



TODAY'S GREATEST SALE OF MEN'S LADIES' MISSES' AND CHILDREN'S WET HOSIERY AND UNDERWEAR

EVER HELD IN THE MERCANTILE WORLD.

\$50,000 WORTH UNDERWEAR and HOSIERY AT ONE FOURTH ITS VALUE.

BOUGHT FROM THE UNITED STATES SALVAGE AND WRECKING CO., 334 CANAL STREET, NEW YORK.

This is one of the greatest as well as most fortunate purchases ever made by Boston Store. All the goods are new and seasonable, being the entire fall stock of a great New York Wholesale House. Some of these goods are wet. And because so during the fire which occurred next door when the firemen directed the entire force of water on the nearby buildings so as to confine the fire to the one where it ignited. The insurance companies being responsible for all damage incurred in this manner, and being unable to make any other settlement were obliged to take the entire adjoining stock and get what they could for it. Our spot cash once more showed its immense power and our offer for everything in the building—from base to garret—at 25 cent on the dollar was accepted. Our purchase in this way included every bit of merchandise. Hundreds of immense cases were found to be unopened and consequently unharmed and hundreds more were so situated as to escape all wetting. So that our purchase in reality almost amounted to buying the entire stock in perfect condition at a quarter of its real value. This sale commencing Today at Boston Store, Omaha, is the greatest opportunity ever offered the public of Omaha to secure New, desirable, seasonable fall and winter Underwear, Hosiery and Gloves. At just the right time of the year. And for so little money, that the prices are less even than you would like to pay. Remember this grand sale begins THIS MORNING, AT

Mail Orders Filled
On account of the large quantity on sale, we will fill mail orders on these goods for three days.

BOSTON STORE

It will pay out of town people to take advantage of the
Excursion Rates Friday
To attend the sale.

LADIES' UNDERWEAR

250 dozen Ladies' Jersey ribbed, long sleeve, fleecy lined vests for early Fall wear, would be a bargain at 35c, go at 12¹/₂c each

Two cases Ladies' nice, soft fleecy Morino vests and pants, would be a bargain at 50c go at 25c each

Three cases Ladies' finest quality, all wool union suits in the Florence and Oneita style, would be a bargain for \$1.50, go at 75c each

160 dozen Ladies' finest quality Oneita and Florence union suits that are manufactured, they come in natural gray and fast black, would be a big bargain at \$2.00, go at 98c each



300 dozen finest quality, Ladies' Egyptian cotton vests and pants, handsomely fleecy lined, vests silk stitched and silk crocheted necks and fronts pants with French bands and strings, would be a bargain at a dollar, all go at 25c each.

25 Cents

100 dozen Ladies' saxony wool knit, Jersey ribbed underwear with silk fronts and crocheted necks, would be a bargain at \$1.00, go at 39c each

100 dozen Ladies' nice, soft fleecy lined, Jersey ribbed, union suits, all sizes, would be a bargain at 75c, go at 39c each

Three cases Ladies' Sanitary, natural wool and camel's hair vests and pants, handsomely silk stitched and silk over seams, would be a big bargain at \$1.00, go at 49c each

200 dozen Ladies' finest quality high grade saxony wool ribbed vests and pants, handsomely made, with crocheted necks and silk band fronts, would be a bargain at a dollar, go at 59c each

Infants', Misses', Child's, Boys' Underwear

100 dozen Infant's and children's Jersey ribbed, silk trimmed Under-vests, in medium and heavy weight, would be a bargain for 25c, go at 10c.....

150 dozen misses', children's and boys' heavy fleeced merino vests, pants and drawers, would be a bargain for 35c, go at 15c.....

Five cases girls' and boys' wool camel's hair and all wool medicated scarlet Vests, Pants and Drawers, in all sizes, would be a bargain for 75c, go at 25c ea.

Ladies', Men's, Misses', Boys', Children's HOSIERY.

225 dozen ladies' full seamless, extra fine gauge, fast black Hosiery, made full length, go at 5c pair.....

250 dozen gents' fine quality, full seamless, fast black and tan half Hose go at 5c pair....

320 dozen misses', children's and boys' fine and heavy ribbed fast black Hosiery, just the thing for school wear, would be a bargain at 15c, go at 5c pair....

Two cases misses' and boys' extra fine quality heavy derby ribbed, full seamless Hosiery, would be a bargain at 25c, go at 8¹/₂c.....

3 cases ladies' fine gauge extra length, full seamless fast black Hosiery, with double soles, plain or ribbed tops, would be a bargain at 20c, go at 8¹/₂c.....

MEN'S UNDERWEAR

Men's 50c heavy white Merino Underwear—**15c**

Men's 75c heavy Natural Gray and Camel's Hair Underwear **25c**

Men's extra heavy, 75c quality fleecy lined Underwear **29c**

Men's Dollar and a Quarter quality heavy ribbed cotton Balbriggan Underwear **35c**

Men's \$1.50 quality Wool Fleecy Lined, all wool, natural gray and Camel's Hair Underwear **50c**

Men's highest grade Lambs Wool Ribbed and Sanitary Medicated UNDERWEAR **75c**

Your choice of the Men's Finest Underwear ever sold in the United States, including Dr. Wright's finest medicated goods—the highest grade scarlet underwear—in fact

Underwear worth up to Five Dollars a Suit, go at **\$1** for Shirt or Drawers



UNION PACIFIC PRESIDENCY

Probable Chief of the New Company Already Guesst at.

SPECULATION AS TO WHO WILL BE THE MAN

Clark, Mink and Winter the Three Prominent Candidates, One of Whom May Become Head of the "Overland" System.

The proximity of the foreclosure of the first and second mortgages of the Union Pacific railway calls forth much animated discussion in local railway circles nowadays about the future management and control of the system. Nothing definite is known here concerning the future of the "Overland Route." Because of the long continued absence of President Clark, General Manager Dickinson and other officials of the system, even the confederates as to the management of the road after the reorganization shall have been accomplished are taken with several grains of salt by the attaches at the local headquarters.

There is a widespread belief that the reorganization committee will purchase the railroad. The presence of three men on the committee, thought to be controlled by the Vanderbilt interests, is regarded as an indication of the ownership should the reorganization committee get the property at the approaching sale. Within the last few days, however, rumors of the purchase of the railway by an English syndicate have been rife. By some these rumors are explained by the fact that much English capital is represented by the reorganization committee. A prominent railroad here this morning vouchsafed another explanation of the stories of English ownership. He said: "The press dispatches state that the attorney general admits that he has received queries from the other side of the water as to the conditions of purchase. That confers an opinion I have long held. The great part of the bonds of the Central Pacific

are owned by Englishmen. The road is controlled by Huntington because the Central Pacific is leased and operated by the Southern Pacific. It would not surprise me at all if the owners of the Central Pacific should put in a bid for the Union Pacific at the sale next month. Whether they could outbid the reorganization committee is another matter. But if they did get the road they would then own the greatest transcontinental railroad in the country, extending across the country in an almost straight line from Council Bluffs to within fifty miles of San Francisco.

FIGURING ON A PRESIDENT.

It is generally believed, however, that the reorganization committee will get the Union Pacific. Some well posted railroad readers say that this committee will be the only bidder for the property. The question that now bothers the railroad world, and especially that part of it that is attached to the Union Pacific system here, is concerning the presidency of the road should the reorganization committee get possession of the property. There are three men whose names are frequently mentioned in connection with the position: S. H. H. Clark, Oliver W. Mink and Edwin W. Winter. Two months ago, when the health of President Clark appeared to be seriously bad, all indications pointed toward another man for the presidency, but the best posted railroad men in Omaha today firmly believe that he has been appointed to be the man who has been at the head of the road during its four years' reorganization.

The friends of Mr. Clark here stoutly maintain that he can have the presidency under the reorganization if he wants it, and they believe that the only question is whether his health will permit his acceptance of such a tremendous undertaking as the reorganization of the Union Pacific. Lately his health has shown great improvement, and the few officials at the local headquarters say that Mr. Clark will surely be the man to take the presidency of the road. This view may be construed as a thought that is fostered by a wish. Should Mr. Clark remain at the head of the road it is probable that there will be no great change among the officials. Should Winter come into power it is admitted that a number of heads are likely to be dropped into the "caveau."

Oliver W. Mink has been the most active of the receivers for some time past and has come to the front during Clark's enforced withdrawal from active participation in the affairs of the Union Pacific. Mink is second vice president and comptroller of the com-

pany and is thoroughly familiar with the finances of the system. He is a close friend of General Manager Dickinson, General S. H. Kelly and the general manager's right hand, E. E. Buckingham. It is the opinion of some that Mink will be president, live in Boston and look after the finances of the road, while General Manager Dickinson will operate the road, as he has practically done for some time past.

REGARDING MR. WINTER.

Edwin W. Winter was formerly general manager of the Omaha road, but left the Vanderbilt interests to take the higher salary, but less independent position of president of the Northern Pacific. He resigned that position and took the position of Wisconsin Central, which will soon emerge from receivership.

A prominent railroad man of St. Paul, who is well acquainted with Winter there, recently said to a Bee reporter: "There is a good deal of talk about Winter's election to the presidency of the Union Pacific should the reorganization committee get possession of the road. I know nothing about the matter, but I don't see why he should want it. He just gave up a \$40,000 job and I don't know he wants to travel. It is pretty certain that the Union Pacific will not pay anything like \$40,000 a year salary. Moreover, the Northern Pacific is a much bigger railroad than the Union Pacific. It extends from St. Paul to the Pacific coast, while the Union Pacific is only about half as large. He would make a great president for the Union Pacific, but I don't believe he can be secured."

On the other hand a man very familiar with the inside of the Union Pacific affairs less than two months ago made a bet of \$100 to \$50 that Winter would be president of the Union Pacific when the road was reorganized. He said that he would displace many of the present officials with men from some of the Vanderbilt lines. The feeling among officials of other lines is favorable to Winter.

A Burlington official said this morning: "Winter would be a good selection. He would be here and would run the road himself. It is pretty fitting to hear whoever anything important comes up that Mr. Mink is away and matters will have to wait for his return. He has been in poor health for a long time and whenever an emergency has arisen he has always gone to pieces. Winter would run the road himself."

Council Bluffs over the Milwaukee in twelve hours and fifteen minutes. The train was in charge of H. E. Laigne, city passenger agent at Chicago.

Home Seekers Coming West.

Yesterday was the second day of the first homeseekers' excursion to the west this month, and all the railroads from the east are doing a big business. Most of the homeseekers are from eastern Iowa, Illinois and Indiana. Over 500 passengers on these cheap tickets passed through Omaha yesterday morning, bound mostly for points in Nebraska, the Milwaukee, the Northwestern and the Rock Island trains from the east were all well filled. The Burlington had such a big amount of travel that it had to run its train in two sections, the first going west at 9:30 o'clock with twelve cars, and the second at 10 o'clock with six cars, all filled. Two extra cars were added to the Union Pacific "Overland Limited" train.

Start for Nashville.

There was a special Pullman sleeper attached to yesterday afternoon's express to St. Louis over the Missouri Pacific. It was for the Nebraska men who are going to Nashville to help celebrate Nebraska day there. The only persons who went from Omaha were President Gordon W. Wattles of the Trans-Mississippi Exposition, J. J. Wattles, and Mr. and Mrs. Walter Moise. The Omahans were joined at Nebraska City by Governor Silas A. Holcomb and the members of his staff and the Express City by Mr. Bryan. The party will return home immediately after the conclusion of the celebration of Nebraska day on Friday.

Railroad Men Visit Omaha.

Among the visiting railroaders in town yesterday were: General Western, Agent Robinson of the Erie Dispatch; Traveling Passenger Agent Humphrey of the Lake Shore; Traffic Manager A. R. Pay of the Swift Packing company, and the following: Superintendent W. H. Stillwell, general superintendent of the lines west of the Missouri river; W. M. Hobbs, superintendent of the Rock Island; W. J. Jones, superintendent, Eastern Kansas division and David Burleigh, superintendent of the Northern Kansas division.

There is no need of little children being tortured by scald head, eczema and skin eruptions. Dr. Witt's Witch Hazel gives instant relief and cures permanently.

Who Will Be Responsible?

OMAHA, Oct. 6.—To the Editor of The Bee: I notice in this morning's paper that the council has ordered the Sixteenth street viaduct repaired and that during the time the repairs are being made the street car company may continue to use it.

Will please send me the columns of your paper, in view of the action taken by the council, who would be held responsible in the event of an accident?

President Bingham stated that the viaduct stood the strain during State fair week and he does not understand why it should not stand the strain during the week of the State and vigorous strain strengthens it. I am of the opinion that the council, in the face of reports made by experts in monkeying with a safe law, and who consequently do their business at home, a habit that may grow to our detriment. T. P. M.

Dropsy and Heart Disease.—A great cure and a great testimony. "For ten years I suffered greatly from Heart Disease, Pleurisy of the Heart and Smothering Spasms, made my life a torment. I was confined to my bed, unable to get up, and I was unable to prepare for the worst. I tried Dr. Kneass's Cure for the Heart—One dose gave great relief, one bottle cured the dropsy and my heart. Mrs. James Adams, Syracuse, N. Y.—L. Kuhn & Co., 15th and Douglas St.

South Omaha News.

Stands at the Head.

Aug. J. Bogel, the leading druggist of Shreveport, La., says: "Dr. King's New Discovery is the only thing that cures my cough, and it is the best seller I have." J. F. Campbell, merchant of Safford, Ariz., writes: "Dr. King's New Discovery is all that is claimed for it; it never fails, and is a sure cure for Consumption, Coughs and Colds. I cannot say enough for its merits." Dr. King's New Discovery for Consumption, Coughs and Colds is not an experiment. It has been used for a quarter of a century, and today stands at the head. It never disappoints. Free trial bottles at Kuhn & Co., Drug Store.

BANQUET OF THE RETAIL DEALERS.

Discuss Many Matters Pertaining to Omaha's Welfare.

The members of the Retail Dealers' association held their first social reunion of the season last evening in the rooms of the Commercial club. While not attended by a large proportion of the membership, the affair was in every other respect a great success.

After the guests had been received in the parlors by President Hoppe, Secretary Thompson and the other officers, they adjourned to the dining room, where a substantial lunch was served. The dining room was tastefully decorated, and instrumental music helped to enliven the occasion. President Hoppe acted as toastmaster, and after the empty dishes and bottles had been cleared away he called on A. Mandelberg to open the pro-prandial exercises with a recitation. H. Lancaster made few remarks, giving some valuable pointers for next year's work of the association. T. J. Beard spoke of "The Auditorium," Omaha's greatest need. There were several remarks on this subject by other members. President Hoppe discussed "The Part the Retailers' Association Shall Take in Next Year's Ak-Sar-Ben Festivities." He was followed by H. J. Penfold and other knight retailers. The final topic on the program was "Our Hotel Facilities and How to Better Them." All agreed that there was great need for improvement in this direction before exposition year, and most of all the speakers urged the necessity of a large fire-proof hotel before another year.

Endorse Mrs. Candidate.

The Union Veterans' Republican club has endorsed John McIntyre for assessor in the Third ward and George McBride for surveyor. At a former meeting the club endorsed Major Cross for assessor in the First ward. Nothing has been done about the endorsement of Candidate Morrison of Elkhorst, who seeks to be postmaster there. An effort is being made to induce the members of the Union Veterans' club to withhold the endorsement given to Morrison, but it is not thought that such action will be taken.

Magic City Gossip.

Mr. and Mrs. M. S. Ryan have gone to Chicago to visit friends.

Joe Murphy, hog buyer for Armour, is in Chicago for a short time.

A daughter has been born to Mr. and Mrs. Fred Cokrell, Sixteenth and M streets.

C. M. Hunt and family have moved into their old home at Twenty-fifth and E streets.

The injunction in the gas company matter will be heard by Judge Scott next Monday morning.

W. N. Babcock was at the Exchange yesterday afternoon shaking hands with his many friends.

Twins, a boy and a girl, have been born to Mr. and Mrs. Del Burton, Twenty-second and Swan streets.

Charles Wilson left for Ashland and Greenwood for a short time.

A meeting of South Omaha Silver No. 15, Ladies of the Macabees, will be held at Masonic hall this afternoon.

City Treasurer Broadwell commenced yesterday receiving the 1897 tax. About \$200 was paid in on this tax during the afternoon.

The Woman's Mutual Improvement club will meet at the home of Mrs. Findly, Twenty-first and J streets, Friday afternoon. As this is the first meeting called since the

summer vacation, all members are urged to be present.

PERSONAL PARAGRAPHS.

M. K. Parsons left yesterday for Cheyenne. G. P. Parker departed last night for Denver.

John S. Hoover of Blue Hill can be found at the Barker.

T. W. Bushgot, Jr., of Peoria, Ill., is registered at the Barker.

S. E. Dickinson and wife of Chicago are stopping at the Barker.

John A. Webster and James H. McIntosh went to Grand Island yesterday on legal business.

Miss Frances Putnam of Lincoln was in the city yesterday on her way to school in New York state.

Miss Mary Shears of Lincoln, who has been visiting friends in this city, departed last night for Chicago.

J. A. Murphy of Chicago, owner of Star Point, the fastest horse in the world, is a guest at the Murray.

George W. Holdrege, general manager of the B. & M., left for the Black Hills country yesterday with a party of friends.

Miss Abbie Holmes of this city left yesterday to enter the Junior year of the Hahnemann Medical college, Chicago.

The following women left yesterday to attend the State Federation of Women's Clubs at Kearney: Mrs. Frances M. Ford, Mrs. Mary Gerard Andrews, Mrs. S. R. Towne, Mrs. W. W. Keyser, Mrs. W. P. Hartford and Mrs. Z. T. Lindsay.

Dr. J. Lord left last evening for Chicago to attend a meeting of the American Society of Railway Surgeons. Dr. Lord will read a paper on "Contusions of the Contents of the Abdominal Cavity."

Nebraskans at the hotel: G. E. Johnson, Chadron; William A. Sprague, Lincoln; F. A. Hoyt and A. R. Callaway, Cedar Bluff; L. Saxon, Sumner; E. A. Lindberg, Stromberg; E. W. Van Duzen, Hebron; A. A. Papp, Red Cloud.

At the Millard: A. P. Baldwin, John C. Peizer, Chicago; A. B. Campbell, New York; W. H. Barile, M. S. Robinson, Chicago; E. H. Uhl, Cincinnati; Miss M. E. Patterson, Washington, D. C.; M. E. Quinn, Milwaukee; P. Daly, Atlanta; John David, New York; M. C. Hillck, Cincinnati; J. P. Gill, M. J. Cohn, New York; C. B. Harris, Deadwood; B. L. Mosbacher, Chicago; James C. Glaucus, New York; Louis E. Snow, St. Louis.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of *Sam. H. Pitcher* on every bottle of the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought, and has the signature of *Sam. H. Pitcher* on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.

March 8, 1897.

THE CENTAUR COMPANY, 17 NASSAU STREET, NEW YORK CITY.

Reports Will Not Be Commenced Until Engineer Rosewater Returns.

It is not likely that any action will be taken in regard to the repairs of the Sixteenth street viaduct until after City Engineer Rosewater returns from Nashville. It has not been decided whether the work shall be done by contract or under the direction of the Board of Public Works. The railroads that must pay for the work will probably be allowed to have something to say on that point.

There is some disposition to criticize the action of the council in refusing to order the Omaha Street Railway company to run its trains around by the Fourth street viaduct. The engineers have agreed that the viaduct is unsafe for heavily loaded motor trains. The action of the council is said to have been largely influenced by the protests of South Sixteenth street property owners, who contend that if the street railway traffic is turned to Thirteenth street their business will suffer. It is stated, however, that the Omaha Street Railway company will run its trains over Thirteenth street of its own volition as soon as it begins the reconstruction of its tracks on South Sixteenth street.

Fast Run from Chicago.

The Milwaukee officials are being proud today over the fast run made by the special train carrying United States soldiers and seamen from New York to San Francisco. The train made the run from Chicago to

Chicago for a short time.

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Your Grocer Will Give You **FREE** This Silver-Plated TEASPOON with every large size cake of

White Cloud Floating Soap

OR—A Spool containing 20 yards of the best sewing silk with every small size cake of White Cloud Floating Soap. The cost of this spoon and spool of silk comes out of our pocket entirely—it's one of our ways of advertising. We want you to get acquainted with the whitest floating soap on the market. Made by the MONOTUCK SILK CO. White Cloud is the only soap in the world made in Porcelain Lined Kettles which is an absolute guarantee of purity. If your grocer can not supply you send us his name and address.

MADE ONLY BY **JAS. S. KIRK & CO., CHICAGO.**
THE LARGEST SOAP MANUFACTURERS IN THE WORLD. ESTABLISHED 1839.

Everybody can have soft water to wash with if they will use Kirk's "Rainwater Maker." It makes hard water soft. Try it.