

There's Nothing Too Good for the Baby



Arnold Knit Abdominal Bands

A very soft, light fitting garment, especially designed to prevent chafing and irritation which often follows the direct contact of an all-wool fabric with a tender skin.

Shoulder straps are open and buttoned, as shown in this illustration, permitting the bands to be put on over head or feet before buttoning the straps, making it unnecessary to bend or twist the tiny arms.

They are seamless and withstand constant laundering with no danger of severe shrinking. Sizes from infants to 3 years; priced according to size and fabric.

They come in Cotton, 50% Wool, 50% Worsted and 50% Cotton, 80% Wool, Silk and Wool and All Silk. From 35¢ to \$2.00.

Arnold Knit Vests

Of soft elastic, non-irritating knit fabrics, handsomely finished, edges crocheted with silk. All vests are full fashioned, no rough seams, silk shirring ribbon at the neck, and the Arnold patent

armhole sleeves warranted to retain their size and shape after washing.

Sizes from infants to 3 years; priced according to size and fabric.

They come in Cotton, 50% Wool, 50% Worsted and 50% Cotton, 80% Wool, Silk and Wool and All Silk. From 35¢ to \$2.00.

THE YOUNG PEOPLE'S OWN STORES

1518-1520 FARNAM STREET

Store Closes 5 P. M. Saturdays, 9 P. M.

LONG SLEEP ENDS IN DEATH

Sam Polkies Does Not Awaken from Twelve Days of Slumber.

BAFFLING TO THE PHYSICIANS

First Case of the Kind Ever Reported in Nebraska—Known to the Medical Profession as Poxemia.

After sleeping continuously for twelve days, Sam Polkies, aged 34, a recent immigrant to this country, who had been employed as a day laborer by the Union Pacific, died at St. Joseph's hospital late Friday afternoon of a very rare disease known by the medical world as poxemia.

The case, which is the first of its kind on record in this city, attracted the marked attention of many physicians in Omaha and it is possible that an autopsy will be held over his body by a number of physicians in behalf of science.

Three weeks ago Polkies' left eye became infected in some manner unknown to the physicians. In a short time blood poison set in and his condition gradually became worse. A week ago last Monday just as it was getting dusk he dropped off to sleep. When he did not awaken within two days he was removed to St. Joseph's hospital by order of Dr. E. Holovitchner, who had been attending him.

The day following his removal to the hospital an operation was performed on the patient's eye, but he failed to come out of his sleep. On last Friday he opened his eyes for about half a minute, but did not talk, and then dropped back to sleep. That was the last time he opened his eyes before he died yesterday afternoon.

The infection, asserted Dr. Holovitchner, affected the nervous system of the young man in such a manner that the peculiar sleeping sickness resulted.

Here a Short Time.

Polkies came to this country about two months ago. He had not become familiar with the English language and lived with relatives in the north end of town. He secured work with the Union Pacific Railroad company after having been in the city but a few days. One night, after having worked for the company a short while, he complained of his eye itching. No attention was given the matter until about a month ago, when he was brought to the medical profession. Every effort known was used in trying to awaken the young Greek, but all had the same effect—which was none. Since the time he went to sleep twelve days ago he had been fed with injections of milk, but the disease continued to sap away his life, until at the time of death he little resembled the healthy young man who had been brought to the hospital about two weeks ago.

The friends of Polkies are not willing to turn his body over to physicians and they may be buried Sunday afternoon.

ENGLISH RAILWAY STRIKE IS ENDED

(Continued from First Page.)

ernoon, two being instantly killed and the other two mortally wounded. This part of Wales has been the scene of exceptional violence since the railway strike was declared. There has been a succession of conflicts between the police. Today a mob attempted to stop an incoming train and the police were unable to disperse the angry men. The riot was read by a magistrate, but it had no effect. The strikers continued their attack on the train and mounted the locomotive. A military officer discharged his revolver in the air, but still the mob refused to quit.

DEATH RECORD

John Rother. LORTON, Neb., Aug. 19.—(Special.)—John Rother, a wealthy German farmer, residing near this town, was taken to a hospital in Omaha last Monday and submitted to a surgical operation. He passed away in the hospital Thursday evening. The body was brought home Friday morning. Rev. C. Eiler conducted the funeral services Saturday, which were very largely attended. Deceased is survived by a widow, two daughters and three sons.

Mrs. Jennie Thompson. Mrs. Jennie Thompson, aged 24 years, 2305 California street, died Saturday morning after a long illness of catarrh of the stomach. The funeral will be held this afternoon from Crosby's chapel at 2 o'clock. Interment will be in Springfield

JACKSONIANS FAVOR WILSON

After Long Period of Inactivity They Sally Forth.

WILL PLAY DAHLMAN DRAGON

Are Opposed to the Endorsement Put Through by the Dahlman Democracy Some Time Ago for Harmon.

Tired of resting in peace the Jacksonian club has betimed itself to smooth out the wrinkles caused by long slumbers and is preparing to go forth and slay the Dahlman dragon by endorsing Woodrow Wilson for president. Letters of invitation were sent out to democrats asking attendance at a meeting to be held last night in the club rooms in the Patterson block.

When asked where the meeting was to be held the members look grieved and surprised, and then would say, "Why, in the club rooms, of course," as if the club rooms had not been vacant for many moons.

Of those who received letters of invitation some are old members of the Jacksonians and some are not, but all are asked out to consider "the endorsement for the presidency of Woodrow Wilson."

As soon as the letters appeared there were some democrats who thought they saw in the movement the calculation of Lincoln's most prominent citizen, H. S. Daniel, who succeeds Ed Berryman as secretary of the club, denies this.

The idea of holding a meeting and endorsing Wilson originated among the members of the club, and there has been no interference from outside," said Mr. Daniel. "We would like to have Mr. Bryan's support in endorsing Mr. Wilson, but have had no assurance of it other than the fact that the editor of the Commoner endorsed the governor of New Jersey in his list of eligibles."

LABORER GROUND TO DEATH

Italian Member of Extra Gang Thrown Under Wheels of Construction Train at Fairbury.

FAIRBURY, Neb., Aug. 19.—(Special.)—Giovanni Andricoli, an Italian extra gang laborer working on the Burlington railroad near Reynolds in the southwest part of this county, met a tragic death by being pitched headlong from a ballast car by the sudden stopping of the locomotive. He was then ground to death under the wheels. The wheels passed over the upper part of the body, crushing it, practically cutting it in two parts.

Coroner Dodge and Sheriff Chirndale of this city were summoned to the scene of the accident and they viewed the remains and pronounced the death accidental.

Andricoli was 40 years of age and during the last three years has been employed as section laborer. His family lives in Italy and he has been trying to acquire money to send back to them. He has a brother living in Chicago and the body will be disposed of according to his wishes.

ACCIDENT PROVES FATAL

Swan Johnson Expires at Gothenburg from Injury When Struck by Car.

GOTHENBURG, Neb., Aug. 19.—(Special.)—Swan Johnson, who was struck by a freight car on July 25, died yesterday at the Erickson home in this city. He never fully regained consciousness since the accident. Funeral services were held yesterday morning.

Deceased was born in Sweden in 1833 and came to Nebraska in 1873, locating south of Brady. He had made his home with the Ericksons many years and had moved here with them last fall. He was 78 years old.

SAUNDERS COUNTY INSTITUTE

Enrollment of 202 Shows Surplus of Twenty Teachers.

WAHOO, Neb., Aug. 19.—(Special.)—The Saunders county teachers' institute closed today with an enrollment of 202, which made up the largest and most successful institute ever held in the county. This gives Saunders county an excess of twenty teachers as only 182 are needed for the schools. The surplus will go to other counties less favored.

The institute was in charge of County Superintendent Mrs. E. B. O. Williams, assisted by City Superintendent C. N. Walton of Wahoo, City Superintendent H. M. Garrett of Ashland and Miss Newman of Lincoln. Addresses were given by State Superintendent J. W. Crabtree, E. O. Garrett of Fremont and Prof. R. H. Watson of Wahoo. The afternoon sessions were held jointly with the Wahoo chautauque on the school grounds, which has a record-breaking attendance this year.

Heavy Storm Damage at Gandy.

GANDY, Neb., Aug. 19.—(Special.)—Last night between 9 and 10 o'clock the wind blew in the windows of the meat market and the Hill company store. Several wind mills were blown down. An auto carrying four men ran into a telephone wire that had blown down and the two men in the front seat were caught under the chains by the wire and thrown from their seat.

About an inch and a half of water fell in less than ten minutes, flooding every thing. Damage to the amount of about \$500 was done to fences and chimneys.

PIONEER DAYS OF RAILROADING

Happy-Go-Lucky Style of Train Operation Some Forty Years Ago.

Eighty years ago there were ninety-five miles of railroad in operation in the United States. Today there are over 26,478 miles, a length that if extended in a single line would encircle the earth more than nine times.

The enormous growth of our railroads has naturally been accomplished by the expansion or increase of size of the American locomotive, but with this difference, that while there is practically no limit to the extension of a line of railway there is a well defined limitation to the size of the measurements of the track and the height and width of bridges and other permanent structures. These rigid dimensions are known as the loading gauge, and are substantially the same today as they were at the beginning of railroad history.

In the year 1831 Matthew Baldwin, the founder of the famous Baldwin Locomotive works, received an order for a locomotive from the Philadelphia, Germantown & Norristown Railroad company, whose short line of six miles was operated by horse power. In designing the engine Baldwin was guided by the plans of the "Plover" engine designed by George and Robert Stephenson for the Liverpool & Manchester railway in 1825. When completed the engine was christened "Old Ironsides," and was tried on the road November 23, 1832.

"Old Ironsides" weighed something over five tons. The driving wheels were four feet six inches in diameter. The cylinders were nine and a half inches in diameter by eighteen inches stroke. Its tractive effort was about 1,200 pounds. It attained a speed of thirty miles an hour with its usual train, but it only ran under favorable conditions, for in rainy weather the cars were drawn by horses.

During the next seven years great improvements were made in American locomotives, and the leading truck had come into use. A representative engine was built at the Rogers Locomotive works. Engines of this class ran on the Jersey City & New Brunswick railroad in 1838. The cylinders were eleven inches in diameter by sixteen inches stroke. Driving wheels four feet six inches in diameter. Weight about ten tons. Tractive effort about 2,000 pounds. The cylinders were inside the frame and the valve gear, having the hook motion, was on the outside.

The time during which this engine was in service was an interesting period of railroad history. Business was increasing faster than the means for hauling it. Our railroads were like a boy of the awkward age who is constantly outgrowing his clothes. They were getting unmanageable. Rough-and-ready methods of handling trains—well enough for the pioneer days—were causing bad wrecks that alarmed even the free and easy American public.

The writer has interviewed old railroad men (some of them scarred and maimed by fearful accidents) whose memories go back to the forties, and a recital of their experience would be truly surprising. How many of us who travel in the luxuriously appointed trains of today, with an almost perfect service, know or stop to think of the hardships and dangers endured, not only by the railroad men, but by the traveling public, who often paid higher rates of fare than they do today, and for accommodation and service so greatly inferior, that a detailed description might well be doubted as true.

The engine had thin boiler plates, with lap joints and single rivets. There were no pressure gauges, and the only way to estimate the boiler pressure was to raise the lever of the safety valve by hand and judge by the sense of feeling, so that, in the words of an old engine man, "if the lever was easy to raise we had 100 pounds; if it was not so easy, we might have 75 pounds. If it was hard to raise we didn't know how much we had, nor did we know how much we had when it was blowing off." Under these conditions is it any wonder that explosions were not uncommon?

Freight trains were sometimes forty-eight hours late on a run of less than 100 miles, and the train had to be sidetracked to enable the crew to get some sleep in the engine cab. What would our shippers have to say about this kind of service, when freight trains today travel forty miles an hour to deliver the goods? Turning to the passenger service, what would the modern traveler think of riding on a railway not protected by either telegraphs or signals? In the absence of telegraphs the superintendent was in profound ignorance of the position of trains, and, in case of accident or delay, trains were "lost" and no man knew their whereabouts. Sometimes men went on horseback to look for the missing train, but usually the superintendent sent a man out on an engine. This proceeding was attended with danger, as there was a

chance of meeting the belated train head-on at some sharp curve. We may thus compare the conditions with those of our own day, when the train dispatcher knows the position of every train on his division, and, in some cases, can even communicate with the conductor of the train by telephone.—Scientific American.

GREAT BATTLESHIP PLANNED

Preparations Under Way for Laying the Keel of the Dreadnought New York.

The work preliminary to the laying of the keel a few weeks hence of the dreadnought New York, which will be, with its sister ship, the Texas, the biggest and most powerful battleships the world has ever seen, was begun at the New York navy yard. The cradle in which will rest the huge frame is prepared, the traveling cranes are ready to travel whenever the word is given, and workmen are busy every day placing in position the plates that are to form the outer bottom of the 23,000-ton battleship. The keel of the battleship will be laid with simple ceremonies early next month, and in September, 1912, some fortunate young woman, who will probably be designated by Governor Dix will smash a bottle of wine on its bow and christen it. Early in the fall of 1912 the New York should be ready to take its place as one of the five units of the first division of the Atlantic fleet, of which it will probably be the flagship.

Not only in size, but in the caliber of the guns at their main batteries will the New York and Texas be the most formidable battleships ever built. Up to the present time the thirteen-inch gun, which has not been used on any of the newer ships of the navy, has been the limit in caliber of naval gun. The New York and Texas, however, will each carry ten fourteen-inch guns, mounted two in a turret, and arranged that all of them can be fired in a broadside, or forward, or aft, at the same time.

The arrangement of three turrets aft and two forward of the bridge is the work of the naval construction corps of the United States navy. Great Britain has followed this design in its new dreadnoughts, and this is considered one of the highest compliments ever paid American designers and constructors.

The New York is to be built entirely by the construction corps of the navy at the New York navy yard, of which Commodore Robert Stocker, U. S. N., is the head. He recently succeeded Captain William J. Baxter, who built the flagship Connecticut, the dreadnought Florida, and the collier Neptune. Naval Constructor John Elliot Bailey will be Commander Stocker's principal assistant.—New York Times.

Baby's Voice

Every woman's heart responds to the charm and sweetness of a baby's voice, because nature intended her for motherhood. But even the loving nature of a mother shrinks from the ordeal because such a time is regarded as a period of suffering and danger. Women who use Mother's Friend are saved much discomfort and suffering, and their systems, being thoroughly prepared by this great remedy, are in a healthy condition to meet the time with the least possible suffering.

Mother's Friend is recommended only for a relief and not a permanent remedy for venous illness, but its many years of successful record from a woman who has used it are a guarantee of the benefit to be derived from its use. This remedy does not accomplish wonders but simply assists nature to perfect her work. Mother's Friend relieves nausea, prevents caking of the breasts, and in every way contributes to a relaxed and strong, healthy motherhood. Mother's Friend is sold at drug stores. Write for our free book for expectant mothers.

BRADFIELD REGULATOR CO., Atlanta, Ga.

Hamilton Apartments

Fire Proof Single room with private bath. Two rooms ensuite with private bath. Fine Cafe in Connection

1912 CADILLAC AUTOMOBILE ARRIVED IN OMAHA YESTERDAY Formal announcement of its features and qualities will be made in The Omaha Bee next Sunday, Aug. 27th. WATCH FOR ANNOUNCEMENT

"Looking Backward" at This Day in Omaha Thirty years ago Twenty years ago Ten years ago From day to day in The Bee

A column of pungent items compiled from the files of The Bee telling what was going on in Omaha on the same date of each decade year.

The items are specially selected with a view to their interest for present day readers, and illustrate graphically the life of the community of which we are apart at these different stages of its career.

How long have you been living in Omaha? If you were here thirty or twenty or ten years ago, The Bee's "Looking Backward" will recall to you vividly what was then taking place and refresh your memory of the people who were prominent in the public eye.

Are you a comparative new comer to Omaha? If so, "Looking Backward" will give you pen pictures of the city now your residence in the early days, identify the part played by your friends and neighbors with the growth of Omaha.

An instructive as well as entertaining feature that is sure to repay many fold the time devoted to it.

Read the "Looking Backward" column for a few days scrupulously and you will not be content afterward unless you read it every day.

Looking Backward through the years at This Day in Omaha Daily in The Bee