We have been preparing for this sale for months.
It will be conducted on an immense scale.

We will devote double our regular space to properly displaying the greatest, most complete stocks of high grade muslin underwear ever brought to Omaha. Sale starts 8 a. m. Saturday.

J. L. BRANDEIS "BOSTON STORE" & SONS

Brandeis' cash buying organization secured these undermuslins far below cost to make.

Trade conditions in the east made it possible for us to buy immense stocks at bargains never before thought possible. We never offered bargains to compare with these.

GREAT SALE OF MUSLIN UNDERWEAR

Saturday will be the greatest day in all the year to buy your muslin underwear. Greater than any muslin underwear sale ever held in the West. Read this wonderful bargain list. These beautiful Undergarments will be sold at less than the cost of making.

Children's Cambric Drawers, worth 20c 9c
Tucked and hemstitched, ages 2 to 8 yrs.—while they last....9c

Children's "Ideal" Waists, worth 25c 18c
Ages 1 to 14—as long as 19 dozen last they go at.....18c

Children's Colored Dresses, worth 25c 15c
Ages 1 to 4 years—while 20 dozen last, at.....15c

Infants' Short White Dresses, worth 75c 35c
Nainsook dresses from 6 months to 2 years—while they last, 35c

Children' White Cambric Petticoats, worth up to 35c, at..... 17c
Hemstitched ruffled flounces, 3 to 8 years—while they last...17c

Heatherbloom Petticoats, at 98c
Genuine Heatherbloom, in black and colors, tucked, shirred and ruffled. They are worth up to $2.00, at 98c

Women's Shoes

Shoes are carefully fitted here by experienced, courteous salespeople.

Women's Low Shoes — More exclusive styles and more novelties than any house in the west—all shades of tan leathers, all the new black pumps and patent leathers, etc., $5 down to 2.50

Just Received—White, pink and blue Chrome Calf, two-eyelet ties, Cuban heel, pair 3.50

Brandeis

Th is sale will surpass in magnitude any muslin underwear sale ever held by a store west of Chicago. Every item mentioned here is a rare special bargain.

UNDERMUSLINS AT 38c

Exceptionally made garments. Nainsook slip over night gowns—neck and sleeves trimmed with hemstitching, lace and embroidery edgings—others in yoke effects — walking length skirts, flounces trimmed with lace, embroidery or tucks — umbrella drawers trimmed with deep embroidery ruffle or lace—lace and embroidery trimmed corset covers—short skirts—lace and embroidery trimmed chemises—dozens of styles, at..... 38c

MUSLIN UNDERWEAR at 95c

This a beautiful and complete line of

Gowns—In beautiful styles, empire and kimono effects, elaborately trimmed—many extra sizes.

Chemises—Skirt length and extra long chemises—beautifully made, lace beading and embroidery trimmed.

White Petticoats—Rows of lace inserting, cluster tucks, ribbon beading, wide embroidered flounces, ruffled underlays, etc.

Combination Garments—(2-piece), Corset Covers and Drawers, with pretty lace and ribbon yoke and edgings.

Drawers—Umbrella and regular styles — many extra sizes — lace and embroidered, tucked and hemstitched.

An immense assortment of finest garments, at 95c

UNDERMUSLINS at 65c

Night Gowns and Chemises of nainsook, soft cambric and long cloth—20 or more styles of each—slip-over effects, with French embroidered yokes, some with ribbons, bell shaped sleeves, high and low necks—skirt chemises, white petticoats, wide lace inserted flounces, corset covers daintily trimmed with French yokes, lace and ribbons—wide umbrella drawers, lace and embroidery edged and any number of different styles, at..... 65c

Corset Covers, Worth 50c, at 18c
Made of cambric—embroidery yokes, edged with beading and lace—twenty different styles.

WOMEN'S DRAWERS, Worth 50c, at..... 18c
Tucked with ruffled drawers—hemstitched, pleats and tucks—embroidery and lace inserting and edging—all sizes.

THE EXQUISITE REAL FRENCH HAND-MADE LINGERIE

This genuine French convent-made lingerie is of the most beautiful character. Through our Paris office we have bought heavily of French commissionaires and our superior buying power brings these garments to you at very little price:

The real French hand embroidered chemises, very dainty and worth $1,25 each, at.....59c
The real French hand embroidered chemises, worth $1.50, at 79c
The real French hand-embroidered corset covers and drawers, worth $2.00, special, at 1.19
The genuine French hand made garments that always sell at $3.00 each, will go at.....1.50
Hand made and embroidered gowns, skirts, chemises, corset covers, etc., worth to $3.50 each, at 1.98
Daintiest of hand made and hand embroidered real French lingerie, most elaborate ever imported for $4.98, $3.98 and.....2.50

Also all our higher priced lingerie, with all the beauty of made-to-order French undergarments at similar reductions

Very Fine UNDERMUSLINS
Gowns, Chemises, Drawers, Petticoats, Corset Covers, Combination Suits, Extra Size Garments.
The finest of nainsooks, French lawns, cambrics, etc., fine lace and embroidery edging and insertings, trimmings are beautiful, the assortment is immense.... 1.39

Elaborately Made Undermuslins
The most elaborately trimmed Undermuslins ever assembled in Omaha. Perfectly sized—finished with great care—finest and sheerest fabrics—many extra sized garments—a treat for lovers of dainty wear, at..... 1.89

Dashing New Styles in Midsummer Hats

Our chief designer has just returned from the east bringing all the newest ideas in midsummer millinery from the real creators of American style. For Saturday we introduce scores of all new shapes [exact copies of imported models] at special bargain prices.

The "Merry Widow" and "Soulkiss" Hats for 2.50
Our two great style hits of the year, very smartly trimmed hats at this price.
Second Floor, Millinery Dept.

A $5 Midsummer Hat for $1.50
These are all white hats, trimmed with chiffon, mousseline de soies, and others trimmed elaborately with flowers and wings. In Millinery Department.

Choice of This Group at.... $5

The first hat is in natural straw and black, trimmed with large pompons, faced with black satin.

These two hats in the Merry Widow effect, trimmed elaborately with wings, velvet ribbon and shirred silk around the crown. Faced with blue or black.

The fourth and fifth hats are stunningly trimmed with roses, chrysanthemums, in the pastel shades, with large bows of velvet ribbon. The hats are slightly rolled on the side and come in white, blacks and colors.

The last hat made in white straw, trimmed with chiffon, light and airy.

$5 For Choice of This Group

Your Choice of These Midsummer Hats at $5

SATURDAY SPECIALS IN "SWEETLAND"

Vanilla Chocolate Creams—pound 15c
Fresh Toasted Marshmallows—half pound 10c
Complete Assortment of Swiss Milk Style Chocolates—Regular 60c quality, pound 39c
Chewing Gum—all brands, 2 packages for 5c

Brandeis

THE EPOCH OF SIXTY-NINE

Recollections of Ceremony Which Linked East and West.

COMPLETION OF OVERLAND ROUTE

Looking Backward Thirty-Nine Years, When the Last Spike Was Driven at Promontory Point—New and Old Methods.

Thirty-nine years ago last Tuesday, May 10, the last spikes were driven in the first railroad to link the Pacific coast with the rest of the United States. So the year which marks the ninety-ninth anniversary of Lincoln's birth marks also the anniversary by sixty years less of the Pacific railroad which he did so much to encourage. For it was Lincoln who, perhaps showed more faith and enthusiasm than any public man of his time in a transcontinental road.

Things were different on that May day of 1869, although the whole country, which so long had held aloof from the Pacific railroad projects, seemed to awaken and realize the meaning of the ceremony which was being performed at the little town of Promontory, in Utah, 638 miles east of Sacramento.

Few persons gathered to witness the event as compared to the number that had attended the far more imposing ceremony when ground was broken in Omaha in 1864. And yet the whole country gave ear, as it were, to the sound of the hammer strokes which drove home the last spike and linked together in a commercial sense the great producing region of the west and the consuming centers of the east. All the principal offices of the country were connected by telegraph with the now forgotten town of Promontory and the click of the instrument communicated the news to waiting thousands.

The governor of California had come from the coast to attend the ceremonies, but from the east there was the scantiest representation. The last tie was made of highly polished California laurel. On this tie was a silver plate bearing the inscription:

> The Last Tie
> Laid in the Completion of the
> Pacific Railroad,
> May 10, 1869.

Into this were driven four spikes, two of silver and two of gold, and the great link to the Pacific was completed. "Hats off!" was the message clicked by the telegraph instruments to the east, and then after the invocation by Rev. Dr. Todd of Pittsfield, "We have got done praying." Back came the answer: "We understand; all are ready in the east."

Far-Reaching Achievement.

And with that simple ceremony was completed the great achievement of which Sidney Dillon, president of the Credit Mobilier the company which constructed the Union Pacific, said many years afterward:

"It is not too much to say that the opening of the Pacific road, viewed simply in its relation to the spread of population, development of resources and actual advance of civilization, was an event to be ranked in far-reaching results with the landing of the Pilgrims, or perhaps the voyage of Columbus." In view of this opinion, one is left to wonder as to what would have been the result of the Louisiana Purchase, for instance, without the binding railroad link.

Within the period of little more than a generation since the ceremony the old west has practically vanished and with it the features which made the building of the first Pacific road a wonderful romance. In the first twenty-five years after the completion of the Union Pacific it accomplished extraordinary results. And yet today everything has changed so surprisingly that the work of that period seems crude and almost careless.

The difference in western railroading between what has been and what is may be found in a comparison of the first line of the sort, in its early days—and the latest—the western Pacific, which is now nearly completed, and is to form a link in the Gould transcontinental system, giving a direct line under one management from San Francisco to the Atlantic.

When the first road was built engineers ran their tracks around a boulder rather than move it, and even gave way to the largest trees. And though an authority writes that the constructors of the Union Pacific builded better than they knew, it has taken at least a $100,000,000 to reconstruct the road and make it an efficient transportation system, judged by modern standards.

Obstructions Not Heeded.

Today with the western Pacific, now nearing completion, not even mountains can turn the engineer aside. The boulder which obstructed the early engineer has become but a pebble to his successor. In the early days it was "get there somehow." Today, it is get there wisely. Here is the mandate sent forth to the engineers of the Western Pacific: "You are to build a road straight; which in no case will exceed a maximum grade of 1 per cent."

In '69 that mandate would have spelled impossibility; today it is an accomplished fact. Indeed, on the older Pacific roads grades were as they might be. The Western Pacific has been built in a way which gives it on 80 per cent of its mileage from Salt Lake City to San Francisco, a maximum grade of four-tenth of 1 per cent, or a fraction over twenty-one feet to the mile. What this means to the layman may best be explained by the statement, based on official motives through the most mountainous territory in the country a hauling power equal to that on the Lake Shore and Michigan Southern, in the east.

It is recorded that on the Union Pacific in early days the grades increased the operating expenses 300 per cent. Contrariwise the lack of grades on the latest Pacific road is saving just that much.

And the Indian. The change in western railroading indicates the change in his customs. In the beginning he fought and scalped the builders. Today he is a mere wielder of the pick and shovel on the line.

The railroad owes a certain debt to the Indian of early days, for it was due to him that the best way through the Black hills was discovered. Known as Sherman's Pass, it was found only after approached an accident to General Dodge, an engineer of the Union Pacific. After having searched in vain for a suitable route, he was chased one way by a band of Indians, and, escaping, found that he had done so through the pass for which he had been searching.

Old and New Methods.

While the early Pacific roads may seem to have been hastily constructed, it is not to be supposed that the newest Western Pacific outstripped them in this respect. Indeed, in its fruition this road has been slower than its predecessors. A 1 per cent maximum grade is not achieved in a day. It was conceived by E. T. Jeffery, who closely followed General Palmer as president of the Denver & Rio Grande, and has been brought to completion by him.

As soon as he succeeded to the presidency in 1891 Mr. Jeffery perceived the need of an outlet to the Pacific coast. Under the goad of "a maximum grade of 1 per cent" the engineers worked for years, and thousands of pages of statistics were collected in order that the line might be built accordingly. Early builders had no idea of local freight, but the Western Pacific engineers laid out a road designed primarily to get it. Instead of building to reach the coast somehow, anyhow, as in the early days, they considered the commercial factors all along the line.

There, in a word, is the gratest difference between the early roads and the latest. The west in the early days was merely a gap to be bridged to a supposed oriental trade. Today that is an almost negligible factor compared to the importance of providing for local traffic and developing new territory. In 1869 the west was nothing, in 1908 it is everything.—New York Evening Post.

By using the various departments of The Bee Want Ad Pages you get quick returns at a small expense.

Successful Demonstration.

Romulus was founding Rome.

"What I'm trying to do," he explained, "is to show that it is possible to start a big town without building it around an oil well or a copper mine."

At this inopportune moment Remus broke in with a remark that the new city was a Butte, all right; and he got it in the neck, as you will find fully set forth in your Latin reader.—Chicago Tribune.

Mrs. Winslow's Soothing Syrup
Has been used for over SIXTY-FIVE YEARS by MILLIONS of MOTHERS for their CHILDREN WHILE TEETHING with PERFECT SUCCESS. It SOOTHES the CHILD, SOFTENS the GUMS, ALLAYS all PAIN; CURES WIND COLIC, and is the best remedy for DIARRHŒA. Sold by Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. Twenty-five cents a bottle. Guaranteed under the Food and Drugs Act, June 30th, 1906. Serial Number 1655. AN OLD AND WELL TRIED REMEDY.

Add Boiling Water Cool and Serve
Jell-O
THE DAINTY DESSERT
Flavored just right
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Perfect in every way
Don't accept substitutes
10c. all grocers

No Secrets
Ask your doctor if he approves of this prescription for thinblood, impure blood. Accept his answer without question.

Compiets Formula, Ayer's Non-Alcoholic Sarsaparilla
Each Fluid Ounce Represents

Sarsaparilla Root,	10 Grs.	Senna Leaves	3 Grs.
Yellow Dock Root,	5 Grs.	Black Cohosh Root	2 Grs.
Licorice Root	5 Grs.	Pokeroot	1 Gr.
Chaishona Red Bark,	5 Grs.	Iodid of Potassium	3 Grs.
Buckthorn Bark	5 Grs.	Glycerin, C. P.	1-2 Drams
Stillingia Root	5 Grs.	Flavoring { Oil Sassafras, Oil Wintergreen	
Burdock Root	5 Grs.		

Water—Sufficient to make one fluid ounce.

We have no secrets! We publish the formulas of all our medicines. J. C. Ayer Co., Lowell, Mass.