

First National Bank

Capital, \$400,000.00. Surplus, \$100,000.00.

Officers: E. S. HARWOOD, President. CHAS. A. HANNA, Vice President. F. M. COOK, Cashier. C. S. LIPPINCOTT, Assistant Cashier. H. S. FREEMAN, Assistant Cashier.

Columbia National Bank

CAPITAL, \$250,000.

Officers and Directors: JOHN B. WRIGHT, President. T. E. SANDERS, Vice President. J. H. McCLAY, Cashier.

General Banking Business Transacted. COLLECTIONS A SPECIALTY.

American Exchange National Bank

Capital, \$250,000.

Directors: I. M. Raymond, Lewis Gregory, S. H. Burham, T. W. Lowery, C. G. Dawson, C. H. Morrill, A. J. Sawyer, E. E. Brown, F. W. Little, S. W. Burham, G. W. Lamberton, D. E. Thompson.

German National Bank

Capital, \$100,000. Surplus, 20,000.

JOSEPH BOEHMER, President. HERMAN H. SCHABERG, V-Prest. CHAS. E. WAITE, Cashier. GEO. H. SCHWAKE, Asst. Cash.

Lincoln Savings Bank

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Directors: N. S. Harwood, H. D. Hathaway, M. C. Brock, J. Z. Ilicoe, Wm. McLaughlin, C. J. Ernst, W. A. Seleck, H. W. Brown, C. T. Rogge, R. O. Phillips, A. W. Webster, E. R. Siper, Albert Watkins, Henry Veith, Fred Williams, Henry E. Lewis, Rachel Lloyd.

NEBRASKA Savings Bank

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TURKISH BATHS AND MASSAGE PARLORS

WOOD ENGRAVING ARTISTIC DESIGNING

OLIVE HARPER'S HAT.

SHE SAYS SHE HAS WORN IT FOR FOUR SUMMERS.

How to Be Stylish, Though Impecunious. New Shapes in Summer Straw—The Same Old Bows, Wings and Bows Will Answer This Summer.

[Special Correspondence.] NEW YORK, June 8.—After all, it is not so much what is put on a hat as the way it is put on that makes it stylish and seasonable. We find velvet trimmings and close feathers in summer, and we find flowers in winter. There are few materials used in the foundations of hats and bonnets. Straw, felt, velvet and lace are the principal ones, and out of them come all the creations that so delight us. Style is about all that is new to them, and that consists in standing your bows, flowers or feathers up stiffly or in letting them droop or lie flat. This particular season the upward trend has had its innings, but I predict that the stiff standing bows and plumes will soon cuddle closely to the sides of the head.



LATEST IN SUMMER MILLINERY.

Wear, and flowers will lie in a soft wreath over the brow and under the brims of all kinds of hats and bonnets where such an arrangement is possible. There are some new shapes in summer straws that are exceedingly attractive, among them the Louis XI, which comes in rough straw and later will be seen in felt and velvet. The shape is historical. The trimming often consists of prehistoric birds and flowers that would delight the heart of a naturalist.

A bonnet for a lady, young or old, is of the most pronounced poke shape, but isn't any size at all. It is covered with rich brocaded silk in pink, cream and silver. The strings are cherry red velvet, and they are held on each side with a rhinestone button. Under the brim is a thick wreath of oleander blossoms, and there are two more, all without foliage, on the sides of the bonnet, serving as foundation for a spray of fancy silver ornaments.

Another late arrival is a fine silver gray chip, with bows of wide white satin ribbon covering the flat crown. There are three white doves' wings shading to gray on the tips, and there are three white carnations placed among the bows. The shape of the hat is a plateau, which has a wide brim drooping slightly at the sides and rising in front. Just under the brim close to the hair is a tiny white bow and a white carnation.

Now, there isn't one of these hats, which cost from \$10 to \$25, that a clever lady cannot make herself. All there is to do is to make a careful study of "style" as seen in the windows and on the streets and then set your trimming on upright, at right angles or drooping. There is no flower that cannot be worn, no feather that is impossible and no bug that crawls or flies that cannot be used on a bonnet, so it seems to me a shame to pay a milliner so much more than the value of the things for that elusive thing called style. Anybody can have it with a little study and use her old stock of odds and ends to good advantage.

I would like to go into details and tell how I have worn one black chip and lace straw hat for four succeeding summers and by trimming it in a different manner every little while have a new hat of it that everybody says is "so stylish," but it would take a book full of tell of my struggles with the upright bow that I had such trouble to make stand up in the approved form. I managed it finally with capwire sewed inside. This hat is now trimmed with a lace butterfly in front, a little lace, a stiff velvet bow and a rose nodding forward at the back. Next week I am going to retrim it and put a whole bed of blue velvet forget-me-nots on it among lace.



By the way, thistles and milkweed puffs are used on the daintiest of millinery. They are mounted on wires with threads and left to hang a little loosely, so that they can be swayed by the wind. They are exquisitely light and graceful. The cotton gown is the prettiest gown of the summer, and if I were a poet I would write a poem to the girl in the cotton gown, though perhaps it would not be due so much to the girl as the gown. There are beautiful printed cottons that look like the finest Persian cashmere, with their soft greens and pale pinks on drab and mode grounds. One such gown had a princess back and a front of pink crepon, the opening faced with lace. There was a green velvet belt and lapels, a vest and the sleeves being of the pink crepon. The dress was beautiful and was the model for many others. OLIVE HARPER.



FOR EARLY SUMMER WEDDINGS. Three gowns for this month's weddings are displayed above. At the left is the bride becomingly arrayed for the ceremony with her bridesmaid beside her. The figure at the right shows the bride attired in a handsome traveling coat.

EARLY METHODS OF LIGHTING A FIRE

Some of These Curious Methods Still Employed by Many of the Indian Tribes.

[Special Correspondence.] DENVER, June 8.—The general supposition is that before the era of matches all fires were kindled by obtaining a spark from the concussion of pieces of flint and iron, but such was not the case. Centuries ago—before the white men had penetrated into the lands of the Klamath, Pueblo and other Indian tribes—wood friction was the method employed by the North American Indians. The same manner of kindling fires can be observed among many of them today. No other method is employed by the Eskimos and other northern uncivilized peoples, and no later than 1888 wood friction was used to kindle the fire at the white dog feast by the New York Iroquois Indians and the Onondaga Iroquois of Canada.

The operation of igniting tinder by wood friction is varied, but in every instance it is peculiar and shows a considerable amount of patience and ingenuity. The most primitive form of apparatus consists of two pieces of wood, one of some dry, loose grained timber, which is the piece to be operated upon, and the other, or spindle, must be of hard wood, which must be perfectly dry. The first piece is laid flat on the ground close to the tinder which is to be ignited, and a small hole is cut in the floor to receive the wood powder as it is ground from the loose grained wood. The hard wood spindle is then taken between the palms of the hands, and having first pressed the point against the other piece of wood it is twirled rapidly, causing a gradually increasing friction and grinding out a little heap of wood powder, which falls into the hole referred to. This generates a great deal of heat, and finally the little heap of wood dust begins to smolder, and in a little time enough heat is evolved to produce ignition by spontaneous combustion.



SIMPLE METHOD. Flame is never produced by this operation. The wood or coal must be brought into contact with the tinder and cautiously fanned into a blaze.

Another form is called the "pump or weighted drill," and Mr. Hough, in the report of the National museum, says that this apparatus is used "in only two localities in the world" for making fires—viz, among the Chukchis of Siberia and the Iroquois Indians of New York and Canada. This apparatus is very ingeniously constructed. It consists of a piece of soft or loose grained wood, as in the first case, and the "pump" or spindle.

The spindle is made of well seasoned elm or other hard wood. It is usually about two feet long and has a kind of flywheel about three inches from the bottom. A crosspiece of wood with a hole in the center large enough for the spindle to pass through easily is then adjusted as the "pump" handle. Attached to each end of this handle are cords, which are fastened to the top of the spindle and twisted around it in such a manner that moving the handle up and down will cause it to revolve rapidly in alternate directions, thus creating a maximum amount of friction at the point of contact with the loose grained wood. This was the kind of apparatus used by the Iroquois Indians at the white dog feast in 1888.

The natives of the East Indies and of Australia use another method for obtaining ignition by means of wood friction. Their method is by "sawing." A V shaped notch is first cut lengthwise in a piece of bamboo—almost penetrating it. Then another piece of bamboo or other hard wood is shaped like the blade of a knife, and this is drawn backward and forward, after the manner of sawing, until the lower piece is pierced and the heated wood powder falls through. Dr. R. M. Luther tells the following incident of lighting a fire by this process: "A Burmese found a branch of the

oil tree, hewed in it a V shaped cavity, cut a knife of ironwood, sawed with it across the branch and in less than three minutes had a coal of fire underneath. This was taken in some dry leaves, wrapped in a bunch of grass and whirled around the head, giving a flame in a "jiffy." This method, however, does not seem to have been ever used by the North American Indians.

Flint, compressed air and various other materials were used to produce fire until finally in 1825 chemical matches were invented. These were generally made of strips of shaving or thin pieces of wood dipped in sulphur, but they had to be plunged into a bottle of phosphorus mastic mixed with oxide of phosphorus to create a flame. Various other chemical appliances had already been tried. In 1814 a patent was granted for one of them in the United States, but in 1836 the patent office at Washington issued a patent for a friction match, and since that time everybody who uses light in any shape is aware of the perfection to which the manufacture of matches and fire lighting apparatus has been brought.

There is, however, considerable controversy as to the first inventor of friction matches. It is claimed for an American in 1836, by the English in 1829 and by the Germans before 1830. Whichever of the three countries was the one in which a friction match was first made it is at all events certain that the first patent was granted in the United States.

MODERN WAGON MAKING.

Remarkable Changes Recently Wrought in an Important Industry.

[Special Correspondence.] PITTSBURGH, June 8.—Modern wagon making, like many other important manufacturing movements, began during the late war. Prior to that time each part of the woodwork and every piece of iron was fitted to its particular place by hand. One enterprising firm conceived the idea of duplicating many of the parts from patterns, which lessened greatly the cost of production. The invention of ingenious wood and iron working machines reduced the expense still further.

The common farm wagon was first made the subject of experiment and change, hardly a single part of which has not been improved. By the old plan the woodwork was made entirely by hand, and a blacksmith forged every piece of iron used. About a week was necessary to make an old style body. Now the labor of making all the irons for one is equal to less than one day's work.

Seventy expensive machines are now employed in making one of these wagons, the different parts being made on machines specially constructed. One machine will cut 800 hubs in 10 hours. Another spaces, bores and mortises them automatically. A wonderful machine turns the spokes, first round, then oval and then flat, at the rate of 300 an hour.

The spoke driver is a very interesting machine. Its action is almost identical with that of a man swinging a sledge over his head in making the blows, three of which complete the work. The different parts are often fixed in place by machines. The woodwork is smoothed by sand belts and all except the hubs immersed in boiling linseed oil. The least progress in the construction of a wagon has been made in the tires, for notwithstanding all the machinery wheels have not yet been made close enough to uniform size to take duplicate tires. The relation between the sizes of the wheel and tire must be so exact that it has hitherto been thought impossible to duplicate the parts. Tires are yet welded and shrunk on for each wheel.

By what is called the "knockdown" system of packing as many as 20 wagons, boxes and all, are now put into one car. The hubs, spokes, rims, hubs and bolsters are usually made of oak, the axles of hickory and the tongues of ash. Ohio, Indiana, Michigan and Wisconsin supply almost all of this timber.

Wide tires of 3 or 4 inches are quite generally used because of the saving to the roads, particularly in Ohio. There is still a demand for special hand made work, but factory wheels are of superior workmanship to hand made. The effect of these changes has greatly reduced the price, but the workmen employed get better wages than formerly.

J. H. BAKER. Making Up For It. Wife—When we go anywhere now, we have to walk. Before marriage you always called a carriage. Husband—That's why we have to walk now.—New York Weekly.

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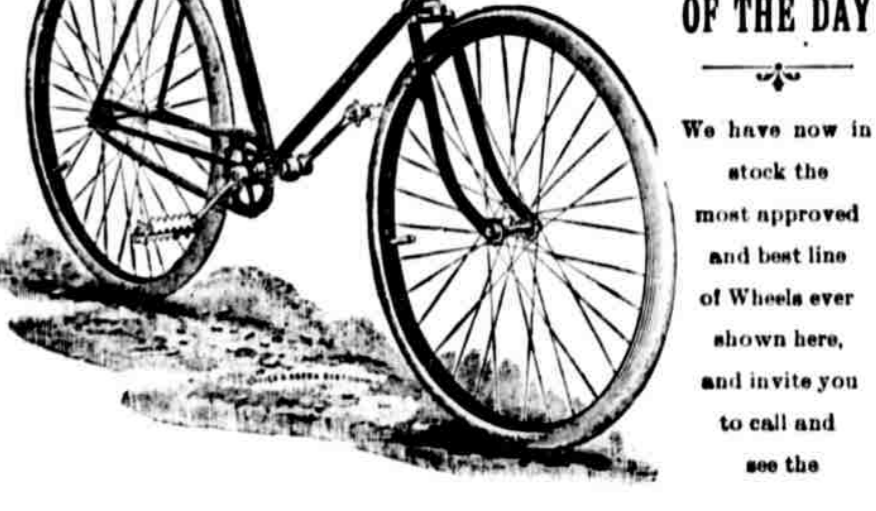
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