

To Smash All Former Records of Silk Selling in Omaha

Thos. Kilpatrick & Co. Announce a Sale of Over 5,000 Yards of Choice Silks Wednesday, April 17

.....Commencing at 10 A. M. and Continuing Till 6 P. M.....

Notwithstanding the immensity of the stock and the almost endless variety, there is a very decided pick--many silks in the lot being worth \$1.50 to \$2.00 per yard--all will go on sale at

59c Per Yard

Taking the aggregation BY and LARGE, we believe it to be the best opportunity offered to the Women of Omaha to secure High Grade perfect Silks at a mere fraction of their value. There are MESSALINES, TAPPETAS, FOULARDS PONGEES, STRIPES, PERSIANS, etc., etc. And quite an assortment of Choice, Exclusive Patterns Messalines and Foulards with borders--only one of a kind--for instance--6 yards 43 inches wide the pattern was \$13.50, Wednesday you get the 6 yards at 59c. \$3.54 6 yards again of another style was \$13.50, Wednesday 59c yard.

7 yards \$1.50 previously, now-- 50c or \$4.13 Pattern	12 yds. 27 in. wide, was \$1.50 yd., \$18 pattern, Wednesday-- 59c or \$7.08 Pattern	2 more different styles, were \$18.00 pattern-- For \$7.08 Pattern
One pattern 9 1/4 yards 27 inches wide, was \$1.50 yd., Wednesday \$5.00 for this	A very late style, 6 yds., 43 in. wide, was \$2 yd., Wednesday-- 59c yard	Foulards which were \$1 and \$1.25 yd., best made in America-- 59c yard

In the Lot 375 Yards of 36-inch Pongee Will go at 59c Yard

AND NOW, LADIES! PLEASE TAKE YOUR GOOD NATURE ALONG WEDNESDAY AND DON'T PLEASE CLING TO MORE THAN YOU WANT TO BUY. We desire all to have an equal opportunity. We could have received orders for hundreds of yards--but not one inch has been reserved for anybody. NOR WILL THERE BE.

THURSDAY'S GREAT SALE OF LACES

As shown in window. Lot 1--Torchons, various widths, worth 8c and 10c, at, yd. 3 1/2c
Lot 2--Cluny, Insertions and Point Venise--If you heard what some in this lot once sold for you could scarcely believe the tale--enough to know many sold at 40c and 50c per yard, Thursday, at, yard 19c

About 150 feet of space reserved for the Silk Sale. We will try to distribute the good things fairly and evenly--but you must be alert YOURSELF TO SECURE.

Thomas Kilpatrick & Company

ENORMOUS WEALTH ON SHIP

First-Class Passengers on Titanic Worth Half Billion.

ASTOR AND BRIDE ON BOARD

Head of Famous House Who Has Hundred and Fifty Millions Returning from Tour of Egypt with Wife.

NEW YORK, April 16.--United wealth was represented among the passengers of the Titanic, there being on board at least six men, each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented on the first class passenger list would reach over half a billion dollars.

The wealthiest of the list is Colonel John Jacob Astor, head of the famous house, whose name he bears, who is reputed to be worth \$200,000,000. Mr. Astor was returning from a tour of Egypt with his wife, who was Miss Madeline Force, whom he married in Providence in September.

Guggenheim Fourth Son. Benjamin Guggenheim, probably next in financial importance, is the fourth of the sons of Meyer Guggenheim, who founded the American Smelting and Refining company, the great mining corporation, and is a director of many corporations, including the International Steep Paper company, of which he is also president. His fortune is estimated at \$50,000,000. His wife, whose name does not appear on the passenger list, is the daughter of James Seligman, the New York banker.

George D. Widener is the son of F. A. B. Widener, the Philadelphia "Ironclad King," whose fortune is estimated at \$50,000,000.

Senior Struss, one of New York's most prominent dry goods merchants and notable for his philanthropies, has a fortune also estimated to be worth \$50,000,000. He is a director in various banks, trust companies and charitable institutions.

Family in List.

J. Bruce Ismay, president and one of the founders of the International Mercantile Marine, who has always made it a custom to be a passenger on the maiden trip of every new ship built by the company, is said to be worth \$6,000,000. It was Mr. Ismay who, with J. P. Morgan, consolidated American and British steamship lines under the International Mercantile Marine's control.

Colonel Washington Roebling, son of the builder of the Brooklyn bridge, president and director of John A. Roebling's company, is credited with a fortune of \$25,000,000.

Among others of reputed wealth who were on board are J. B. Thayer, vice president of the Pennsylvania railroad, Clarence Moore, a well-known sportsman whose wife was Miss Mabel Swift, daughter of E. C. Swift, the Chicago meat packer and Charles M. Hayes, president of the Grand Trunk Pacific and vice president and general manager of the Grand Trunk railway of Canada.

Newport and Thomas Peary, a Pittsburgh Steel Manufacturer.

Daughter of Henry Stiegel. T. W. Cavendish of England with his American wife, who is the daughter of Henry Stiegel, the New York merchant, were first class passengers, as also were Washington Dodge and his wife and son, Mr. Dodge heads from San Francisco.

Christopher Head is a London barrister and son of the senior member of the firm of Lloyd's, underwriters. Mrs. Edward H. Roberts is from St. Louis, as also are Miss E. W. Allen and Theophile Papin, Jr. Mr. Papin is noted as an art connoisseur.

Prominent Canadian.

Among other prominent Canadian passengers were H. Markland Nelson, a banker; Mr. and Mrs. Thornton Davidson; Mrs. James Baxter, Q. Baxter, H. J. Allison and Mrs. Allison of Montreal; Major Arthur Penchen of the Queens Own Rifles, Toronto; Mrs. Mark Fortune and Mrs. Graham of Winnipeg.

Mr. Davidson is a member of the Montreal stock exchange and a son of Judge Davidson. His wife is a daughter of president Hays of the Grand Trunk railway, who with Mrs. Hays and Miss Hays also were passengers.

Quigley Baxter is a well known hockey player.

Paul Chevre, a well known French sculptor, who made the Champlain monument, was in the first cabin on his way to Canada to complete the Mercier monument.

Mr. Allison is a well known Montreal financier.

Mr. and Mrs. William E. Carter and their children, Lucille and William, reside near Bryn Mawr. James Clifton Smith, a brother-in-law of the late Bradford White, is known in New York society circles. He married Miss Bertha Barnes of Chicago.

There was speculation here after the receipt of the incomplete list of the survivors as to whether or not the name which first came through "Mrs. Jacob P." with next word missing, was not probably Mrs. John Jacob Astor.

Douglas Multi-Millionaire.

MINNEAPOLIS, Minn., April 15.--Walter D. Douglas of Minneapolis, who with his wife, was aboard the steamer Titanic, is a multi-millionaire and his brother is owner of what is said to be one of the largest starch manufacturing plants in the world at Cedar Rapids, Ia. Mr. and Mrs. John Pillsbury Snyder, prominent in Minneapolis, who left here in January on their honeymoon trip to Europe, also were returning on the Titanic.

TROY, N. Y., April 15.--Among the passengers on the Titanic were A. O. Heiverson of this city, foreign representative of Cueti, Peabody & Co. Mrs. Heiverson accompanied him and they were on their way to this country for a visit. BUFFALO, N. Y., April 15.--Edward A. Kent, whose name appears in the passenger list of the Titanic, is one of the leading architects of this city. He has offices in Ellicott square and lives at the Buffalo club.

W. White, a Massachusetts cotton manufacturer, who with a passenger on the Titanic, makes his home in this town.

Friends here say he is accompanied by his son, Richard F. White, a senior at Bowdoin college and not by Percival W. White, Jr., as was first reported.

Countess to Meet Husband.

PASADENA, Cal., April 15.--Countess Rothes, in the Titanic passenger list, was on her way to Pasadena to spend the coming summer with her husband, Norman Evelyn Ludlow, nineteenth earl of Rothes. He is now in New York, having left here a week ago to meet his wife there.

CHICAGO, April 15.--Four Cubaguans are known to have been on the Titanic. They are Clarence Moore and wife, and man servant, and Edwin G. Lewey. Mrs. Moore formerly was Miss Mabel Swift, daughter of E. C. Swift, the packer. Lewey is a member of the Lewey Bros. Company, jewelers. The Moores had been visiting in Europe with his Nelson Morris and family. The Morrises returned here last week. Lewey had been abroad on business.

LONDON LATE IN GETTING NEWS

Markets Unable to Handle Insurance to Full Amount. LONDON, April 15.--Some of the London newspapers went to press this morning under the belief that all aboard the Titanic were safe and the vessel was proceeding for Halifax. These in editorial congratulated all concerned that man's inventive genius had reduced the perils of a sea voyage to a minimum.

Later dispatches recording the sinking of the Titanic with loss of life appear only in the very latest editions and the terrible extent of the disaster will not become known to the British public generally until much later in the day.

All news on the subject still comes exclusively from New York. No wireless communication appears to have been established with this side.

Excitement at Lloyd's.

Exciting scenes were witnessed at Lloyd's underwriting rooms yesterday. Insurance business in the last six months has been unparalleled in the history of Lloyd's in liners of the biggest class. Since the Olympic collision, both the Delhi and Oceana have been wrecked and now comes the disaster to the Titanic. When business opened there was a rush to re-insure. Fifty guineas premium was charged, and this rapidly rose to \$1,000,000 and the ship was towed to Halifax.

It is understood that there was no specie aboard the liner, but large insurances had been written on diamonds and other valuables in its cargo.

Precious Quantities of Jewels.

In addition to a valuable shipment of diamonds aboard the Titanic, it is said that among the precious jewels carried by the passengers, are pearls belonging to an American woman valued at \$500,000. It is stated that the owners were unable to insure the Titanic to the full amount because the British and European markets were not big enough to swallow the sum.

fund for insurance purposes which would be applied to the loss.

The cost of building the great liner has been estimated at \$10,000,000, although Vice President Franklin of the White Star line insisted tonight that its value was not over \$5,000,000.

The total monetary loss caused by the sinking of the ship, however, is certain to run to many millions more, but the total amount cannot even be conjectured. It is generally understood that the vessel had aboard diamonds of great value, estimated by some at \$5,000,000 and also a large amount of bonds. The amount of freight carried was comparatively small for the size of the ship, and according to a White Star official tonight, its value would not reach over \$50,000.

The Titanic carried 3,244 bags of mail of unknown value, which it is hardly likely was saved.

CAPTAIN SMITH DIES WITHOUT A WORD BUT C. Q. D.

(Continued from Page One.)

equally to the second cabin and steerage, a regulation which may have cost the life of many prominent men above decks. It is natural also that the names of the more obscure survivors would be slower in reaching land.

False news and false hopes and an international belief that the palatial Titanic was practically unsinkable followed the slowly unfolding accounts of its loss in a way without precedent. Eager crowds in a dozen cities in the United States besieged bulletin boards when it became known that the giant liner had really sunk with terrible loss of life, and in New York City hysterical men and women crowded into the White Star line offices seeking news of relatives. Vincent Astor, Colonel Astor's son, spent the entire night waiting for some wireless tidings of his father, alternately visiting the White Star line headquarters and the newspaper offices.

Ice and Fog Unsolved Problems.

The speed at which the Titanic was traveling when it shattered itself against the iceberg will perhaps not be known until the first of the survivors reach port. Whatever the rate of progress, however, shipbuilders here and abroad must admit that while the modern steamship may defy wind and weather, ice and fog remain an ever present element of danger. No ship, they point out, no matter how staunchly built nor how many water-tight bulkheads protect it, may plunge headlong against a wall of ice without grave results. The general opinion is that the Titanic's equipment was put to an extraordinary test, which no vessel could have withstood.

"Under ordinary circumstances these water-tight bulkheads protect her, may ship from sinking," said A. L. Hopkins, vice president of the Newport News Ship Building and Dry Dock company in New York, but smashing into an iceberg could produce shattering effects that would render a ship helpless beyond the protection of any design yet known. In fore and after collisions where the compartments are punctured the lowering of either end of the ship produces an increased strain on the other compartments.

Granting that only the forward bulkhead of the Titanic had been crumpled by the impact with the iceberg Mr. Hopkins was inclined to think that the relative buoyancy of the remaining compartments would have been sufficient to save the vessel. Inasmuch as he was not familiar with the relative division of the Titanic's compartments he could not estimate how many compartments must have given away under the impact of the collision.

May Have Been Grounded.

Robert Stocker, naval constructor of the Brooklyn navy yard, said: "In the case of the Titanic I am inclined to think that its sinking was due to the effect of grounding rather than to the impact of collision. Frequently a ship strikes what is known as a 'pinnacle rock,' ripping open its keel. The iceberg against which the Titanic smashed its bow may have had some such submerged projection which did additional damage crashed into a berg so tremendous that there was practically no give.

"If the Titanic hit one of those great ice masses," said Mr. Nixon, "it is likely that it struck one that had no more give than a rock. Under these circumstances something had to give way and as the iceberg did not, the great ship had to crumple up. It is conceivable that an impact of this sort might have buckled its longitudinal plates from end to end, shearing off and starting rivets and opening up the water tight compartments throughout the length of the vessel."

Ocean Travel Regarded as Safe.

"For many years shipmen have asserted that the safest place to be on is a well equipped ocean liner. In preparation to the number carried the statistics show there is less loss of life and less chance than there is by another means of transportation. Fleets come and go from New York and other ports with the regularity of the tides and those carrying mails maintain a schedule which almost equals in punctuality that of railway mail trains.

Transatlantic steamers travel in well defined routes known as "steamship lanes," the west-bound and the east-bound.

This reduces to a minimum the chances of collision with one another. But icebergs and derelicts have to be respected for these routes and float into the paths or "wallow" across them (to be a dire menace in time of fog or very thick weather. There is no way to give warning until too late. Out of a smother of fog a pallid shape may be glimpsed over the bows, to be followed a half minute later by the crash of the bows against the mass of ice.

See Want Ads are Business Boosters.

"Just feel my muscle. My mama says it's because I eat so much TRIX."

A delicious breakfast dish

TRIX

Scientifically blended from wheat, rice and barley. Easy to digest and highly nutritious.



If your grocer is not yet supplied, telephone Douglas 3686 and a package will be delivered to you.

The New England Cereal Co., South Norwalk, Conn. Omaha Sales Co., National Fidelity Bldg., Western Distributors.