VOL. XL—NO. 33.

OMAHA, SUNDAY MORNING, JANUARY 29, 1911.

SINGLE COPY FIVE CENTS.

"I Just Saw Similar Pillow Cases Valued at \$5.00 in Another Store"

So said a woman looking at the corner of a pillow case that we are now selling at, pair... \$2.50 "Are you sure of the price?" she added.

Yes, we are sure of the price and we are just as sure that the quality is of the \$4.00 kind as we are sure that it is not of the \$5.00 kind.

All-Linen Huck Towels in large sizes, colored borders, reduced from 59c to, each



Words of Warmth From the Comforters and Blankets

With nearly three months of nipping winter weather still ahead of us the news of these special prices should be of untold value to every housewife. The full-size wool Blankets in many different plaid combinations, of the finest quality, sell We just received some new comforters with dainty cover patterns in inviting designs that We're showing some Seamless Sheets, in sizes \$1x90, made of a very heavy fine sheeting,

Ten Thousand Yards of Silks and Dress Goods at Nearly Half

One Mill and One Silk Importer asked us to turn their surplus goods into cash. Here Goes! The goods offerwide selections and dressmakers will keenly hoard up lots of them, for it is fair to say that the same fabrics are good all the year, if they meet fashion's demands at all. These do. Every yard was new this winter and at the sale price, such an event Omaha hasn't known for years past.

To have used the names of either of these houses that sent us these goods would have been to draw a throng we couldn't wait upon. But we promised not to print names.

These goods are specially arranged in the Silk and Dress Goods aisles, under fine light for more accurate selections. This is a bargain sale for gentlewomen-of fabrics that are the acme of quality.

The Fabrics in Black-59¢ a yard, regularly \$1.00. 36-inch guaranteed Taffeta.

49¢ a yard, regularly 89c, 33-inch Black Tourist

79¢ a yard, regularly \$1.25, 36-inch Oil-boiled Chiffon Taffetta.

from Paris this season, similarly reduced. DRESS GOODS INCLUDED-Nearly a half of these stocks are New Dress Goods Fabrics, including

Voiles, Silk Warp Batiste, Poplin, Taffetas, Serges, Plaids, Silk Mixed Fabrics, Etc., in every popular color known to the large manufacturer, who made them-



All our Silk and Voile Costumes, now atOne-Third Off All our Velvet and Corduroy Suits, worth to All our Wool and Voile Dress Skirts now \$75.00, go now at Half Price at Half Price All our Hand Tailored Suits, worth to \$45.00, All our Silk Lingerie and Tailored Waists now. now go at \$15.00 | go at Half Price

Bath Robes, worth to \$15.00,

water off quickly into the ditches, keep

thing I would like to call your attention

only for keeping it in condition. One pair

of horses is enough; if your drag is too

heavy for one team it is unnecessarily

roads at Washington for a drag pamphle

and read it up. You may not find very

much in it that you did not know before,

but if you get one new idea and put it

into practical use the whole people will

get the benefit of it, and you will have

the satisfaction of knowing that your work

has the endorsement of men who have

worked on the roads themselves for many

Must Have Secure Foundation.

"No matter how unimportant a struc-

ture be, whether a building or a highway,

it cannot be expected to endure the wear

and tear of occupation or travel, unless

the foundation is secure and permanent

Without such security the superstructure

must fail, either immediately after the

work is put into commission, or within

such a short lapse of time as to demon

strate the folly of an inadvised and in-

"Roads are built for all time, not for a

day or for a year, and when once located

are very seldom changed. It would seem

them should be so done as to render it

unnecessary to rebuild; but we find thou-

sands of miles of our public roads con-

structed without due regard to these pri-

mary principles which have to be en-

tirely rebuilt before they can be put into

proper condition to carry a permanent sur-

In all the roads of continental Europe

as well as those in the Scandinavian pen-

insula, one rule is absolute and invariably

enforced, that no perishable material of

any nature is allowed to be placed in the

roadbed. So important is this requirement

during the construction to remove all such

purposes and only the solid earth used

for carrying up a grade. This care in

drainage through careful engineering and

the construction of a solid, substantial

base has made it possible for the coun

tries of the old world to secure a system

of highways that has excited the admira-

tion of engineers and travelers from all

provided an object lesson for us and placed

Need New Methods.

advisable then, that all work done

competent beginning.

and Satin Petticoats, origin-

All our Peter Thompson Dresses for girls, worth to \$20.00, now at Half Price Gowns, worth 85c; now

New China With Their

Prices Below Par.

These are specials that should find a home in every section of town, the choiceness of the selections is queenly-

Novelty Cow Creamers-Worth 25c, go 4-Piece Stone Baking Sets-That regularly bring 50c, Monday sell .at .. 25c Plain White Open Combinettes-Extra

heavy and serviceable, \$1.25 kind, Monday, at98c One Lot of Dinnerware at Half Price. Of course they're our broken lines, but

pieces from butter chips to large plat-

ters are included in this group.

\$1.09 Will Fit You in One of Our \$2 or \$2.50 Corsets Monday

These models are beautiful trimmed in Dainty Val Lace, on the best grades of Batiste or Coutil. They have the extreme long or medium length skirt, made on extra good nonrustable boning, and are equipped with shir string at the bust line. You'll find these are genuine treats, that an early visit will aid you to share in the feast; originally \$2.00 and \$2.50 models, for .. \$1.09

We told you last week that our method of selling sewing machines would save you from \$25 to \$35 on all priced machines.

And it's kept us busy all week proving this fact, but not a single visitor was disappointed, we sold 22 machines and the savings was made in full, in each case. Our policy is "A Great Saving" to the mass of the people, not a robbery of the few, or in other words, "A great volume of business with small profits in place of a little business at large profits." This is the policy that thinking people know

to be the best. See our machines at......

And compare it with any machine that others ask \$45.00 for.

The sale of our machine will be your answer.

Yard **Pictures** at Less Than

January Clearance Sweeps through our Art Department and leaves a trail of price reductions, the variety this year exceeds that of all previous years, too-50-yard pictures, all Floral Subjects, framed in 1-inch gold mouldings, originally priced \$2.00. OR Monday, Choice

All our Women's Eiderdown | All our Black Heatherbloom | All our Women's Flannelette now \$5.00 ally sold at \$3.50, for \$1.95 at 59c

Bennett's Big Grocery

Half

Specials for Monday and Tuesday Bennett's Breakfast Coffee, 2-lb. can 40¢ Bennett's Golden Coffee, lb...........22c Teas Assorted, 58c grade, lb..........48c B. C. Baking Powder, 5-lb. can...... \$1.00 German Lentel, special price, lb......6¢ Horse Radish, new, bottle 10¢ Double Stamps on Cheese and Butterine,

ADVICE FOR NEBRASKA ROADS

Minnesota Expert Tells What is Needed in This State.

COOLEY TELLS WHAT TO DO

Recommends that a State Engineer of Ronds Be Elected and that Provision He Made for Funds.

Minnesota's scheme of road building was thoroughly, entertainingly and practically explained to thousands of interested Nebraskans Thursday at the Land Show. By this scheme Minnesota has accomplished bridges than any state in the west and was with unusual interest that Land Show visitors absorbed all that was said by George W. Cooley, who gave the lecexcellent series of stereoptic illustrations. The lecture was of especial interest to Nebraskans, for there is a general sentiment in this state for a plan of systematic road building. Mr. Cooley, who is state

can be economically traversed on inferior tion and maintenance. It has been shown that % per cent of all products carried by rail or ateamship must first be transported and it is, therefore, to these, the most imis at present directed.

Many Miles of Hond.

and unsystematic methods of maintenance. lasting material. small proportion of permanent roads em- roads. braces only those which under the regulations of the various highway commissions far as may be made necessary by the nored in the conduct of the internal imof the greatest mistakes generally made states.

large amounts of money for construction that much more must be provided to remedy the errors originally made.

Requirements for Roads.

nancial ability of the people then resolves itself into but three parts-first, sufficient engineering skill to properly locate and flail or sickie of fifty years ago; but on drain our highway; second, competent su- every farm we near the melodious noise pervision in construction, and, third, money of the reaper and listen to the rumble of to pay the bills. It is not always neces- the steam thresher as it delivers to waitsary to procure from long distances such ing hands the golden products of Nematerial as gravel or broken stone with braska's fields. If we had advanced in our which to construct first-class modern highways, for the earth road must be first more in the matter of building roads and made and well made, and the surface continually maintained so that when conditions permit there may be found a solid roadbed on which to place a finished surface capable of withstanding the wear and ture, supplementing his remarks with an tear of the heaviest or most rapid travel it may be called on to stand.

"Our system of surveys, by which the state is divided into sections a mile square makes it appear necessary, and in many cases advisable, to locate our roads along engineer of Minnesota having full charge the section lines, so that farms will not of the road and bridge building in his be cut into irregular tracts, and the cost of the right-of-way held down to the min-"The true value of a system of highways imum. This system is not always objecto the state depends upon many conditions. | tionable, and in many cases gives the best among which may be cited continuity, results with the least cost, especially in thus providing for the requirements of those portions of the state which lie comtransportation over distances greater than paratively level, but even under such conditions not sufficient attention is paid to and sometimes hearly impassable reads: the drainage systems, and many miles of cost of haul, and an administration that side to the so-called road between, buildwill furnish an economical and judicious ing a so-called turnpike. Such a method of travel becomes a passable and satisfac- atruction. over the primary roads of the country, tory highway for a time, and during the . The work required of these men should portant of which at this time are the a road has no lasting qualities; its surface state, expensive macadam roads, but only common earth roads, that our attention becomes softened by rains and by stand- such roads as are suitable to the condi-"The records of the public road office in passable condition, and eventually when tain, and so for many years our energies show that we have in the United States the road funds permit of further expendi- must be directed to the construction and about 2.250,000 miles of roads, which mileage tures for improvement, it is found neces- maintenance of the common earth road.

about 90 per cent; of fairly improved "For many years to come the people of roads, i. e., roads which under our present this state must content themselves with and away from the side ditches into some system have been turnpiked or graded ac- the common ordinary earth road built of previously constructed or natural line of cording to the various methods in vogue the material at hand, whether it be clay. in the different states, about 10 per cent, sand or veegtable loam, and it is proper and of good roads, in the latter class built that we should carefully study that probto a permanent grade line and properly lem first, and eliminate from our future cure a suitable alope to the ditches, and a surfaced with gravel or broken atone, not work those practices which have united few dollars so expended will insure sucfar from 7 per cent of the whole. This in giving us such a vast inleage of inferior cess on this most important work. Cul-

Permanent Foundation Needed.

or under the supervision of competent in the construction of an improved system ruts or in the ditches. scal authority have been so constructed of highways-first thorough drainage, see as to do away with the future necessity ond a permanent foundation-consideraof regrading or of resurfacing, except so tions that have to a great extent been igdinary wear and tear of travel. One provement system of all our western

with the opening up of a road system in "The temporary methods of road work a new country is that induced by the for so many years in use in this state and belief that no engineering skill is necess in fact all through the west must be done sary and that any man versed in the away with and a more careful system handling of tools or road machinery is adopted before we can have roads of such thoroughly competent to build a road a character as to bear the traffic of a

Such a mistake frequently finds its legiti- progressive agricultural community, and the land is level or nearly mate fruitage in expensive changes of enable them to market their produce at a apparently drainage is impossible; set your location, regrading or insufficient drainage minimum of cost in time and labor, not and requiring after the expenditure of only during the most favorable times of can be built again that will comply with

such requirements, but in order to accomplish such results we must abolish all an-"The subject of road building on a plan liquated methods and invoke the aid of mmensurate with the necessities and fi- improved machinery and the assistance of the modern road builder.

\$1.48 a yard, regularly \$2.50, 54-inch heavy Taffeta

49c a Yard-Regularly 79c Messaline, that beautiful luster kind, and hundreds of yards of Peau de Soies.

Peau de Cygnes, Failles, in all the patterns sent across

or petticoats and dresses.

No progressive farmer uses today the system of road construction as we have along the lines of agricultural development there would be no necessity to urge in that line. But this we have not done and it becomes our duty now to take up the road question and carry it on unprogressive community.

Highway Commission Needed. "Legislative enactment should prepare the way for intelligent supervision,

an individual responsibility, by providing for the appointment of a highway commission for the state, a superintendent of highways in each county, and a road in spector in each town; men whose duties require them to understand the condition and requirements of every mile of highway under their supervision. We want the people of the western states to give this hardness and smoothness of surface, with road have been built by merely carrying as such officers become acquainted with easy grades, permitting a reduction in the the earth from the so-called ditches at the their duties and the need of the roads in their particular districts they can much more intelligently use the road funds enexpenditure of the funds used in construct- of construction provides our ordinary earth trusted to their care and make every road, which when partially packed and dollar expended count at least one hunmade reasonably smooth under the effect dred cents toward permanent road con-

ing water in the ruts and side ditches; tion and requirements of the people and frequent repairs are necessary to keep it such as they are able to properly mainmay be approximately subdivided as foi- sary to regrade, redrain or in many cases We must see to it that our roads are well lows: Of common ordinary earth road, the to rebuild, so as to enable it to carry a drained, ditches kept open and free from result of continuous travel, but unscientific permanent surface of harder and more weeds, so that in those portions where waterway may have free access to, through drainage.

> "Hence it becomes necessary to employ in many cases a competent engineer to severts should be provided wherever needed

"On such soil as you have here water is an ever working factor in the destruction of your roads, and the road surface should be kept as hard as possible to prevent the formation of ruts, high and access to the ditches, and as smooth as possible so that no depression shall afford a chance for standing water to soften and the destroy the surface.

"Do not be discouraged by the fact that "Keep the ruts out of the road, let the vision as from any other cause, and such ling new roads, accurate surveys are im- ing surface is applied."

so, and that the ditches clear, and if you have previously built your road of proper material engineer to work and he will soon find a way to get the water off. In the original you will always have a good road. One the year, but at all times and under all construction of many of our roads you to, do not make your drags too heavy, they are not intended for grading a road, circumstances. Roads have been built and will find that sod and vegetable matter of different kinds has been worked up in the preparation of the foundation or the road bed, a grievous mistake that will take years to remedy. No sod or vegheavy. Send to the office of the public etable matter of any kind should be allowed in a road within three feet of the

surface. "In the construction of a permanent road through a prairie country the sod that covers that part of the right-of-way where the ditches are to be should be taken off and carried out of the way, and only the solid earth used to raise the roadway. If these sods could be laid smoothly and uniformly down on the surface between the the people to put forth greater efforts ditches at the bottom of the turnpike there would be little objection to that use of it. but it is generally cheaper to waste all such material. The main objection to the ceasingly until the primary transportation use of sod is in its uneven distribution. facilities of the state are equal to the and when it is thrown up indiscriminately reasonable demands of an up-to-date and into a turnpike, as when a road is built with an elevating grader, its use is fatal to good road construction and cannot be

too strongly condemned. Get Good Drainage.

"Bear these two rules in mind, 'Get good drainage, and make your roadhed high, round, smooth and of solid earth.' These are very simple rules, easily understood, and there is not an intelligent road overseer in your state that does not know their value just as well as I do. But having been handicapped every year with lack of funds and many pieces of bad road, requiring some repairs, it is hardly to be wondered at that they have falled to put in practice those simple principles of construction. But the time has come when the people demand of their road officials something better than yearly patching and temporary repairs.

"My advice to your road inspectors is to pick out some bad pieces of road in continuance of favorable weather; but such be not to build, even with the aid of the your district and apply the proper principles of road work to that single piece material and all sod containing vegetable Do not be content with merely making it, matter that may be turned out in grading passable for the present, but rip out that the side disches is carried away for other old rotten corduroy or brush or whatever was used last spring to help teams over the bad spots and fill up the holes with the preliminary work of providing suitable something that will stay there. See that the water gets into the ditch and then follow that ditch down and find out why the water does not get out. Do not worry if some fellow over in the other side of the slope of the land is very slight the the township kicks because you are not working on his road, tell him to be patient and you will reach him some day. Stick to it; what you do do well, and you will find not only satisfaction in doing a good piece of work, but before long you and your neighbors will realize the fact that you are at last on the right track.

For Keeping Up the Roads.

'Now as to keeping up your roads. You round, so that the water may find ready roads are soft, draw them up one side of earth road maintenance.

before us an example worthy to be followed if we would secure as good a system of highways as is enjoyed by the peo-

facing.

"The methods now in vogue in this country, on a large percentage of our road mileage, are simply a continuation so that no water be allowed to stand for have heard me talk of road drags. There of those methods adopted when we were There are two primary considerations any length of time on the road, in the are several kinds of them, all illustrated without experience in road building; since in the Minnesota Road Red Book. You the introduction of road machinery much can make them easily and at only a better work has been done, but in many trifling expense, and there is no known cases a lamentable lack of intelligence and appliance that is so economical or con-experience in the use of such machinery venlent or satisfactory when properly used is indicated by the condition of surface, as any one of the different kinds shown. vastly inferior and less adapted for travel Use them right after a rain, when the than before its application, and it is the common experience of those who use the and back on the other; all they do is to highways to avoid those stretches which keep the ruts out of the road and restore have just been subjected to a so-called crown and that is the whole secret improvement. This condition arises as much from a lack of intelligent superHave Your Ticket Read Burlington

To the South.

Winter Tourist Fares Daily

Jacksonville, Fla., direct routes
direct routes
Miami, Fla. via Chicago or St. Louis
Pensacola, Fia., via Chicago or St. Louis. \$72.50 St. Augustine, Fia., via Chicago or St. Louis. \$41.00 Ormond, Fia., via Chicago or St. Louis. \$53.00
Palm Beach, Fla., via Chicago or St. Louis
Havana, Cuba, via New Orleans and steamer, or via Jack- sonville and Knights Key or Port Tampa Nie
Havana, Cuba, via New Orleans and Knights Key or Port
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Galveston, Texas., via Kansas City. \$42.95 San Antonio, Tex., via Kansas City. \$38.80 Houston, Tex., via Kansas City. \$36.95 Houston, Tex., via Kansas City. \$36.80
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New Orleans, La Mexico City, Mex		10.7.00.00		· \$32.50
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Galveston, Tex.,				GOW EO
Corpus Christi, Tex				847.00
Corpus Christi, Tex San Antonio, Tex Houston, Tex	CI COLORS	21444	***********	\$27.50
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considered that the utmost care is taken St. Louis Special at 4:30 P. M.

Kansas City Trains at 9:15 A. M., 4:30 P. M., 10:45 P. M. Chicago Trains at 7:15 A. M., 4:20 P. M., 6:30 P. M., 11:40 P. M.

Houte

Liberal stop-over privileges; write or call for publications, information, etc., and let me help you plan an attractive tour of the south

J. B. REYNOLDS, City Passenger Agent, 1502 Farnam St., Omaha, Neb.

"In the work of laying out or construct-

conditions will continue until the sys- | Derative; Drainage, being of primary imem is so changed as to require that all portance, is provided for by a system of such work be put in charge of competent leveling, and grade lines are established road builders. This cannot be done withlaw now stands we elect or appoint in of a railroad. No plea of lack of funds each town every year from four to twenty or urgent need of the road for use is or more road overseers, none of whom are available to prevent this preliminary work. equired to be qualified in that particular and no public moneys are put into any line, although many of them are, but even highway until such work is accomplished those qualified may be removed at the to the satisfaction of the county engineer end of their term and the work placed and his superior officer. In grading, no the following year in the hands of others perishable material of any character is who may be no improvement on their pre- allowed in embankments and ample time s given for such portions of the work to become thoroughly settled before a finish-