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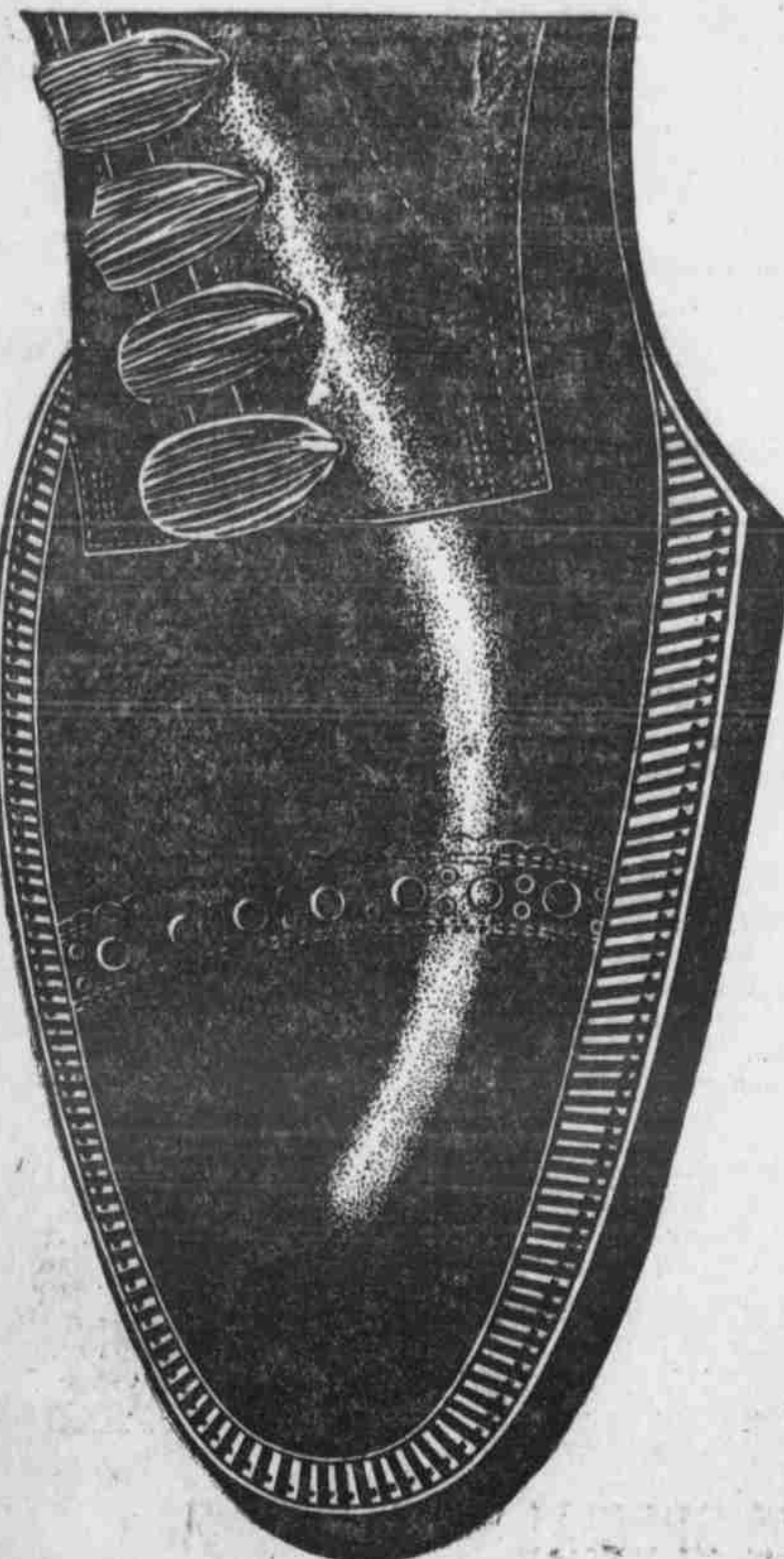
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Made by the foremost manufacturers in the United States, made to retail at Four dollars, Five dollars, Six dollars and Seven dollars PAIR Including every kind of leather—every style of toe—every width and every size.

These are all tied, and thrown on bargain squares, on our second floor—Your choice for \$3



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Men's shoes—in box calf, vici kid, enamel and patent leather—genuine Goodyear welt soles—all sizes.

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Boys' and Girls' patent leathers—swell styles—regular price would be about double.

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For your choice of all the Ladies' Shoes \$5 a pair Are placed on bargain squares on SECOND FLOOR The finest lot of women's shoes ever on

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Ladies' Shoes

Nearly 5000 pairs of ladies' fine shoes—about 30 different styles—all new and strictly up-to-date—are placed on sale at 98c and \$1.59

BRANDEIS BOSTON STORE & SONS

IN THE FIELD OF ELECTRICITY

Remarkably High Speed Attained by Electric Motor Cars in Germany.

SIGNIFICANCE OF RECENT TRIAL TESTS

Spread of the Telephone Fever in Farm Houses—New Galvanic Battery and Surface Contact System.

Remarkable results have been achieved by the speed tests of electric motor cars in Germany during the past two years. On the Marienfeld-Zoozen experimental line October 6, a speed of 125.6 miles per hour was attained, or a kilometer more than the highest previous record. The machinery and roadbed were unimpaired. The current was between 12,000 and 14,000 volts, capable of driving the car at the rate of more than 200 miles. This power is reduced by transformers to about 400 volts. The car used today had four motors having together about 1,100 horse power. It was the car used in the previous tests this year and is constructed on the Siemens-Halske system. Another car of somewhat different equipment as to motors and transformers has been built for additional high speed tests.

The German Reichstag has voted 200,000 marks for a new track to be laid upon the Berlin-Zoozen line for immediate experiments with electric trains. This is the outcome of recent experiments, during which a train for a brief period attained a speed of nearly 100 miles an hour. The engineers described the road as built upon an embankment fifty-four feet wide at the top, 112 feet on the base and twenty feet high. There were ditches on either side and no grade crossings.

Of large design, with sharp-nosed fronts, were the motor cars, having four pairs of trucks fitted with wheels four feet in diameter and of 250 horse power. Great secrecy was observed in the construction and operation of the line.

Electricity as a War Agent.

An interesting instance of the rapid extension of the use of electricity is furnished by the fortifications distributed along our coast. A few years ago, says the Scientific American, the electric light was introduced to add to the comfort of the garrisons and to provide better illumination of the works. Once a generating plant had been installed there was at hand a supply of power in a convenient and eas-

ily controllable form, and this led to the use for purposes which were not contemplated at the time the plant was installed. Electric fans have been put in to make the living quarters more comfortable in hot weather, and electric motors have been adopted for training the guns, a class of work for which they are particularly well adapted. Motors are used to drive the ammunition hoists and to do other work which before had either been done by hand or some less satisfactory power. Searchlights have been installed, enabling a fortification to sweep the sea at night. The various posts of the fortress are connected together by telephones, so that the commandant is in touch at all times with the entire garrison, and can instantly transmit orders to any point. The various fortifications along the coast are tied together by telephone and telegraph so that on the appearance of the enemy at any point all the fortifications would be informed of it. Submarine mines are controlled by electricity, and even the guns may be fired by this means, by an officer at some distant point. By means of wireless telegraphy a fortification can be kept in touch with the scouting vessels, and would be informed of the approach of the enemy long before he is visible from the coast. The telegraph may be brought into service for transmitting orders, and electric signaling lights are replacing the older types. Electric lights are used for rangefinder crosshairs, for lighting the rangefinder stations; and electric clock circuits furnish accurate time to all parts of the fortifications. To insure the continuity of these manifold services, accumulators are now installed, so that there will at all times be a constant and reliable supply of power. Thus, from being at first a small auxiliary, the electrical equipment has extended until now it is probably the most important part of the entire equipment of the fortress.

Telephones on the Farm.

It is estimated that during the last five years telephones have been put into nearly 200,000 rural homes. The farmer finds that with the telephone he can keep in touch with the market, selling his produce or live stock when quotations are the most favorable. It is now a common practice for the country doctor to give directions by telephone for caring for the patient, both diagnosing and prescribing. In Illinois the speeches of a recent political convention were listened to by the farmers on a rural system as they sat in their homes from fifteen to thirty-six miles away. Being in speaking distance of his neighbor, not only does the farmer feel a new sense of personal security, but he knows that his belongings are safer from molestation than

they ever were before. The telephone has been instrumental in causing the arrest of many horse thieves and outlaws and in some districts the farmers have almost broken up chicken stealing and petty larceny by telephoning the police and commission merchants of their losses, and thus enabling prompt arrests to be made.

In the early days of the rural telephone the farmers were content to utilize their fence wires for intercommunication, and in many districts, particularly in the western states, this method so reduced the cost of installation as to enable many communities to have a tolerably effective service, which otherwise would have had to go without any. But the farmers are becoming more fastidious. They now want good service, and they are getting it. So easy has the organization of rural telephone systems become that it is safe to predict that within a very few years the majority of the 4,000,000 farmers said to be yet unprovided with telephone service will have followed the example of their more enterprising brethren and brought themselves within touch of civilization. If any community wishes to install a system, no matter how limited, it has only to communicate with a reputable installation firm to receive the fullest and the clearest instructions as to how to go about it.

A favorite method of organizing is for the farmers to form partnerships or co-operative (mutual) companies for the furnishing of service only to the locality in which the subscribers live. Sometimes the service is furnished by nearby telephone exchanges running lines into the rural districts.

New Galvanic Battery.

A new galvanic battery of the class composed of a series of separate dry cells has been patented in Germany. The improvements cover the production of a battery which is capable of being kept in store of being transported in an absolutely dry condition, and of being rendered fit for use at a moment's notice by the introduction of a suitable liquid or electrolyte into the separate cells constituting the battery. The object aimed at is secured by certain novel features of construction and combination of parts. As described by United States Consul General Hughes at Coburg, the dry cells consist each of a zinc or other metallic cylindrical container, such as an enamel solution, etc. The covers are then replaced and the battery is ready for use. Insulating rings at the open ends of the cells or zinc cylinders prevent short circuiting of the cells by any overflowing electrolyte.

French Surface Contact System.

A French surface-contact railway is described in a recent issue of a British publication as apparently overcoming the disadvantages of the contact system which use the rail return. In such a system there will be leakage between the studs and rails in wet weather, and more or less danger to persons in the street, arising from the failure of switches to operate. The new system is known as the Criveller, after its inventor, and consisted originally of two sets of studs, one connected to the positive feeder and one to the negative. The rails play no part in the distribution. There being a separate system two insulated current conductors, the disadvantages due to leakage are very much lessened. In the improved system the two studs are combined

into one, and each one can be connected either with the positive or with the negative pole. The car has two sets of electromagnets, one fitted in front and the other in the rear. There are inside the studs two systems of contacts on different axes. When the front of the car is over one stud, this is connected to the negative pole. When the rear of the car comes over the same stud it becomes positive. By an ingenious arrangement within the stud it is impossible to make contact to both conductors at the same time. The contact piece is arranged so as to make the brake positive. Tests of these studs show that they operate safely when opening a circuit carrying 250 amperes at 600 volts. The current collector consists of an endless metallic cable, which runs on two rollers that run on the ground. When the car is running, the lower part of the cable is stationary and the current is taken up without friction. The special features of this system are: The use of two insulated-current conductors, thus reducing the leakage at the studs and removing all danger from electrolytic action to neighboring conductors; the combination of these with an effectual device to open the circuit; the use of electro-magnets which do not touch the studs, and the absence of sliding contacts. Experiments which have been carried out near Paris are said to have given good results.

of Colonial Dames has placed on the front of the church edifice itself. The inscription on this tablet proudly invites attention to the fact that the church is the oldest monument in the city. The church itself is a beautiful specimen of the late eighteenth century style and is visited by hundreds of people who are interested in such matters. It is of stone and, barring accident or the remorseless hand of "improvement," should stand for centuries. About the front and back to the fence at the rear of the church the grass is kept trimly shaven and the lawn is ornamented with attractive dispositions of flower beds. Behind that fence is the cemetery, on which, it would seem, the most care of all should be exercised. Revolutionary soldiers who suffered with Washington at Valley Forge and fought with him at Monmouth, Princeton and Trenton, are sleeping there. Inscriptions on the tombstones bear the names of many of the most honored families in New Jersey. With all that, it is safe to say there is not another burying ground within a radius of 100 miles of New York that is in so shocking a state of neglect. Weeds and rank grass have been allowed to grow up and die and rot and grow again and rot again for years. The paths are barely outlined through the jungle. Tombstones are broken off, lying flat on their backs or reeling in all attitudes and at all angles. Garbage and rubbish abound and the center of the cemetery apparently has been used as a place wherein to burn refuse of all sorts. This church, to make matters worse, is one of the wealthiest churches in the state. For over 100 years, as the inscription on the Colonial Dames tablet suggests, it has been a landmark and a venerated monument in Newark. The original edifice, opposite the site of the present one, was not only a church, but a refuge from the Indians, as well. It was built in 1669. That building was destroyed and another built in its place, about it being the first burying ground in Newark. The cornerstone of the present structure was laid by Dr. Alexander McWhorter in 1776 on land purchased in 1774. The revolutionary war stopped the building project for thirteen years. The church was dedicated in 1791 and the burying ground in its rear—the one which has been permitted to drift into such a condition of shameful neglect—was opened at that time. The father of Aaron Burr was the pastor of the church, who immediately preceded Dr. Alexander McWhorter—New York Sun.

HISTORIC GRAVEYARD'S RUIN

Sorry Sight Presented Where Revolutionary Soldiers Sleep in New Jersey.

The dilapidated old graveyard from which the dead folks had to emigrate, according to one of Mark Twain's grimly humorous sketches, finds its counterpart over in Newark in the disgraceful condition of the burying ground in the rear of the old First Presbyterian church, in Broad street, near the Central railroad of New Jersey. What makes the scandalous neglect of this historic old cemetery the more glaring is the fact that it stares all people in the face, strangers as well as others, who come into the city over the Jersey Central line. Another thing which underscores the dismal plight of this forlorn old God's acre is the fine bronze tablet which the Society

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And Will Never Forget the Experience

The coffee drinker who has suffered and then been completely cured by changing from the coffee to Postum Food Coffee knows something valuable. He or she has no doubt about it. A California lady says: "I learned the truth about coffee in a peculiar way. My husband, who has for years been of a very bilious temperament, decided to leave off coffee and give Postum a trial, and as I did not want the trouble of making two beverages for meals, I concluded to try Postum too, and the results have been that while my husband has been greatly benefited, I have myself received even greater benefit. When I began to drink Postum I actually weigh 16 pounds more than I did at that time, and am stronger physically and in my nerves, while husband is cured of all his ills. "We have learned our little lesson about coffee and we know something about Postum, too, for we have used Postum now steadily for the last three years, and we shall always continue to do so. We have no more use for coffee—the drug drink. We prefer Postum and health." Name given by Postum Co., Battle Creek, Mich.

Look in each package for a copy of the famous little book, "The Road to Well-being."

Many Stockholders.

Few corporations have a more widely distributed stock than the Illinois Central. Its capital stock is \$25,000,000, and 75-34 per cent of this is held by 6,745 owners in the United States, over one-third of these owners living in the twelve states through which its trains run, and holding over \$14,000,000 of stock. There is held abroad, chiefly in Great Britain, \$2,564,300, or 10.26 per cent of the total, by 1,202 owners. Only a few years ago the majority of the stock was owned in Europe, but now over four-fifths of it is owned in this country. President Fish's statement also brings out the interesting fact that a year ago there were 7,128 stockholders, 5,209 of whom owned less than 100 shares apiece, this class owning in the aggregate \$12,122,000. Now there are 5,647 stockholders, 4,678 of whom own in the aggregate \$14,975,000, clearly showing that the increase in the number of stockholders has taken place chiefly among the small proprietors.—Chicago Tribune.

Passed into Receiver's Hands.

CHICAGO, Oct. 30.—The business of J. L. Perkins, dealer in iron and steel, has been passed into the hands of the Royal Trust company as receiver. The assets are said to be less than \$200,000, with liabilities of \$100,000.

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