

THE FAIR'S WELCOME TO ITS COUNCIL BLUFFS FRIENDS!

A Most Sensational "All Over the House" Sale! A New Era in Dry Goods Buying! One Dollar will Buy Three! This Sale is Unprecedented! It is a Forerunner of New Prices and an Actual Scattering of Good Values Now on the Road, Bought at a Marvelous Sacrifice by our Mr. Emil Brandeis, in the Eastern Markets! We have made Special Arrangements to Avoid the Accidents of a Crowd! Customers will Enter the Doors on the North Corner and Leave by Way of the South End of the Building.

Dress Goods
40 Pieces Double Fold Dress Flannel 19c
50 Pieces 40-inch Black Cashmere 22c
28 Pieces 1 1/2 yds Wide Heavy Tricot 44c
18 Pieces 52-inch Wide French Flannel Plaids 75c
22 Pieces 50-inch Wide MELTONS 98c
40 Pieces 54-inch Wide French Broadcloth \$1.19

SATINS AND PLUSHES.
All Shades in FINE SATINS, 18c
Surah Silks, 43c
New Colors Beautiful Effects.
Large Line of Silk Velvets, 49c
Very Fine Quality.
Best Quality of SILK PLUSH, 62c
Panels in Braid 36c
For Entire Skirt.
Pattern Braid Sets, 39c
In Black and Colors.
Our Regular Stock.

Knit Goods, ETC.
Zephyr Knit Shirts, 18c
For Infants.
BIG BARGAIN!
Zephyr Hand Knit Jackets, 26c
For Infants and Children.
Ladies' Superior White Merino VESTS and PANTS, 37c
Extra Good Value.
Ladies' Superfine Scarlet Lamb's Wool VEST and PANTS, 75c
Worth \$1.50.
Ladies' Skirts, 50c
Good quality; full regular size. A bargain!
Ladies' Very Heavy Boucle Skirts, 98c
All colors. Grand value.

CLOAKS.
LADIES' Seal Plush Cloaks \$12
40 inches long, 4 seal loops, satin lined, with deep cuffs. Very special.
75 Ladies' Seal Plush Cloaks \$17.75
2 1/2 inches long, finished with rich, heavy quilted satin, good seal ornaments. Sale price \$17.75.
100 Ladies' extra fine quality London Dyed Seal Plush Cloaks \$24
With best quality seal brown quilted satin lining wide plush facing, with elegant seal skin ornaments.
40 MODJESKA Seal Plush Wraps \$15
Made of guaranteed plush, richly trimmed; an excellent stylish garment. Worth \$25.00; this sale only \$15.

Ladies' Brown Newmarkets 5.00
With cape and hood; strictly wool diagonal; sizes 32 to 40; for this sale only.
A variety of styles, black, blue and brown, rich plaids and fancy striped CLOAKS. \$7.75
Worth from \$15 to \$18. Monday's price, \$7.75.
20 Styles NEWMARKETS \$10
Trimmed with real fur, bell sleeves; imported diagonal; new colors.
50 Styles of All Wool JACKETS \$3.00
Stripes, plaids, black, brown and navy.

Millinery!
Best Wool Felt Hats, 48c
All new shapes. No last year's or old trash.
Last year's styles will be found in the basement, at 2c.
OUR NEW FUR FELT HATS \$1
Include the very latest shapes and colors. They are finest goods made.
A beautiful combination of silk plush and pinked edged FELT HAT, \$1.50
Entirely new; in all colors. Extremely stylish.
Our Entire Stock of Untrimmed Silk Hats, 58c
Sold everywhere from \$2 to \$3 each; our price during this sale

Extremely Low PRICES IN OUR BASEMENT!
BEST Table Oil Cloth, 5c
In one and a quarter yard lengths. ENTIRE REMNANTS.
TOILET SOAPS, 6c
Very good quality, highly perfumed; four (4) good sized cakes in a box. Entire box.
Strictly All Wool Shirting Flannel, 25c
In stripes and checks, all colors, per yard.
Kentucky Jeans 11c
In brown, grey and black.
Linsey - Wolsey, 7c
In stripes and plaids. All colors.

THE FAIR. Corner 13th and Howard Streets. J. L. Brandeis & Sons. THE FAIR. 502, 504, 506, 508 and 510 South 13th Street.

THE RACE OF THE IRON HORSE

Interesting Happenings in the Modern Railroad World.

HUNTING FOR LOST FREIGHT

Age of Locomotives—Failure of the Honeymoon Car—Courtship Business—Mexican National Railway.

Courting Business.

Cleveland Leader: There is a great similarity between conducting the traffic of a railroad and operating an extensive mercantile business. There are a few railroads, like a few well established business houses, that enjoy an extensive trade without much effort, but with the great majority of both there is a competition for business, so sharp that a wide field is opened up for shrewd measures to attract trade. The inter-state law has greatly contracted the freedom of railroad agents, but, nevertheless, a general freight or passenger agent is rated now, as before, by the quality and quantity of the work performed in his department in the way of securing and holding profitable business. A local passenger man mentioned the other day a plan successfully tried a few years ago by a Texas line to secure emigration business along its newly opened road. It chanced that a lecturer of considerable oratorical ability, a local passenger agent, was in the city, and he was called upon to lecture on the Texas line, placed on his feet once more, and engaged at a salary of \$100 per month and expenses to prepare a glowing description of the grandeur and wealth of Texas resources, and deliver it as a lecture throughout southern Ohio and other eastern localities. Various churches and other local societies were offered the full receipts of a nominal charge of admission for advertising the lecture. The glib-tongued orator made quite an impression wherever he lectured. He was followed several days later, purely by accident of course, by a passenger agent who distributed Texas railroad literature in the wake of the orator with a lavish hand. The results of this business venture were very gratifying to the general passenger agent. The "Texas fever" became epidemic in the localities visited, and in consequence of this sentiment a very perceptible emigration movement set in which added largely to the revenues of the road. The orator continued his popular lectures on Texas for several months, but prosperity proved his bane. He fell into evil ways again, and his star sank down into the sea of oblivion forever.

The Mexican National Railway.

Mexican Financier: The laying of the last rail required to complete the main line of the Mexican National railway is an important event in many respects, as it gives to the country a not insignificant narrow-gauge system of railways, comprising the National, the Interoceanic and some minor roads, to which probably will be added the Oaxaca & Pacific, which is now being completed. Whether the National will always remain a narrow-gauge road is, of course, impossible to predict, but we regard it as likely that, within a few years, it will be widened to the standard

gauge. At any rate the country gains another trunk line road to the frontier, and we hope that its management will be such as to make it an aid to the development of the country. Work on the gap in the main line has been vigorously pushed, but whether the work has been done as well as it should have been, or as economically, is open to reasonable doubt, in fact one unpublished report from one of the most eminent civil engineers in the United States is severely critical of the methods which have obtained in the hurried construction of the main line. An amateurish method, costly in many ways, is averred to have been pursued, when the interest of economy demanded the oversight of the work by men of long experience and proven capacity in railway construction. But this is a matter (as long as the road is built so as to insure the safety of passengers) which concerns the people who pay the bills; if they are satisfied the public need not give heed to the disapproval of the railway engineering experts. The concern of the government is, properly, the safety of its citizens who use the line, and the acceptance thereof by inspectors and by the department of public works will also settle that point.

In the opening of the line for freight the public interests demand impartial treatment for all shippers, and the just consideration of the interests of Mexican farmers and manufacturers. There are some matters having bearing on this point, which will bear more careful consideration, and more space than is at present at our command. The line, most perfect, as has been the case with the Central department largely upon local business. If this business is developed, by legitimate methods, from the country tributary to the line, the prosperity of the region traversed by the road will be greatly advanced. We hope to see the National railway make large earnings, and pay the interests on its bonds, for thus will the credit of all other Mexican investments be helped in foreign markets.

A Woman in White.

Pittsburg Dispatch: A score of freight conductors, brakemen, engineers and firemen on the Pittsburg & Lake Erie railroad are half frightened over an apparition which they candidly allege appears almost nightly on the Pittsburg & Western railroad track, just east of Hasleton and alongside the Pittsburg & Lake Erie track. The apparition is that of a woman robed in white. The railroad men say that the ghost has appeared every night for two weeks past, sometimes as often as four times in a night. Milt Hickman, a freight conductor, called at the mayor's office, Youngstown, and notified the authorities of the strange appearance. He said that he had seen the apparition a number of times, and that each night it was within five yards of him, with outstretched arms. He had seen it as early as 8 o'clock in the evening and as late as 4 o'clock in the morning. The ghost, he says, moves about noiselessly and never utters a sound. The circumstances had made such an impression upon him that he had been upon the scene several times, of resigning. Tom McLaughlin, a brakeman, accompanied Mr. Hickman and corroborated his story so far as the existence of the ghost is concerned.

A Missing Pound of Tobacco.

Cleveland Ledger: The chief clerk of one of the local railroad superintendents was seated at his desk yesterday afternoon engaged in looking through

a bulky mass of papers, fastened together, which seemed to refer to some very important railway affair. His classic brow was corrugated, and grave concern was depicted on every feature of his face. A remark was ventured which elicited the exclamation: "It's a pestiferous case. Railroad companies are as exacting in investigating the responsible point of freight as a bank bookkeeper is in finding a missing cent to balance his account. These papers on my desk refer to a missing one-pound package of tobacco. In a shipment from New York to the west the consignee reports that one box is one package short. The loss is only 10 cents, and the railroads must bear it. As is usual in such cases, unless the point where the package was lost or stolen can be located, this loss will be pro-rated among the several lines over which the shipment passed. Our share will be two cents. But we must get through all the red tape. We must get the complaint of loss, the weighbill, learn on what train and car the shipment was made, obtain an affidavit of all trainmen who had charge of the car, but of course we don't expect to recover the property. It is merely a matter of form."

The interruption appeared to rest the weary clerk. He had still a large bundle of papers before him to scan and refer to their proper pigeon-holes or department, but he grew confidential and continued, "You would be surprised to know the amount of freight that disappears mysteriously every year. Some articles are more liable to disappear than others. For instance, liquors have a strange way of losing themselves, so have hats and caps, boots and shoes and cigars. Soap is very seldom missed. It must not be supposed, however, that all articles reported lost have been stolen. They are often actually lost and reappear again after a while. I remember an instance that happened some time ago. A Cleveland lecturer, having an engagement at Akron, forwarded his scientific apparatus to that point in ample time but it never arrived. The lecture was not delivered and the railroad company had to pay a big bill for actual and consequential damages. Months afterward the lecturer would arrive. A lost freight agent was given the number of the car on which it had been shipped and told to find the missing property. He traced the car to its destination, thence through various courses up into northern Michigan, where he learned it had been loaded with lumber and sent south. The agent was about to abandon the search when, chancing to look about him in the lumber yard, he saw the missing machine on a pile of lumber. It was simply carried up into the morning. Here is another of the same kind. Among a carload of iron castings shipped from Cleveland to Kentucky was one peculiar and valuable casting which, for safety, was fastened to the ceiling of the car. Notice of non-delivery arrived in due time and the car tracers, after following the car through a dozen stations, finally found the casting, still fastened to the car, at Massachusetts cotton mill. What, haven't time for any more instances today? Well, call again and I'll tell you some more. Good day." And the superintendent's clerk bowed his head

once more and resumed his tireless search for the missing pound of tobacco.

Age of Locomotives.

Texas Siftings: The average of locomotives is about twelve years, yet many, through proper habits of living, taking their meals regular and avoiding all intoxicating beverages, attain quite a respectable old age. The oldest running engine in Germany has been on the road since 1845, and is consequently forty-three years old—quite a Methuselah, in fact. With regard to its habits, it has always confined itself strictly to water, though it has been addicted to smoking all its life. It is said to see a locomotive grown prematurely old by getting on trains and running all night, but they are often met with, in collisions.

Congressmen's Salaries.

Chicago Times: Although three-fourths of the members of congress find it impossible to live on the salaries they receive, there are some members of the house who actually manage to save as much as \$3,000 out of the \$5,000 which they are paid for law-making. These lucky ones come from the south, where election expenses are a mere bagatelle compared with the drain that is put upon the western and northern members who live in districts having plenty of towns. Congressional salaries are so small that many of the ablest men in the present house are declining re-elections. Their business interests are suffering and \$5,000 a year is not enough inducement to remain in public life. A congressman's expenses are all the time increasing. This has been a year of unusual demands upon both sides. The sending out of campaign material has cost some of them thousands of dollars. The average member, no matter how poor in purse, has sent out hundreds of dollars' worth of tariff speeches. The people have an idea that these speeches do not cost the congressman anything. Every speech ordered costs something. The printing and binding is expensive, to say nothing of the clerk hire to direct the envelopes. A congressman has no time to do this work. He is compelled to employ a clerk. He is not allowed a clerk by law as is the case with the senators. The few congressmen who are known to be extremely close and who save money are odd specimens. They live in the cheapest way imaginable. They are never seen at a place of amusement, seldom seen in the street cars, and they were to occasionally pay carriage hire. One of these miserly statesmen recently felt under great obligations to a well known New Yorker, and so he got up courage enough to ask the New Yorker to take lunch with him at the House restaurant. The New Yorker is a man of means, and is in the habit of spending money freely. At lunch the host said: "Mr. —, will you take to drink?" "Champagne," said the New Yorker. The entertainer came near fainting when he glanced at the wine card and saw that the brand of champagne called for was worth \$6 per bottle. This thrifty member of congress, as a rule, eats a piece of pie and drinks a glass of milk for lunch, but it was observed that he didn't even indulge in pie and milk for nearly a month. He had to even up.

Deserving of Confidence.

There is no article which so richly deserves the entire confidence of the community as Brown's Bronchial Troches. Those suffering from asthma, whooping cough, colds and croup should try them. Price 25 cents.

Drug Clerks.

People have no idea what a much abused class of workers the drug clerks are. They have to spend years studying chemistry and other branches connected with the pharmaceutical profession, and after they go to work what do they get? The answer is—precious little. Aside from the small compensation allowed for their services, they are the long hours and Sunday work. "I rarely work," says one of these hard working and faithful servants of the suffering, "less than thirteen hours a day, and am required to work even earlier on the seventh day of the week than the first. Beside filling prescriptions and serving customers with other articles in the line carried by the trade, I am kept on the run to the soda fountain. The drug clerks have little time to enjoy the good things in this

"We Point with Pride"

To the "Good name at home," won by Hood's Sarsaparilla. In Lowell, Mass., where it is prepared, there is more of Hood's Sarsaparilla sold than all other medicines, and it has given the best of satisfaction since its introduction ten years ago. This could not be if the medicine did not possess merit. If you suffer from impure blood, try Hood's Sarsaparilla and realize its peculiar curative power.

Got What He Wanted.

Philadelphia Record: Stranger—"Have you a book giving the names and addresses of the elite of Chicago?" Bookseller—"We have a Chicago blue book, sir." "That will do." "Going to settle there?" "Oh, no. I'm in the liquor business, and am drumming up outside trade."

life, and after serving many years in the business I can truthfully say that there is little in it. The salaries paid years ago were better than now, but even then it was not a lucrative profession. The cause of the present low salaries is the large accessions to the ranks of the medicine-mixers year after year. They are being turned out of the colleges of pharmacy in droves every year, and when beginning, do not object to working for low wages. The consequence of this is that the salaries of the old timers have to come down, as the owners of the drug stores do not care about paying more than they can avoid."

Paris Fashions in Lingerie.

Woman's World: Autumn and spring are the favorite seasons for marriages. The wedding trosses of Mlle de Brissac, who last August married the Duc de Lorge, of Mlle. de Maille, who married the Comte de Fleury, and those of other high-born damsels entering the state of wedlock, occupied the attention of all fashionable Paris. Our celebrated lingerie was so busy making up fairy-like under-garments that they knew none of the dullness of the dead season. Every young betrothed dreams of her trosses. These delicate children impart a poetry and refinement to a woman's personality. The modern syren owes not a little of her subtle seductiveness to the grace and finish of every detail of her attire. It is by the daintiness of her under-clothing that the truly elegant woman is distinguished. The care lavished upon hidden garments is the note of a delicate self-respect. The French bourgeoisie, and even some of the most perfect satisfied with their apparel if they can flaunt gowns laden with lace or gaudy with trimmings.

As a rule, the Frenchwoman is careful of her lingerie, and in every grade of life the young fiancée is proud to display to her friends on the day of her contract the pretty bravery of her lace-trimmed and embroidered under-linen. Diamonds are coveted only after the due supply has been obtained of textures fine as wrought cobwebs, white as carded wool, finished off with lace and coquettish knots of ribbon.

Silk chemises enriched with Brussels lace; embezzled chemises bordered above and below with a wide insertion of Valenciennes and edged with a gathered flounce of lace; short petticoats of cambric and surah silk; morning wraps and pocket handkerchiefs, stockings and caps, all made exquisite with needle-work, sweet with perfume, gay with fastenings of ribbon, are the choicest properties of the bride-elect. By sets of half dozens, the fashionable trosses contain a variety of chemises. There is the full dress chemise of cambric, richly trimmed with lace, Valenciennes; for ordinary wear it is of fine linen, edged with narrow Valenciennes; for country wear it is of colored cambric of pompadour design, striped or spotted, trimmed with fancy lace. Silk chemises are increasing in favor every day; blue, pink, white, cream, lilac and lemon, ripe corn and poppy-red, black even; they are of every shade and color. These silken under-garments are edged and richly trimmed with white or black lace. They are made in various shapes and patterns. There is the Marie Antoinette chemise, cut low in a point; the Tallien chemise, high in the neck, and the throat outlined by an insertion of rib-

bon, the shoulders trimmed with several rows of lace. The newest fabric used for under-clothing is silk crepe. It has risen so greatly in popularity that its vociferous threats to supplant that of silk and silken gauze. The fashion for garments in this material is to make them very short, very full, very much gathered, and every article of each set of the same exact shade of color. The chemise, cut round at the shoulders, does not reach down to the knees; the wide knickerbockers are fastened above the knees; the petticoat, etc., is scarcely longer. Ribbons fasten at the throat, at the waist, and form the garters of this singular lingerie. It is made in delicate pink, blue, white, maize, red, and in black especially. The stays are of satin of the same shade.

Mmes. Cely have made silk crepe the fashion for under-garments; these lingerie hold with the Maison Morin-Blossier, which has lately added a lingerie to its dressmaking establishment, Rue de la Paix, the first rank for the manufacture of feminine under-clothing.

Like the day chemises the night gown is composed of cambric of thin flounce silk, trimmed with lace and ribbon. The yoke is gathered, and the night gowns are of colored fabric or spotted foulard, the edge festooned and worked in silk thread of the same color. The last fashion for night gowns is to make them flowing like a judge's gown; the yoke is gathered, the deep collar is turned back with a fastened border; the sleeve is trimmed with double-gathered wrist bands; at the waist, collar, and sleeves are placed flowing knots of ribbon.

To err is human, but you make no mistake if you use Dr. Jones' Red Clover Tonic for dyspepsia, constiveness, bad breath, piles, pimples,ague and malaria, poor appetite, low spirits, or diseases of the kidneys, stomach and liver. 50 cents. Goodman Drug company.

Monkeys' Aversion to Crucity.

Popular Science Monthly: In Hindoostan, where three varieties of sacred monkeys exist, the most common of every town, those four-handed pensioners often assist the police in enforcing the riot laws by charging en masse for the scene of every dog-fight and school-boy scuffle, for greater security, deposit them on the next roof, or suppress rowdism in general, the stout Rhesus baboon, for instance, being physically as well as morally qualified to quell the aggressive disposition of the fiercest cur. On the platform of a public warehouse the British residents of Agra, a few years ago, witnessed a scene which put that character-trait in even a stronger light. A little street-Arab had spread his pallet in the shade of a stack of country produce, and had just dropped asleep, when the proprietor of the Planter's hotel strolled up with a pet leopard that had learned to accompany him in all his ambles. A troop of tramp monkeys had taken post on the opposite end of the shed, and, like the beggar boy, seemed to enjoy a comfortable siesta; but at sight of the speckled intruder the whole gang charged along the platform like a squadron of spahis, and, stantly forming a semicircle about the little sleeper, faced the leopard with bristling manes, evidently resolved to defeat the suspected purpose of his visit.

Advice to Mothers.

Mrs. Winslow's Soothing Syrup should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. 25c a bottle.