

BRANDEIS BOSTON STORE & SONS Prices Cut Saturday, Big Selling Events, at the Boston Store Special Bargain Sales for Saturday

We close a week of marvelous sales with the very climax of bargain offerings. Tomorrow the last day of the carnival we will offer greatest bargain inducements that have been presented by this great store. We have arranged for a number of extra special bargain sales to make this final day particularly noteworthy. You will find that you can buy cheaper now than you can any time this fall.

Ladies' Fall Suits and Wraps. The brightest and most stunning new fall suits and coats are shown in our cloak department on the second floor. Every new style feature for 1903. The most complete showing west of Chicago. OUR TAILORED SUIT LEADER AT \$9.98. Kersey Box Coats with the new collars, new sleeves and all the new style features for 1903, a sensible coat for fall and winter wear at 6.98. Long Kersey Coats at \$9.98—These are the ultra-fashionable long coats so stylish this season. A swell and perfectly made coat, at 9.98. Children's Box Coats—made in the pretty childish styles—very jaunty for school or dress wear—a great bargain, at 1.98. \$8.00 and \$10.00 Suits for \$3.98—On sale in the basement—ladies' new styled up-to-date tailor-made suits, at 3.98.

BOSTON STORE Big Specials on Bargain Square Ladies' Kid Gloves for Autumn Wear. The swell new kid gloves in all the late and popular styles and colors for fall wear, worth up to \$1.50 a pair, at 69c. Ladies' misses' and children's fall weight underwear, extra good quality, at 25c-39c-49c. Veilings and hat drapes, made of all silk chiffon, in the newest fall colors, worth up to \$1.50 each, at 10c-49c-69c. Ladies' large lace collars, worth up to \$2.50, at 98c. Lace and embroidery turn-over collars at 5c-15c.

BOSTON STORE Men's Fall Hats and Fixings. The swellest new fall designs in fancy hats, special for Saturday, at 98c 1.50 2.00. NECKWEAR. New and handsome fall neckwear, new and exclusive ideas, very swell, at 45c. The highest grade medium weight fall underwear for men, boys, at 35c 45c 69c 1.25. "BRANDEIS SPECIAL" HATS. In the newest stiff and soft shapes, new English browns, tans, blacks, etc., well worth \$2. The renowned John B. Stetson hats, latest ideas, special at 3.49. Swell fall style hats at 98c.

\$1.98 On Second Floor For Ladies' Swell Shoes Made to Sell for \$3.50. IN BASEMENT. \$1.25 For boys' and girls' patent leathers, worth \$2.00 and \$2.50. ON BARGAIN SQUARE \$1.59 In Basement. For Ladies' Shoes, Real Welt Sole, Made to Sell for Two Fifty. THESE ARE SPECIAL FOR SATURDAY.

Millinery Events. Our Millinery section has been thronged by thousands of admiring visitors this week. We wish every out-of-town guest to see the most beautiful array of artistic millinery ever assembled. Our consulting milliner will gladly assist you in picking out the most becoming mode. Her services are free and are yours for the asking. Elegant Trimmed Hat at \$4.85. Beautiful Street and Picture Hats, Toques and Turbans, in all shades and colors, the very newest conceptions, worth up to \$10.00—special for Saturday at 4.85. Street Hats at Bargain Prices. The popular and tasty hats for young and middle-aged ladies, silk—especially attractive designs 98c-1.49-1.98. FRENCH FELT TURBANS. Stunning new Turbans, and dress shapes, in blocks only, an excellent 75c value, at 25c. \$3.50 BEAVER FLATS AT \$1.69. Real French long nap stock, in every color—they are sold universally at \$3.50—tomorrow 1.69. CHILDREN'S SCHOOL HATS AT 75c. A leading bargain in rolled brim Sallor, strapped with felt, trimmed with satin buttons and silk ribbon, a \$1.50 value, at 75c.

Drapery Department. Our reputation in this department has reached a stage when it is no longer necessary to use argument to show that when we advertise special prices we show the goods just as we advertise. There is no house in the west that can advertise a drapery sale and get the crowds we do. One reason is, we have what we advertise; another reason, there is no house in the west that can give you the values we do. 500 pairs of fine Ruffled Swiss Curtains three yards long—worth one dollar—on sale at 59c a pair. About 1,000 pairs of fine Nottingham, Ruffled Bobbinet and elegant Cable Net Curtains—not a pair worth less than \$3.00—at 1.98. About 100 Couch Covers—full width and three yards long—fringed all around—all in nice Oriental patterns—well worth \$3.00—at each, 1.69. In our Portiere stock we always accumulate a great many small lots—one and two pairs—tomorrow we show about 250 pairs worth up to \$3 pair—at 2.98.

BOSTON STORE Carpet and Rug Department. We are now located in new quarters on the third floor, in shape to show everything that is new, desirable and up-to-date. Our line of room size rugs is especially strong in Ingrain, Brussels, Axminster, Velvets and Royal Wilton. Thousands to select from—we know we can suit you. Fine Smyrna Rugs, size 9x12, in all the Persian and Oriental colors, worth up to \$17.50—opening price 12.98. Elegant Smith and Hartford Axminster Rugs, size 9x12, never quoted less than \$27.50 and \$30.00, price 22.50. Beautiful Wilton Velvet Carpets, in all the new designs, with or without border, worth \$1.50 a yard, price 98c. All Wool Ingrain Carpets, that are being sold all over town at seventy-five cents a yard, price 59c. 40 Rolls of the Heaviest Half Wool Filled Union Ingrain Carpet, best selection of patterns, worth 40c a yard, price, per yard, 25c.

BOSTON STORE Special Linen Bargains. A well known European exporter sold his entire stock of counter samples, consisting of damask ranging in length from 1 1/2 to 2 1/2 yards, every quality and kind. We bought at about half price. On one big bargain square tomorrow. Now on display in front show window. 60-inch very heavy half bleached Scotch cream damask, and 64-inch snow white, soft finished table damask, 60c value, 29c per yard. 60-inch pure white, grass bleached, heavy Irish damask, 72-inch all yard 39c. 70-inch snow white, mercerized table damask, extra heavy 64-inch German bleached damask with spoke stitched border, 50c. 72-inch heavy weight German silver bleached, pure linen damask, and 70-inch full bleached all linen satin damask, \$1.09 value, 75c per yard. 72-inch very fine full bleached satin damask, always sells at \$1.25, for, per yard, 85c. Full bleached soft finished double satin damask, 3 yards wide, worth \$1.25 per yard, for, per yard, 1.25. NAPKIN BARGAIN—1,000 dozen drummer's samples at less than half value, in 5 lots, at, per dozen, \$2.95, \$1.95, \$1.25, \$1.00 and 75c.

Blanket and Comfort Dept. In our Blanket Department we have always taken a particular pride. We have spared no efforts this season to have for your inspection the largest assortment, from cotton fleeced goods to the most expensive California Blankets, and all at Boston Store proverbially low prices. 10-4 Fleece Cotton Blankets—at-a 49c-59c. Extra large and heavy 11-4 Fleece Cotton Blankets... 98c-1.25. Very heavy all wool and wool filled Blankets... 2.98-3.98. Finest California and Oregon Blankets—pair—from 4.98 to \$10. Full sized Bed Comforts—made of fine silk-line—at 98c-1.25. Extra large size and heavy Comforts—best quality silkline with pure white cotton... 1.50-1.98. About twenty cases of manufacturers' samples fine Wool Blankets—some slightly mused—we will sell Saturday at just about one-half regular price.

ROBERT W. BAXTER RESIGNS Leaves Union Pacific, Where He Has Been Since Ten Years of Age. CONCEALS HIS PLANS FOR THE FUTURE Will Remain in Railroad Business and Leave Omaha, but Gives Out Nothing More—Successor Unknown. Robert W. Baxter, superintendent of the Nebraska division of the Union Pacific railroad has resigned. The resignation was sent to President Bert Thursday at noon and has not yet been acted upon. Mr. Baxter entered the service of the Union Pacific at the age of 10 and has been with that company in various capacities ever since with one brief exception. He was born in Scotland in 1833 and in 1851 was made a chairman and roadman on the surveys for the tracks of the R. & D. B. railway in California. He remained in this position until 1866, when he was employed on the construction of the Great & Cape Island railway remaining on this work for two years. In 1868 he was appointed foreman of the track laying of the Union Pacific and was subsequently made conductor and foreman of the train. Mr. Baxter was for seven years roadmaster of the Laramie division of the Union Pacific and from 1882 to 1884 was section foreman of the Truckee division of the Southern Pacific. From 1884 to 1889 he was roadmaster and general foreman of bridges and buildings and water supply of the Southern Pacific and in August, 1894, he was made superintendent of the Wyoming division of the Union Pacific. From April 15, 1898, to September of the same year Mr. Baxter acted in the capacity of superintendent of the Midland division of the Baltimore & Ohio, with headquarters at Newark, O. He again entered the employ of the Union Pacific, this time in September, 1891, and until June, 1892, he was superintendent of the Oregon division. This is now the Oregon Short line, and again in July 1892, he was promoted to acting general superintendent of the Pacific division of the Union Pacific. He was made the general superintendent of the same division and remained in this capacity until July 14, 1894. He was appointed the general agent for the receivers of the same road at Portland, Ore., and held this position until 1896. Conceals Future Plans. Later, about 1897, Mr. Baxter came to Omaha as the general superintendent of the Nebraska division of the Union Pacific, in which position he has remained until the present. Mr. Baxter would not say where he intended to locate, but in all events he will leave Omaha. Today he expects to go to New York with his wife and on his return will begin to make arrangements to move. He will still remain in the railroad business, but where and with what road he would not say. Nothing is known as to who will be his successor, but it is expected that the name will be announced in a few days. Mr. Baxter expects to be ready to leave the city for good by the latter part of the month. His life-long friendship and association with Edward Dickinson has led to the surmise that he may follow Mr. Dickinson to the Orient road, of which the latter is general manager and vice president, having left the position of general manager of the Union Pacific last year. POLICEMEN SHOOT ROBBERS Highwayman Who Holds Up Street Car Killed and One Confederate Wounded. AURORA, Ill., Oct. 8.—In a battle between three highwaymen and Patrolmen Gibson and Gross, in Aurora tonight, one of the robbers was killed and another wounded. The wounded highwayman and his unpaired companion escaped. Previous to the encounter with the policemen the three highwaymen held up an electric car of the River View Park branch of the Aurora Electric line, and after robbing the motorman and conductor of their valuables took possession of the car and ran it to within a short distance of the city limits. They were found later in a car bound for Chicago. The dead highwayman was apparently 45 years old. He wore clothing of the best make and his hat was purchased from a firm at Des Moines, Ia. ISAAC S. HASCALL TALKS Former Councilman Tells Municipal League of Vital Points in City Government. BALTIMORE, Oct. 9.—The convention of the league of American Municipalities resumed its sessions today. Addresses were delivered by Mayor Fleischman of Cincinnati and Mayor Sullivan of Hartford, Conn. Isaac S. Hascall, a former city official of Omaha, read a paper on "Vital Points in Municipal Government."

FIGHT ON THE ORDINANCE Applicants for Injunction to Bar Great Western Argue Their 8 de. THREE CASES BEFORE TWO JUDGES Plaintiffs Hold City is Seized in Fee of Streets and Cannot Grant Private Rights of Way. A continuation of the arguments in the several cases brought against the city looking to a permanent restraining order against the acquisition of right of way or terminal facilities by the Great Western for its Iowa projection was made before Judges Baxter and Dickinson, sitting together, in Judge Baxter's court yesterday. Three cases are being argued. In one of these temporary writs of injunction already have been issued to prevent the city council from passing an ordinance now before it which provides for the vacation of certain street over which the Great Western seeks its right of way. Of the three cases, the Reichenberger case first came into public notice. The two other cases followed. The attorneys for these cases are R. B. Horton, in the Reichenberger case, Crofoot & Scott in another and Wharton & Baird in the third. Arguments were made this morning by Horton and Crofoot & Scott. Mr. Horton argued at length. The arguments were heard by a large number of attorneys and interest in the fight against the railway is now at fever heat. In his argument Mr. Horton said, among other things, that the important question is whether, under the statute, giving municipal corporations control of the streets and alleys, power exists in the municipal authorities to vacate a street, or portion of a street, for the benefit and use of private parties. Court Questions Notices. It was conceded that the motives of the municipal legislative body in the passage of the proposed ordinance, cannot be judicially inquired into. But the purpose to be accomplished by the ordinance may be considered. It was held, indeed, must be in determining the validity of the ordinance. The question to be determined was one of power in the municipality, in the determination of which the legal effect of the action of the municipality becomes the controlling matter for consideration. Continuing his argument Mr. Horton declared that the power of the city council to vacate the streets is plenary. It is insisted by the defense that since the statute grants power to municipalities "to lay out, establish, alter, widen, extend, grade, pave or otherwise improve streets and public grounds, and to vacate the same." By the platting of a city, the streets, in their entire width and length, are deduc-

WANTS LIGHT ON CONTRACTS O'Keefe Will Try to Ascertain How Many Are Let for Bridges. INQUIRY TO BE MADE BEFORE BOARD Some Interesting Local History on This Important Subject Anticipated at Coming Meeting of Commissioners. It is expected that the session of the county commissioners this morning will develop some interesting matters in relation to the county bridge work and that considerable local history will be made. This is the history for consideration include Commissioner O'Keefe's second attempt to have received a report in connection with the Elkhorn bridge, which was compiled at his suggestion and by his personal use by two experts, and which the commissioners refused to receive at their last session, for the alleged reason that it was a private communication, being addressed to Mr. O'Keefe. A matter which is deemed equally important will develop when the attempt is made to discover how many bridges are now under process of construction for which the contracts were let at various times, ranging from one to two years back. The statement was made by one of the commissioners that contracts had been let for the construction of a number of steel bridges, including what is known as the Snyder bridge and two others in the vicinity of Elkhorn, and that nothing has been done by the contractor. A local firm has the contracts for the construction of these bridges and the commissioners claim to be aware of its reason for not proceeding with the contracts. A recent decision of the Nebraska supreme court, that of Sheeley against Leavenworth county, has so altered the conditions under which the contractors may perform their work that the county finds itself unable to secure anyone who will undertake the work of building its bridges. Plans to Commissioners. Previous to the Sheeley decision it was the custom of the parties contracting for the bridge building to submit their own plans and specifications for each bridge to be constructed by them to the county commissioners. Whether the commissioners approved the plans and specifications made no difference, insofar as the contractor receiving pay for his work was concerned, if the bridge, when completed, was not annoyed by the county surveyor or engineer. In the Sheeley case the plans and specifications were submitted to the county commissioners. Sheeley constructed the bridge, but the surveyor would not place his approval upon it. Sheeley sued to recover the contract price and was beaten

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