

Take Time by the Forelock Saturday Plan to Spend a Profitable Day at KILPATRICK'S

By request we will offer the residue of the choice silks left over from Wednesday's sale

owing to unfavorable weather

Figuring roughly we find we have still on hand

About 2,200 Yards Left

Many of our good friends missed the last sale—Saturday, therefore, a sort of **Consolation Sale**. Messalines, finest foulards, fancy figures, stripes, plaids, taffetas and pongees—worth \$1, \$1.25 and some \$1.50

All at 59c per yard, Starting at 8 A. M.

These On the Square---near elevator

Before you enter and when you leave elevators—take a peep at the goodies shown by Mr. and Mrs. Cobb at the Candy Dept. Makes the writer's mouth water while directing your attention to this Sweet Section. Men feel at home also.

Silk Hosiery Sale Saturday

A selected lot of well made Silk Stockings, in

blacks and colors, worth \$1.00 a pair; Saturday at, pair79c

These have cotton tops and soles, which adds much to the life and wearability.

Big bargains, too, in Children's Hose—tan and black. All sizes. Made to sell at a quarter—15c per pair all day long Saturday.

A special Vest for your consideration will be offered at 19c. Minus neck, minus sleeves. 6c of a saving on each vest may not look much but "Many mickles make a muckle."

And Now for the Biggest Surprise Party Since We Started Our Retail Business in OMAHA

98 beautiful dresses, to be sold Saturday at a price, which value considered, is so ridiculous, that it is sure to cause a **Veritable Sensation**. New changeable silk taffetas, fine messalines, dainty foulards, exquisite crepe meteor, Frenchy chiffons, fashionable poplins, filmy voiles, lace collars, spidery yokes, lace and net cuffs, some prettily trimmed, girlish dresses, quaint effects, party dresses, reception gowns, worth \$25.00 to \$50.00, one or two indeed were marked to sell as high as \$65.00—

10 O'clock Saturday, \$15

Alterations must be charged for, but you will gladly pay the charges if any changes are necessary.

It is a joy and a delight to mix with the crowds at **Our Sales—Boorishness Never in Evidence**—always courteous service and courteous customers, make ill nature rare indeed—**This sale will be no exception.**

More New Shoes Have Arrived

All the newest shapes and colors in Women's and Children's Shoes now in STOCK. If you have not known shoe comfort and elegance combined try our new department. Come in the morning if possible. Chairs crowded in the afternoon.

Men's Section

Saturday we put on sale a little over 8 dozen

of Lisle Union Suits—short sleeves, ankle length, all sizes. Suits which usually sell at \$1.50—

On Saturday 98c

Come early for these. Quantity small.

The White Goods Sale continues all day Saturday. Entire square near linen section given up to display. Here, too, morning shopping is BEST.

The White Goods Sale Continues All Day Saturday---Entire Square Near Linen Section Given Up to Display---Here Too Morning Shopping is Best

Thomas Kilpatrick & Co.

THIRTY OWE LIFE TO RAFT

Tale of Heroism and Fearful Hard-Told by Colonel Gracie.

MRS. STRAUS DIES BY HUSBAND

Plans to Take Place in Boat Disregarded by Her—Warnings of Presence of Ice Are Not Heeded.

NEW YORK, April 19.—Colonel Archibald Gracie, U. S. A., the last man of the Titanic saved, went down with the vessel, but was picked up. He was met tonight by his daughter, who had arrived from Washington, and his son-in-law, Paul H. Fabricus. Colonel Gracie told a remarkable story of personal hardship and denied emphatically the reports that there had been any panic on board. He praised in the highest terms the behavior of both the passengers and crew and paid a high tribute to the heroism of the women passengers.

Refused to Leave Husband.

"Mrs. Isidor Straus," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat, she steadfastly refused, and when the ship settled at the head the two were engulfed by the wave that swept it."

Colonel Gracie told of how he was driven to the topmost deck when the ship settled and was the sole survivor after the wave that swept it just before its final plunge had passed.

"I jumped with the wave," said he, "just as I often have jumped with the breakers at the seashore. By great good

fortune I managed to grasp the brass railing on the deck above and I hung on by might and main. When the ship plunged down I was forced to let go and I was swept around and around for what seemed to be an interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"Lucky, I was uninjured and casting about managed to seize a wooden grating floating nearby. When I had recovered my breath I discovered a larger canvas and cork life raft which had floated up. A man whose name I did not learn was struggling toward it from some wreckage to which he had clung. I cast off and helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were foundering in the water.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the creaky craft be overturned. Several unfortunate, benumbed and half dead, begged us to save them and one or two made efforts to reach us, but we had to warn them away. Had we made any effort to save them we all might have perished. The hours that elapsed before we were picked up by the Carpathia were the longest and the most terrible that I ever spent. Practically without any sensation of feeling because of the icy water, we were almost dropping from fatigue. We were afraid to turn around to look to see whether we were seen by passing craft, when someone who was facing astern passed the word that something that looked like a steamer was coming up. One of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

Colonel Gracie denied with emphasis

that any men were fired upon and declared that only once was a revolver discharged.

"This was for the purpose of intimidating some steerage passengers," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air and when the foreigners were told that the next would be directed at them they promptly returned to the deck. There was no gunfiring and no panic."

Contrary to the general expectation, there was no jarring impact when the vessel struck, according to the army officer. He was in his berth when the vessel smashed into the submerged portion of the berg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank at 2:22 a. m., for his watch stopped at that hour.

Mays Predicted Disaster.

"Before I retired," said Colonel Gracie, "I had a long chat with Charles H. Mays, president of the Grand Trunk railroad. One of the last things Mr. Mays said to me was:

"The White Star, the Cunard and the Hamburg-American lines are devoting their attention and ingenuity to yielding with each other to gain the supremacy in luxurious ships and in making speed records. The time will soon come when this will be checked by some appalling disaster." Poor fellow, a few hours later he was dead."

Astor Saves Young Wife.

The conduct of Colonel John Jacob Astor was deserving of the highest praise," Colonel Gracie declared. "The millionaire New Yorker," he said, "devoted all his energies to saving his young bride, Mrs. Miss Force of New York, who was in delicate health."

"Colonel Astor helped us in our efforts to gather in the boat," said Colonel Gracie. "I lifted her into the boat and as she took her place Colonel Astor requested permission of the second officer to go with her for her own protection."

"No, sir," replied the officer. "Not a man shall go on a boat until the women are all off." Colonel Astor then inquired the number of the boat, which was being lowered away and turned to the work of clearing the other boats and in reassuring the frightened and nervous women. By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered everyone to rush to starboard. Then we did and we found the crew trying to get a boat off in that quarter. There I saw the last of John B. Thayer and George B. Widener of Philadelphia."

Colonel Gracie said that despite the warnings of icebergs no slowing down of speed was ordered by the commander of the Titanic. There were other warnings, too, he said. "The ship's run was for the twenty-four hours run ending the 15th," he said. "The ship's run was 54 miles, and we were told that the next twenty-four hours would see even a better record posted. No diminution of speed was indicated in the run and the engines kept up their steady running. When Sunday evening came we all noticed the increased cold, which gave plain warning that the ship was in close proximity to icebergs or ice fields. The officers, I am credibly informed, had been advised by wireless from other ships of the presence of icebergs and dangerous floes in that vicinity. The sea was as smooth as glass and the weather clear, so that it seems there was no occasion for fear."

Consider Accident Joke.

"When the vessel struck," he continued,

"the passengers were so little alarmed that they looked over the margin. The few that appeared on deck early had taken their time to dress properly and there was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion. On the port side a glance over the side failed to show any evidence of damage and the vessel seemed to be on an even keel. James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the last women seen by Colonel Gracie, he said, was Miss Evans of New York, who virtually refused to be rescued, because, according to the army officer, "she had been told by a fortune teller in London that she would meet her death on the water."

Taft Says Congress Takes Notice of the Titanic Disaster

WASHINGTON, D. C., April 19.—President Taft will not send a special message to congress urging legislation to strengthen the present laws regulating supervision of steamships clearing from American ports. The president believes congress needs no such suggestion since the Titanic disaster. Moreover, he is satisfied that the laws of the United States are adequate if enforced, as the Commerce and Labor department would be able to enforce them with the restrictions of present international agreements removed.

Wireless Operator's Wait of Ten Minutes Saves Many Lives

NEW YORK, April 19.—How the wireless operator on the Carpathia, by putting in an extra ten minutes on duty, was a means of saving 74 lives, was told by Dr. J. F. Kemp, the Carpathia's physician, today.

"Our wireless operator," said Dr. Kemp, "was about to retire Sunday night, when he said jokingly: 'I guess I'll wait just ten minutes; then turn in.'"

"It was in the next ten minutes that the Titanic call for help came. Had the wireless man not waited there would have been no survivors."

Dr. Kemp described the iceberg that sank the Titanic as 60 feet long and ninety feet high. He declared that one of the boats the Carpathia picked up was filled with stokers from the sunken liner. "It had just two women aboard," he said. The doctor declared that the Carpathia cruised twice through the ice field near the spot where the Titanic sank and picked up the bodies of three men and one baby.

H. B. Steffanson of New York, another survivor, who leaped into the sea and was picked up, declared that he saw the iceberg before the collision.

"It seemed to me that the berg, a mile away, I should say, was about eighty feet out of the water. The ice that showed clear of the water was not what we struck. After the collision I saw ice all over the sea. When we hit the berg we seemed to slide upon it. I could feel the boat jumping and pounding and I realized that we were on the ice, but I thought we would weather it. I only saw the captain once after the collision. He was telling the men to get the women and children into the boats. I thought then that it was only for precaution and it was long after the boats had left that I felt the steamer sinking. I waited on the upper deck until about 3 o'clock. I took a look below and saw that the Titanic was doomed. Then I jumped into the ocean and within five minutes I was picked up."

Mr. Steffanson also described the discipline upon the boat as perfect. Many women, as well as men, he said, declined to leave the Titanic, believing it was safe.

Mrs. Cornelius Andrews was one of the first to be put in a lifeboat.

"I saw the Titanic sink," she said. "I saw her bow up. Our little boat was a mile away when the end came, but the night was clear and the ship loomed up

plainly even at that distance. As our boat put off I saw Mr. and Mrs. Astor standing on the deck. As we pulled away they waved their hands and smiled at us. We were in the open boat for about four hours before we were picked up."

Most Wonderful Healing.

After suffering many years with a sore, Amos King, Port Byron, N. Y., was cured by Bucklen's Arnica Salve, 2c. For sale by Boston Drug Co.

Stimulate your business by advertising in The Bee—the newspaper that reaches all of the buyers.

New York and the Titanic would have been allowed to clear again for England. The disaster, however, undoubtedly will bring about a new agreement between the United States and Great Britain and with other nations in the same class, in the opinion of officials. The regulations of the United States as applied to vessels that sail under the American flag or under the flags of nations not in the agreement are strict enough to compel the carrying of life saving equipment sufficient to take care of every passenger and every member of the crew.

An act of congress nullifying the existing agreement would make it impossible for officials of the Department of Commerce and Labor to accept a certificate from any board of trade or similar organization unless the requirements of this country were not a well. Such action by congress was regarded as probable here today.

St. Luke's Hospital: Mrs. Etta Deane of London, England, and two children; shock.

St. Vincent's Hospital: Mrs. Selma Asplund, stevedore, and two little daughters; William McIntyre, coal trimmer, Southampton; feet frostbitten.

John Thompson, fireman; fracture of left arm.

Thomas Whitley, waiter in first saloon; fractured right leg and a number of bruises.

Mount Sinai: Mrs. Parish, Butte, Mont.; injury of right foot and shock.

Sydenham: Mrs. Ada E. Balls, Jacksonville, Fla.; shock.

Mrs. Jarman, New York City; bronchitis, shock.

Cultivated tastes prefer Permits. 2c.

Victims Taken to Four Hospitals Are Reported Improving

NEW YORK, April 19.—The survivors of the Titanic, taken to hospitals on their arrival here, generally were reported to be improving today. The following are their names:

St. Luke's Hospital: Mrs. Etta Deane of London, England, and two children; shock.

St. Vincent's Hospital: Mrs. Selma Asplund, stevedore, and two little daughters; William McIntyre, coal trimmer, Southampton; feet frostbitten.

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20% DISCOUNT FOR Saturday ONLY
On Every Hat in our enormous stock including all

Dress Hats and Street Hats
Ostrich Feathers, Aigrettes, Untrimmed Shapes, Flowers, and in fact anything in the shop at a discount, for Saturday 20% only.

Mrs. S. RICHARDS
219 City National Bank Bldg.

YOU can't begin a child's education too early in life. Surround your children with the refining influences of music, it's character insurance.

Arrange to fill that piano corner in your home during our big April Clearance Sale

We're offering the buyer during this sale selection from an assortment of standard makes that you'll not find equaled in any other piano house in the west.

Every Piano Sold With Our Personal Satisfaction Guarantee. Prices Exceptionally Low—Payments Arranged to Suit your convenience.

If you knew just how easy it was to have a good piano in your home—how easy to pay for, what pleasure it would add to the home life, you'd figure with us today.

Here's Specials in New and Used Pianos You Cannot Afford to Neglect Seeing Saturday.

Wm. Knabe	.....\$175	Pease	.....\$125	Singer	.....\$75
Chickering & Sons	.....\$125	Kimball	.....\$75	Hoffman Bros.	.....\$150
Weber\$175	Smith & Barnes\$145	Also Player Pianos from	
Vose & Son\$125	Steger\$85	\$250 Up.	

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