolonged illness. He was born at Cleveland, O., sixty years ago. Dr. Brooks was distinguished as a biologist and was known as "the father of the oyster culture" through his book "The Oyster."

Ole A. Sundblad.

Ole A. Sundblad, aged 42, died of pneumonia Wednesday. He was a clerk at the Union Pacific headquarters and lived at 131 Cass street. A brother, J. Sundblad, who is also an employee of the Union Pacific, survives him. The funeral is to be held Friday afternoon at 2 o'clock at the Swanson undertaking parlors, 1307 Cumming street. Burial will be in Forest Lawn cemetery.

Five Years for Wells.

MILWAUKEE, Wis., Nov. 12.—Harvey T. Wells, former cashier of a Kenosha, Wis., bank, today pleaded guilty to embezzlement of funds from the bank and was sentenced to five years at Fort Leavenworth, Kan. Federal prison. Young Wells was captured in Boston several months ago after having fled to London, where he was married and later returned to this country and started a boarding house.

The Teasing Taste of Toasties

Delights the palates of young and old folks in every walk of life.

Post Toasties

Crisp, Flavoury, Golden Brown Flakes.

A delicious dish for every meal—particularly breakfast.

Made of selected white corn.

"The Taste Lingers."

POSTUM CEREAL COMPANY, Ltd., Battle Creek, Mich.

A SPECIAL SALE OF CLOTHING FOR FRIDAY

Boys' Suits and Overcoats

In new fall styles—excellent all wool materials—worth to \$7.50

\$3.75

Boys' and Children's \$3.00 Overcoats at \$1.98

Ages 3 to 14—smaller sizes in buttoned up-to-the-neck styles, the larger sizes regular full back styles—black, gray and fancy.

\$1.98



Boys' and Young Men's \$10 and \$12.50 Suits, \$3.98

Bought from N. Y. Auction House bearing maker's label of Stein, Bloch & Co. While they are not new style they are the greatest bargain ever offered. \$1 to 36 breast measure, basement.

\$3.98

Men's and Boys' Overcoats

Our assortment of overcoats is particularly large and varied. For right kind, for the right quality and right price overcoat, buy them now at the store that sells good coats for

\$5 to \$15

5 BIG BARGAINS IN BASEMENT NEW STORE

Men's \$2.00 odd pants	Boys' 50c knee pants	Boys' 50c black sat-waists	Boys' knickerbocker pants, at 49c	Children's \$2.00 Reefers, ages 3, 4 and 5, at 98c
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SHIPPER KNOCK NAME RULE

Maintain that Writing in Full on Each Piece is Hardship.

RAILROADS SUDDENLY ENFORCE IT

Patrons Think Abbreviations or Initials Will Answer, Especially in Such Names as Oppenheimer and Schwartzstein.

Omaha shippers are disturbed over what is termed the sudden enforcement by the railroads of a provision regarding shipments by Rule 27 of the western classification. While the attitude of the shippers toward the railroads is not such that they will burn down any freight yards, yet it is certain they will protest vigorously to the Nebraska Railway commission over the matter.

The situation is this: All pieces of freight shipped in less than carload lots are required by rule of the roads to have the full name of the consignee and destination plainly marked on each separate and particular piece of freight. The rule was promulgated for November 1. Now, the shippers have contended that the requirement of the full name will work many cases an unnecessary hardship and vexation, but they were overruled by the western classification committee.

One angry shipper wished to know why "the roads are acting so arbitrarily in the matter. The order was to take effect the first of November, but eleven or twelve days have gone by without such action, and suddenly, and it seems to me arbitrarily, it is put into effect. The rule is a big nuisance, anyhow, and if not deliberately intended to harass shippers, will do so at any rate."

Full Name the Rub.

The part of the rule requiring the full name of the shipper, as shipment to a firm at Hastings, called Oppenheimer & Schwartzstein must be written out in full on one and every piece of freight. Not only this, but if the word "company" belongs in the name it must also be added. Consignments to some Greek business men desiring strenuous activity in shipping departments if the rule stands. The shippers would like to abbreviate the last name of a big firm name to the initial at least and ship, for instance, to "Oppenheimer & S." at Hastings.

From the standpoint of the shipper there is little more to be said in the situation. Before the rule is effective it must be approved by the Nebraska Railway commission. This applies, of course, only to interstate shipments and not to interstate consignments. Another point complained of by the shippers is that there is a penalty attached to failure to mark goods according to the rule of the roads and they aver that this penalty is excessive and harsh.

Use of Initials Not Bad.

"The subject was on the docket at the last meeting of the Western Classification committee, but not in just the same shape, for there was no penalty clause and the discussion turned solely over the question of the full name and initials," says Commissioner Gild of the Commercial club. "We contended that the use of initials could not be attacked justly because it had not been shown that this was the cause of any trouble or confusion of shipments and that no such confusion was apt to arise in the future, certainly not with a freight agent at the receiving end, of reasonable intelligence."

"The rule was to go into effect November 1, but for some reason has not been enforced until now. It specifically requires the full name of the consignee and unless freight tags are in the exercise of their judgment a hardship will be worked on Omaha shippers because of the many combinations of long firm names to whom they ship."

"The Nebraska State commission will have to pass on the matter, but no date was set for the hearing. In the meantime there is no way of evading or avoiding the rule."

Same as Stencil Rule.

"The rule is the same as the old one regarding the effacing old marks or stencils, but carriers have found that the cloth-lined tags are not so desirable as those of paper and inspectors have therefore been instructed to make an exception in this particular and to accept substantial paper tags with a metal eyelet. I understand from agents of the roads that where consignments are being found defective in marking they are notifying the shipper and giving him a chance to remedy this instead of accepting the shipment at once and adding the penalty in the charges. I have made inquiry at other Missouri river points and find the rule being enforced there. It may be added in this connection that although no demands for exception to the rule regarding every piece of freight to be marked have yet been made, yet it is expected that some highly responsible requests of this nature will be. Brick is now one of these exceptions, although the contrary erroneous view is widely held."

Woman Burns to Death.

PIERRE, S. D., Nov. 12.—(Special Telegram.)—Mrs. Dingman was burned to death in the house on a homestead ten miles south of Fort Pierre this morning. All that can be learned is from an 8-year-old boy, who says his mother started a fire. He saw her clothes burning and ran to a neighbor's for help. Before help could come the woman was dead. The husband was working in this city. The family came from Sioux Falls.

PILES CURED IN 6 TO 14 DAYS.

PAZO OINTMENT guaranteed to cure any case of itching, blind, bleeding or protruding Piles in 6 to 14 days or money refunded. 50c.

Hunyadi Janos

Take half glass upon arising in the morning and enjoy good health all day

It is The Best Natural Laxative Water FOR CONSTIPATION

AMUSEMENTS.

KRUG THEATRE 15-25-50-75 MATINEE SATURDAY

TONIGHT, BALANCE OF WEEK.

MISS BEULAH POYNTER

IN HER TREMENDOUS SUCCESS

LENA RIVERS

BY MARY J. HOLMES.

SPECIAL MATINEE FRIDAY

THE DAUGHTERS OF DORA THORNE.

This will be the only opportunity that Omaha Theater-goers will have to see MISS POYNTER in her new piece.

SUNDAY — — — — — McFADDEN'S FLATS

DETERMINING TRAFFIC COST

Puzzling Problem Confronting Court in Two-Cent Fare Case.

LOCAL TRAINS GREATER RISK

Cross-Examination of Vice President of Frisco Line Shows Ownership Lies with Rock Island Company.

KANSAS CITY, Nov. 12.—C. R. Gray, second vice president of the St. Louis & San Francisco railroad, finished his direct testimony in the Missouri rate case hearing this morning and F. W. Lehmann began the cross-examination for the state. Mr. Gray is the third witness to be examined in as many days, the testimony of a single road, the St. Louis & San Francisco, not having yet been completed.

"I have never felt like I could more than approximate the difference in the cost of state and interstate passenger traffic, but in the case of the 'Frisco' in Missouri, which I am familiar, it is between 20 and 30 per cent, according to circumstances," said Mr. Gray. Among the reasons he gave for the difference was the greater hazard of life, declaring statistics showed greater loss of life in railroad accidents at the stops and that the local rates, therefore, were run at the greater risk.

On cross-examination the first question asked by the state was whether or not the Rock Island owned the St. Louis & San Francisco railroad, to which Mr. Gray replied it owned a majority of stock. After a discussion among the attorneys it developed there were three Rock Island companies, namely, the Chicago, Rock Island & Pacific Railway company of Illinois and Iowa, and the Rock Island company of New Jersey. It was the latter, said Mr. Gray, that controlled the 'Frisco.'

AUDITORIUM

PURE FOOD SHOW

Afternoon and Evening

Baby Contest Thursday, Nov. 12, Prizes \$10 \$5 \$3

Admission: Adults 50c; Children 15c.

Special commutation tickets at all Grocers and Butchers.

OPHEUM PHONES 2024-25

ADVANCED VAUDEVILLE

Matinee every day, 2:15; every night, 8:15.

"A Night on a Houseboat," Edwin Holt Co.; Mabel Sinclair; DeLoach & Zillbauer; Carroll & Baker; Postings; Kate Dutton & Kopp and Klumpp.

PRICES—10c, 25c, 50c.

BURWOOD PHONES 1808; Ind. A-1500.

MATS. Second Week of David Belasco's Famous Play—THE GIRL OF THE CURTAIN

TUES. GOLDEN WEST. 8:15-1:15 Special Feature: "Eve's Quartet"

THURS. THE PROFESSOR'S LOVE STORY

SAT.

What's Your Guess

Every person who takes a meal at Toff Hanson's basement restaurant may guess the number who visit there during the day.

The nearest guess wins a meal book.

(Every day this week)

Toff Hanson's Lunch Room

The most attractive, brightest, airiest and most economical lunch room in Omaha.

The Schlitz Cafes

issues an invitation to try the popular

NOON LUNCHES

316-20 South 16th Street.

Friday is Fish Day

...AT...

The Calumet

1411-13 Douglas St.

DIAMONDS

FRENZER 15 & DODGE.

Best selections Will not wait, Pick yours now Before too late!

WINTER STYLES

Extraordinary Values in Girls' Dresses at \$5.00.

"Eleanor" Dresses, in pretty assortment of colors, in Russian Dresses, in panamas and chevrons, colors, navy, serges, panamas and mohairs, sizes 6 to 14. \$5.00 4 and 6 years. \$5.00

Also showing handsome lines of better dresses in the latest fabrics, worsted plaids and checks, challies and fine panamas; pretty jumper styles, guimpe dresses and the new "Directoire" dress, buttoned from shoulder to hem; sizes 6 to 14 years, \$22.50 to \$7.90

"Directoire" style in small women's dresses, in the new gray, brown, or navy panamas and serges, \$20, \$18, \$16

Girls' and Misses' Sailor Dresses, pretty gray checks and plaid worsteds, killed and pleated skirts, military or sailor collars—sizes 12, 14 and 16, special \$10.00

Illustrated Catalogue Free—Write For It.

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