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Don't wear ugly two-piece bifocals. We are *Exclusive* makers of this new type of double vision lense. They are ground from one single piece of glass -- no cement to flake or ugly lines to blur the vision. Drop in and let us "show you" the "Sho-not."

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### ALASKA A WONDERFUL LAND

Empire of North Now in Process of Material Development.

MILLIONS OF GOLD ADDED TO WEALTH

Quartz Mines Attract Attention and Scientific Exploitation of the Country Gives Way to Commercial Activity.

KETCHIKAN, Alaska, Sept. 11.—(Special Correspondence.)—Three months spent in Alaska has enabled your correspondent to get a fair idea of conditions in this north country. It can be truly said that it is a wonderful land; an empire, not only in area, but in wealth and enterprise. Every part of the nearly 600,000 square miles is in process of development. The gold and copper deposits, of course, attract the greater attention, but there are other industries almost too numerous to mention. Early in the year experts who have been interested in the gold product of the country estimated that Alaska proper would produce in 1906 double the amount of last year, and this would make the output not far from \$25,000,000. These figures do not include the Dawson and Yukon countries, which will add \$5,000,000 or \$10,000,000 more.

In the placer districts of the north; that is, in the Tanana, Nome and Seward peninsula countries, large amounts of capital have been introduced this year in dredging machinery and extensive ditching. Many new creeks have been opened up and nearly everyone of them are producing great wealth to the enterprising owners. In placer mining wealth comes quick and life is feverish. However, the outlook can only be one thing: The district gives out and the mad rush to another creek is the result. It can be claimed that the invention of the dredging machine has made placer mining more stable as a business, and as a consequence that crowds will be held longer in one locality. Placer mining builds up fortunes for certain lucky men, but it does not build up the country. It takes quartz mining to make continuous prosperity, build great cities and develop a country.

Quartz mining has been very successful in some parts of Alaska; more particularly

in the southeastern or panhandle end of the territory. The Treadwell mine on Douglas Island, near Juneau, is one of the largest and most productive mines of the world. It has been worked for a quarter of a century and has from first to last produced a continuous stream of gold, totaling many millions of dollars. There are a large number of smaller paying properties, including the copper mines of a widely diversified territory. All over Alaska and particularly the southeastern part, a large army of miners are at work developing promising properties. Fully 1,000,000 tons of ore are milled or smelted in southeastern Alaska every month and the tonnage is constantly increasing. That very desirable stage in this fascinating industry has been reached where capital is invested and mines operated, not on speculation, but for profit. It is plain to be seen that quartz mining is to be the profitable industry of the future for thousands of mine operators and hundreds of thousands of workers in the mines.

**Cheap Transportation.**  
The hundreds of islands which make up southeastern Alaska, surrounded as they are by deep, navigable waters and penetrated by ocean canals, inlets and bays, offer cheap transportation to the miners who develop properties on these wonderful rich islands. The present season there have been hundreds of miners in this country looking for these very opportunities and I have just learned that the steamship companies which have heretofore run excursions by the inside route to Ketchikan, Wrangell, Douglas, Treadwell, Juneau, Skagway and Sitka, with an hour or two stop at each place, will next year issue stopover tickets and permit passengers to make side trips to points on the various islands. Ketchikan, Juneau and other towns have small local steamers which make regular visits to the numerous mining camps.

**To Furnish Information.**  
The people of southeastern Alaska are getting ready to make known the great opportunities for the profitable investment of capital and the employment of energies which win fortunes in a new country. They will ask the aid of the great trunk lines, particularly the Burlington and Northern Pacific, in advertising steamers Alaska. Stopover exploitation tickets will be advertised; hundreds of thousands of newspapers and folders will be issued giving facts regarding the country, the climate, the mines, the fisheries and the general opportunities. It is understood that these publications will contain only reliable information and no statement will be made that is not vouched for by the leading bankers, miners and merchants of the territory in question.

This season there has been a constant demand for skilled labor. Miners have been in constant demand at \$3.50 or \$5.00 and board, carpenters at \$5 a day and other help in proportion. It should be understood that it is strong men who are needed, men who are not frightened by conditions in a new country and those who will return value received for the money paid them.

**Telephone Tests.**  
His number is 666.—Rev., xlii, 18.  
Thou didst call me.—I, Sam., iii, 6.  
He tolled the number.—Pa., cxviii, 14.  
I understood the number.—Dan., ix, 12.  
There is no speech nor language.—Ps., xix, 3.  
When I call, answer me speedily.—Pa., cii, 2.  
I said in my haste, "I am cut off."—Pa., cxxi, 22.  
I called him, but he gave me no answer.—Cant., v, 6.  
They could not take hold of his words.—Luke, xx, 26.  
We use great plainness of speech.—III, Cor., iii, 12.  
His name should not have been cut off.—Isa., xlviii, 19.  
Call now, if there be any that will answer thee.—Job, v, 1.  
Ye have heard my conversation in times past.—Gal., i, 12.  
If he cut off, and shut up, who can hinder him?—Job, xl, 10.  
Then they waited according to their order.—I, Cron., vi, 22.  
Where is the receiver?—Isa., xxxvi, 18.  
Let every man be swift to hear and slow to speak.—James, i, 19.  
Call thou and I will answer, or let me speak, and answer thou me.—Job, xlii, 22.  
Except they give a distinction to the sounds, how shall it be known?—I, Cor., xiv, 7.  
I had rather speak five words with my understanding than 10,000 words in an unknown tongue.—I, Cor., xiv, 19.  
Except ye utter words easy to be understood, how shall it be known what is spoken? For ye shall speak into the air.—I, Cor., xiv, 9.—Baltimore Sun.

### HAMILTON AND HIS AIRSHIP

Something About the Man and Machine New in Omaha.

KNABENSHUE APPARATUS ON EXHIBITION

All Right for Ascension Under Proper Conditions, but Problem of Aerial Navigation Has Not Yet Been Solved.

Were Walter Wellman in Omaha this week he might have few spectators on hand to handle a real live airship, for that is what he is said to be looking for to make his trip to the north pole and that is what the managers claim is to be seen in Omaha this week. The flight of the Knabenshue airship above the spires and towers of Omaha will be watched by an immense throng of people, a throng coming from afar and near to see if aerial navigation is to be perfected in this generation.

When the big ship rises above the crowd the people will wonder which is the fore and which is the aft of the contrivance, for it is different from other ships in that the propeller goes before instead of behind, while the rudder is behind as in ordinary ships. The frame work on which Hamilton sits when he rides in his ship consists of three long poles in a triangular arrangement on which Hamilton sits astride. If any one in Omaha or hereabouts had any idea they would like to have made an ascension in that airship they soon had that idea taken out of their heads as soon as their eyes were permitted to rest upon the light contrivance on which Hamilton has to ride. Instead of a comfortable seat, as many would imagine, he rides on one of the fish poles. This might not be so bad in itself, but then without the tricycle of wheels which Mr. Knabenshue has invented he is jumping and whirling the propeller. At the rear of the scaffolding is a large piece of canvas which steers the ship. This rudder Hamilton must manipulate by two ropes. If Hamilton desires to send the ship upward, he simply slides backward on the framework and the power of the propeller lifts the ship into the air. If he wants to ride on even keel he sits with his weight balancing the ship, and when he wishes to descend he simply goes forward, and thus by his weight handles the ship in its up and down movement.

Hero of Fifty-three Falls.

Hamilton is what may be called a lucky man. Of the 132 flights he has made in the last two years he has fallen fifty-three times and yet shows no trace of his experience by any marks he has received. He fell a distance of 300 feet in the North river, New York, and was only slightly injured. Before he took this airship which Mr. Knabenshue has invented he tried sailing on an aeroplane and once descended from this on a moving freight train and escaped uninjured. At another time he fell a distance of 350 feet at Ormond Beach, during the last automobile race and escaped uninjured. One year ago, on Labor day, four of the leading aeronauts of the country were killed, while Hamilton made a successful ascent. He attributes his escape in all of these falls to the manner in which the aeroplane that he has used most of the time, is constructed. The framework is of bamboo which strikes first and acts as a sort of a cushion.

When seen at the grounds on the King's highway last week Hamilton was working over his pet and preparing it for the coming ascension. In speaking of the engine he said: "This is a five-horse-power engine of sufficient power to handle this sized bag against an ordinary breeze, but I do not think that sufficient power can be generated on a ship to control the craft in a gale. This is where the automatic aeroplane is to be the coming form of aerial navigation, if this is ever obtained. The ability of an aeroplane to control an aeroplane increases with the wind while it decreases in the case of the airship. The great question to be settled now by those experimenting with aeroplanes is to construct one that can be perfectly balanced in the air. Equilibrium is the essential that is being striven for, and if this can be obtained in the aeroplane it may have some practical value."

Power Problem Not Solved.

"The inability of builders to carry power sufficient to control the ship is another thing that is to be considered. A motor of large power engine could be put on for a still day, but the difficulty comes under unfavorable conditions. The motor used with this ship is of five horse power and weighs sixty pounds, is capable of 25 revolutions to the minute. A motor is being built for the motor, but it is to be a large power and will have twelve horse-power and I hope to have better success when my new motor is installed in the ship."

"While Americans are watching with great eagerness for successful airships to be built in this country, the attention has been turned to work on the problem of aerial navigation in other countries and at the present time there is considerable rivalry, not only between individuals, but also among nations for the distinction of first bringing into shape for practical and commercial use a flying machine. The Brazilian aeronaut Santos-Dumont, who has identified himself with French interests in this matter, is said to have abandoned the gas bag and now proposes to conduct future experiments with the aeroplane. As this was originally an American idea, Americans are jubilant that the leading aeronaut of them all is now identifying his labors with this idea.

Santos Dumont Really Flies.

"In an ascension two weeks ago in France Santos-Dumont broke his machine after having proved that it was able to fly. The moment the big fifty-horse power Antoinette motor was set in motion the machine took a flying leap forward about two yards above the ground. The bicycle wheels on which the light craft is built continuing to revolve rapidly from the impetus of the start. The rate of speed was calculated at about twenty-five miles an hour, but Santos-Dumont stopped the machine. After going 300 yards and brought it gently to the earth. In spite of the mishap it is at least recorded before trustworthy spectators that mechanical flight for an appreciable distance was obtained.

Balloon Racing a New Sport.

"Balloon racing is a new sport and one which the average sportsman can understand very little. Several small balloon races have been held in this country recently, but these were mere sprints in the air compared with the great contest to be held in Paris. What the possibilities of the airship are no one knows, for, notwithstanding the expenditure of great personal courage, much study and experimenting and considerable loss of life, the attempts at aero transportation have not met with enough success to inspire much confidence in many people. From remote times, however, airships and flying machines have been dreamed of and experiments made until at last their imagined possibilities seem to be probabilities. People were wont to laugh at the first locomotive, which was probably more crude than the airship

# WELCOME

We wish to extend a cordial invitation to all visiting the city during our Ak-Sar-Ben festivities to make our store their headquarters and allow us to care for your packages, etc., while shopping and taking in the carnival.

We have a pleasant resting room for the ladies in our children's department on the second floor, and would like to have them make themselves perfectly at home in its use.

While here we would like very much to have the pleasure of showing you our line of the finest and best made men's and boys' ready-to-wear clothing that can be had.

**"NO CLOTHING FITS LIKE OURS"**

We have everything new and up-to-date for the little fellow, for the big boy and for the man.

Our furnishing and hat departments are overflowing with all the new things for fall and winter wear. We pride ourselves this season on our big showing of high-grade underwear, both in union and two-piece suits.

Ask to see our \$3.00 Special Hat.

## BROWNING, KING & CO.

R. S. WILCOX, Manager

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## Wear Furs for Health

Use common sense; the country doctor doesn't wear furs "just for looks," nor even for comfort, because he is constantly sacrificing his own comfort for the good of some suffering mortal. The doctor wears furs for health—health first, comfort next and looks—well, he perhaps ignores looks when he goes out on his winter drives to the sick.

"Here is a fur coat for HEALTH FIRST, and it is comfortable; yes, and good looking, too."  
**RACCOON**, prime skin, medium dark color with Raccoon collar, just the thing for Northwestern winters, the price is **\$37**.

You can indulge yourself in a very rich "coonskin, selecting the darker furs, with Nutria Feaver and Otter collar and facings, all the way up to **\$125.00**. Here is an idea, Nutria, say **\$47**; Fimo Beaver, say **\$63** to **\$70**; unclipped Otter **\$38** to **\$50**.

This is only one of over 200 varieties of men's fur coats. We have in stock Men's Fur Coats at **\$15** up to **\$500** each. Every one a good coat; every coat appropriate for some use; well made without a single exception. If it's a LANPHER FUR it is made as well as if we made it for our own use; we cannot make them better.

LANPHER FURS are sold by the leading dealer in every community. Write to us for the book "Judging Furs" and we will also send you the address of our nearest dealer.

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KEEP CLEAN

## Patronize Home Industry

There are now located in the city of Omaha only six old established towel supply houses, each of whom is interested in the welfare and prosperity of Omaha to the full extent of its entire capital. For the past twenty years these concerns have done everything possible to please their patrons and render satisfactory service. Their prices have been uniform and have remained at the very lowest notch consistent with good work, notwithstanding the material increase in cost of supplies and labor for the past few years. As in the past, goods will be delivered in first class condition, the towels as clean as soap, steam and water can make them and the service will be the best that brains and money can furnish.

## Don't Be Misled

by the profuse promises of eloquent solicitors for firms located in other cities who may seek your trade for a mere branch office to be located in Omaha. Remember we are Omaha citizens; our capital is invested in Omaha; we have helped to push Omaha; we have shared her adversity and we believe we are entitled to share her prosperity. Encourage home industry by patronizing home concerns.

## An Unparalleled Offer

Any Omaha business house at present being supplied by the following firms will be given a year's service free of charge upon written notice that the service is not satisfactory in all respects consistent with prices charged.

KEEP CLEAN

KEEP CLEAN

## Boiler Compound

By using Nebraska Boiler Compound we can save steam users from 12 to 35 per cent in fuel. How? By removing the old scale from the boilers and preventing new scale from forming. It will also prevent pitting, foaming and corrosion and make quite a saving in pump packing or gaskets. If you are a steam user, by using our compound we save you time and money. For further information address,

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