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L. WESSEL, Jr., Editor

PUBLICATION OFFICE: WESSEL-STEVENS PRINTING CO., 1134 N Street.

Telephones: -Office, 238. Res idence, 236. Subscription Rates.-In Advance.

Entered at the postoffice of Lincoln, Neb. s second class matter.

Per annum. \$2.00 | Three months 50c. Six months 1.00 | Single copies 5c;

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PURELY · POLITICAL

The meeting of the republican state cen-tral committee Monday evening in the par-lors of the Capital hotel was by far the most exciting and acrimonious republican meeting ever held in this state, where internacine war has so often marked republican cam-paigns. The committee met to organize for the campaign, an important work in itself, but its significance was forgotten in the bit-ter fight over the selection of a candidate for lieutenant governor to fill the vacation caused by the ineligibility of Rev. J. G. Tait. Tom Majors, he of the hickory shirt, was the fav-Dancing Pavillion • • • Refreshment Hall

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FOR LAKE
EXCURSIONS

Majors, he of the hickory shirt, was the favorite, but Rosewater, who compassed Major's defeat for the nomination for governor, was there to protest. The committee very unwisely permitted Rosewater to come be fore it and speak in opposition to Majors, as this necessitated the granting of permission to Majors and his friends to reply. Their replies were full of unguarded bitterness to ward Rosewater, and at the close of the meeting Majors was not only put on the ticket by the unanimous vote of the committicket by the unanimous vote of the commit-tee, but Rosewater was hissed and a great deal of very bad blood was exhibited. Rosewater has been a powerful dictator in republican politics, but it certainly looks as if the rod of his authority has been snapped short off, although he is still Nebraska's representative on the republican national committee and, it is generally believed, stands more than an equal chance of becoming postmaster-general in case Harrison is re-elected. Our own Tom Cooke, who is certainly not lacking in capacity, in all the phases of the word, was elected secretary of the state com-initee. So far as his duties are concerned, at least, the coming republican campaign will be a brilliant and eternal success, meanwill be a brilliant and eternal success, mean-time Rosewater promised to support the ticket, even with Major's name upon it. His promise, however, is looked upon by many with about the same confidence that a zeal-ous '82 republican bestows upon the silver dollar as good money. It is taken with a few grains of allowance.

> Experience is rapidly leading to the conclusion that young men in politics are not in an element most conducive to their future an element most conducive to their future usefulness as citizens or their present desirability for the companionship of either man, woman or beast. Contact with politics in anything like a place of authority or political prominence inevitably swells a young man's bead abnormally and disgustingly. There are many proofs of the assertion as has been demonstrated by the following the state of the same terms of the same terms. late. Young men intrusted and honored by imitation of old point de Venice, and does not use a dry goods box, but uppositions of prominence among their fellows tell us that that and point de lence and arrogance. And there is no denying that the politician's trade is neither a ing that the politician's trade is neither a morally elevated or financially profitable one in which to rear up a son. It certainly cannot be both. If he is a moral young man he will be a loser financially from intercourse with politics. This is a trugh commentary on the politics which control the destiny of this splendid nation, but the proposition is easily susceptible of proof in any community. It can almost be said and proven that an honest man who would not stoop to bribery, hyporracy or demagogy cannot to bribery, hypocracy or demagogy cannot be a successful aspirant for political favors

Let it be remembered that Judge Field has undertaken no poem of ease when he accept-ed the challenge of Congressman Bryan to discuss the issues of the campaign before the people. He has undertaken to cops with a man who flung his pet theories into the teeth msn who flung his pet theories into the teeth
of the flower of the opposite political faith in
congress and not one of them stood up successfully to dispute them. If Judge Field
does so successfully he will be deserving of
the gratitude and fealty of his perty. And
he has started out so to do.

To Major Charles E. Magoon more than to any one man, or to any balf-dozen for that matter, ou side of the members of the repub-lican state central committee, is due the credit of securing the location of republican headquarters at Lincoln during the approaching campaign. He stood up before the committee and made a winning fight, single handed, almost, and it is confidently asserted that had it not been for his efforts the headquarters would have been taken to Omaha. For president in 1896, C. E. Magoon.

There is a splendid opening for some young democrat of good attainments and address to slip into the office of state superintendent of public instruction. For reasons which were more or less freely discussed in the corridors during the republican state convention, Mr. Goudy does not enjoy the popularity among the leaders of his party that might be ex-pected. It is suspected that he has not been decidedly liberal to his friends, although the office, as he has administered it, has been on of the most lucrative in the state house. of the most lucrative in the state nouse.

Some democrat who can make a spirited outline that is most pleasing. A standard canvass and stands well in school work has a canvass and stands well in school work has a visiting gown in this style of silk is consequently good opportunity to win the consequence of the conse pre-eminently good opportunity to win the place unless Mr. Goudy does some belated work squaring himself.

The nomination of Hoa. J. B. Strode for The nomination of Hoa. J. B. Strode for district judge by the republicans last Monday was unanimous and will add strength to the local ticket. Jesse Strode has some warm and influential friends in this county and they would not gracefully have submitted to his disappointment in this matter. He had stepped out of Judge Field's way and permitted him to secure the congressional nomination, and his friends had sufficient grounds for expecting his nomination to succeed for expecting his nomination to Judge Field on the bench.

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CORAL IS THE COLOR.

IT WILL BE FASHIONABLE IN NEW YORK THIS FALL.

Olive Harper Gives Us Some Valuable Pointers on Autumn Styles-Point Laces Will Be Conspicuous-New Fall Silks. Striped Fabrics for Winter.

[Special Correspondence.] NEW YORK, Aug 25 .- One of the prettiest materials now in vogue suitable for both indoor and outdoor wear is crepon, and the large variety of colors make it available for almost every need. It is light for home wear, and being so

soft and flexible it is just the thing for the Russian blouse effects, often being made in two or even three well blending colors, of which moss or rush green is almost sure to be

fancy about to be put forwar! of fawn or gray crepon flecked with white, as though a fluffy snowflake had fallen here and

SNOWFLAKE CREPON, there. These flakes are tufts of silky white wool or silk, and no words could give an idea of such beauty achieved with such simple

An exquisite costume made of gray crepon, flecked with white, was finished last week by a leading house, and it wili do honor to the streets of New York ...s soon as "the season" now drawing to a close is over. The skirt is entirely plain, but the back is laid in deep and ample plaits. The jacket is coat shape in the back. It falls away in front, disclosing a plaited shirt vest of cream white surah, buttoned with coral studs. The sleeves are puffed to the elbow, and there are rows of frosted silver buttons. Pearl gloves and gray hat, with coral colored ribbon and plumes.

By the way, coral is coming into style again, and the color will also be fashionable. There are several shades of coral, from pale pink to deep red, but there is a quality about it which distinguishes it from any other red. It is very becoming to almost any lady, young or

I noticed among the new goods some mourning crepons and some with white brocaded figures for half mourning.

There has been very little half mourning worn for a long time, but it is coming into vogue again, and there are many new patterns in foulards and crepons, and some shot silks where black and mauve are mingled. Mauve is really an old lady's color, and nothing becomes one so well as a dress all mauve or mauve and black, with a little fine ask the carriage makers for buckboards, old lace, or, failing that, with a full ker- and now, in place of the one plank with chief of tulle or crepe lisse.

has been demonstrated here in Lincoln of of heavy, coarse looking yellow laces, in come as high as \$300. The passenger have disgusted even the young men who Brussels point and Irish point will sim-honored them, by their presumptious inso-ply smother the nicest fall and winter gowns. The old Flemish point is also closely imitated. Mrs. Frank Lealie has a flounce of real Venetian point nearly forty inches deep, and it is certainly one of the finest pieces of that kind of lace in this country. How many years it must have taken some patient pair of hands to make it no one knows.



LOVELY FALL GOWNS.

It is small satisfaction, however, to own so costly a piece of lace and know that your next door neighbor can have an imitation that would pass muster for a few dollars.

Among the new fall silks there are a number of handsome stripes in monochrome, and a large number where the stripes are formed of a floral pattern. Foulards are also woven in floral pattern, the pattern being stamped upon the threads that form the warp before the woof is woven in, which gives the on a fawn ground. The skirt is sheath shaped in front, with a princess back. with Watteau plait hanging from the neck. Around the bottom are three flat rows of moss green ribbon. The half belt is of moss green surah, as is also the vest plastron. Bertha frills of lace complete the gown. A pagoda hat, with violets and lace, is worn with the toilet. I notice a return to thick camel's hair in light colors for dressy gowns for young ladies as well as for handsome

toilets for elderly ones. A pale gray-blue camel's hair was made with a very slightly draped skirt, which opened over a panel of imitation point de Venice. The waist had a guimpe of the same and was gathered in front

and back. Kil bons of the exact shade were tastefully arranged on the corsage; hat of yellow straw lined with blue crape and trimmed with blue plumes and ribbon

Striped and spotted winter fabrics are to be offered. It is rather hoped that

stripes will have the preference. I saw a hat yesterday that struck me for its daring novelty. The hat itself had a brim that was nearly twice too full for a brim, so it had to be doubled and twisted into nearly every conceivable flourish to bring it into the required dimensions. It was made of whole straw rush, green in color-and indeed all this family appears to wish to pass off for rushes-and there was no crown except a slight peak. Right in the center of this peak stood a bit of rough cherry branch, natural, and from that hung downward the clusters of leaves and luscions cherries. These bobbed about ridiculously with the wearer's movements, but the hat itself was not only becoming but pretty-such magic lies in a milliner's fingers

Almost every style of ribbon is being worn now, even to gauze and velvet, and the more you can pile on the better. Parasols for fall are very handsome.

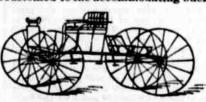
The handles are veritable works of art. There is little lace seen on the newes parasols and no chiffon OLIVE HARPER.

EVOLUTION OF THE BUCKBOARD.

Invented by Impecunious Ruralists, It Has Become a Fashionable Vehicle. [Special Correspondence.]

Boston, Aug. 25 .- When city visitors first began to flock to the Adirondacks and the summer resorts on the coast of Maine, notably Bar Harbor, they found a queer kind of vehicle in use by the natives. About all there was to it was a hickory plank, nailed or spiked to two axles, with a box to sit on and to hold any traps that were to be carried. The spring of the plank answered in place of the steel springs usually put on buggies, and no matter how rough the road, you could not break it. All the country people used them, and though the riders had the benefit of the ruts and stones, it would bring them safely through. They were called "buckboards," I suppose from the similarity of the spring of the board to the buck of a horse.

Upon the mountain roads, with the spirit of frolic in the visitors, the boxes used for seats were frequently taken off and eight or ten would sit on the plank. It was lots of fun, and everybody could go at the same time. After becoming accustomed to the accommodating buck-



A SINGLE BUCKBOARD

boards people going into the country were unwilling to again be cramped up in a buggy or surrey. They began to a box for a seat, costing anywhere from The importers show a wonderful list fifteen to twenty dollars, buckboards holstered seats with cushioned backs and some builders have gone so far as to get out curved and cushioned seats. Buckboards for eight people, instead of being considered luxurious when the plank was planed, now have rows of cushioned seats, and, most remarkable of all, they have springs.

The buckboard now has more styles

than any other kind of trap and is quite costly. The wood is usually stained or varnished, but it is sometimes painted. In fact, the vehicle has so far degenerated that almost any kind of trap painted yellow is called a buckboard. The cushions are generally yellow leather or light corduroy that is certain to shrink at the first wetting and give forth a peculiar odor. Along with its other points of degeneration is its present liability to get out of order. The original buckboard was like the famous "one horse chaise," warranted to last forever, but the modern improvement is forever going to the shop for repairs. All the large carriage factories are today turning out yellow vehicles called buckboards and are doing a rushing

The harness has kept pace with the transformation of the old plank and axles. With these any kind of harness was used. The village shoemaker could make good enough harness for the orig-inal buckboard. Both the buckboard and the harness were yellow, because that was the natural color of the wood in the one case and of the leather in the

The harness makers could not see any money in untanned harness, so they put the leather through various processes until it became a rich red yellow. They worked silver and even gold plates into it, with monograms, rosettes and other fancy things, until a set of harness for the modern buckboard costs as much as that for a trotter or carriage.

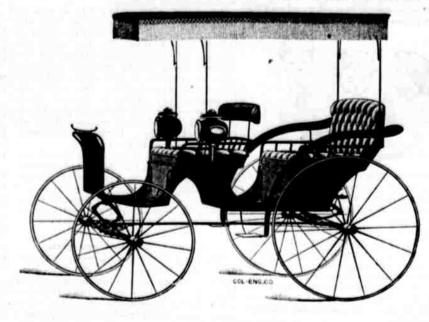
Then of course the horse was changed. People who cally drove four or five miles in an afternoon did not need the stout built if ugly fellow that was accustomed to travel rough mountain roads all day. He had no style about

FASHIONABLE DOUBLE RIG.

and style was what they were after. That was the time for the cob with the dock tail to make his appearsmooth, and fed as he is on grain almost exclusively, is very stylish and nervous, champing his bit, as they say, and looking pretty. The buckboard is today a very fashionable equipage, capable of many transformations and shapes.

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