



THE BIGGEST BARGAINS IN PORTIERES and COUCH COVERS EVER KNOWN IN THE WEST

BRANDEIS "BOSTON STORE" & SONS

NEARLY OUR ENTIRE BASEMENT DEVOTED TO THIS SALE. SIXTY-FIVE CLERKS

MONDAY IS THAT EXTRAORDINARY CURTAIN SALE

Entire Stock of a Great Eastern Department Store

Including All Their Portieres, Couch Covers, Lace Curtains and Tapestries

This will be beyond all question the greatest sale of Curtains, Couch Covers and Tapestry Goods ever held in the West. This sale is the result of another of our wonderful spot cash purchases, which has made Brandeis' reputation for cash buying almost world wide.

A large eastern department store decided to discontinue the drapery business on account of lack of space. Our New York buyer made a low cash offer and, on condition that the firm's name should not be used, he secured

THE ENTIRE STOCK AT A TREMENDOUS SACRIFICE

Nearly our whole basement devoted to this big sale. Plenty of room—no unpleasant crowding—no delays in being waited on. Sixty-five clerks.

\$20 Portieres at \$1.98 and \$2.50 Each.
All the finest portieres in this group, such as silk tapestry, damask, brocades, mercerized curtains, border portieres, all new goods and worth up to \$20.00 a pair— in two lots at, each..... **\$1.98 and \$2.50**

\$5 Portieres and Couch Covers at \$1.59 Each.
In this lot is an immense assortment of all kinds of portieres and couch covers, in new designs—many couch covers in rich oriental patterns—these are worth up to \$5.00 a pair— at, each..... **\$1.59**

\$10 Couch Covers \$2.98-\$3.98
All the couch covers from the big purchase that were made to sell up to \$7.50 and \$10.00—oriental, Kashgar and Kelim patterns—from 60 to 72-inches wide—two wonderful bargain lots at..... **\$2.98-\$3.98**

\$5 Lace Curtains, at pair, \$2.50
All the fine lace curtains from the department store stock that sold as high as \$5 a pair—cable net, Brussels, cluny, Nottingham, etc., very fine quality, at, pair..... **\$2.50**

\$5 Portieres at 69c and 98c
All the high grade portieres from the eastern department store, also all the fine chenille curtains and drummers' samples of couch covers; were made to sell up to \$5.00 a pair—in two big lots for, each..... **69c-98c**

\$2.50 Lace Curtains for 59c Each
All the lace curtains that sold up to \$2.50 a pair go in one lot for, each..... **59c**

All the Tapestry worth up to \$5 a yard goes at, yard..... 98c

All the Furniture Fringe and Border, worth up to 50c a yard, at, per yard..... 5c

All the Silk Cord and Guimpe, worth up to 10c yd., at, yd..... 1c

All the squares of Tapestries, worth up to 25c, go at, each..... 10c

Full Size Washable Portieres, worth up to \$2 pr., go at, each..... 25c

All the Drummer's samples of MADRAS worth up to \$1 a yard, at, each..... 5c

All the \$4.00 Couch Covers at, each..... \$1.98
BRANDEIS

All the \$1.25 yard **Tapestry** Goes at yard **25c**

All the **Tapestry** worth up to \$1.50 yard, goes at yard **39c**

BRANDEIS

LOOKING BACK FORTY YEARS

A Visitor's Impressions of Omaha and Nebraska in 1868

HOPES OF THE EARLY HUSTLERS

Primitive Life Gilded with Lofly Prospects—Railroad Building—An Instructive Spotlight on the Long Ago.

Miss Clara R. Hunt of Onanda, N. Y., sends to The Bee a part of the New York Tribune of September 22, 1868, containing a letter from a correspondent detailing a visit to Omaha and the railroad journey through Nebraska and Wyoming forty years ago this fall. The letter of the correspondent is interesting to those who lived in the times described, and to the late comers it recounts the spirit animating the pioneers in making Omaha and Nebraska what they are.

The letter is dated "Omaha, Neb., August, 1868," and reads as follows:

"Just returning from a trip from New York to what was at the time the end of the track of the Union Pacific railroad, I note some of the impressions which are made upon the traveler who thus journeys two-thirds of the way across the continent. "One fact is so persistently urged upon the traveler by rail that he could not forget nor ignore it if he would; that is, that the west is far ahead of the east in making railroad travel not only comfortable, but luxurious. The stage of our journey from Chicago to Omaha was made in cars supplied with every comfort of a hotel, except the dining room. The car was a spacious parlor, with sofas, easy chairs, ample dressing rooms, plate-glass windows and a parlor organ of excellent tone and power. At night this parlor was transformed into a series of bedrooms as superior to the so-called "sleeping cars" of some of our eastern roads as they are to a tenement house "shake-down." These cars run from Chicago to Omaha, a distance of 300 miles. From Omaha westward we had all these appliances of a hotel, with the addition of a dining room, where well

cooked meals, embracing a widely varied bill of fare, were served up hot from the kitchen car in advance, while the train was running thirty miles per hour. I am aware that the idea of dining cars is neither entirely new nor peculiar to this road, but no eastern road has yet carried it out so attractively and successfully as has been done here.

Pleasant Impressions.

"The traveler's first impressions of Nebraska, and of its principal city, are pleasant. After his long ride across Iowa to Missouri Valley Junction, about twenty-five miles from Omaha (and the branching-off point for Sioux City), the road which has, up to this point, followed nearly a due west course, bends to the southward, and runs between the Missouri river and its eastern bluffs. Long before reaching Council Bluffs the capitol building at Omaha has been prominently visible, and while yet half a dozen miles away, the whole city is clearly in view, rising on the river bottom to the crown of the western bluffs. Closer inspection is not disappointing. The city has a superb site for a handsome and growing town. It has a population of about 17,000, mostly gained within the last three years. The streets are regularly laid out, with a view to the future growth of the place. Upon Parham and Douglas streets there are brick business blocks that would adorn any city, and mercantile houses occupying them whose annual sales exceed \$1,000,000. Paragraphs conceived in malice or utter ignorance have been floating through eastern journals in effect that Omaha is dead, its business all gone, its merchants failing, its stores closed, and dejection visible throughout all its limits. There is no truth in such reports. This place, like all other new western towns which have manifest advantages of position and of communication, has suffered by the speculation fever, and by overstocking the market with clerks, bookkeepers and professional men. Thus, I am told that fifty-four lawyers are seeking their fortunes in the courts of Omaha—a number absurdly disproportionate to requirements. Some of these men who find no support in their professional calling may declare that Omaha is in a decline, but the fault is their own, not its. So the land agents and real estate speculators, who reaped rich harvests last year and the year before, may now deplore the fact that property does not

Features of Omaha Life.

Two large, well printed and spirited daily newspapers represent the two political parties, each very sensibly striving to take the lead in the amount of its correspondence from all parts of the state, respecting crops, local improvements, political movements, etc. I notice that particular attention has been given here to planting trees, both for shade and timber. Nebraska has but few trees, and yet in no section of our country do they grow more rapidly and surely when properly planted and cared for than here. Nearly every business street is lined with a row of trees, of cotton wood, elm, locust, walnut, or maple. All of these flourish well upon Nebraska soil. The subject of tree-planting has been strongly urged upon the people by Dr. Miller, editor of the Herald, who has made the subject one of special study and careful experiment. He asserts that the timber of the best kind can be more cheaply raised here than it can be brought from abroad, the young trees needing only the same attention that the farmer would give to any other crop. Tree-planting clubs have been formed in several of the counties of the state, which are experimenting upon a large scale, and hopes are entertained of obtaining a liberal appropriation from congress for the purpose of planting large parts of the public land with those trees which will be most useful.

Manufacturing Interest.

The railroad company's manufacturing and repair shops at this point are very complete. They now cover about eight acres of ground of the forty acres held by the company for depot and mechanical purposes. The buildings are of brick and very substantially constructed. The machinery is of the best, as indeed it must be in a place so far away from other great manufacturing points that the breaking of one machine might delay all operations for days. The energy shown in constructing these works deserves recognition. It was essential that these repair shops should be in operation as soon as the construction of the road from this point westward was begun. At that time there was no eastern

railroad communication with Omaha, and the steam engine which drives all this machinery was hauled 120 miles by mules from Des Moines. The brick which the buildings are constructed was made in Omaha, and is of excellent quality. All kinds of cars are made here, the passenger cars bearing the imprint of their shops, equaling any which I have ever seen in beauty of finish. About 1,000 men are employed in the foundry, planing mills, car shops, painting shop, and repair shops, every species of equipment except the locomotives being made upon the spot. The locomotives are obtained from Taunton, Providence, Paterson, Trenton and other points at present, but ultimately they will be manufactured here. The engines are all adapted to burn coal, but some of them now use wood upon the eastern divisions. The company have 113 locomotives, and we passed ten or a dozen more on a side track at Council Bluffs, waiting until the river which is very high, should fall sufficiently to let them be brought across. There is great need of the bridge which the railroad company will build here, the contract for which has recently been entered into with Chicago builders.

A Great Future.

"Nebraska has a great future. Agriculturally, no state in the union can show greater capacity. For 200 miles west from the eastern line of the state, the soil is as rich and deep that harvests unknown elsewhere are here the rule rather than the exception. Years ago, when those who are now 'old settlers' came into this isolated region—say sixteen to eighteen years ago—they built their cabins only in the river bottoms and rated the uplands worthless. Yet today Nebraska uplands are producing forty bushels of wheat to the acre, which brings it even a bushel premium in the St. Louis market over that of Wisconsin or Iowa growth. The official statistics show that the average yield of wheat throughout the state in 1867 was twenty-six and one-half bushels to the acre, more than that of any other state. Cattle grow astonishingly. I have before me a sample bush of Russian oats grown by F. H. Stewart at his farm, about three miles from this city, and which this year average thirty bushels to the acre, after being considerably damaged by the grasshoppers. Such corn fields as may be seen along the line of the railroad, for fifty miles west of this point, I have seen nowhere else in the ride from New York bay to the Missouri. Not much attention has yet been given to the raising of fruit, but where it has been tried the experiment of the state has been too recent to allow of many bearing orchards, but I have seen some very thrifty ones near this city which give abundant promise for the future.

Along the Railroad Highway.

"Upon leaving the Missouri at Omaha the railroad passes through the Papillon valley to that of the Platte, the former being a small tributary of the Missouri. About thirty miles out the road crosses the Ekhoron, one of the main northern tributaries of the Platte, and whose valley extends for hundreds of miles to the north-

west. At Fremont, forty-seven miles from Omaha, the Platte is reached, and thenceforward, for more than 300 miles, the river is almost constantly in sight from the car windows. The Platte is pleasant to look at, with its many islands and its broad, glistening surface, but it is worthless for navigation, being extremely shallow and having a shifting, sandy bottom, like the Missouri, which makes a bar today where was the main channel yesterday. Twenty miles to the right rise the bluffs which bound the valley on the north; twenty miles to the south the southern bluffs bound the valley on that side; between them lies a sea of verdure and of ripening crops, while to the westward this same valley, with scarce a tree and not a knoll to break the surface, stretches to the Rocky mountains, 600 miles away. It is the natural pathway across the plains; none easier could be imagined. Through this magnificent country the railroad has an imperial grant of one-half the land for twenty miles on either side, or, to put it compactly, a broad track twenty miles wide across the continent. These railroad lands have not yet been put into market, and, as the measurement of the company's grant must be along the railroad track, it has likewise been impossible to offer for sale the adjoining lands which belong to the government. This disability is being removed as the definite location of the road becomes fixed, and we shall see a steady migration toward the occupation of these lands, the price of which has already been fixed, at not less than \$2.50 per acre. Of course, in the occupation and improvement of these lands, the interests of the government and the railroad company are identical, the sale of every additional acre by either tending to enhance the value of all the remaining lands.

Fertility of the Soil.

"I have spoken of the fertility for 200 miles west from the Missouri. As you go west beyond that point you miss the luxuriance which has been our wonder and admiration, but you see none of the sterility which you have been led to expect in the American West. There is a natural grade in the valley from east to west of about ten feet to the mile. At 200 miles out you are 2,500 feet above the sea; at Cheyenne, 3,700 miles from Omaha, you are 5,000 feet higher than the latter city. The ascent is imperceptible to the eye as you run rapidly along, but you see the change in the vegetation. You still see black soil but it is not the same as that upon the lower levels. Here is as fine grazing country as you will find in the world. The grass is abundant and nutritious. Cattle at 4 horsefats upon it and as dry as they upon the ground in the fall make a natural hay, which retains its flavor through the winter season. Nothing here is wanted to insure satisfactory crops except such intelligent irrigation as has made the valley of Salt Lake to burst with fatness and generous growth.

Hot Times in Young Towns.

"Of the cities of the railroad line I need say but little. They have been as often described by letter writers that there are few newspaper readers who do not know that

division, and Fort D. A. Russell, the largest of the frontier posts, is located but three miles away, and will make this the point for transshipment of its large supplies of government freight. Society here contains many eastern families, the Western Reserve having contributed largely to the educated and intelligent population. Cheyenne has three daily papers, and the man who puts into one of them a dash of metropolitan energy and vim will have made a fair start toward an exceedingly prosperous business. Another fact having an important bearing upon the future of Cheyenne is that it will undoubtedly be the capital of the new territory of Wyoming. I look upon Cheyenne as one of the most promising points in the west for young men of brains and nerve.

Second Growth of Towns.

"The 'second growth' of these towns is far more pleasant than the first. Certain of them have sunk into insignificance since their 'lively' days, of which Julesburg is an example. One year ago no place in the land was so often quoted as the synonym of all that was evil as this, but today the passenger sees only a hamlet of scarcely half a dozen houses and the conductor calls its name. Others have promise of a healthy and vigorous growth. At North Platte the railroad company has excellent repair shops, round houses, etc., and a really superior hotel gives the traveler the best meal to be had between Chicago and the 'end of the track.' A brisk and thriving village has grown up here which has an air of stability and homeliness about it. At Cheyenne there is the foundation of a large town and extensive trade. There are many sound merchants there with large stocks of excellent goods; the branch railroad to Denver will probably have the main line here; the railroad company has extensive shops at this eastern terminus of the mountain

Made Him Shorter.

A certain member of the fashionable Metropolitan and Chevy Chase clubs at the national capital has all his life borne many quips by reason of his exceedingly diminutive stature. Last spring the diminutive clubman took unto himself a wife, the daughter of a well known federal official, who is said to be as witty as her father. "Mrs. Blank," said a friend one day recently, "I have just seen your husband for the first time since his marriage. Do you know he seems shorter than ever." "Why not," answered the wife, with a smile; "he's married and settled down."

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BRADFIELD REGULATORY CO.

Dr. Lyon's
PERFECT
Tooth Powder
Cleans beautifies and preserves the teeth and imparts purity and fragrance to the breath Used by people of refinement since 1866

RISING BREAST
And many other painful and distressing ailments from which most mothers suffer, can be avoided by using **MOTHER'S FRIEND**. This remedy is a God-send to expectant mothers, carrying them through the critical ordeal with safety. No woman who uses **MOTHER'S FRIEND** need fear the suffering incident to birth; for it robs the ordeal of its dread and insures safety to life of mother and child, leaving her in a condition more favorable to speedy recovery. The child is also healthy, strong and good natured. Our book containing valuable information will be sent free by writing to **BRADFIELD REGULATORY CO.**