

NEW YORKERS NEED OMAHA ON FINE WORK

Dresher Bros., Dry Cleaners, Receive Packets of Lace from New York With Orders to "Clean".

EXPERTS ON LACE WORK

Secure Rug "Sizer" from a Noted Eastern Mill.

GLOVE CLEANER FROM PHILA.

Gowns Cleaned Daily Represent Small Fortune.

THE GROWTH IS REMARKABLE

Dresher Bros.' Cleaning Establishment Admitted to Be Fastest Growing in Entire U. S. A.

It sounds impossible, but it's the truth nevertheless, that Dresher Bros., the Dry Cleaners at 211-213 Farnam street, Omaha, are at present cleaning several packets of exceptionally valuable lace sent to Omaha from New York City.

A prominent eastern lady who had spent sufficient time in Omaha to become acquainted with "Dreshers" exults that she would not entrust her precious filmy lace to a reckless eastern cleaner, in consequence "Dreshers" are doing the work.

That she will receive her lace in an absolute new condition goes without saying. Dreshers, by the way, employ a special expert for the cleaning of fine laces, etc.

The immense "Dresher" plant at 211-213 Farnam street, is ideally equipped to handle the very latest of work, and the growth of this concern that has resulted from its reputation along these lines has been nothing short of remarkable.

Traveling men who sell cleaners' and dyes' supplies say that Dreshers are using as much material as any establishment in America.

Dreshers' glove cleaner is a man of years of experience at this one branch of work, and comes here from Philadelphia to take up a position with this bright and breezy western concern.

Dreshers' rug expert has also been brought to this field by this concern, he having formerly served as expert in some of the noted eastern carpet mills. Every rug cleaned at Dreshers is cleaned without resorting to soap and water, which forms a lye and rots the material.

The Dreshers rug expert "waxes" every rug after cleaning, just as they do at the mills, and when you get the rug back into your home you will notice that it lies flat like a new one; not a mass of curls and flimsiness, as is the case with rugs returned from the ordinary carpet cleaning establishment.

Dreshers receive letters of commendation daily from all parts of the country; particular ones sending in their cleaning work from all surrounding states. Dreshers, by the way, pay express one way when such work amounts to \$5 or over.

Dreshers maintain branch receiving stations in the Pompian Room of the Brandeis Store, and at Dreshers The Tailors establishment at 155 Farnam street.

You've only to phone Tycher 1300 or Auto 4422 to get in touch with Omaha's "master cleaners"—Dreshers.

"77" Humphrey's Seventy-Seven Breaks up Grip and COLDS

"Seventy-seven" is only one of a series of Specifics made by Dr. Humphrey, there are thirty-five others, Specifics for Fevers, Inflammations and Congestions, for diseases of Infants and Children, for Bowel Complaints, Diarrhea and Dysentery, for Headaches, for Dyspepsia, Indigestion and Weak Stomach, for diseases peculiar to Females, for Skin Diseases, for Rheumatism and Lumbago, for Fever and Ague and Malaria, for Piles or Hemorrhoids, for diseases of the Bladder and Kidneys, etc., etc.

A comprehensive medical book will be sent free to the users of "Seventy-seven."

Humphrey's Homeo. Medicine Co. Cor. William and Ann Streets, N. Y.

Expert Repairing Watch and Jewelry Best of Work, Lowest Prices. Fritz Sandwall Co. 309 South 15th Street.

Hotels. Hotel Flinders 153-157 West 47th Street, N. Y. CITY. 200 Feet East of Broadway. A modern fireproof hotel in the heart of the theater, club and hotel district, convenient to all car lines. An exceptional orchestra. Rooms with private bath \$2.00 per day. From Grand Central Station, Broadway way cars without transfer. From Pennsylvania Station, 7th Avenue cars without transfer. Booklet on request. H. E. SHARES, Prop.

TRAVELERS FINISH MEETING

S. S. English of Lincoln is Elected Elected President.

TREBUTE PAID DEAD MEMBERS

Kearney Unanimously Selected as Place of Next Meeting—Women Tour City in Automobiles.

Memorial services and a business sitting concluded the eighteenth annual convention of the Nebraska division of the Travelers' Protective association at the Rome hotel yesterday.

The election of officers directors and delegates and alternates to the national convention at Peoria, Ill. comprised the business of the closing session.

Kearney was unanimously selected as the site of the next annual convention of the Nebraska Travelers.

The election resulted as follows, without friction, the names being put through as though a slate previously had been made: President, S. S. English, Lincoln; first vice president, L. B. Adams, York; second vice president, H. J. Duncan, Kearney; third vice president, H. S. Chernias, Omaha; fourth vice president, E. A. Malley, Lincoln; fifth vice president, Sam Brokline, Norfolk; secretary and treasurer, Charles L. Hopper, chaplain, A. V. Whiting, Lincoln; board of directors, C. E. Allen, Frank Holbrook and Arthur Chase of Omaha; John Golden of Nebraska City, and Ed Ewell of Grand Island.

The chairman of committees were elected as follows: H. G. Hoel, Omaha, good roads and public utilities; Ralph Plummer, Grand Island, railroads; W. C. Alexander, Hastings, legislative; R. D. McFadden, Hastings, hotels; Ross L. Hammond, Fremont, press; Card Aldrich, Nebraska City, employment.

National Delegates Named. Delegates to the national convention were named as follows: C. E. Allen, N. Stanley Brown, Paul Skinner, George Hopper, W. W. Watt, E. E. Kiplinger; alternates, Harry McConnell, H. D. Rice, J. W. Ruffner, C. L. Walford, George Lavidge, M. M. Woodward. Representatives of posts: C. L. Kirkpatrick, H. F. Falson, Walter Snapp, W. S. Scofield, Ed Ewell, M. W. Bebe, William Alexander, H. E. Rumbough, F. L. Emper, C. M. Aldrich, E. H. Smith; alternates, H. Hayden, G. L. Roeder, J. L. Kennard, J. W. Byer, W. Bishop, J. W. Zink, H. S. Anderson, T. B. Parker, M. Barnes, H. J. Duncan, T. B. Curran.

While the men attended the business meeting and election, the women visitors were taken on an automobile tour of the city, followed by a tour of the Brandeis stores and a complimentary luncheon in the Pompian room.

Frank Holbrook, state president, presided at the memorial services, which were begun with the singing of "Hail to the Tie That Binds." Dean Tancock pronounced the invocation and addresses were made by Chaplain A. V. Whiting and Charles L. Hopper, national president. A vocal solo was given by Mrs. Verne Miller, and the services were closed with the song, "God Be With You Till We Meet Again."

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OCEAN TRAFFIC TO BE GOVERNED BY STRICT RULE

(Continued from First Page.)

cover whether any official had sought to keep back the news of the disaster. "Did you send any message that all the passengers had been saved or that the Titanic was being towed to Halifax?" "No, sir."

"Nor anything like it?" "Does Not Remember Messages. Operator Bride remembered receiving and sending messages relative to the speed of the Titanic on its trial tests. After leaving Southampton on the Titanic's fatal trip he could not remember receiving or sending any messages for Ismay. Senator Smith asked particularly about messages on Sunday. "I don't remember any," said Bride. "There was so much business Sunday."

He was asked if Captain Smith received or sent any messages Sunday. "No, they never were."

"How do you know he did not?" "Because I see the messages Mr. Phillips takes when they are made up. "Were those for Sunday made up?" "No, they never were."

After testifying he made no permanent record of the iceberg warnings, Bride insisted he gave the memorandum of the warning to the officer on the watch. The name of the officer he could not tell. "I knew the officers by sight, but not by name," he said. He did not inform Captain Smith.

Bride said he was in bed when the impact came. He said, "we had better send out a call for assistance," testified Bride. "Phillips asked if he wanted to send a distress call. The captain said he did. I could read what Phillips sent—C. Q. D."

Intercepted Message to Baltic. "How soon did he get a reply?" "As far as I know immediately. I could not hear what he received, however."

The witness told of having intercepted a message from the Californian intended for the Baltic, which laid of the presence of three huge icebergs in the vicinity of the former vessel.

"I gave the message to the captain personally," he said. Bride did not take down the message and could not give its precise form. "The Californian was seeking out the Baltic and I merely noted that it was an ice report and told the captain," he said.

Bride acknowledged that a half hour previously, or at 4:30 Sunday afternoon, he was working on his accounts in the wireless room when he heard the Californian trying to raise the Titanic. He did not respond, he said, because he was "busy."

"You had the telephone apparatus at your ear?" inquired Senator Smith in surprise. "Yes, sir."

"And you did not respond to the call?" "No, sir."

"Then a half hour later on, about five hours before the disaster, you took the message when it was intended for another vessel, the Baltic?" "Yes, sir."

Marconi Explains Signal. In an effort to determine whether the signal "C. Q. D." might not have been misunderstood by passing ships, Senator Smith called upon Mr. Marconi.

"The 'C. Q. D.'," said Mr. Marconi, "is an international signal which means that

all stations should cease sending except the one using the call. The 'D.' was added to indicate danger. The call, however, now has been superseded by the universal call 'S. O. S.'"

Bride then said the North German-Lloyd steamer Frankfurt was the first to answer the Titanic's distress signal. "Have you heard it said that the Frankfurt was the ship nearest to the Titanic?" "Yes, sir. Mr. Phillips told me that."

"How did he know?" "By the strength of the signals," said the witness, who added that the Carpathia answered shortly after.

The witness said that twenty minutes later the Frankfurt operator interrupted to ask: "What was the matter?" "Mr. Phillips said he was a fool and told him to keep out."

There was no further effort to get the Frankfurt's position.

Question Is Kept. Time after time Senator Smith asked in varying forms why the Titanic did not explain in detail its condition to the Frankfurt.

"Any operator receiving 'C. Q. D.' and the position of the ship if he is on the job, would tell the captain at once," said Bride.

"Ask him if it would have taken longer to have sent 'You are a fool, keep out' than 'We are sinking,'" suggested Senator Reed.

"Was your object in dismissing the somewhat tardy inquiry of the Frankfurt due to your desire to hang on to a certainty the Carpathia?" inquired Senator Smith.

"But under the circumstances could you not with propriety send a detailed message to the Frankfurt?" Senator Smith insisted.

"I do not think we could under the circumstances."

"Would you still make the same reply if you were told the Frankfurt was twenty miles nearer to you than the Carpathia?"

Bride replied that the Carpathia was then on its way with its lifeboats ready. Mr. Marconi again testified to the distress signals and said that the Frankfurt was equipped with Marconi wireless. He said that the receipt of the signal C. Q. D. by the Frankfurt's operator should have been sufficient to send the Frankfurt to the immediate rescue.

Bride said that undoubtedly the Frankfurt received a most urgent appeal for help sent subsequently to the Carpathia. "Why did you not send the message to the Frankfurt as well as to the Carpathia?" asked Senator Smith.

"It would not have understood."

Last Message from Titanic. The witness said that before leaving the cabin ten minutes before the ship went down Phillips sent out a final C. Q. D. There was no response, Bride saying the spark was then so weak that it probably did not carry.

When Bride and Phillips stepped out on the bow deck he said they found persons rushing around in confusion. They were seeking life belts.

"There were no lifeboats aboard at that time," said Bride. "There was a life raft over the officers' quarters which later was lost overboard."

The witness then told of his experience following with a small boat beneath which he nearly was drowned before he could extricate himself. With a number of the survivors he clambered on the overturned boat.

"One of these was Phillips," said the witness. "He died on the way to the Carpathia and was buried at sea."

When Bride gained the bottom of the boat he found between thirty-five and forty men already there.

"Did any others seek to get on?" "Yes, sir, dozens. We could not take them."

The witness said he did not see J. Bruce Ismay and that the last he saw of Captain Smith he was in the act of jumping from the bridge, just as the ship went down. He said he was swimming within 125 feet of the ship when it went down and that he felt no suction.

EMIL BRANDEIS MEMORIAL TODAY

(Continued from First Page.)

George A. Day, Judge A. C. Troup, Judge A. L. Sutton, Judge Charles Leslie, Robert Cowell, E. W. Dixon, J. E. Baum, Joseph Hayden, D. J. O'Brien, F. W. Judson, W. S. Wright, John Latenser, F. P. Kirkendall, N. A. Spiesberger, A. J. Visler, Albert Cahn, G. W. Holdrege, E. J. McVann, M. L. Learned, C. A. Selter, Dr. J. S. Goetz, T. M. Orr, Harry Felthimer, Sol Bergman, M. Levy, W. J. Burgess, Sam Wertheimer, Theodor Sachs, George L. Hammer, Henry Rosen-

thal, Charles Grotte, Phil Schwartz, O. E. Woodward, Sol Dugen, Gabriel A. Echa, Rabbi Frederick Cahn, W. M. Burgess, William C. McNight, Colonel Thomas Swobe, T. P. Redmond and George H. Maiclen.

Ismay Planned to Take Titanic Crew Back on Cedric

NEW YORK, April 20.—Explanation of why Senator William Alden Smith of Michigan, chairman of the senate committee named to investigate the Titanic disaster, hurried to New York Thursday night to begin the inquiry was made today, when it became known that a wireless message sent by J. Bruce Ismay, president of the International Mercantile Marine company, to Vice President Franklin of the White Star line, asking that the Cedric be stopped to take Mr. Ismay and the survivors of the Titanic crew on board, was intercepted by a government boat and sent to Washington.

Senator Smith is quoted today as saying he had understood in Washington that such messages had been exchanged and that this was one of the reasons the investigation had been started without any loss of time.

WASHINGTON, April 20.—The house today passed the Henry bill requiring publication before conventions or primary elections of the sums contributed to the campaigns of presidential and vice presidential candidates and the sums expended by their managers. The measure received no opposition on its final vote. It carries a penalty of \$500 or three years imprisonment for failure of candidates or managers to meet its terms.

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DEVELOP UTAH COAL LANDS

Mine Owners in Carbon County Plan a Railroad to Salt Lake City.

Rumors about a new railroad to the coal fields of Utah have crystallized into the organization and incorporation of a company to build it, the name of the line to be the Kenilworth & Helper. The road is already in operation in a small way. The interests behind the undertaking are the owners and operators of the mines at Kenilworth, in Carbon county, otherwise known as the Independent Coal & Coke company, and the new part of the road to be built is to run from Helper, Utah, to Salt Lake City, at an estimated cost of \$5,000,000 to build. The officers and directors of the new company are: C. N. Strevell, Salt Lake City, president and general manager; James H. Paterson, Salt Lake City, vice president and treasurer; F. A. Druehl, secretary; Walter Parker, Peoria, Ill.; Charles W. Buckley, Chicago; Norman B. Helter, Helena, Mont.; M. H. Walker, Joseph Gehagan and H. C. Edwards, Salt Lake City.

The intention is to begin construction early in April. It is estimated that the new road with its adjacent coal properties will more than double the coal tonnage of the Salt Lake road annually. It is said that W. A. Clark, president of the Salt Lake route, is the guiding spirit behind the combination of capital. Also William G. Sharp, president of the United States Smelting & Refining company; Charles J. Jennings, its vice president; Joseph R. Sharp, a brother of William G. who is president of the Utah Coal & Coke company; Thomas Davis, grandson of Henry Cassaway Davis and nephew of the late Stephen B. Edmuns of West Virginia.

Traffic arrangements have been entered into with the Salt Lake route, with which connection will be made at Provo and Salt Lake City. The statement is made that the cost of opening up new lines, and buying control of those already being worked, will not be less than \$12,000,000. At present the Kenilworth & Helper has only about ten miles of standard gauge tracks, the main line about four miles long, running from Kenilworth Junction, about one and one-half miles east of Helper, to Kenilworth, where the mines of the Independent Coal & Coke company are located. Within the last month the Kenilworth mines have produced more than 80,000 tons of coal. The output is to be immediately increased to 2,000 tons a day and to 2,000 tons by next fall. Ultimately the production will be 5,000 tons daily. The new road to be built will make the Kenilworth independent of any other railroad for the transportation of coal from their mines.—Salt Lake Tribune.



Show Them Your Home With Real Pride

And if it's a home outfitted by the "UNION," you WILL be proud of it, no matter WHAT its cost. These "PRIDE" outfits, by the way, may be had on CREDIT; 3-room outfits at \$59.50; 4-room outfits at \$79.50 and 5-room outfits at \$99.00. Commence NOW; don't live in ANTIQUATED style when MODERNISM costs even LESS.

MCDUGAL KITCHEN CABINETS—Buy a "McDougal" Kitchen Cabinet, at \$1 down and \$1 per week and enjoy the pleasure of owning a cabinet that has set a pace for EVERY cabinet maker in the broad land. Buy a genuine "McDougal" as low as \$23.75. LACE CURTAINS—Good widths, made of extra grade Sea Island cotton, will launder well; worth all of \$3.50, at per \$1.75 pair. REFRIGERATORS—The "Union" acts as sole agents for the renowned "Gurney" line; made with seven distinct walls, filled with mineral wool; guaranteed ice savers that pay for themselves quickly; low \$8.50 as

Advertisement for a chair with a large price tag of \$4.50. The chair is shown in a diamond-shaped frame. Text includes '50¢ DOWN 50¢ A MONTH' and 'This Week's "Star" Feature'.

Advertisement for Union Outfitting Co. featuring a go-cart and a gas range. Text includes 'This \$5.00 Go-Cart Is to Go at-- \$3.25' and 'A Gas Range Price That Saves You About \$5.00'.

Advertisement for Street Car Hints. Text includes 'STREET CAR HINTS XI' and 'WE appeal to passengers to use their handkerchiefs when they have to expectorate in the car. To spit on the floor or any other part of the car is uncleanly and unsanitary. Omaha & Council Bluffs Street Railway Company'.

A little want ad does the business. Everybody reads Bee want ads.