

# RIG PRICE REDUCTIONS

TO COMPLETELY CLEAR AWAY ALL SMALL LOTS AT ONCE!

Before Invoicing. All Odd Lots Must Go and Stocks Must Be Reduced Way Down to a Minimum. These Prices Will Do It Monday

## TREMELOUS REDUCTIONS FURS

All the high grade Mink Scarfs and Muffs in our great stock will go at One-Half Price—

**Specials in This Section Are**

\$125.00 Mink Scarfs for	\$62.50
\$139.00 Mink Scarfs for	69.50
98.00 Mink Scarfs for	49.00
85.00 Mink Scarfs for	42.50
75.00 Mink Scarfs for	37.50

# BRANDEIS

"BOSTON STORE"  
 & SONS

Every Item Here Is A Big Special Bargain

You Can't Afford to miss this Wonderful event

Extra Special Monday

## Embroideries

Thousands of yards of very fine embroideries, swiss, nainsook and cambric—many in match sets—excellent quality—shadow embroideries and English eyelet. This lot includes embroideries, insertings and ribbon galloons, including corset cover widths and skirting—will go on sale at **7 1/2c** Yard

## Sale of Petticoats

Several hundreds of Petticoats, mostly black, many are very prettily trimmed. They are worth as high as \$2.50, extra special Monday, at **98c**

## LADIES' COATS

Up-to-date effects—have been selling for \$20.00, at **\$10**

Smart Coats that have been selling for \$15.00—at **7.50**

## LADIES' TAILORED SUITS

Worth \$25.00—Special for Monday, at **14.85**

Ladies' Smart Suits that have been selling at \$17.50—will go on sale Monday, for **8.98**

## SILK PETTICOATS

In a beautiful variety of desirable colors—worth \$7.00— at **3.98**

Many very pretty Silk Petticoats that have been selling up to \$15.00, at **7.50**

## WOMEN'S \$7.50 WAISTS AT \$2.50—All

newest styles for evening and everyday wear—to sell out every one, we offer them for **2.50**

## Big Assortment of New Year's Cards, 1c

including post cards—up from **1c**

Our entire stock of children's Dresses, ages 4, 12 and 14, that sold up to \$3.00, before invoicing choice—

All of our infants' white embroidered cashmere long Cloaks, worth up to \$1.50, in our Cloak Department choice—

All of our \$1.00 wool elderdown and fleece lined Dressing Sacks, before invoicing choice—

Children's outing flannel Sleeping Garments, with or without feet, worth 50c, on sale at, each—

1 1/2-yard wide strictly all wool Chevots, 75c quality, in Dress Goods Department before invoicing, at per yard—

**50c 50c 35c 15c 25c**

## BIG BASEMENT BARGAINS

Mill lengths bleached muslin and cambrics, in all grades, yard wide, at **5c**

Checked, striped and fancy Outing Flannel, baby blue, white, and cream Flannels, quality the very best, yard, at **8 1/2c**

40-inch wide White Lawns, sold from the bolt Monday, at yard, **10c**

Velvet finish warm Flannels, styles suitable for gowns, waists, kimonos, dressing sacsques, etc., the most desirable of all new flannels, at yard, **10c**

Sheer quality printed batiste, new pretty patterns, at **6 1/2c** yard, . . .

Dotted white Curtain Swiss in long mill lengths, **7 1/2c** at yard . . .

Pretty White Embroidered Swisses for waists, dresses, and children's wear—splendid quality, yard, **15c** at . . .

Dress Goods in Basement—36-inch and 40-inch fancy Suitings, Mohairs, Serges, Henriettas, Broadhead Mills Suitings, Albatross Vellings, in a good range of colors, worth to 79c yard, all go in Basement, yard **35c**

## Special Sale of Silks

All odd lines of plain and fancy Silks from our regular stock have been priced for quick reduction.

7,500 yards of our 50c and 60c Silks, consisting of Taffetas, Peau de Cygne, Jap Silks, Pongees, Crepe de Chine, Liberty Silks, Pretty Foulards, as long as they last on bargain square, **29c**

All our broken lines of fancy Dress Silks, 20 to 27-inch wide, Pompadour Silks, Peau de Crepe, Peau Radiant, dress and lining Taffetas, black Peau de Sole and Messalines, worth **\$1.00 to \$1.50**, at yard, **49c and 69c**

BLACK TAFFETAS—Our celebrated "Lyons" black dressmaking Taffetas are always reliable with our guarantee—admitted quality.

45-inch, worth \$2.25, at yard, **\$1.48**

36-inch, worth \$1.75, at yard, **\$1.25**

27-inch, worth \$1.25, at yard, **87 1/2c**

21-inch, worth 85c, at yard, **50c**

## Special Sale of Dress Goods

45 pieces Wool Plaids, worth 50c, yard, at yd. **29c**

156 pieces Fancy Suitings from 42 inch to 54 inch, worth \$1.25 yard, at yard, **69c**

125 pieces all Wool Suitings, worth 85c yd., yd. **49c**

173 pieces Imported and Domestic high class Suitings, 44 to 54 in., worth up to \$2, yd. **98c**

### BLACK DRESS GOODS

Black Dress Goods, Lu-Lupin's French Wool and Panama, regular price \$1.25, Monday **\$1.00**

Lupin's French Wool Taffeta, regular price \$1.50, Monday **\$1.00**

Lupin's Taminis in shadow effects, stripes and checks, regular price \$1.50, Monday **\$1.00**

Hundreds of fine Dress Goods Remnants in good lengths from 3 yards to 16 yards—consisting of this season's best selling styles—brocade, Poplin, Taffetas, Panamas, Barred Dress Goods, French Plaids, 46 to 52 inch black and colored Panamas and Serges, on bargain square at a little over half their value.

## Allover Embroideries 15c Yard

Up to 18 inches wide—fine nainsooks and cambrics—worth up to 85c yard, at, yd **15c**

## Narrow Embroidery Edgings

10,000 yds. of narrow embroidery edgings and insertings on big bargain square, at, yard—**2c**

## HANDKERCHIEFS

At Less Than Half Price

This includes all linen hemstitched and fine initial handkerchiefs. Some are the least bit muscad but they are worth up to 35c—in 3 big bargain lots. **5c-8 1/2c-12 1/2c**

## Big Clearing Sale of BOOKS

Many books have become more or less injured through handling—all these have been gathered up and marked away down to close them out. See the tables of books, at—**10c, 15c, 25c and up**

### COAL ROADS TAKING COUNSEL

#### Law Requiring Railroad Companies to Limit Business to Transportation.

#### ANTHRACITE BARONS PERPLEXED

Anticipation of Possible Suspension of Coal Mining—A Thorn in the Proud Flesh of Combinations.

The executive officers of a number of the coal owning and coal carrying roads will meet in New York in the near future to determine what, if any, action is advisable or possible to prevent loss to the public or loss to the coal roads or both as a result of the proposal of the railroad rate law practically commanding every railroad company in this country to dispose of its coal properties on or before May 1, 1908. The provisions of this act, railroad attorneys say, are so drastic that in the event of the enforcement of the law in its present form railroads with hard or soft coal properties, manufacturing or producing interests of any kind or outside business enterprises of any nature, whatever, excepting the production of lumber and the manufacture of products therefrom, will be completely tied up in respect to these concerns. They have the alternative of ceasing manufacture or production on the one hand or running the chance of heavy penalties, pending appeals to the courts on the other. The section of the railroad rate bill which applies is as follows: "From and after May 1, 1908, it shall be unlawful for any railroad company to transport from any state, territory or the District of Columbia to any other state, territory or the District of Columbia, or to any foreign country, and articles of commerce, other than timber of the manufactured products thereof, manufactured, mined or produced by it or under its authority, or which it may own in whole or in part, or in which it may have any interest, direct or indirect, except such articles or commodities as may be necessary or incidental for its use in the conduct of its business as a common carrier. All roads affected.

The statute affects railroads all over the country, but its most important bearing is upon the railroads with anthracite coal properties in Pennsylvania. It affects the Gould and Harriman lines in the west with their extensive ownership of soft coal properties. It concerns railroads with soft coal, iron ore and manufacturing properties in the south. But principally it is of importance to the coal roads of the east and the public which depends upon them for its supply of coal for home and factory. Thus, although western and southern railroads have a deep interest in the enforcement of the statute, the burden of devising a plan for the protection of either private or public interests or both has been left upon the coal carrying and coal owning roads of the east.

The most important of these roads are the Reading, the Lehigh Valley, the Delaware, Lackawanna & Western, the Jersey Central (controlled by the Reading), the Pennsylvania, the Erie and the Delaware & Hudson. The New York, Ontario & Western is also interested as an owner of important coal properties, but one of the causes of that road said yesterday that

this company knew nothing of the important consultations that are in progress.

### Roads Own the Mines.

These so-called anthracite roads own or control, directly or indirectly, 50 per cent of the anthracite production of the country and are engaged in the transportation of practically all of the remainder on a basis of 45 per cent of the sales price to the mine owner and 15 per cent to the railroad company. By any construction of the statute, officers of several of them said yesterday, the companies must cease mining coal on May 1 next or dispose of every interest, direct or indirect, which they have in coal mining or the wholesale or retail coal business. According to the statute every shipment outside the state of Pennsylvania of any coal in which a company has a direct or indirect interest makes the company liable to \$50,000 or more in penalties in case a car of coal thus owned or controlled is shipped out of Pennsylvania.

Several of the attorneys consulted by the executives of the anthracite roads, if not all of them, contend that the provision is unconstitutional. The pertinent fact remains that there is no provision in the law whereby its constitutionality can be tested without the risk of incurring the penalty in the period between bringing suit and final adjudication. Accordingly, one of the most important matters now under discussion is whether or not railroad executives are justified in shipping an ounce of the anthracite coal produced by them in view of the possibility that the law might be upheld by the supreme court of the United States and the railroads bankrupted by penalties in the process of adjudication.

### Plans for Sale.

Plans for the sale of the coal properties have been under discussion since the bill was passed. One road, the Buffalo, Rochester & Pittsburgh, seemingly solved the problem by the simple expedient of organizing a separate company, turning over to it the coal properties owned by the railroad company and giving to every shareholder in the railroad company shares of stock proportionate in the company to which was transferred the coal properties. This plan was as easy as separating the money carried in one pocket into two pockets and it has long been believed that a similar plan would be adopted by the other coal roads. The plan was discussed at one of the recent conferences between attorneys for the principal coal roads. It could not be adopted, it was found, by most of them, the others rejected it as inadvisable. "Nothing is to be gained by any evasion of the law," was the contention of one of the most prominent attorneys at the conference and one who represented a road with coal holdings free from mortgages. "It was found, by most of them, the others rejected it as inadvisable. "Nothing is to be gained by any evasion of the law," was the contention of one of the most prominent attorneys at the conference and one who represented a road with coal holdings free from mortgages. "It was found, by most of them, the others rejected it as inadvisable. "Nothing is to be gained by any evasion of the law," was the contention of one of the most prominent attorneys at the conference and one who represented a road with coal holdings free from mortgages.

### Segregation Impossible.

Sale or segregation of the coal properties owned by the Reading, the Erie, the Lehigh Valley and, very likely, other roads all over the country is impossible for the reason that these properties constitute part of the security under the bonds of these

roads. The bondholders are scattered all over the world and must be paid before the coal properties can be released from the mortgages. Up to the present there has not been found a solitary lawyer, not even a Philadelphia lawyer, who could devise a plan whereby this could be accomplished even if the railroad concerned could raise money to redeem their bonds. The bonds run for terms of years and in most cases cannot be redeemed or paid off before maturity without the consent of all the bondholders. Entirely apart from this objection is the well-known and insurmountable obstacle of money market conditions, which, ever since the rate law was enacted, have effectively precluded any proposition of this kind.

The only practical plan that has been discussed is the organization of a big corporation with a capitalization of at least \$1,000,000,000 to take over the properties from the coal roads and persuade the bondholders in these roads, if possible, to transfer their securities for securities of the new company. Several months ago such a proposition was seriously considered. It was abandoned after thorough study for the reason principally that it would mean the organization of an actual and formal coal trust in which under prevailing conditions few investors, either here or abroad, would care to take an interest. The company must perform a billion dollar operation and in the opinion of many of the officers of the coal roads it would mean a two-billion-dollar corporation in order to represent fairly and actually the value of the properties involved. However, as has been said, the "coal trust" idea alone brought about abandonment of the proposition.

### Coal Famine Possible.

None of the executives or other officers of the coal roads, of course, wishes to see a coal famine. A coal famine is as damaging to coal mine owners and to the carriers as it is to the consumers. On the other hand, none of them has the right to jeopardize the interests of his stockholders by keeping open the mines, carrying the coal and testing the law while running a chance of a penalty of \$50,000 a shipment. None of them could well throw the property in his custody into bankruptcy in order to release the mortgages given as collateral for bonds.

One of the most prominent and influential men in the anthracite roads has suggested that the actual condition of affairs be laid before the authorities in Washington. Most of the directors of these roads, of course, believe that the section pertaining to their business ought to be repealed. No such radical measure, however, is likely to be recommended. If anything is done in the way of a direct or indirect appeal to Joe it will simply be a request that the penalty be suspended pending the adjudication of the constitutionality of the statute by the United States supreme court and that the Interstate Commerce commission be instructed to bring the case before the court of last resort at the earliest possible moment. Such an amendment would permit settlement of the difficulty without any further convulsion of business.—New York Sun.

### Colderhead Improving.

WASHINGTON, Dec. 28.—Representative Caldwellhead of Kansas, who was taken ill with an attack of grip, which later developed into pneumonia was reported to be somewhat better today.

### GUN MAN PASSED THE PLATE

#### Notorious Gambler Plays Up and Down the Aisle and Gathers a Pile.

The old west, the west of the period when Indians roamed the plains and bad men thronged the towns, each demanding from the unwary what they thought was their due in respect and contributions, has long passed into history and that time when every man regardless of his life carried a brace of six-shooters slung about his hips exists only on the stage and in the imaginative mind of the novelist.

Stories of those days and of the hardy people who laid the foundations for the present great and productive country are still read with interest by the younger generation, to whom they appeal as much as do the tales of the romantic and chivalrous knights of old. So the following yarn, told by one whose father aided in a degree toward building up that section and at the same time tried to instill into the minds of the cowboys, miners and settlers something of Christianity may prove of interest.

Away back in the early days this gentleman, who was a minister, arrived in a little mining town, and as it was Sunday he hit upon the scheme of holding services.

A small hall, which at other periods resounded to the shuffle of cards and the buzz of the roulette wheel, was secured, and into it on that Sunday afternoon there thronged a motley collection of gun-toting westerners, some drawn there by curiosity to hear what the parson would have to say, and others, possibly, by a recollection of the time when back east it had been their custom to gather at the little church in their village or town.

Uninterrupted, the services went on, and it is probable that never before had that preacher a more attentive congregation. Finally the time arrived for the collection, and here the parson wavered. How would these men relish giving up their money for the church, and who would he ask to pass the plate? Finally his eyes settled on one fierce-looking individual who throughout the sermon had paid the strictest attention, and who had been pointed out to him as one of the most notorious gamblers and gun men in the camp.

Looking straight at the walking armory, the preacher said: "Brother Denver Jack will now pass among you for the collection." Now, Brother Jack had often faced guns in the hands of bad men and never had been known to quail, but when from among that outfit he was singled out by the parson his courage left him and he blushed; that is, if a blush could arise from beneath his tanned face.

Shuffling to his feet, the gambler picked up his big satchel from the floor and started down the rows of boxes which served as pews. The first man into whose face the hat was pushed fumbled in his pockets for a time, and then, drawing forth his hands, threw into the old collection plate a quarter. Right then Denver Jack's natural instinct asserted itself, and quick as a flash, from his holster at his side came his big Colt .44, and instead of the

hat the miserly cowpuncher found himself gaining down the barrel of an ugly-looking revolver, while from the cavernous depths of the gambler's chest there came the words, much to the astonishment of the preacher: "Come on, you; it costs a dollar to sit in this game with the sky pilot," and, persuaded by the sight of the gun, the dollar was forthcoming. Turning and addressing the rest of the outfit, he said: "The same holds good for you all. The parson holds the cards and it will cost the bunch a dollar each to see his hand."

And a dollar it was, and when Denver Jack returned to the parson the satchel was overflowing with weighty silver dollars.—Pittsburgh Chronicle.

### DOMINATION OF THE RIGHT

#### A "Sinister Superstition" and Its Effect Upon the Human Mind.

It took a whole generation time of experiments and mechanics to learn that the engineer must stand or sit on the right side of his engine or car in order that he could look ahead with his right or dominant eye only, and without striking his entire head out, as he would have to do if he sat or stood on the left side. The railroad men never learned why this is, so do not know why today, and to make the desirable change in two American left-hand double track railroads, while it would finally avoid expense and accidents, would cost at once many millions of dollars.

Thousands of years ago knights and men fighting on foot or horseback had to appear on the right or dominant eye in order to strike or spear one another with the right hand while the shield hand held the shield or the reins. The railway engineer, civil or locomotive, does not know that the knight was his right-handed and right-eyed progenitor and endower.

A flood of light is thrown upon history, sociology, and medicine, especially upon psychology, neurology and psychiatry, by left-handedness and its sequel. Of every million born at least 30,000, probably more, are naturally left-handed, so that in the United States there are nearly 3,000,000 and in the world more than 40,000,000, thus handicapped. An indefinite proportion of these have been or are being doubly cursed by the efforts of the foolish parent or teachers to make them right-handed. Bad suggestions and illustrations of the baleful results of the work of these improvers of nature exist in such simple facts as that "right," which should mean only dextral or right-handed, has come to mean good, moral, advisable, and "left," or sinister, has become sinister, awkward, unlucky, to be avoided, both person and thing. "Dexterity" and "dextrousness," properly meaning the existence of such simple facts as that "right," which should mean only dextral or right-handed, has come to mean good, moral, advisable, and "left," or sinister, has become sinister, awkward, unlucky, to be avoided, both person and thing. "Dexterity" and "dextrousness," properly meaning the existence of such simple facts as that "right," which should mean only dextral or right-handed, has come to mean good, moral, advisable, and "left," or sinister, has become sinister, awkward, unlucky, to be avoided, both person and thing.

### GROWTH OF LABOR UNIONS

#### Began More Than a Century Ago, When the New York Shipwrights Organized.

The shipwrights formed a society in New York City in 1803, and the tailors and also the carpenters did this in 1806 in the same town. This may be said to have been the beginning of labor unionism in the United States.

In the next four or five decades organizations were established in most of the great industries, some of which lasted only a few years. Many of these gradually became national.

The printers were the first craft of any consequence to extend their organization all over the country. They established the National Typographical union in 1862. So as to take in Canada they established the International Typographical union in 1867, being the leader also in this broader field.

The formation of great corporations and the immense expansion of industry which began soon after the civil war incited larger labor combinations than had existed prior to that time. Some of these formed the National Labor union, established at a convention in Baltimore in 1866, which entered politics in 1873 by nominating the labor reform ticket, putting Charles O'Connor up for president.

Its votes were few, and it attracted no general attention in the campaign. That broke up the combination, and labor societies, as societies, kept out of politics for the next few years. As societies their most extensive participation in politics was in the congressional campaign of 1896.

Starting as a local secret society in Philadelphia in 1869 and holding its first general assembly in 1873 the Knights of Labor was the earliest society which aimed to gather all the workers of all trades into a single organization. It had 600,000 members in 1886, with Terence V. Powderly as the head.

Then began its decline and fall. Its strike on the Gould system of railways in St. Louis and the southwest in 1885 it won, but the larger strike in 1886 on the same road it lost.

From that time onward it gradually shrank in importance. Today it is only a shadow of its former greatness.

The American Federation of Labor rose in the United States in 1888. At a convention in Columbus, Ohio, in 1888 the American Federation of Labor was formed and it has gradually absorbed nine-tenths of all the labor organizations of the United States. In it the several crafts retain their autonomy, but are federal for purposes of cooperation.

In 1907 the American Federation of Labor comprises 119 national and international unions and claims to have 2,000,000 members. The affiliated unions publish 245 weekly or monthly papers devoted to the cause of labor.

The federation's head is Samuel Gon-

pers and its organ, of which he is the editor, is the American Federationist.

Outside of the American Federation are about fifteen labor organizations, the most important of which are the Knights of Labor, the Stone Masons' International union, the Bricklayers' and Masons' union and the various switchmen, trainmen, conductors and others.

The societies not affiliated with the American Federation of Labor have a membership of about 600,000, making the membership of all the labor societies of the United States, in the aggregate, about 2,500,000.

### PROFITS OF TIMBER CULTURE

#### Reforestation Intelligently Carried on Shows to Be a Profitable Investment.

The Atchison-Topeka & Santa Fe railroad has acquired a ranch in California, 10,000 acres in area, on which it proposed to grow timber for cross-ties. Eucalyptus trees will be planted on 7,000 acres, and 3,000 acres will be devoted to experiments in timber culture, the results of which are to be made known to all the land owners of the state.

Timber culture ought to be a leading industry in our country. By vandal waste the finest forests of the continent have been destroyed in the great valley of the Mississippi, as well as on the Atlantic seaboard. To conserve the forest that remain is to preserve the fertility of the soil and restrain placid brooks from becoming roaring torrents.

But to the real philosopher the restoring of the soil by means of timber culture is sweetest pleasure. The political doctrine takes delight in patching and half soiling and polishing political politics; but this gentleman is handicapped, in that he has not dominion over the thing he is mending; but your agricultural doctrine is research of all he surveys. He plants and he waters; he reaps or he pastures. This year the ground is nursed in legume, clover, peas, or alfalfa. There comes rotation, and in a kindred but coarser sentiment the farmer sees his soil improve as the mother does on the growing strength of her first born.

There is a farm in the Ohio valley, cleared of a magnificent forest of giant trees near forty years ago. It was planted to corn and tobacco alternate years for a quarter of a century, until it became a barren waste, without soil, and scarred all over with gullies, down which the waters rushed in torrents after every rain.

An agricultural philosopher bought it at less than \$1 per acre. He stopped the gullies with brush, undergrowth of a nearby forest. He made humus on the land with leaves from the same forest and stuck over with gullies, down which the waters rushed in torrents after every rain.

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There are mighty possibilities in American agriculture, especially the timber phase of it.—Washington Post.

Announcements, wedding stationery and calling cards, blank book and magazine binding. Phone Doug. 1904. A. I. Reed, Inc.

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