

Monday is the Big Lace Curtain Sale

An Extraordinary Purchase of Fine 27-in. Dress Silks At Half Regular Price

7,500 yards of imported glace and plain peau de messaline, full range of new coloring, imported chiffon finish dress taffetas, etc. Our New York buyer secured these silks at a price that is nothing short of wonderful—**59c** On sale Monday, to clear them away at once, at, a yard

50c and 60c Silks at 29c Yard—About 125 pieces of lining taffetas, mostly black and white, also staple colors, 20 inches wide and sold with a guarantee—a chance to get real taffeta lining at price of cotton lining, on bargain square, at, per yard **29c**

The New Fall Silks are Arriving

Every day we are receiving the latest products of the leading silk manufacturers—new plaids, satin broche stripes, new messalines, etc., for costumes and waists—our new black guaranteed silks are made specially for us in Lyons—several new lines, at, \$1.50 to, **69c**

New French plaids, latest colorings, satin bars, Monday, 75c Untearable brand silks, as advertised in leading journals at 75c a yard, per yard **48c**

Extra Fine... EMBROIDERIES

This is a specially selected lot of medium and wide embroideries. Many match sets in fine Swiss and nainsook, in medium widths—also up to 18 inches—variety of eyelet pattern and open work effects; easily worth as high as 75c yard, at yard—

15c-25c-39c

Swiss All Over Embroideries

These high class all-overs are in neat and dainty patterns—many are suitable for entire waists—worth as high as \$2.00 a yard—Monday, at yard **98c**

Ladies' Elbow Length Gloves

New lots from our Paris office—fine silk mitts, long lisle gloves, long silk and silk taffeta gloves, in black, white, tans and colors, a pair, at **50c-\$1-\$1.50**

FOUR SPECIALS IN LINEN DEPT.

Sample pattern Table Cloth, all pure linen, some slightly soiled, worth up to \$3.75, each, **1.69**
All linen sample Table Cloth, worth up to \$4.50 doz., at 1/2 doz., **98c**
Unbleached table damask, extra heavy all linen, nearly two yards wide, at, yard, **29c**
1c Turkish Wash Cloth, at, each, **1c**

BRANDEIS "BOSTON STORE" & SONS

BRANDEIS MADE A TREMENDOUS PURCHASE OF LACE CURTAINS

To give every lady in Omaha an opportunity to choose some of these exceptional bargains from this lucky purchase

We Devote Our Entire Basement to This Sale

These Curtains Will Be Sold Monday For Positively less than 1/2 the cost to make them at the Mills

\$7.50 LACE CURTAINS AT 98c EACH

This is a specially fine lot of single and double corded Arabians, also the very finest cable nets, Nottingham and French nets, worth as high as \$7.50 a pair; these curtains are all in pairs—at, each **98c**

\$2.50 LACE CURTAINS AT 49c EACH

All the fine Nottinghams, cable nets, etc., worth as high as \$2.50 a pair; these curtains are all in pairs and go at, each **49c**

SINGLE LACE CURTAINS

As a BIG SALE SPECIAL we offer single lace curtains, actually worth as high as \$3.50 a pair—at, each **25c**

DRUMMERS' SAMPLE CURTAINS

These are sample curtain corners, make fine sash curtains and short window curtains, up to 2 1/2 yds. long; also full length single curtains, some imperfect, ea. **15c**

All the Bobbinet Goes on Sale Tuesday

THIS BOBBINET IS UP TO A YARD AND A HALF IN WIDTH. IT IS FINE AND COARSE MESH AND WORTH AS HIGH AS 50c A YARD. ALL ON SALE TUESDAY—IN THE BASEMENT—AT, YARD **5c**

Fall Dress Goods

The first showing of the finest dress fabrics that we import direct from France—also specially low prices for Monday on the new autumn effects in American dress goods for early season selling. Brandeis is always first to show the extreme novelties that are decreed by fashion.

PLAIDS—The dressy new Scotch tartans—values as high as two dollars and fifty cents a yard, at, per yard—**25c, 40c, 50c and \$1.00.**

LONDON SMOKE GRAYS—The latest fashion in Europe—beautiful new fabrics at, per yard—**40c, 50c, \$1.00, \$1.25 and \$1.30.**

Chiffon Panamas—54 inches wide, go at, per yard **80c**

NEW FRENCH VOILES—New browns and all the correct shades will go at, per yard **85c**

Closing out a manufacturer's line of new Fall Dress Goods bought very cheaply. These are regular 50c and 75c grade fabrics, all new Panamas, batistes, granites, mohairs, checks, suitings, etc., at, yard **39c**

ADVANCE FALL STYLES ARE HERE

Ladies' Tailored Apparel

Come and see what the leading designers of ladies' tailored wear have prepared for your fall wear. We have brought our display of the settled styles to Omaha in advance of others. See the dressy new Norfolk, military blouses, the long tight fitted coats, also the semi-fitted and box coat suits—all new autumn colors, shadow plaids and mannish mixtures—a range of price from



\$17.50 up to \$50

Clearance of Summer Apparel

The stunning white three quarter length coats with eyelet embroidery all down the front, worth up to \$10, **1.98**
Ladies' Silk Suits, very dressy styles, worth up to \$35, at **12.50-9.98**
Ladies' Shirt Waist Suits—These suits are all fresh and clean, worth \$4, \$5 and \$6, at, **1.50**
Ladies' \$10 Lace and Pongee Coats, silk trunks, etc., at, **2.98**
Children's dresses, in white and colors, at, **69c**

Ladies' white duck and Indian head muslin skirts, **98c**
Ladies' Walking Skirts, shadow plaids, grey mixtures, etc., worth to \$7.50, **2.98**
Ladies' lingerie and lawn waists, pleated fronts, etc., worth up to \$5, at, **1.98**
Ladies' sheer white waists, short or long sleeves, all new, at, **69c**
Ladies' \$1.00 and \$1.25 dressing gowns and short kimono, at, **49c**

RELICS OF THE OLD DAYS

Stage Coaches Still in Active Service in Remote Sections.

SEVERAL ROUTES TRAVERSED IN WYOMING

Lander as it Looks in the Flash of Good Times and Influx of Land Hunters—Marked Activity in Irrigation.

Notwithstanding the march of civilization and the elimination of the western frontier, there are still vast stretches of territory in the west that are now passing through a stage of development that are as ancient as the dawn of time. The isolated cabin in a tiny clearing in the heart of the forest primeval; the bronzed and hardy settlers that begin to feel crowded and lacking in elbow room if any neighbors move within twenty miles of them; the backwoods settlement with its little log schoolhouse that also answers the purpose of a church, or "meeting house"; and the old fashioned stage coach, such as used to form almost the sole reliance of travelers in the days when railroads and locomotives and trolley cars were unknown and undreamed of; all these seem anachronistic and strangely out of place in this era of steam and electricity and air ships and wireless telegraphy. They seem to belong to the past, when no one was ever in a hurry, when people lolled in the shady byways of life, when stock tickers, telephones, frenzied finance and rapid fire lunch counters would have been regarded as direct emanations of the spirit of evil. Nevertheless, they are all in existence today, and are accepted as inevitable commonplaces over portions of this progressive republic large enough to make eastern states, or to be erected into European principalities and empires.

The old Concord stage coach that made many exciting trips across the great plains is now preserved as one of the prime treasures of the Smithsonian institution. Yet its counterparts still do duty every day in the year, and some of the superannuated drivers of the Overland route, between points on the Missouri river and the California gold fields are manipulating the brake and "pouring leather" as efficiently today as they ever did in the brave days of old, when white handkerchiefs and red marauders hovered like vultures over the trail of the bold adventurers who were pushing westward to the land of gold. There are still hundreds of stage routes throughout the west where this mode of travel, that is often unthinkingly spoken of as "obsolete," is the only one available. The roads are just as rough, the drivers as reckless and profane, the scenery as wild and magnificent, the Indians as picturesque, if not quite so bloodthirsty, and the stations and road houses just as primitive and their accommodations as unsatisfactory as they ever were in the past. True, the likelihood of a holdup is not quite so imminent as it was in the days of the Overland, but it is still among the possibilities, occurring, in fact, much more frequently than managers of the stage lines care to acknowledge. No driver through the mountains and Bad Lands ever mounts his seat without seeing that his six-

shooters are in perfect working order; and the tales told by some of these knights of the whip and reins—if not always veracious—are sufficiently thrilling to cause the average tenderfoot to round every bottle and rocky point with his heart in his mouth and his ears strained in anticipation of the harsh command, "Hands up." A trip with one of these remaining stage drivers is well worth all it costs in time and money. It might well supply inspiration for a dozen bold curling melodramas, or for a whole library of "Deadwood Dick" and "Alkali Ike" novels.

Much-Traveled Routes.

Probably the most traveled stage routes now in commission are those reaching the new gold mining camps of Nevada. Most of these are of very recent origin, brought into existence by the sudden demand from eager Argonauts for reasonably quick and not too expensive transportation to the mushroom cities of the Sagebrush commonwealth. Then many of the famous resorts of Colorado, Utah, Arizona, California and other states are reached only by stage coaches. However, there are innumerable stage lines dependent upon neither gold seekers nor sightseers for patronage. Along the routes of the passage of the daily passenger stage is an event of the first importance. It is the one link that binds the settlers, ranchers and timber cutters to civilization. If they want to go down to purchase dry goods, groceries or liquid cheer, it provides the means. It carries the mail, brings in the news and gossip and conveys the few passengers that find their way to these isolated and half-forgotten lodges in the wilderness.

A trip over any one of a score of stage routes that might be named in Colorado, Wyoming, Idaho, Montana or the Dakotas might well supplement any man's education. To traverse these vast wildernesses that still remain untouched by the hand of man gives one a conception of the vastness, the immeasurable possibilities, the unexplored resources of this grand republic that cannot be gained from census reports, from whole libraries of statistical information or from railroad trips, even though they extend from ocean to ocean. When one has traveled by stage, with time for the reception of vivid and unfading impressions, and for reflection upon the significance of what he sees, through a stretch of country large enough to give a 100-acre farm to every tiller of the soil in the state of Pennsylvania, and rich enough to support the population of New York city without seeing a human habitation or a sign of human occupation, unless it be a flock of sheep or a bunch of cattle grazing on some distant hill or valley, he loses all fear of America becoming overcrowded and the immigration question loses much of its sinister aspect.

Wyoming's Long Run.

The longest stage route in America is that traversed by the Rawlins-Lander stage line of Wyoming. After one has clung to the seat of a Rawlins-Lander stage for the three days required to make the 160-mile trip, he feels that he knows something about stage coaching—not as a sport or preliminary to a summer day's outing, but as a phase of the stern and strenuous business of life. His ideas of geography and of the resilience of human bone and muscle will both be revolutionized. Bumping through some of the very worst of the Wyoming bad lands, rolling over and between utterly naked hills and around imposing buttes and rock formations, teetering on the edge of yawning

gulches, bowling past irrigated farms and ranches that blossom like veritable corners of the Garden of Eden, skirting the edge of picturesque Indian villages from which wild braves, half-dressed and shy, peep out to gaze forth in mild curiosity; skirting on two wheels over the "hogback" (a razorback bog at that, one thinks), thirty-five miles before the journey's end, and finally winding up with a grand flourish (and a feeling on the part of the passengers of profound gratitude that no bones are broken) in the sleepy hamlet of Lander, the four-horse stage coaches make their daily trips with a regularity, an indifference to wind and weather and a fidelity to schedule that many an eastern railroad might copy with profit to its stockholders and benefit to the peace of mind of its patrons.

Lander in its Glory.

Lander's chief claim to fame and importance hitherto has rested on the circumstance that it is the reservation town of the Wind River, or Shoshone, Indian reservation, only a short distance from Fort Washakie, where a contingent of Uncle Sam's soldiers are posted to keep the copper-colored wards of the government on their good behavior—and incidentally to see to it that the cattlemen and sheep owners of Wyoming refrain from fencing in the public domain and from pasturing their flocks and herds on the lands of the Indians. The nearest railroad points to Fort Washakie and Lander are Casper, on the Chicago and Northwestern, and Rawlins, on the Union Pacific—each distant fully 150 miles. Any one wanting to visit either the fort or the reservation must, perforce, travel by stage from Rawlins or Casper. If Casper is the starting point, the traveler must change stage lines at Round Hill, 75 miles out; but if the start is made from Rawlins, the same line will see him through to the journey's end.

Next to the ranches, Indian villages, stage stations and reservoirs for watering stock, the most interesting sights of the trip are the freighters' outfits. These consist of three or four heavy freight wagons, three drawn by four or six horses, and a "goosier." The "goosier" is the residence of the freighter. It is a light two or four-wheel wagon, containing the bedding and household goods of the freighter, and generally his wife and his complement of children. Not even the apples are so constantly on the move as are the freighters of Wyoming, who play a highly important part in the economic life of the people of the more isolated portions of Wyoming and other western states. Freight from Rawlins to Lander costs 2 cents a pound, although to enforce that rate the freighters went through a long strike last fall. It goes without saying that prices in Lander are high. In a few more weeks, however, all this will be changed. Some time soon the Chicago & Northwestern Railroad company's extension will be completed from Casper to Lander, and the traveler will then be able to make in a few hours the trip that now requires three long and wearying days. The end of the Rawlins-Lander stage line, therefore, easily foreseen. It may drag on for a few months, or even years, more, upheld by Sunset and other hamlets too far distant from the railroad for convenience; but it must eventually go the way of the Overland, of the stages that used to cross the Alleghenies from Philadelphia to Pittsburgh and "frontier" towns in the Ohio valley.

Land Hunter Plentiful.

Nevertheless, the last days of its existence the Rawlins-Lander stage line enjoys a greater patronage than it ever did in the past. On July 1 the registration

opened for the dawning of 1,500,000 acres of land now included in the Wind River reservation. The opening of this principally to settlement will transform Lander from a sleepy backwoods hamlet into a bustling western city; and, in anticipation of coming events, hundreds of prospective participants in the government land lottery are already making the three days pilgrimage over the stage route to the heart of the new land of promise.

The state of Wyoming now has a corps of engineers at work planning irrigation systems for all the land susceptible of cultivation; and the national government is at work on a similar proposition for the irrigation of the lands already allotted in severalty to the Indians. It will, therefore, not be long until this corner of the wilderness is made to blossom into one of the garden spots of the west. It may be that the settlement of so large a portion of the Wind River reservation will prolong the life of the stage line indefinitely; but when it passes, the longest remaining stage routes in the west will hardly exceed 100 miles in length. Of these there are still many in existence—and doubtless will be for half a century to come, or until the transmissour region is gridironed with steel and peopled by millions like the older communities in the east.—Brooklyn Eagle.

PUT DEVIL FISH TO SLEEP

Layer of Salt on His Tail Induces Drowsiness—Novel Transfer Scheme.

The steamship Bermuda arrived in New York recently with a consignment of ten tanks containing 20 specimens for the New York aquarium. The trip was the most successful ever made, the fish having never figured on losing less than 2 per cent of the catch, but on this trip only one death occurred on board, that of a huge oarfish. A three-foot octopus, vigorous and healthy, was the prize of the lot. As a general thing, it has been impossible to get an octopus out of its tank without literally tearing it apart. The monster has to be caught unawares, for if the devilfish sees his captors make any attempt to touch him he affixes the suckers of four tentacles to the bottom of the tank and raises the other four defiantly. A struggle to dislodge frequently ends in the octopus being dismembered.

On this trip, however, a happy idea entered the brain of the devilfish keeper. He decided to put salt on his tail, or, more literally, in his gill. This was done with the octopus seemed to drowse, and when the specimen "came to," it found itself in an aquarium tank. The salt, those who know say, when breathed in through the gills puts the fish into an unconscious condition, acting as an anesthetic.

The greatest enemy of the devilfish is the spiny lobster. A tank of these was placed alongside the tank of the octopus. Intuitively the occupants of the two tubs knew of each other's proximity, and they became so restless that they were separated. Besides the devilfish and the lobsters, there were coney, sturgeon, angel fish, four-eyed fish and other Bermudian specimens.—New York Post.

Small Steamer Sinks.

MURKOGEE, I. T. AVE. 38—The Forest City, a small passenger steamer plying between Murkoguee and Port Gibson on the Grand river, sank near the latter place early today. There were forty passengers on board, but all escaped safely, being removed from the craft in small boats.

SOME LIMITS OF THE LAW

Legislation Cannot Accomplish All the Pure Food Reform.

MUNICIPALITIES MUST CONTINUE VIGILANT

Too Much Reliance on the National Government May Cause Disappointment—Demand for the Government Label.

The probabilities are that the people of the United States will expect too much of the new meat inspection law, and will in time express disappointment because it has not brought all the results looked for. Possibly the same thing may be said of the pure food law. Government officials do not expect that sooner or later the inhabitants of this land will have to come back to the old-fashioned doctrine that they must take care of themselves. The new meat inspection law, and the new pure food law will help, but they will not do it all. The danger is that states and municipalities will assume that the government has relieved them of responsibility and will cease to exercise their own functions properly.

Agents of the Department of Agriculture who have been going about the country doing some work preliminary to the enforcement of the meat law find the general impression to be that after the meat inspection law goes into full effect, every piece of meat which leaves a packing house or slaughter house in the United States will bear a brand or label, "U. S. Inspected and Passed." Even state and municipal authorities in some parts of the country are already proceeding on the assumption that they have nothing more to do with seeing that the people they serve are provided with wholesome meats. Evidently it will take the country a good while to realize that the inspection law applies to meats designed for interstate or foreign commerce only. Maybe, in time, federal inspection will reach meats and meat products not designed for interstate or foreign commerce by consent; it will not reach such products this year, and possibly not for several years.

Demand for Government Label.

Government officials believe that the inevitable effect of the law eventually will be a demand from consumers that all the meat they purchase shall have the government stamp on it. When the act goes into effect the first of October every piece of dressed meat, every ham, every package of bacon, every can of lard, every package of meat food products, in fact, every article of food of which meat forms a part, whether in a barrel, box, can or canvas sack, must bear the government stamp before a railroad will accept it for shipment for a point outside the state in which it was prepared. Presumably the output of the large packing houses will all be inspected and labeled without any inquiry as to whether the product is to be shipped out of the state in which the establishment is located. The opinion is expressed by men who will have to do

with the enforcement of the law that the big establishments will not be disposed to separate the product designed for interstate commerce from that designed for the trade within the state, which the interstate commerce law does not bear to be the effect of the practical working of the law it will be possible for the people of a particular state to get government stamped meat from a packing house situated within that state; to put it another way, they will not get any other kind of the packing house insist on their entire product being stamped.

At the outset, Secretary Wilson points out, there will be two classes of packing houses or slaughtering houses in this country—the houses that put their products into interstate commerce, and therefore must have government inspection, and the houses that do a local business only, and do not have to have government inspection. If, as some of the government officials believe, the public will refuse to take meat from the houses that do not have the government label, the houses that do only a local business will have to obtain government inspection or go out of business. It will take time, the government officials say, to determine what the effect of the law will be. In the meantime states and cities have their duties to perform just as though the congress had not enacted a meat inspection law. It is pointed out that most of the large cities are largely supplied from local abattoirs. It will be for municipal establishments to keep an eye on those who have their duties to perform just as though the congress had not enacted a meat inspection law. It is pointed out that most of the large cities are largely supplied from local abattoirs. It will be for municipal establishments to keep an eye on those who have their duties to perform just as though the congress had not enacted a meat inspection law. It is pointed out that most of the large cities are largely supplied from local abattoirs. It will be for municipal establishments to keep an eye on those who have their duties to perform just as though the congress had not enacted a meat inspection law.

The last census found 92 meat packing establishments in the United States. It is estimated that the number has increased to 1,100 or 1,200 since 1900. It is assumed that most of these establishments do an interstate business and will therefore have to have government inspection if they wish to maintain an interstate trade. So far only about 120 establishments have applied for inspection. The bureau of animal industry looks for a rush to "get on the band wagon" as soon as the packers who have not made application discover that their products are at a disadvantage to local authorities to be more vigilant than ever before.

It is believed the immediate effect of the enforcement of the new law will be the restoration of the foreign trade, which has experienced a remarkable slump since

President Roosevelt sent the Neill-Reynolds report to congress. The greatest falling off has been in canned meats. A representative of the Chicago packers who was here the other day to confer with Secretary Wilson said the concern in that city had lost 70 per cent of their foreign trade in canned goods within the last three months. Few canned goods are being put up, he said, except such as are required to fill foreign contracts that were made before the "meat scandal" broke out. Secretary Wilson is as deeply interested in the restoration of the meat industry in Europe as any of the packers, and he is determined to force the European governments to recognize the efficiency of the American meat inspection law. Every European government has its agents over here watching the progress toward effective government inspection. Most of these agents have, by direction of their governments, recently visited the packing houses in Chicago, Kansas City and other places. Lieutenant Colonel Hobbs of the British army has just completed an exhaustive inspection of the big packing plants. This government has not received any intimation as to what his report will contain. He was sent here after questions were asked in parliament about the meat inspection law. American canned meats for the British army, Jacobson has made the rounds of the establishments for Norway, and the Japanese consul stationed in Chicago has, by direction of his government, made a thorough inspection of the establishments that have been doing any business in Japan. It is understood that as soon as the inspection law is put in full operation the president will officially invite all foreign nations that have been customers of the United States to make inspections. It is anticipated that the official reports of these inspections will restore confidence abroad, and the expectation is that within two years the greatest foreign trade in packing house products it ever had.

Promises Good Results. Unquestionably the best meat inspection law and the pure food law promise good results, but the government officials are inclined to lay emphasis on the suggestion that the public must not conclude that there is not something—a great deal—left for the local authorities to do. The pure food law, like the meat inspection law, applies only to products that enter into interstate commerce. It really supplements state food laws. It will be impotent if states cease to be vigilant, just as state authorities were handicapped by the absence of a federal law. Many of the states have enacted food laws, and have had for years, but it was impossible to get results under such laws so long as impure foods, drugs and drinks could be shipped in from other states. It is pointed out that with a federal law that will keep the bad stuff out of interstate commerce states have an opportunity to make their own legislation count for something. It develops that some of the state food laws are in conflict with the federal law. It is suggested by the department that legislatures will at the session next January change their food laws so as to make them conform to the federal legislation in every way possible. The important point is, so the government officials say, that state, county and city authorities will make a mistake if they jump at the conclusion that since congress has passed two laws relating to pure food there is nothing left for them to do.—Boston Transcript.

Pans.

A set of four handsome Japanese pans only 10 cents. Inquire or write The Northwestern Line. City office, 164-165 Farnam St.