ROUND ABOUT ON WHEELS

Tire.

SPECULATING ON CROP AND PRICES

Half a Hundred Millions in Exchange for Next Year's Output-Pathetle Incidents A-Wheel-Happenings in Local Circles.

Ex-Governor James E. Campbill, the de feated democratic candidate for governor of Ohio, has turned from politics to wheels and proposes improving his financial condition by catering to the wants of the wheeling multitude. Colonel Campbell and another Ohlo colonel are about to launch a patent tire which, it is claimed, possesses the resident qualities of the pneumatic without the latter's liability to punctures. It is said to be a wor der wrought out of gum, and will stand a knife or pistol ball being driven into it with out interfering with its usefulness in the least. The idea is to adapt it for bicycles, buggles, and, in fact, all kinds of light road vehicles. It is understood that a company will be organized immediately to push manufacture of the new tire, in which it is believed there is a fortune for those who are to take a hand. A punctureless tire, pos-sessing the yielding qualities of the present pneumatic would fill a mighty want and yield a fortune for the promoters.

are placing the output of wheels next year at high figures. H. E. Maslin of Syracuse puts it at 900,000, and A. G. Spalding thinks it will be 1,000,000. Should this estimate come true, there must necessarily be a decided come true, there must necessarily be a decided boom in cycling as a partime. And, besides, what a factor the sale of so many whoels will be in the commercial world! Sold at an average price of \$00 per wheel, which is a low estimate, it means that \$51,000,000 will change hands, and that the makers and mid-dle men will pocket a profit of close to \$25,-000,000 above the bare cost of manufacturing 000,000 above the bare cost of manufacturing. growth in the cycle businers.

A large manufacturer of tubing for bleyeles said to a New York Tribune reporter the o'her day that the output of wheels next year would be enormous. His factory, he said, had already made engagements that would keep it busy to its full capacity until May, 1896, and it was by no means able to fill all orders that would be given it if it were able to turn out more tubing. The tubing of next year's bicycles is to be larger, as a rule, than some increase in the weight of wheels the paratively small number of them known coming year, and he thought that twenty-four or twenty-five pounds would be the most the cost to the purchaser below \$100 while the present methods of selling prevail. Advertising is a large item. The price to the one held by the Manufacturers and Consum. \$75. Those who are expecting another cut in prices next year because there was a cut of \$25 two years ago and another reduction of the same amount last year are the same amount last year likely to find that they are mistaken."

THE BICYCLE SKATE. With the advent of winter comes a heralding of bleycles that can be used when the ground is covered with snow and the orwheel has to be laid aside. The bicycle is intended for use on the ice, and some enthusiasts claim that for zest and excitement it far eclipses the road bi-cycle. It is said that with it a quarter of a mile has been made in twenty seconds, and that it compares in point of speed with other forms of bicycles as the ice yacht does to the sea-going craft. It is a simple matconvert the ordinary blcycle into an ice bicycle. A patent attachment has been invented, consisting of a runner to replace the front when and a patent spiked tire, which encircles. To rear wheel. These attachments are made to fit any style or make of modern safety blcycle. The rear wheel attachment fits tightly around the pneu-matic tire, forming a guard against punc-tures which might occur without the pro-tection from the jagged edges of ice or frozen snow. The machine is propelled by spikes with flanged heads on the inner side, securely fastened to a strip of canvas, around which is placed a metallic band which holds the spikes in place. Before adjusting the rear wheel attachment all the air must be taken from the tube, and the reinflation is accomplished as soon as the attachment is in position. To adjust the runner or skate the front wheel has to be removed. The runner is very sharp and hollow ground, so that accidents are not lia-ble to occur in turning or when riding at full speed. A runner is also made for ex-clusive use on the snow. This is secured to the ice runner by a key on the front upper portion of the blade of the latter. A strap is fastened between the front of the runner and the fork of the frame, which holds the runner securely when it accidentally strikes a rock or any obstacle likely to jar the bicycle. The whole front attachment weighs only two and one-half pounds, and so makes the bicycle no heavier than would the front wheel. It is said that anybody who can ride a wheel will have no difficulty in using these

A MISSIONARY BICYCLE. The following is an extract from a letter recently received by Rev. H. A. Schauffer of Cleveland from his daughter, a missionary

of Cleveland from his daughter, a missionary in Persia:

"Mr. Allen, the superintendent of the industrial department, has gone to America to learn something more of the iron trade, as an iron department is to be added to the shop. He started on his bleyers and expected to ride to Batoum, on the Black sea, stop at Samsoon, and run up to Marsovan on his wheel to see the training school there his wheel to see the training school there and take the stamer to Marseilles and run across France, making t chiourney as cheap

'In August he took a tour to the southern part of our field on his wheel. He would leave the horsemen who accompanied him way behind him, and rode most of the way alone. Everywhere he was an object of the greatest wonder and excitement. Some said

greatest wonder and excitement. Some said that it was the cholera come again.

"He would get to a village and the whole place would gather to see him. He would have to give an exhibition and finally end up in some open place where the native helper who accompanied him would be ready to hold a service. The congregation was there, with no ringing of bells except the bicycle bell.

"Mr. Allen says that in this way villages were opened up where never before had tagospel message been allowed to enter. But sometimes he got into trouble, and at one place such a mob surrounded him that he had to get out of the village at the earliest concertuality. Racing men on the circuit say that Otto Zeigler is the hardest man to "follow" on the track. The person who tags on to the wheel of the Californian has got a crooked rond to travel. The little fellow is first in and then cut, advancing and retreating, and he is so small he can easily crawl through places that would be impossible for others to follow. Those who have tried it say it is harder work tagging behind Zeigler one mile than it is to ride an unpaced ten mile race.

had to get out of the village at the carllest opportunity.

"One day he was riding along alone when he saw a horseman ahead of him, who stopped and stared with all his might at this strange apparition. Then the man drew out a cartridge and slipped it into his gun, at which Mr. Allen jumped off his wheel with the greatest alacrity and called out: 'Don't shoot. I'm a man!"

HER FIRST BLOOMERS.

A well known Washington woman who has take an extensive wheeling trip with her husband. Because of the inconvenience of skirts she decided to adopt bloomers, and left her she decided to adopt bloomers, and left her order and measure with the women's depart-ment of a well known tallor. In answer to a card to "call at her earliest convenience to try on," she dropped in the other day, says the Star. The woman fitter at the time was not in, but the new woman said that didn't make any difference, she would try them on sayson.

the Star. The woman fitter at the time was not in, but the new woman said that didn't make any difference, she would try them on anyhow.

She was therefore ushered into the small dressing room and tried the patience of the proprietor and cutter, who awaited her appearance, for she was gone a good while.

When she came out she was in bloomers, but not in a very equable frame of mind.

Turning to the proprietor, she exclaimed: This is a borrid fit. I don't see how you could have made such a botch. I don't know just how they ought to be, but I know Prominent Obioans Booming a Punctureles Where they ought to be tight they are loose, and where they ought to be loose they are

> aind the fady's back, smiled, and boldly ked at his employer. Then the provider determined on heroic measures. Gently, but firmly, he said:
> "My dear madam, if you will kindly return to the dressing room and put them on right side before, I think you will find that they

_The proprietor looked at the cutter and the

cutter looked at the proprietor. The pro-prietor blushed, but the cutter, who was be-

Sadly she disappeared behind the curiain marked and League of American Wheelmen and raid never a word. and raid never a word.

Wheeling Notes.

The Buffalo Express has contributed \$100 a fund to build a bicycle path from Buffalo to Ningara Fails. Joe Cannon of Illinois is the latest convert o the blevele craze in Washington, and he is practicing daily near the white house. He has not just got the hang of the thing yet.

but expects to very soon. His first tumble was a great success. A Mrs. Grace has established a new cycling A are discussed in England by wheeling from London to Coventry, a distance of ninety-three miles, in six-hours, fifty-six minutes and forty-nine seconds. The record was made on muddy roads, in mist and rain.

Bleyelists in Tacoma, Wash., have petitioned the city council to impose a tax of \$1 a year on bicycles, and to devote the fund thus raised to laying out and maintaining a certain road in the city as a bicycle path.

The council has agreed to the proposition. It may be that the bicycle hearse will be PRICES AND OUTPUT.

It is interesting to note that men well informed in the affairs of the cycling world are placing the output of wheels next year at high figures. H. E. Maslin of Seventee is a novelty. It is ceasing to become so in the town of Vancouver, Wash., and its vicinity. An enterprising undertaker with a bleyele has so rigged up the machine that he uses it with ease to carry coffins, big and little, into the country districts, and the odd sight of a man scorching along on a bicycle with a coffin strapped in front of him has been seen several times lately.

Whisperings of the Wheel. On Tuesday evening last the committee appointed by the Associated Cycling clubs to decide upon the date and place for holding the first annual cycle show and banquet met in the Young Men's Christian association parlors and after some little discussion deparlors and after some little discussion de-cided upon February 11, 12 and 13 as the dates for the show and February 14 for the banquet, both to be held in the Omaha Guards armory. It would have been hard to have chosen better dates, as the ones se-lected come just long enough after the big Chicago show to give local agents a chance to get their '96 models here after choosing the wheels they wish to handle during the year's blcycles is to be larger, as a rule, than that used heretofore; an inch and an eighth coming season. The cycling editor called will be the diameter generally used. The upon nearly every agent of prominence in manufacturer also said that there would be the city the past week and found that a comwhat wheels they intended to handle during 1896, and he was also informed by most of called for weights, as the craze for lightness them that they would choose their entire had been carried to an extreme. When line at the big Chicago show in January and asked if he knew anything about the retherefore February 11 would give them ample asked if he knew anything about the reported intention of a large concern to put a bicycle in large quantities on the market at \$35 he said: "No, I don't know anything about it, and I don't believe it is going to be done. It is true that a bicycle could be sold for that money, but I wouldn't advise any one to buy it. Certainly I wouldn't trust myself or any member of my family on one. The actual cost of a high grade wheel is about \$27, and there cannot be much reduction in the cost to the purchaser below \$100 while will be none but active wheelmen present will be one but active wheelmen present

elected officers are all more or less prominent in Nebraska cycling circles, and a better lot

could not have been chosen. It is hoped that immediately upon taking up their offi-

H. E. Frederickson has resigned his posi-

tion with the Western Electrical Supply com-pany and has accepted one with the Omaha

Bicycle company and will be mounted on the wheel that "the frame tells the name"

The cycling editor spent several days in

make a showing on the path during the

W. R. Wright of St. Louis was in the city last week. He attended the Tourist theater party Monday evening with the boys.

Next year will see the number of lady

Next year will see the number or lady cyclists in our city almost doubled. Many held off this year, waiting for society to put its stamp on cycling, and now that this has been done, just watch the fair ones take to

Last month the McGrew guards of St.

Louis gave a road race, open only to mem-bers of its own company. There were thirty

starters and the event was a very interest-ing one. Why would it not be a good idea for the military organizations of this city to get up a road race in the spring? There are at least fifty wheelmen in the Omaha Guards and Thurston Rifles, while there are also a number in the regular army at Fort

also a number in the regular army at Fort Omaha. A race over the Dodge street course

Omaha. A race over the Dodge street course open only to members of military organizations, each man to carry gun, knapsack, cartridges, etc., would make a very interesting event and would no doubt call out as many people to witness it as did the big Decoration day road race here last spring. Make it a handicap affair, and therefore

The following article appeared in the League of American Wheelmen Bulletin of recent date, written by one of the members whose number appears after it. It is a first-class suggestion and might be well for

the Associated Cycling clubs to look into:
When riding alone I find considerable
pleasure in exploring by and cross-roads, and
where the roads are frequent and rather
hilly withal, there is some spice of ad-

give everybody a show.

it can be done.

oming season.

Passenger Trunk Line association. The theater party given by the Tourist Wheelmen at Boyd's last Monday night was the largest ever given in the city before. ing the show than the armory could not have been had in the city. It is well adapted for a thing of this kind, being on the ground there being nearly 150 couples present. Robert Downing received them at the door as they came in. The house was tastefully decorated with club colors, which are red. floor, centrally located and having abundance of floor space. Taken altogether Omaha's 1896 cycle show will be looked forward to by those interested in cycling with great inter-

defeat than the latter had to contend with while in the amateur class. It has been a case of Bald against the field ever since the

beginning of the season and the "Canno Ball" has been more than successful by

On Monday last in New York there was a conference between the Transportation com-mittees of the League of American Wheel-

men and the National Cycle Board of Trade, at which the subject of the carriage of bicycles

by railroads as baggage was discussed and a

to consult with the

'large and steadily increasing majority.

wheels or are preparing to enter the ranks of wheel manufacturers. The prevailing opinion, however, seems to be that 1896 will mark the had two. Heretofore we have been able to control the election, as Omaha's member-ship was as much if not more than all the rest of the division put together, but we have not grown fast enough in league mem-bership during the past season to keep up with the balance of the division. The newly alected officers are all more or less prominent flood-tide of the industry, as in the nature of things there must be a limit even to the demand for bicycles. In the matter of construction there promises to be few radical changes. The tubing used will probably be of slightly greater diameter, tires will be heavier, and weight will range, as at present, from eighteen to twenty-two pounds. cial duties they will begin a membership crusade. Nebraska, instead of having a mem-bership of less than 300, as she has, should top the 1,000 mark, and by a lot of hustling rims will still be used, hickory being the favored material.

The celebrated Titus-Cabanne-Murphy case, which has so long been in the hands of the League of American Wheelmen racing board, is at last drawing to a close. The case was reopened for additional evidence, and the ac-cumulated papers, which now weigh over five cumulated papers, which now weigh over five pounds, are again going the rounds of the board by express for the final vote. It will be remembered that the trio of Big B's were charged with fixing a race at St. Louis, but it now appears from the evidence that Murphy himself, who won the race, was not in the deal. It seems that Titus and Murphy's The cycling editor spent several days in Geneva, Neb., last week. This town he found to have a cycling club with a membership of nearly forty, all of whom are hustlers. Last season they gave a race meet which netted them quite a little sum and they are talking of using this to build a one-third mile-track the coming season. If there is a state circuit they say they want a date on it; they also have a couple of speedy racing men whom they hope will make a showing on the path during the trainer, out of pure goodness of heart, con-spired with Cabanne to let him win the mile spired with Cabanne to let him win the mile open, simply because the meet was being held in his native town. Titus and Murphy's trainer each left the other to post Murphy, but both failed to do so. Hence when Titus rode wide to let Cabanne through, Murphy, being in a favorable position, slipped through himself and won the race. Under the circumstances it is predicted that all three will be exonerated.

ROAST PIG ON TOAST.

Baltimorean Makes Good a Prom ise Given Before Election. Without frills or ruffles, it was roast pig. relates the Baltimore American.

Ten of the porklets had given up their lives to carry out a campaign promise, and they seemed contented enough tucked away in their brown jackets, though they were not heard to remark as to the indignities heaped upon them. When Mr. Christian Rosenbrock made his little campaign pleasantry to Mayorelect Hooper he probably did not think that from it would grow one of the chief post-election jollifications, but such it proved last night at Mechanics' Exchange hall, Fort

venue and Charles street. It was such a feast as one reads of in the days of Robin Hood. There was little in sight except pig, beer, and high, good spirits. but the supplies of these were bounteous. A huge American flag at one end of the hall was about the only decoration. The idea of the feast was unique, and efforts had been made to carry it out along those lines. The table was made up of boards on trestles and there was no tablecloth. But pig there was in more than plenty, and then speaches and after all a musical and literary enter

brock, Charles and Randall streets, where they found a feast of roast pig awaiting them. Their appetites were keen, and they enjoyed the feast hugely. In a spirit of raillery, Mr. Rosenbrock told Mr. Hooper that if he were elected he would supply a roast pig for each of the principal candidates. And so it was that Mechanics' hall was the scene last night of a joilification yery much

Deacon Elderby—I must say that I can't see anything remarkable about this new minister. Deacon Podberry-Dear me, brother! Didn't

you know he has been preaching for ten years and has never tried to answer Bob Ingersoil?

THE FIELD OF ELECTRICITY

whom a certain previous knowledge of places and roads never comes amiss), and let each League of American Whe imen member carry a piece of conspicuous colored crayon, say, either red, white or yellow, and when riding unexplored roads let them stop at crossroads or forks, and chalk upon any converted to the constraint of the constraint

venicut, permanent object, the proper symbol and numbers to show the condition, etc., of CROWDING STEAM VON THE OCEAN

These marks might be placed to read toward the road described, or if that should Extraordinary Results Obtained in oot be possible, then an arrow placed above r below would make the direction certain. Chalk marks will last a long time, par-Spinni Trentment-Registering Movements of Street Carsticularly if the chalk is quite hard, so in a very short time every read coul The running of a strest ear from the time

No. 64,365.

maps certain facts in regard to the roads. Now, why not imitate the various fra-ternities of tramps, Gypsies and others (to

he road passed over.

another point!)

only by good riding.

favored. In the course of time the symbols, generally supposed to be dependent entirely stc. would come to be generally understood and it might be a spur to road improvement on the motorman and the conductor. Few if the residents slong a read should find it people know that what the car is doing all perstatently posted at every four corners as a "candy road in poor condition" as well as the central office. He simply has to consult Then, too, this would be an evidence of the League of American Wheelmen, an advertisement, in fact, and while a cheap one, yet not a bad one.

I intend to put into practice what I have I intend to put into practice what I have suggested, and I trust it may be favorably considered that every interested league member will have his special pocket for chalk. many cars are blocked; and when the trouble is removed and the road begins oper-trouble is removed and the road begins oper-ation again. This chronograph constitutes a rent was turned in the opposite direct the members of each cycle club might use one color of its own choosing—that's which the superintendent can take a bird's poles were swimming about in all directions. Local wheelmen who attended the state meet at Kearney this year will remember Frank Rigby of Toledo, who won all the class B events hands down. He has made a tions to fill in with extra cars. If there is irregularity in the running time without good cause he can check it, and, if necessary, trace the exact car which is being responsible for the deviation from the schedule time. most brilliant record since his advent on the national circuit. In his style, he possesses an electrical spring, and also has the ability The manner in which all this information i obtained is really extremely simple, chronograph consists primarily of a an electrical spring, and also has the ability to pick up Cooper when that intrepid rider rushes past the field in his great three-eighths-of-a-mile sprint. Rigby has always been what is termed a "pot-hunter." He has been a star among the class, going out to the smaller meets in Ohio, Indiana, Michigan and Illinois, and with his partner, Bernhardt, taking all the prizes. In 1894 these two captured a total of 200 prizes, and were seldom seen among the regular circuit party. two captured a total of 200 prizes, and were strument is mounted a state to be seldent cided to go east to the great Springfield meet. The firm for which he was working would not defray the expenses, and he went entirely upon his own responsibility and at his own expense. In the heats at Spring-field he made a great reputation for himexact, or there will be inaccuracy in the time record. This roller is actuated at the rate of one revolution an hour by a powerful clock self. In the percentage table, Rigby ranks seventh, and his position has been gained movement. This gives the paper four inches of movement in the hour, or one inch for every fifteen minutes. A line running on a The Columbia racing team, which now consists of E. C. Bald and Manager Asa Windle, W. F. Sims having severed his cononr-minute schedule will therefore show fif-teen cars or prick marks to the inch; a fivenection with the team, and Ray Macdonald remaining in the east, is now at Lost Angeles, minute schedule three to the inch, and so on A break of two inches would denote a stop-page of thirty minutes at that point. When Cal., following the national circuit, which comes to a conclusion early next month in southern California. The heavy work of the the superintendent sees a regular, unbroken showing of points on the record he knows team during the entire reason has been al-most exclusively borne by Bald, and his that the cars are all doing their full work The record sheets are dated and filed for reference, and in offices where the chronoastenishing successes against tremendous cdds graph has been used since its introduction. stamp him the equal if not the superior of Zimmerman, for he has had faster men to two years ago, the company can tell in-stantly how the cars worked on any day in the twenty-four months.

> electrical engineering in a leading American college, who had tested almost every form of the storage battery then made, was asked whether he saw any fiture for the accumulator. His reply was: "The more I see of storage batteries the more I am convinced that they are impracticable and that they can never be made commercially valuable." Today the storage battery is working its way into almost every branch of electrical work, and if certain promises which recent improve-ment in construction seem to give are ful-filled, it is on the eve of its crowning tri-umph-recognition as a practicable motive power for the commercial propulsion of screet rectly on the shafts of the propellers he would put the armatures of the motors which are to drive the propellers. These can easily be made to run from 600 to 900 revolutions per minute, whereas the engine is probably making only sixty or eighty. In this way not only would there be a considerable ac-celeration of speed, but the vibration of the chip would be almost entirely prevented, and

ELECTRIC TRANSATLANTIC SHIPS.

Ten years ago a well known professor of

the dipping in and out of the water of the propellers in rough weather would not affect he main engine and far the vessel from stem o stern as it does now. AS A CURATIVE AGENT. Electrotherapists are contending successfully with the difficulty of passing the electric current through the surface of the skin into the tissue underneath. An American physician has perfected a system of spinal treat-ment which has given extraordinary results The difficulty of diagnosing many of the subtle forms of spinal disease is well known. By the new system, in which electrical tests are made, the presence of the disease is first discovered, then the exact location of it is ascertained with certainty. The third step is to drive suitable medicaments through the skin to the seat of the trouble, and so effect a cure. This is done by placing an electrode, the pad of which is charged with the medicine, on the skin, and turning on the current. As the current passes inward carries the particles of the medicine with o the application of weak galvanic currents in the treatment of nervous disorders of the stomach. This is done by the entirely unique method of making the patient swallow the electrode, by which the current is applied. This electrode consists of a rubber tube, one millimeter thick, which terminates in a perforated vulcanite capsule, and contains

the conducting wire. After the patient has drunk two glasses of lukewarm water, the druk two glasses of linkewarm water, the electrode is connected with negative pole of a galvanic baitery, and then swallowed. The conducting wire does not quite reach the perforated capsule, but goes just far enough to dip into the water in the stomach. A current of fifteen to twenty-six milliamperes is used for about five minutes. The treatment is said to be highly soothing and beneficial in nervous disorders of the stomach beneficial in nervous disorders of the stomach and bowels, giving tonic and curative effects not attainable by any other means. PHOTOGRAPHY BY ELECTRIC LIGHT.

was in more than plenty, and then speaches, and after all a musical and literary entertainment.

The fine spirits of the fifty men present made the feast more enjoyable than many a more elaborate affair, and the quantities of pig consumed did not bar out telling speeches.

In about all the speeches some refrence was made to the fire which consumed up much of Mr. Rosenbrock's worldly goods thursday night, but from which the pigs escaped, as they were cooped up in his yard. It was long after midnight one night, during the very heat of the campaign, that Mayor-elect Hooper with other candidates dropped into the home of Christian Rosenbrock, Charles and Randall streets, where they found a feast of roast pig awaiting that of a steelyard, which runs on rails sus-pended from the roof, and has also a uni-versal joint, so that with a touch of the hand the light can be run from one end of the studio to the other and adjusted at any that if he were elected he would supply a roast pig for each of the principal candidates. And so it was that Mechanics' hall was the scene last night of a joilification very much to the taste of those taking part.

The studio to the other and adjusted at any roast pig for each other and adjusted at any roast pig for each other and adjusted at any roast pig for each other and adjusted at any roast pig for each of the light is under perfect control. And so it was that Mechanics' hall was the studio to the other and adjusted at any roast pig for each of the principal candidates.

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And so it was that Mechanics' hall was the studio to the other and adjusted at any roast pig for each of the principal candidates.

And so it was that Mechanics' hall was the studio to the other and adjusted at any roast pig for each pi the shadows were in some cases further toned down by adjusting silk screens be-tween the light and the sitter. The finished

pictures were as soft and delicate as any day-light photographs. AN ELECTRIC INCUBATOR. The idea of an electric incubator has long

Otto Schulze, who has been steadily striving to perfect such a system in Germany, has, it is said, at length succeeded in constructing Developments and Applications of the an apparatus operated electrically, which overcomes the ordinary difficulties of the artificial hatching of chickens. The apparatus is easily manipulated, and needs a small, but constant, supply of current. Automatic attachments regulate both temperature and moisture, the adjustment working with such delicacy that a temperature within one-tenth of a degree of the normal heat of incubation. From ninety to 100 eggs are hatched at one time. Herr Schulze is said to have reincided certain points in the electric "mother," which were found to interfere with its effectiveness. This contrivance, which is a box, in which freshly-hatched chicks can find heat and protection, while they are free to run about of the ground when they choose, has been de it leaves the terminal-shed to its return is vised as an accompanionent to the incubator. TADPOLES UNDER TREATMENT.

Dr. A. D. Waller has thrown an interest ing light on the effect of the electric cur the current passed from the tail to the head the tadpole made no sign, remaining per eye view of the whole operation of the line.

If there is a bad streak he can send instructions to fill in with every corn. If there is is motion among the occupants for a few mo-ments, but finally the whole of them came to rest with heads and tails lying in lin-with the direction of the current. WOOD AND IRON POLES.

The relative economy of iron and wooden poles has been of late years a much dis-cussed question, the solution of which is often dependent upon location. Most men would doubt the advisability of carrying poles from Maine to Colorado, and yet such a consignment has been shown to be most wisely directed. In the recent western trip of the Western Union Telegraph officials, Colonel Clowry, speaking in Denver of his a supply of paper, the front roller on which to roll up the record, the top plate holding the magnet points and the top roller, which gives the time movement to the sheet. This top roller is a series of grooved wheels, one for each magnet point. The importance of this part of the device is obvious, since the movement of the sheet must be absolute and are as good as ever, while the average life of a pine pole is only four average life of a pine pole is only four NOVEL EXPERIMENTS.

A Michigan agricultural college is about to make an experiment which may have an important bearing. It has been proved that when a sufficient current of electricity is communicated to grass and herbage it in-stantly withers and kills the plant. Rail-road companies have already utilized the idea by arranging a hanging device, which projects from the car and destroys the grass and weeds on the banks with which it makes contact. Prof. Woodworth, who has brought this new labor-saving method to the notice of the Natural History society, says, he does not see why this mode of exterminating weeds cannot be used to advantage on our country roads. He believes that electricity is quite as cheap as salt for killing weeds in the long run, as it is much more effective and destroys the plant to the root. He proposss to experiment on the most noxious weeds by taking a wheelbarrow or wagon supplied with a storage battery to the land to be cleared, and let the hanging wires drag along the ground. He insists on the prac-tical lity of removing Canada and Russian thistles from farms in this way.

ELECTRICITY AS A SENTRY. The running of the field telegraph line is the Chitral campaign was attended by many trying difficulties. Rain and wind storms in the hill valleys would often mow down the line. At first a good deal of trouble was ex-perienced from camels and other transport animals rubbing against the poles and breaking them. Interruptions from this source were soon diminished by the dealing out of cars. Many electrical engineers have just as little faith in the possibility of driving ships across the Atlantic by electricity as the college professor had as to the future of the storage battery; but, on the other hand, institute of the offending animals. Wire cutting is always a favorite amusement with frontier storage battery; but, on the other hand, institute of the offending animals. Since the smoke of battle has cleared away we find the following officers of the Nebraska division, League of American Wheelmen, elected for the coming season: A. R. Edmiston, "coln, Neb., chief consul; R. M. Simmons, Beatrice, Neb., vice consul; R. M. Simmons, Beatrice, Neb., vice consul; W. M. McCall, Grand Island, secretary and treasburger, and E. B. Henderson, Omaha, representative. It will be noticed that Omaha has but one office this year, while last year it had two. Heretofore we have been able to control the election, as Omaha's membership was as much if not more than all together it was one of the was one of the most enjoyable affairs of the season.

According to interviews with several proming the owners storage battery; but, on the other hand, inventions are now being perfected which will effect an extraordinary and almost increditions the period within ship propulsion, and those who know what is being done in this field, which is flot yet made public, realize that to name ten years as they solve the period within which electric ships will cross the Atlantic is to Illow a very liberal way as the period within which electric ships will cross the Atlantic is to Illow a very liberal way and treasbut one office this year, while last year it had two. Heretofore we have been able to control the election, as Omaha's members of the season.

In this field, which is flot yet made public, realize that to name ten years as the trope of the period within which electric ships will cross the Atlantic is to Illow a very liberal way as the period within which electric ships will cross the Atlantic is to Illow a very liberal way as the period within which electric ships will cross the Atlantic is to Illow a very liberal way as the period within which electric ships will cross the Atlantic is to Illow a very liberal way as a such if not more the victory by an allow the period within which electric ships will the period within which electric ships will the period within which electric ships will be affected by machines launch construction, holds that the reason vessels crossing the Atlantic make such comparatively slow time is that they can not drive their propellers fast enough with the amount of power behind them without shaking the ship to pieces. He proposes to put in an ocean ship a powerful engine, say a compound condensing engine of slow speed type, connected directly to a multipolar generator, giving, say, 500 volts potential. Directly on the shafts of the propellers he would nut the armsture of the motors which precaution saved the lives of many soldiers.

> A perfectly white squirrel, with pink eyes, was caught by an hunter near South Wind-ham, Conn., a few days ago.

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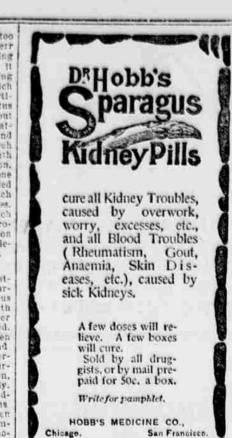
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