Having fully decided on a series of sales in different departments that will eclipse all our former efforts in this direction, we expect to make such low prices that all doubts (should any exist) may be removed as to our store being the cheapest at which to make your purchases in Omaha, our stock being so large and departments so numerous we can afford to do business on a scale of profit that would seem ridiculously low to smaller stores. The magnitude of our business affords us facilities for purchasing goods in large Note and from first hands that are not enjoyed by any other retail house in Omaha.

S. P. MORSE & CO.

Therefore,

We ask you to read our advertisements through, knowing that you will be well repaid should you peruse them to the last line. Some item offered on these sales next week will be sure to be needed by you this spring, and the prices now are lower than can be had later on.

S. P. MORSE & CO.

More New Goods

Are being shown by us than by all the other retail stores in Omaha combined; our immense store, the largest in Omaha covering 24,816 square feet, is full of novelties from basement to third story.

S. P. MORSE & CO.

Carpet Department.

In Carpets we show patterns and designs that are su. perior to any shown elsewhere. Our Carpet Department occupies the whole of our third floor, 66x132 feet, and the is only for next week's sale; all new assortment is the largest in Omaha.

DUNDY'S

He Forbids Union Pacific Er to Boycot Burlington Cars.

BUT THEY CAN QUIT THE ROAD.

The Case Reviewed at Length and the Legal Relations of the Brotherhood to the Company Fully Explained.

The Injunction Case.

A court room full of legal luminaries, railroad officials and members of the brotherhood of engineers and firemen assembled yesterday afternoon to listen to the decision of Judge Dundy in the injunction asked for against the Union Pacific et al. Before reading the document the judge first said: "I find that one newspaper has charged the

Chicago, Burlington & Quincy with bribing me, and with my taking that bribe. It has also been said that the Union Pacific has a mortgage on me. Now I will say to everybody connected with newspapers that whatever they may say will have no influence at all on me. What I do is from the standpoint of my official duties. I do not ask any office and I don't want even the office I now hold." "As to the matter now in hand I will say

that I have been pressed for a decision and I have made one without as much research as under different circumstances I would have He then proceeded to read his decision

which is in substance as follows: This suit is brought for the purpose of compelling the Union Pacific railroad company, its officers, managers, agents and em loves to discharge the duties enjoined o them by law, duties which, it is claimed

they owe alike to the public and the plaintif It is stated in the bill that the plaintiff is common carrier, and is now engaged in inte state commerce, and is subject to the law of the United States that was recently passed to regulate this sort of traffic; that the Union Pacific railroad company was organized under a law of the United States, and is also a common carrier and engaged in interstat merce; that the defendant road has de over its lines at least a portion of plaintiff cars, without just, reasonable or lawfucause or excuse therefor, thereby discrim nating against the plaintiff in the operation of its road and the transaction of its busi ness, in violation of law. That the two roads facilities for interchanging of freight cars, and that the plaintiff is and cars, and that the plaintiff is not afforded the same opportunities for moving its cars and transporting its freights as the defendant road affords to other lines of railroad similarly The bill further shows that the other defendants are servants or employes of the defendant engaged in operating the road, some or all of them being locomotivengineers; that they have declined and sti refuse to take and receive and transport over the defendant road at least a portion of plain-tiff's cars without valid reason or lawful excuse, thereby discriminating against the plaintiff and its business, and solely because the cars so refused belong to the plaintiff is this suit. It is further alleged that the said defendants, with others, have combined, confederated and conspired together for the pur pose of preventing the interchange of traffi-between the said roads and especially to pre vent the plaintiff's cars from being trans-ported and hauled over any part of the Union Pacific systems of roads, thereby violating the provisions of the inter-state commerce law, etc. Some of these statements are de-nied by the answer to the bill, but I base my

udgment mainly on propositions of law about which there is less dispute. Railroad companies as common carriers are subject to the me privileges and liabilities as individuals. Now whatever doubts there may be with reference to the condition and efficacy of the common law, so far as it relates to and bears upon the question under consideration, pertainly there can be none with reference to

freight and persons from east to west. This claim was so persistently made that it led to the passage of the most important law that has emanated from congress on the particu

seems to me, to meet questions almost iden tical with the ones here under consideration. and in my judgement it does meet and pro vide for them most effectually. It is as follows: "Any officer or agent of the companies authorized to construct the aforesaid roads, or of any company engaged i operating either of said roads, who shall re-fuse to operate and use the road or telegraph under his contract, or which he is engaged in operating for all purposes of communicat travel and transportation, so far as the publi and the government are concerned, as one continuous line, or shall refuse in such operation and use, to afford and secure to each of said roads equal advantages and facil-ities as to rates, time, or transportation, without any discrimination of any kind in favor of, or adverse to, the road or business of any or either of said companies shall be deemed guilty of a misdemeanor, and upor

above quoted constitutes an offense against the United States, for which a person so refusing may properly be indicted in the federal court. If injury results from a failure or refusal of the Union Pacific railroad company, or either of the other roads named to comply with the said law, the injured party has a remedy in damages for th wrongs done or injuries suffered. It will be observed that if the officers or agents engaged in operating the roads refuse to de certain things required of them by the law, they commit an offense against the United States for which they may be severely pun ished, but if the roads named, or any one o them, neglect or refuse to do what is required of them, then an injured or aggrieved party has his remedy in court by the recovery of

not exceeding \$1,000, and may be imprisoned

To refuse to do things required by the law

not less than six months.

damages for the wrongs done. This, it seems to me, ought to satisfy the astes and whims of the most fastidious of ector, and to satisfy and convince every on that the Union Pacific railroad company und to receive freight and cars fro Chicago, Burlington & Quincy road when tendered, and to transport the same over its lines whenever the demands of the public and the necessities of commerce seem to re gire it, subject, of course, to such reason rules and regulations as may be necessar, n the premises. The laws hereinbefore described are special in their nature, but hey are general in their application to the

But this is not all the law that affects the parties to this controversy. The inter-state commerce law is deemed to be applicable to this controversy, and binds to its fullest extent both roads, the officers, agents, employes and servants thereof. Section 3 of that law requires every common carrier subject to the provisions reof, according to their respective powers o afford all reasonable, proper and equal fa-ilities for the interchange of traffic between their respective lines, and prohibits discrim-nations in rates and charges between sucnes. But this provision, it is submitted additional obligations or

Inion Pacific railroad, and the severa

either of these two roads.

The eighth section of the law provides a remedy for an injured party, which remedy may be sought against any common carrier subject to its provisions where it "shall do, cause to be done, or permit to be done any act or thing" forbidden, or declared to be unlawful, by the terms thereof. Section 10 of the law is as follows:

"That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any direc-tor or officer thereof, or any receiver trustee, lesse, agent, or person acting for or employed by such corporation, who, alone or with any other corporation, com pany, person or party, shall wilfully or cause to be done, or shall willingly sufer or permit to be done, any act prohibite or declared to be unlawful, or who shall aid or abot therein, or shall willfully omi or fail to do any act, matter or thing in this act required to be done, or shall cause or willingly suffer or permit any act, mat-ter, or thing so directed or required by this

§: Morse & Co §: Morse & Co §: Morse & Co Silk Bargains Dress Goods

STRIPE AND CHECK FOULLARD SILKS,

Monday morning we will offer a full assortment of colors in striped and check Foullard Silks, actual value 75c, our price 39c; nice for tea gowns or wrappers.

BlackSilks.

20 pieces Givernaud Bros. 20-inch warranted black Silk, usual price \$1.00; on this sale next week for 75c.

BlackSilks.

10 pieces fine Cashmero finish black Silks, a special lot made to our order on which the price has heretofore been \$1.50; our price on this sale \$1.00

Colored Faille Française.

elsewhere for \$1.75 to \$2.00, being very fine and lustrous, and our price, \$1.25

Mail Orders Filled. Satisfaction Guarananteed or Money Refunded.

of the United States, that must be applied in this particular case.

It was at one time claimed that the Union Pacific had been discriminating against the branches of the road, and had refused to afford them proper facilities for transporting the jurisdiction of which such offense was committed, be subject to a fine of not to exceed \$5,000 for each offense." This seems This seems to include all persons in the employ of the railroad companies named, and all other companies and persons who might join with thom or aid and shot in the commission of or thing prohibited by any matter or thing prohibited by law. Neither of the said roads nor their officers. managers, agents, employes or servants car lawfully enter into any agreement, combina tion, confederacy, or conspiracy, between themselves or others, for the purpose of vio-lating a single provision of the inter-state commerce law. As the law requires the Union Pacific road to take and receive from the plaintiff freight and cars when offered for transportation, and that, too, without dis crimination, it becomes the duty of the com pany, its officers and the employes engaged in operating the road and running the trains, to so receive and transport the cars of plaintiff the same that is done for other roads. If they refuse to do this they incur the penalty denounced by the tenth sec tion of the law before referred to. Can they then enter into any sort of an arrangemen to defeat the operation of the law and thus prevent the plaintiff from having its cars re ceived and transported by the Union Pacifi road without being guilty of a conspiracy t defeat and nullify the operation of the law If a conspiracy is formed to prevent th ific from receiving the plaintiff's cars, is that not most clearly an against the United States! The against the United States consists in refus ing to take the cars and interchange traffic with other roads subject to the provisions o the law. As it is an offense against the United States to do this, it is also an offense against the same for two or more persons to enter into a conspiracy to do the same thin Now, the interstate commerce law fully jutifies the issuing of injunctions, "mandato or otherwise," for the purpose of enforcing the provisions of the law. The power and authority for such procedure is beyond dis pute; and for such purposes the circuit cour shall be deemed always open.

Now, if two or more parties enter into combination and conspiracy to violate the em commit an overt act in furtherance the common design, all the parties joining the conspiracy would be liable to suffer.

What think you the penalty would be? I s supposed that the conspirators would incu the same penalty and receive the same pur ishment as those who would violate the 10t section of the inter-state commerce law! By no means. The law under which a consp tor would be tried is highly penal and n stringent in its provisions than the other on The law in question is so plain that it cannwell be misunderstood. It is as follows: " well be misunderstood. It is as follows: "If two or more persons conspire either to commit any offense against the United States, or to defraud the United States in any manner or for any purpose, and one or more of such parties do any act to effect the object of the conspiracy, all the parties to such conspiracy shall be liable to a penalty of not more than \$10,000 or to imprisonment for not more than two years or both fine and imprisonment in

two years, or both fine and imprisonment i the discretion of the court." Certainly such acts as would naturally and necessarily tend to prevent a due interchang of business between the two roads would ake the offense complete and parties wo make the offense complete and parties would be liable accordingly. The penalty for en-tering into a conspiracy to violate the law-and by so doing, committing an offense against the United States, is more severe-than the penalty imposed for a direct viola-tion of the said inter-state commerce law. I presume no one supposes that these defend ants any other person can be compelled to re main in the service of the Union Pacific rail road company any longer than it suits their

I hold, then, that it is the duty of the Unior Pacific railroad company to afford the plain tiff all reasonable facilities for the inter change of their legitimate business; and that the road, its officers officers, managers agents, employes and servants who are immediately engaged in the transportation business, in the way of making up and running of trains, etc., are bound to receive plaintiffs cars and freight, when tendered for the pur pose of being transported over the defend ants' line of road, subject, however, to all reasonable rules and regulations, and that too, without any discrimination against the

Combination Suits. \$10.00.

Monday morning we will offer 150 latest style combination suits in a variety of newest colorings, worth \$20, for \$10 each.

Shades Cashmeres, 15c.

Slightly Damaged in Transit

These are worth 35c, are double width and a very great bargain, at 15c.

250 All Wool Plaids

Double width new spring colors; actual retail value 65c, our price for Monday only

75c.

We imported these to sell for \$1.00 a yard; our customers can have them next week

Mail Orders.

For anything advertised here will be filled on receipt of postal note, money order, bankers' draft or satisfactory refer-

said plaintiff or its business. That none of the defendants, or in fact any persons, whether in the employ of the Union Pacific road or not, have any right to combine, confederate or conspire, and do any act pursuant thereto, for the purpose of hindering and deplaintiff, by the Union Pacific road or any other road, and thereby interrupting the commerce of the country, and in way greatly injuring the y and business of the plaintiff. that property and business of the plaintiff And when that is proposed or sought to be done or attempted by any unauthorized com bination of persons they ought to be re strained from entering into the conspiracy and from doing any act or thing in further ance of the common design, or to effect the object of the conspiracy; and also from in any manner interfering with the business or employes of the party or corporation whose property interests would otherwise be injur-ously affected.

There is no law, human or divine, so far as

I know, to compel these defendants, or any one of them, to remain in the service of the defendant road against their, or his, will. Certainly, however much I might regret a determination on their part to leave the read, I shall not undertake to prevent it by injunction or otherwise. The doubtless understood perfectly well that the are at liberty to withdraw from the service of the company, so far as this suit is concerned. But, at the same time, it must b understood that in so doing, it is with the qualifications and limitations before stated That sort of liberty must not be abused no be accompanied with wrongful and injurious acts to the property rights of others. If otherwise, it is liable, if not certain, to prove in the end, that the "velvet glove of liberty encases the merciless hand of the law." I apply the law as I find it. It is my duty when a proper case is made, to enforce it. propose to discharge my duty in the premisregardless of consequences. If I could, like Athenian, suspend the operation of the laws for a day or two, I might do so. But th power to do so is wanting. If the laws are not satisfactory, the only remedy in sight is by repeal. Until then, it seems to me the

Cost of Manufacturing Brick. Омана, March 17 .- To the Editor of the

BEE: In Tuesday's issue of your paper appears an article estimating the cost of manu facturing brick here, according to a manu facturer's view, which is much exaggerated In behalf of other trades unions of the city and the public in general, the brick moulders many of whom have had as much or mo experience as the manufacturer referred to desire to give a truthful statement through the columns of your valuable paper. We do admit that there is a difference of

time required to burn brick in different localities, the impediments arising from difference in clay, etc., but are not so great a has been cited in the article referred to. Fo ustance, he asserts that brick can be burne in Kansas City or St. Louis in from three to four days. Beg to differ, neighbor, as it takes from six to eight days in Kansas City and from eight to ten in St. Louis. He claims that it requires from eleven to thirteen days here, but does not remind us that five or six of those days are consumed in clearing off the water smoke, which is triffing expense compared to actual burning as it requires but one man and very little fuel. The only conclusion we can come to it regard to the generosity of the gas manager of Denver city furnishing coke free of cos is that they must have a nobler conception of what constitutes a legal and more honor able organization, and are perhaps endeavor ing to down the "brick trust" of Omaha He says the price of coal to manufacturer here runs as high as \$4.50 per ton, while we can prove very conclusively that it is la down in their yards for \$1.15 per ton. If i other cities it can be procured cheaper bric makers here should realize it as only a tri compared to numerous advantages they enj over manufacturers in those other name places, viz.: the ready market, high price a which brick is sold, cheap labor and the enomous profit derived by the manufacturer Taking his own words for it they receive settled or dropped. from \$9.50 to \$11.00 per 1,000, making an av

rage of \$10.25 per 1,000.

The amount of brick required to constitut a moulder and sotter's day's work is one sixth in excess of that required at any othe point in this country.

The following table is a liberal estimate of the cost of producing 1,000 brick, as based

upon the scale of wages for moulders and

MEN'S GOODS

Monday morning will offer 25 dozen only reinforced back and front linen bosom, genuine Dwight Anchor Muslin Shirts. worth 75c, for 89c.

87c.

SILK EMBROIDERED BACKS.

For driving and street wear these are unequalled. We will continue the sale for Monday only at 87c a pair, actual value \$1.75 to \$2.

BEST BRITISH STRIPED SOX

We secured from Messrs. I. & R. Morley, Nottingham, England, 500 dozen of their odd lots of British Sox in fancy stripes. They are worth 40c a pair. Our price 25c; 6 pairs \$1.88.

NIGHT SHIRTS

We have enough of these for Monday's sale. They are regularly sold for 75c. Have flat felled seams and made of good

setters as adopted by their union for coming season: For moulding-per 1,000 brick......\$.50 Setting and wheeling Total per 1,000.....

Thus it may be seen that 1,000 brick, for which the purchaser pays \$10.25, are produced at the cost of \$4.14, leaving the manufacturer a profit of \$6.11. Apply this to an industry baving a capacity of 60,000 brick a day, as many in the city have, the daily profit would be \$566.60, covering a period of six months; allowing twenty days for a working month, the monthly profit would \$7,332, making a grand total profit the season of \$43,992. And this gentleman regrets having ever gone into the business of brick making; however, we would advise him not to become disguste with the city as there a fine class of people living here and should Providence place him in a position where it would become necessary to change the vocation causes him so much solicitude f numbler though no less honorable one brick moulding or setting, we would pleased to have such an experienced man iong us and endeavor to secure for him ion wages; besides the circumstances union wages; besides the circumstances might enable him to see the justice in the or-ganized effort of those who produce the wealth to procure just remuneration for their

Below is a scale of wages as exists in the following named cities, where 5,000 consti-tutes a moulder's day's work and 15,000 a Kansas City, setting, moulding, \$3.00. Denver city, setting, \$3.50 moulding, \$3.00. Denver city, setting, \$3.50; moulding, \$3.50. St. Louis, for moulding 3,000 brick, \$2.25. Indianapolis, Ind., for moulding 5,000, \$3.00; for setting, \$3.25. Cheyenne, moulding, \$3.60; setting, \$3.50. Chicago, moulding 7,500 slap brick, \$3.25; setting, from \$3.50 to \$4.00.

To conclude it seems there has been some thing found in the city of Omaha, has also time as otherwise provided for is being housed by the brick manufacturers here, the consideration being that he exercises meager faculties in trying to obstruct the progress of toiling citizens who are endeavor ing to ameliorate their condition in a lawful and commendable manner. Whether he would prefer to poise under the austere con nomen of arbitrary Lord Collins, or cherish those atributes of justice which should always exist between man and man, can be better judged by the spirit governing his con

duct in dealing with our union.

He has made a futile attempt through the press to convey the idea that their terms were ours, by publishing a card purporting to be the one received from our secretary Had he shown to his friends our origina proposition to be construed, he would have reflected more credit on their intelligence. A UNION BRICKMOULDER.

The people of Gilbert Island are not particular about having any walls to their dwellings. If a native has a floor covered with mats and a roof supported by four posts it is all the shelter he The roofing is lashed together and held in place by poles from cocoa-nut palm saplings, the use of nails being unknown. Each village has a council house-a magnificent structure, according to their ideas-built in the same style as the dwellings, but much larger some of them being over one hundred feet long and from sixty to seventy feet Here the old men meet daily to hear and decide all the complaints and to frame ordinances for the government of the community. If these decisions and ordinances happen to meet with the approval of a majority of those in they are adopted. If they don't, another lot are promulgated the next day, and so on until the matter is

At Lebanon, Ky., a man named Godkin fired a shot with a repacting rifle at a muskrat swimming in the water. The muskrat was not hit but the bullet struck the water, glanced upward, then flew across the pond and killed a young negro who was watching the sport.

Great Dress Goods Bargain

200 PIECES

Plaids, Checks, Mixtures, &c. 58c Per Yard.

One and half yards wide-Actual value \$1.25

commission house who had loaned or advanced the manufacturer 80 cents a yard on them; he failed and they closed the lot to us. Remember, they are all wool, 1 1-2 yards wide. A large assortment of colors and patterns, worth \$1.25 to \$1.50. Our S. P. MORSE & CO.

BEST STANDARD

Monday morning we will offer 4,000 yards of the finest Calicos made, all new spring styles, worth 8 1-3e for 3c a yard.

CHECK Nainsooks, 16 Yards for \$1.

Monday morning at our new White Goods counter we will offer 1500 yards of fine check Nainsaooks, worth 20 cents a yard, for 6 1-4 cents.

Scotch Ginghams,

Another lot received yesterday. These are the very best made. Sold elsewhere for 85c. Our price 25c.

We will offer 50 pieces, 20 yards in a piece, of fine Victoria Lawns, worth 15c yard, for 5c.

BEST DOMESTIC Zephyr Ginghams,

Monday morning we will offer 100 pieces best quality Domestic Zephyr Ginghams in var'e is width stripes; colors-navy, brown, black; usual price, 15c. Our price 7 1-2c.

Seersucker Suitings, 10c.

Monday morning we will offer 100 pieces best stripe Seersucker Suitings regularly sold for 15c. Our price 10c.

THOS. L. KIMBALL PROMOTED.

of the Union Pacific

WILL PROBABLY BE PERMANENT.

His Elevation to Be Head of the Road a Good Thing For Omaha-Cameron Appointed His Assistant.

Takes Potter's Place. Charles Francis Adams, president of the Union Pacific, yesterday issued the following order from his office at Boston:

To Heads of Departments and All Cor-cerned: Until otherwise ordered, Mr Thomas L. Kimball will assume the duties of general manager of this company, with title of acting general manager, having head quarters at Omaha, Neb. Reports hereto fore made to the general manager will be sent to him and his instructions obeyed ac sont to him and his instructions obeyed ac-cordingly. Mr. J. Cameron will act as assist-ant general manager. The acting general manager will report direct to the president of the company. This order will take effect from this date,

The order was not a surprise at the company headquarters, where it had been expected and hoped for ever since the death of Mr. Potter. Mr. Kimball's fitness for the position has been demonstrated. He has been practically the general manager of the road since Mr. Potter's illness. Among Omaha's citizens who have been informed of the promotion, the feeling is general that this city's interests will be in safe hands. In local railroad circles the general impression is that Mr. Kimball's appointment will be made permanent. Thomas. L. Kimball is a native of Maine

fifty-eight years old, received an academic education, taught school in New England until he was twenty-one, followed it up by engaging in the commercial and express bus iness for four years, moved westward in 1856. locating in northern Ohio, and finally settled in Cincinnati in 1859. There he did some newspaper writing and reporting and wrote some stirring circulars for the Penn sylvania railroad company. Then for five ears he was southwestern passenger agent and finally general western passenger of that line in Cincinnati. In March, Thomas A. Scott was elected president of the Union Pacific railway company and Mr. Kimball was appointed to the position of general passenger and ticket agent of the Union Pacific. Mr. Kimball came to Omaha and has ever since resided here. During this ong period Mr. Kimball has remained with the Union Pacific throughout all changes of administration. For ten years he filled the office to which he was first appointed, gen eral passenger and ticket agent. then promoted to be assistant general mana-ger, which office he filled for four years. The next three years he was the general traffic manager of the Union Pacific system. On September 1, 1887, he was appointed sistant to the first vice president, from which position he has just been promoted.

THE PHANTOM TRAIN.

Leadville Herald: My companion then spoke concerning our mission to this bleak and barren spot. "About twelve years ago," he said, "an old man by the name of Cearnals was the proprietor of a jack train, with which he sed to bring provisions and other commodities into that mining camp you see beneath you there. This was before the railroads entered the fastnesses of these mountains, and everything was brought by mule teams or by jack trains The treasures which into the camp. were found in the hills were carried out the same way. One time the old man Cearnals did not arrive in the camp on time. Twas in the winter and the coldest one, too, ever experienced in these hills. A searching party was sent out to find him and his

train, as the people who had goods consigned to him feared that some accident had befallen him. Near where we are now is where his train was found frozen He is Made Acting General Manager | to death. And now each night may be but in the form of spectres, filing along their way to the camp. Get out and we will go down the trail apiece and see them." We got out of the buggy, and fastening the horse to a stunted pine we descended the other side of the range on the road to Alma. After a most perilous and torturous walk of half an hour, on account of the slippery condition of the ground, which was covto a point near the old Lead-ville trail, which could be distinctly seen distinctly seen above us, against the side of the mountain. Looking at his watch, he remarked that it was almost time for "them" to appear. After kicking the snow from a couple of bowlders we sat down in silence awaited

developments. My companion would not say a word, but simply puffed away at a cigar, his looks being cast in the direction of the trail. We waited at least half an hour, but it seemed a week to me, a cold wind having arisen, and 1 was almost frozen and was wishing myself at home. Suddenly my companion clutched me nervously by the arm and pointed to the trail. The sight that I saw made each individual hair my head stand on end, for there on the trail, coming around sharp angle caused bowlder, was a jack train of twentythree animals. They all emitted a faint phosphorescent glow, which made them appear all the more vivid against the side of the hill. They were loaded with different articles of merchandise, and the last one, which the spectral driver was urging on with his short goad, seemed to be loaded with flour. Every once in a while, as the train slowly filed along, this last jack would lean his load against a projecting rock, as if resting himself. This would cause the driver to punch it with his short stick. The weird specters slowly passed from view around the hill, and, more dead than alive from fright, we made our way to where we had left the horse and buggy. My companion informed me while our way back to the city that this

strange sight could be seen through

ENGLISH HOMESPUNS AND IRISH TWEEDS!!! English Parliament is still struggling with Irish Home Rule, but that does not prevent us from offering to our customers splendid line of gentlemen's est styles, three-button the above named, justly popular fabrics. These

