

ESTABLISHED JUNE 19, 1871.

OMAHA, SUNDAY MORNING, MARCH 13, 1898—TWENTY-FOUR PAGES.

SINGLE COPY FIVE CENTS.

Five Extra Special Bargains at Hosiery Department.

Ladies' and Misses' plain, full seamless and split foot, extra heavy ribbed, fast black and tan hose, go at 5c a pair, worth up to 15c..... 5c
5c quality Misses and Boys' fine and heavy ribbed bicycle hose, go at 15c pair..... 15c
Ladies' extra gauge, fast black, full seamless hose, with double soles and high spliced heels, plain and ribbon tops, go at 12c pair..... 12c
350 dozen Ladies' high class imported hose, made of the finest Maceo cotton and French lisle thread, in common, open length, in all out sizes, go at 19c and 25c, worth up to 50c..... 19c 25c
300 dozen Gents' half hose, in fancy colors, fast black, English tans and fancy mixtures, medium and extra fine thread, in all sizes, go at 8c and 10c pair, worth up to 25c..... 8c 10c

TOMORROW FIRST EXHIBITION AND GREAT SALE

NEW SPRING DRESS GOODS

The immensity of our new spring stock is really bewildering--Everything that's new and desirable, everything that fashion dictates, or fancy craves, has been secured under the most favorable conditions--The best of everything is laid before you tomorrow at prices such as only Boston Store can make.

BOSTON STORE

16th and Douglas Omaha. J. L. BRANDEIS & SONS PROPRIETORS.

Ladies' and Children's Early Spring Underwear.

Children's medium weight Jersey ribbed underwear, at 10c each, worth 25c..... 10c
Ladies' medium weight plain and fancy vests, 3/4 m 1/2 short sleeves and fancy trimmed, go at 7c each, worth up to 20c..... 7c
300 dozen Ladies' plain and fancy cotton and lisle thread vests, handsomely silk trimmed, with low necks, high necks, short sleeves and long sleeves, and almost every imaginable style, go at 15c, 19c and 25c, worth 50c..... 15c 19c 25c
300 dozen Ladies' silk and satin trimmed union suits, buttoned across the chest, in medium and summer weight, go at 39c a suit, worth up to \$1.00..... 39c

NEW SPRING DRESS GOODS Everything in this department is new, fresh and strictly perfect.

For Monday we have placed on sale 100 pieces MOHAIR BRILLIANTINES 25c
These goods are known to be the best wearing material manufactured. They go on sale at 25c yard. 200 pieces of figured

MOHAIR BRILLIANTINE 39c
40 inches wide, in black only, go on sale at 39c yard.

90 PIECES OF MOHAIR SERGE. 50c
These are extra quality and especially adapted for skirts, on sale in Dress Goods department at 50c yard.

25 PIECES EXTRA WIDE Granite Cloth, Chevrot, Serge, and Covert Cloth, 69c
navy, browns, black, also changeable mixtures, in Dress Goods department at 69c yard.

100 NEW ROBES \$6.98
These are imported and are strictly silk and wool novelties, either in plain goods or rough effects. Each pattern contains from 7 to 7 1/2 yards, only one kind imported, go on sale at \$6.98 for entire robe.

Very fine ALL WOOL, FRENCH HENRIETTA 49c
extra fine silk finished, in all the latest shades of green, gray, castor, navy and garnet, regular 70c quality, on sale at 49c yard.

BLACK DRESS GOODS 50c
Very Fine Imported Black GERMAN HENRIETTAS. These goods are actually under the old tariff, 75c quality in Black Goods department at 50c yard.

Extra Wide, Very Fine Quality, Silk Finished Black Henrietta and Fancy Weave Black Goods, 75c
the \$1.25 quality on sale at 75c yard.
Fine line of all the latest Imported Novelties, very large assortment to select from, at the very popular prices of \$1.00, \$1.25 and \$1.50 yard.

SILK SPECIALS

Extra Heavy Pure SILK TAFFETA In plain, changeable, stripes, checks and plaids, the \$1.25 quality, on sale in Silk department, 69c yard.

69c YARD One lot of

Extra Heavy Brocaded Silks All new combinations and colorings, on sale Monday on bargain square at 27c.

27c YARD

New Plaids, Checks and Stripes.

Dark grounds, for waists, skirts and petticoats, our own importation and worth up to \$2.00, on sale at \$1.25.

\$1.25

THE BASEMENT IN ITS NEW SPRING DRESS

All the new spring goods are now on sale. Everywhere in evidence of the return of spring. Our basement is now a dazzling whiteness. Everywhere is brightness and cheerfulness.

In the Wash Goods department, all the new SPRING ORGANDIES at 25c and 35c yard

All the new BATISTES AND MULLS all high class printing, at 10c and 15c yard

Handsome NEW DIMITIES, from 3c to 10c yard

In White Goods there is everything—India linen—from 5c up to 5c up

40 inch LAWNES from 7c up to 7 1/2c up

IN THE DRAPERY DEPT in lace curtains, heavy fish net effects with dots and floral designs.

ALL THE Real Brussels Net Curtains at \$3.50 and up at \$3.50 per pair and up

Irish Point Curtains from \$1.98 per pair up to \$198 and up

IN THE CARPET DEPT we now have on sale all the NEW designs and patterns for the spring season.

OUR MATTING STOCK is complete from 10c yard up. And hundreds of other NEW THINGS for the spring and summer seasons.



Ladies' Tailor-Made Suits

Fly front, English Serge, covert or whitecord suits, richly tailored, jackets silk lined, skirts French percaline lined with black and colors—regular \$25.00—tomorrow \$15.00..... \$15

Ladies' High Class Imported English Broadcloth Suits, In all the new shades, also black. Made either blouse effect or short, jaunty jacket, either plain or tuckered skirts. Entire suit lined with solid colored silk taffeta (jacket and entire skirt), actually worth \$50.00 on sale at \$25.00 and \$35.00.

\$25 AND \$35

SPECIAL BARGAINS IN Lace and Embroidery

Just received, 500 bolts of very pretty patterns of Swiss, Nainsook and Jaconet EMBROIDERIES AND INSERTIONS, from 1 to 12 inches wide, go at 5c, 7c, 10c and 12c yard, worth up to 75c.

500 Bolts of FRENCH VALENCIENNES LACE AND INSERTION, including some very dainty patterns and designs, go at 2c, 3 1/2c and 5c yard, worth up to 15c.

2c 3 1/2c 5c Worth up to 35c

One immense lot of NORMANDY VALENCIENNES AND POINT D'ESPRIIT LACE, in white, ecru and cream, go at 5c, 7c and 10c yard, worth up to 35c.

5c 7 1/2c 10c Worth up to 35c

In Our LINING DEPT. 20,000 yards of 15c quality silk finished, moiré Rustle Taffeta Skirt Lining—go at 6c yard, all colors..... 6c

At 10c yard—choice of 150 styles of the best quality of FANCY SILESIA—worth fast black backs, Gilt-worth make, go at 10c yard, worth 25c..... 10c

At 6c yard, extra heavy quality of French Elastic Canvas, in black and all colors, worth up to 50c..... 6c

EXTRA SPECIAL BARGAINS IN OUR BASEMENT FOR MONDAY

One immense stack of plaid wool effect DRESS GOODS worth 10c, at 3 1/2c Yard. These will not be sold before 9 o'clock.

300 pieces of Fancy Dimities Full pieces, no remnants, at 3 1/2c

10,000 yards of remnants of very fine corduroy for English sold in open work effect Dimities at 2 1/2c

2,000 yards full Standard Dress Prints Full pieces, no remnants, at 2 1/2c yard as long as they last..... 2 1/2c

Fruit of the Loom Muslin 10 yard lengths, every piece branded "Fruit of the Loom" go at 5c yard..... 5c

Good quality Unbleached Muslin Full pieces, no remnants, 2c yard..... 2c

Twilled Towing Cotton Crib Blankets 3 1/2c 15c Worth 75c

FROM NEW YORK TO PANAMA

Frank G. Carpenter Describes His Winter Sail Over the Caribbean Sea.

OUTLINES OF HIS SOUTH AMERICAN TOUR

Equipment of a Correspondent for a 25,000-Mile Journey—Facts About a Land Where Cemeteries Thrive.

(Copyright, 1898, by Frank G. Carpenter.) COLON, March 3, 1898.—I write this letter on the eastern shore of the Isthmus of Panama. I am in the Washington house, the special quarters of the officials of the Panama railroad. In front of me is the green Caribbean sea, whose waves, coming in on the evening tide, are dashing up a silvery spray almost at my feet. A long row of cocoanut palms runs between me and the beach, and each of these is loaded with great bunches of green cocoanuts, every one of which is as big as the head of that half-baked Jamaica negro baby who is playing there on the edge of the water. The air from the land is that of a hot July at home, but the sea breeze is soft, cool and delicious. When I left New York a week ago it was in the snow of midwinter. Here I am in the heat of midsummer and all my surroundings are those of the tropics. 55,000 MILES FOR NEWSPAPER LETTERS. For the next year I shall be traveling largely in the tropics. During that time I shall make a trip of 55,000 miles for newspaper letters, covering much of the great continent of South America and including some of the hottest, as well as some of the coldest regions of the globe. Among the snows of the Andes I shall be nearer heaven than you can get at any place on this earth except in some parts of the Himalaya mountains, and in the cold winter of Terra del Fuego, at the lower end of our hemisphere. I shall be at the southernmost point of the habitable globe. As to the red-hot tropics, it is warm enough here, but a few weeks from now I shall be straddling the equator in Ecuador, and within nine months, if I succeed in eluding the yellow fever, I shall sail right along the line of the equator into the heart of South America on the Amazon river. My trip began ten days ago, when I left New York on the steamer Advance of the Panama Railroad Steamship line, for a 2,000-mile sail to Colon. This afternoon I shall cross the Isthmus of Panama by railroad to the city of Panama, and there later on take ship

South America to the Straits of Magellan. I shall make a number of expeditions into the interior, describing the countries of Colombia, Ecuador, Peru, Bolivia and Chile, spending some time in the Andes and traveling quite extensively on the plateau of Bolivia. On Lake Titicaca I shall steam about above the clouds at an altitude more than two miles above the cities of New York or Washington, on the highest big fresh water lake of the world, and in the rainless zone along the coast of Chile I shall be traveling through a desert quite as wonderful as that of Sahara. After a trip over the Trans-Andean road, which is now being built to connect the Atlantic and Pacific, describing the work that is now going on in the Andes, and after having traveled extensively in Chile, I shall make my way up the Atlantic coast of South America with numerous expeditions into the interior. In the Argentine I shall visit the great grain and stock-raising plantations, shall travel over the pampas, where the ostriches run wild, and from Buenos Ayres shall sail up the Rio de la Plata, Parana and Paraguay rivers for more than a thousand miles, stopping in a number of places, including the Argentine capital, Uruguay will be my next country to describe, and after that I shall visit the cities of Brazil and make several long expeditions into the interior, visiting some of the biggest coffee plantations of the world and traveling 2,000 miles or more on the Amazon through some of the best known regions of the earth. After leaving the Amazon my itinerary is not fixed, but I shall probably sail from the mouth of this river for New York, or perhaps, at some of the West Indian islands on the way. OUTFIT OF A CORRESPONDENT. The preliminary preparations for a newspaper trip of this kind are imperative, and it may interest you to know something of my outfit. You cannot take a tour of this kind as one of Crook's tourists does that with a thousand miles, stopping in a valise. You must have different kinds of clothing for different climates. You cannot buy the books and photographic materials you want on the road, and everything must be carefully packed to withstand the kicking of the obstreperous pack mule and the miasmatic dampness of the tropics. I have five pieces of baggage, and as I already know by the excess baggage charges they weigh just 400 pounds. Only 200 are allowed free from New York. The other 200 are charged for at 50 cents a pound, and in crossing the Isthmus on a local ticket only fifteen pounds of baggage goes free and all above that pays a cent in silver a pound. My photographic outfit is comparatively light. I have two cameras, a 4x5 and a 5x7, each fitted with good lenses and shutters. I have a few glass plates, but chiefly cut and roll film. This has been especially prepared for the tropics, being sealed up in tin to keep out the dampness. Then I carry the small typewriter, on which I am now dictating out this letter, and a lot of reference books, which are as heavy as so much lead. I have, of course, plenty of letters of introduction from Washington, including a special

consula and diplomats to render me every assistance in my travels. MONEY AND EXPENSES. My money I take in the shape of a letter of credit on London, for English gold is the best south of the equator, as it will bring more silver in exchange. My signature identifies me, and all I have to do is to present it at any bank in South America and sign a check and the money will be paid me. Here on the Isthmus and in Central America our gold is even better than English gold, and I have ten \$20 gold pieces, which will, I hope, see me through Panama. The expenses of such a trip are heavy. In planning a new expedition for newspaper letters I debated some time whether South America or Africa would be the more interesting field, and I got steamship rates for both continents. I hope to go to the Cape of Good Hope for \$100 less than to the Straits of Magellan, the time is just about the same, but the fare from New York to Valparaiso in Chile is \$25, and you are still about \$55 above the Straits. The fare to Cape Town is only \$20. All of the steamer fares here are payable in gold, and on the Isthmus, though silver is used, it seems to me that prices are increased accordingly. I paid \$5 this morning for an umbrella which I could have gotten for \$1.50 anywhere at home, and the boy who wheeled my baggage from the boat to the station charged me \$2. These suits were in silver, and though I have just gotten \$11.70 for a \$5 gold piece, I find the extra money does not go far after all. I was told at the Philadelphia museum that the expense of traveling in South America would be about \$15 a day. This seems to me very high. My trip of a year in going around the world cost me just about \$10 a day, and in my other long journeys I have found that \$10 a day is just about what it costs to travel in fiber parts of the world. I will give from time to time the expenses of various tours down here, and will describe just how the traveling is done. FROM NEW YORK TO PANAMA. The trip from New York to Colon takes just seven days. There are three steamers every month and the fare is from \$75 to \$90, according to the location of your cabin. The Advance, on which I came, is a steady little vessel of 2,700 tons, or about one-fifth the size of the largest Atlantic liners. Its best rooms were on the promenade deck and at the corner cabin which I had there were two windows, each about two feet square, which gave me a delicious breeze day and night. The line is now operated in connection with and is owned by the Panama Railroad company. It was until within a short time a part of the Pacific Mail, which ran from New York, and after crossing the Isthmus took its passengers up to San Francisco. Now the Pacific Mail company has only the ships on the Pacific side and the Panama Railway and Steamship company has the only regular line from the United States to the Isthmus. Their steamers fly the American flag and all of the officers and sailors are Americans. Our ship was commanded by a Maine man, Captain Sikesworth, who has recently been in charge of some of the "D" line steamers from New York to Venezuela, and our chief mate was also from Maine. We had forty cabin passengers

remainder a mixture of Germans bound for their coffee plantations in Guatemala and some Central and South Americans who were going home in any way from Europe to the United States. One of the Germans was a woman who had a pair of baby twins with her. She had gone from her home in Central America in order that the children might be born in the land of the father, and now, having accomplished her mission, was returning home to her husband. Among the Americans were a Brooklyn boy, who is going down to be a sea captain, and a young man from the Panama railroad; a Mr. W. H. Nash of Chicago and a Mr. T. J. Kennedy of Florence, N. Y., who are bound for La Paz, Bolivia, where they will open up some big gold mines which Kennedy, who is a mining engineer, has discovered, and a large party of both sexes who are going in this way to San Francisco. We had an old sea captain named Humphrey from Hingham, where Secretary of the Navy Long lives, in the "Frisco party, and also an American traveling salesman and two for South America. THE BISHOP AND THE CONSUL. Last, but by no means least, were Bishop Warren of the Methodist church, who is on his way to Haiti to examine into the state of the missions there, and Mr. Murphy of the State department, who is here in Colon to take the place of the consul, who was drowned within a few miles of where I am now writing, while out of pleasure sail a few weeks ago. The bishop had his family with him, and was also accompanied by some Chilean woman missionaries who were returning from their vacations to their fields of work. The bishop, altogether, was a pleasant one. The bishop was a mile of his information, for he had traveled all over the globe. He left New York and sailed southward and passed Cape Hatteras, he pointed out the fact that we were in the warm waters of the gulf stream, that wonderful river of the ocean, which has a volume 3,000 times as great as the Mississippi, and which, flowing across through the North Atlantic to the North sea, is the hot-water pipe which carries the heat from the tropics which keeps warm Great Britain and Ireland. As we crossed the bishop recalled the story of the angry Yankee captain who, when denouncing England for its sympathy and aid to the south during our civil war, said: "You English had better look out, for after President Lincoln has settled this trouble we will send the army south and cut a channel for the gulf stream through the Isthmus of Panama and thus freeze your two little islands into an iceberg." WHERE COLUMBUS FIRST LANDED. As we crossed the gulf toward the air grew perceptibly warmer, and as we sailed on its outer edge down toward the Caribbean sea we soon came into summer heat. The first land we saw was the island of San Salvador, where Columbus landed after his thirty-five days' voyage from Spain in his little vessel, which was just one-thirtieth as large as ours. He thought he had discovered the eastern coast of Asia, and had no idea that that little island was the outpost of another hemisphere. The morning following we saw a lighthouse standing among a grove of palm trees and took

island, one of the Bahamas, and then drifted on south until the bleak and rocky coast of western Cuba came into view. We skirted this, keeping about four miles away from the shore, so as to be out of the danger limits, as provided by the Spanish regulation of war. We saw no sign of fortifications or fighting. Our next land was on the east of us. It was the mountains of Hayti, which we kept in sight for hours, and then lost them to see nothing but the blue waters of the Caribbean until at 4 p. m., seven days out from New York, we got our first glimpse of the Isthmus of Panama, that wonderful little strip of earth and rocks which ties together the two great continents of North and South America. At first it was only a thin, hazy line of blue in the western horizon. Then the blue deepened. We saw low hills rising one above another, and little islands coming out of the water along the shore. A little later we were in sight of the low houses and the great wharves of Colon, with great palm trees which line the beach at the right shaking their giant fan-like leaves and apparently waving a welcome to us as we came to anchor. COLON AND THE CANAL. Colon is intended to be the eastern end of the Panama canal. I will tell fully of this work in another letter after I have gone over the route and have seen the work which is now being done on the central and western end of the Isthmus. Here you can see only the extraordinary work of the first board of engineers, who almost ruined a large part of the peasantry of France. The town of Colon, which now has about 5,000 people, was built largely by the French, and its beautiful cottages are now weatherbeaten, rusty and rotten. Architecturally speaking, this is as ragged a place as you can see only the extraordinary work of the first board of engineers, who almost ruined a large part of the peasantry of France. 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