



Members of the Family

RUGGED strength makes Craftsman furniture an heirloom that can be handed down from generation to generation. It is furniture that goes to live with you—not to visit. Needless ornamentation has been eliminated and plain lines of thorough construction adhered to. Craftsman is so plain, so staunch, so honest, so ruggedly strong that it is elegant in its very simplicity. The diversity of our stock will enable you to get just the furniture you desire at just the price you wish to pay.

Your new refrigerator should be one of our Leonard Cleanable Refrigerators, with one piece, porcelain lined provision chambers and aluminum trap.

Good furniture may be cheap, but "cheap" furniture cannot be good.

Miller, Stewart & Beaton Co.

The Tag Policy House

Established 1884

413-415-417 South Sixteenth Street

KNOTT DENIES SHOOTING WIFE

Accused Husband Protests His Innocence in Murder Case.

ADMITS THEY HAD TROUBLE

Switchman and Dead Woman Quarrel Just Before Killing—Shoigan is Found in Their Bedroom.

Trembling like an aspen leaf and weeping hysterically George B. Knott, held in connection with the killing of his wife, Mrs. Mable Knott, at the Burlington tracks and William street, denied his connection with the crime to James M. Fitzgerald, assistant county attorney, and the detectives at the police station Friday morning.

Knott admitted he had some trouble with his wife, but denied that he shot her. At the home of the Knotts, 1308 South Fifth street, the family refused to discuss the tragedy. Mrs. Bridget Walker, mother of the murdered woman, sat bowed and grief stricken with the children and grandchildren around her.

The coroner's inquest will be held Saturday afternoon at 3 o'clock.

CHANGE IN PLANS OF THE LOCUST STREET VIADUCT

Standard Oil Company Complains It Has No Outlet Under Present Scheme.

In response to a request from the Standard Oil company, city councilmen and the city legal department are investigating the plans drawn and approved for the Locust street viaduct. If certain changes can be made in the plans without entailing additional expense in the construction of the viaduct, they will be revised to meet the request of the company.

Officials of the corporation state that under the present plans they will have no outlet and suggest that additional ground be secured for the approach.

A meeting was held in the city attorney's office Friday morning, which was attended by Councilman Brucker, Sheldon and Funkhouser. The city engineer has also been asked to investigate.

COLORADO MARBLE ENDORSED

Manufacturers' Committee of Commercial Club Says It Should Be Given Preference.

By a unanimous vote the members of the Manufacturers' association, at the noon luncheon yesterday, endorsed the use of Colorado marble over the new court house in preference to the Italian product, providing that it can be secured as cheaply and that it will prove by test to be as good as the foreign marble.

"All things being equal I think we should endorse the Colorado product," declared T. B. Coleman. "The whole situation reduces itself to a matter of reciprocity, and if Colorado marble is as good as the Italian I think we should recognize the state that recognizes us in trade." President Gering, J. F. Bloom, A. J. Vierling, J. W. Towle and others spoke along the same line.

J. H. Rushton spoke at length against the Heyburn bill, which proposes to restrict the storage of eggs and butter to ninety days. Penn F. Podras, editor of the Trade Exhibit, also talked, confining his remarks to the efficacy of advertising to pave the way for the operations of traveling salesmen.

Pointed Paragraphs.
A man is seldom arrested for striking an attitude.
Wealth is a bubble that some men try to enlarge by blowing.
Where there's a will there's a way—and frequently it is the way that matters.

It cannot be considered anything short of significant that a railroad system which long has given to the world "the best of everything," should deliberately deliberate that safety to employees and public should be the keynote of all of its activities.—Northwestern Monthly.

BALLOON PROOF AGAINST WIND

New Style Airship that is Designed on the Principle of the Anger.

A new type of dirigible balloon has been invented. The balloon looks like three enormous links of sausage encircled by narrow bands of aluminum shaped like screw threads, which revolve when the wind catches them. Suspended from the sausage joints are cars for passengers, machinery, supplies and crew. On either side are propellers. In the rear is a large fan-shaped rudder for steering.

It is claimed by the inventor, and designer, of this new aircraft, respectively, Peter Macor of New York City and August Aucher of Pittsburgh, Pa., that this dirigible balloon is proof against hurricanes, storms, tornadoes, cyclones, hurricanes, typhoons and whirlwinds of every kind. It will travel, they assert, in any desired horizontal direction regardless of the wind.

It will be recalled that the Zeppelin dirigible balloons have gone down to defeat one after another when opposed to the fury of the elements.

The Macor dirigible balloon, so called after the inventor, is constructed on an entirely novel and most interesting principle. As far as the gas bags, the passenger cars, propellers and rudders are concerned, they differ only slightly from those found on the Zeppelin balloon. But the screw-like bands of aluminum surrounding the three gas bags are depended on to shield the envelop from the wind by creating an opposing current of air.

The stronger the wind blows the more rapidly will the bands revolve. In the space between the gas bag and the aluminum bands a perfect calm will reign at all times.

"To drive a dirigible balloon head-on into the teeth of a hurricane," said Mr. Macor, "an engine of no less than fifty-eight thousand horsepower would be required. In the Macor dirigible a forty-horsepower engine will do the work with ease. No matter how hard the wind blows, the balloon can cleave a way through it, because the air currents never reach the gas bags.

The Macor dirigible is made in three sections, or sausage links, for purposes of stability. Each gas bag will be protected against opposing wind currents by five or seven aluminum bands, each three-sixteenths of an inch thick and from two to three feet wide. The number of bands will vary according to the circumference of the envelop.—Chicago Inter Ocean.

Before ordering your Sunday dinner look at The Bee Market Shopper on page 8.

THE CHANCE OF A LIFETIME!

GREATEST

Clean-Up Raincoat Sale

IN THE HISTORY OF OMAHA MERCHANDISING

GOODYEAR RAINCOAT CO. CHANGES MANAGEMENT

ENTIRE \$22,000 STOCK TO BE SACRIFICED AT LESS THAN HALF-PRICE

Consisting of men's, women's and children's Raincoats, Top Coats, Silk Rubberized Coats and English Slip-Ons, including all the New Spring Goods. Every garment in the store is included in this sale, and the earliest buyers get the best selections. You will never see Raincoat bargains like these again.

SALE STARTS SATURDAY MORNING AT 8

Read These Unheard of Offerings

Lot 1 Women's Cravenette and Mohair Rubberized Raincoats, in black, blue, green, garnet and gray, half fitted and loose backs—this season's creations; regular \$12 value—clean-up sale price, while they last \$5.50

Lot 2 Men's light weight spring style Cravenette, in tan, gray and black, military dress or Presto collars, hand tailored front, guaranteed to hold shape, a splendid top spring coat as well as raincoat; regular \$17.50 value—during this sale they sell at \$8.25

Lot 3 Men's and women's light tan, olive or Oxford gray, the very latest loose, manly fitting backs, regular shouders, splendid garments for street or auto wear, guaranteed rain-proof; regular \$15.00 value, clean-up sale price \$7.50

Lot 4 Men's and women's velvet two beautiful shades of tan and gray, all seams sewed and cemented, guaranteed "rainproof"; they are called "Goodyear Best Ever Made"—splendid retail value at \$5.75

Lot 5 Boys' and girls' Raincoats and Raincoats, a large collection of these splendid serviceable children's capes with hoods attached and boys' rubber coats; values from \$2.50 to \$5, clean-up sale price \$1.95

Lot 6 Men's and women's imported double texture English Slip-Ons, in a variety of shades, patterns and styles; also imported Bengaline, enameled silver plaid lining, the finest garments you ever saw; regular \$25.00 retail value, clean-up sale price, while they last \$13.25

Lot 7 Women's fine Cravenettes. This lot includes some of the very latest and best cravenettes in our immense spring stock. Most any shade, color or style you may imagine—values from \$15.00 to \$22.00; your choice of any of these tomorrow, and while they last, at \$9.75

Lot 8 Women's extra fine Rubberized Raincoats, made of fine imported silk mohair, Moral and Bengaline, in stripes, plaid or changeable effects. To appreciate their class and beauty is to see them. They are regular \$20.00 value and will sell tomorrow and while they last, at \$11.75

Lot 9 Men's high-grade imported English Gaberdine, in solid shades of light tan or dark brown; some new pencil stripe effects. These are some of the newest raincoats ever shown and you want to see them. They are garments that are selling regularly at \$25.00 to \$30.00, clean-up sale price, only \$14.75

Remarkable One-Hour Reductions, 9 to 10 a. m. Saturday

35 Raincoats for children, made of splendid rainproof and rubberized cloth, with fancy hoods attached, the most practical thing for your boy or girl; regular \$3.00 and \$4.00, tomorrow at 9 to 10 a. m., at \$1.45

18 Women's Mohair Rubberized Coats, in three beautiful shades of blue, black and gray; half-fitted backs, and equipped with buttons; they are our trimmed with buttons; regular \$15 Raincoats; tomorrow at the hour, \$4.95

25 Rubber Slip-On Raincoats for men and women, made of extra fine Goodyear rubber, all seams sewed and cemented, in two shades of tan, gray and blue; regular \$15.50 Slip-Ons tomorrow morning at 9 to 10 a. m., at \$3.95

Sale Starts Promptly at 8 a. m., Saturday



10 Extra Salespeople Wanted

The Thing To Do

If you lose your pocketbook, umbrella, watch or some other article of value, the thing to do is to follow the example of many other people and advertise without delay in the Lost and Found column of The Bee.

Put It In The Bee

That is what most people do when they lose articles of value. Telephone us and tell your loss to all Omaha in a single afternoon.

SAFETY ON THE RAILROADS

Significant Movement Among Employees of One Company.

RIGID INSPECTION THE RULE

Central and Subordinate Safety Committees Supervise Operation and Expound the Slogan, "Safety First."

According to the report of the Interstate Commerce commission, 137 railroad employees were killed and 4,334 were more or less severely injured on the railroads of the United States during the year ended June 30, 1910, through carelessness or failure to observe the rules laid down for their guidance while engaged in their regular railroad work.

That these avoidable accidents entailed a tremendous economic loss both to the men injured and to their employers, goes without saying; that they have set the employees of the railroads to serious thinking is evidenced by the significant and constantly practical action taken recently by the employees of the Chicago & Northwestern Railroad company.

Safety, not only for employees, but for the public, always has been characteristic of Northwestern operation; yet avoidable accidents have happened to employees, and through these both the men and the company have suffered loss.

To reduce this class of accidents to a minimum, and thus to increase efficiency, it is worth appeals at once to the practical railroad man, and it cannot fail, in time, to appeal with almost equal force to the intelligent general public.

As the division safety committees are composed of engineers, conductors, brakemen, switchmen, firemen, trackmen, shopmen, and station employees, and as the central safety committee embraces the active general operating officials, it may be

banded till now there are safety committees on every division, carrying out every day the main purposes of the organization—the securing of greater safety through more rigid inspection and stricter adherence to the company's rules.

The methods of these safety committees are simple, but thorough. Stated tours of inspection are made by the committee of each division. Conditions favorable to ready correction are attended to on the spot; undesirable conditions, of a general character are reported promptly to the central safety committee, with recommendations, and measures are taken without delay to notify all of the division committees and to have the danger reduced or removed—always preferably the latter.

Apply the remedy before the accident, not afterward, is the basic rule of procedure.

The co-operation of the management, naturally, has been prompt and enthusiastic. In every practicable way the men have been encouraged to make the safety movement the most characteristic feature of the operative activities of the company. This dominant purpose is set out tersely in the motto: "Safety First," which the committees have adopted.

Each member of a safety committee wears a hat button bearing this motto and the name of the road, as a badge of authority and to designate his office.

The management and employees of the Northwestern believe that nothing of greater importance to the traveling and shipping public, than this safety organization, has been introduced into American railroad practice.

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seen that no point has been left unconsidered, no possible source of danger without its protective eye.

Add to this that the slogan, "safety first," is heard and repeated by 50,000 employees, carried into their homes in a dozen different states, taken up by wives and children in 50,000 different neighborhoods, and spread thus through village and town and city; add again to all of this that the safety movement is certain to spread till every railroad in the United States has adopted and applied it—in principle at least—and surely, in view of such prospect, he would be a venturesome prophet who would essay to forecast either its ultimate scope or its salutary effect upon the life and economy of our citizenship.

It cannot be considered anything short of significant that a railroad system which long has given to the world "the best of everything," should deliberately deliberate that safety to employees and public should be the keynote of all of its activities.—Northwestern Monthly.

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BRANDEIS STORES---APRIL SALE

Children's and Juniors Wash Dresses



Our showing of these popular garments is by far the most extensive assortment ever seen in any western house—consisting of over 300 styles suitable for girls up to 17 years of age. All are new, fresh 1911 styles in the season's most attractive materials. It is useless to make your girl's dresses at home when you can select from such a complete collection of ready-to-wear dresses. The materials are all chosen for their excellent wearing and washing qualities, which means so much to the life and appearance of a garment. Plan the girl's spring and summer wardrobe while the big assortment offers such a wide range. The materials are Chambrays, Repps, Gingham, Zephyrs, Lawns, Dimities, Swisses, etc.; in pretty Russian and Sailor Blouses, French Shapes, Low and High Necks, Long and short sleeves, Lace and Embroidery insertings, etc. Children's sizes, 5 to 14; junior sizes, 13, 15 and 17; price range is \$1.50, \$1.98, \$2.50, \$2.98, \$3.98 and \$5.00

BEAUTIFUL WHITE LAWN AND SWISS DRESSES FOR CONFIRMATION AND DRESS WEAR—\$2.98, \$3.98, \$5.00, \$7.50, \$10.00 up to \$25.00

An Extra Special for Saturday Only—Fine Gingham and Chambray Dresses Excellent Dresses for children, in stripes, plaids, plain chambrays and Rep; all sizes and styles that are worth up to \$2.00 each; Saturday, only 98c

BRANDEIS STORES

Sailor Lad Weds an Heiress Sweetheart of Boyhood Days

James Lambkin for seven years a sailor and now an assistant in the navy recruiting station here, will be married to Lavine Pauli, an heiress to the fortune of the late J. S. Pauli, who until his death was one of Texas' leading cattle kings, his home being in San Antonio.



Mr. Lambkin and Miss Pauli were school mates for several years in the schools of San Antonio prior to Lambkin's leaving to join the navy. Many were the times Mr. Lambkin asked for the hand of his school-day sweetheart, but she constantly refused him until after the death of her father. The father was in poor health and Lavine, his only child, was his sole source of comfort.

For three years Lambkin was on the waters as an ordinary seaman. He was after two years of service with the navy, stationed in China for a period of four years. Through all the years of separation the two young people kept up a correspondence.

There were times, said Lambkin, when he would not receive letters from his sweetheart for over six months at a time and then he would get several. The wedding will take place in San Antonio on June 14.

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