



The Indianapolis '98 Meet club has received requests from towns and cities within fifty to seventy-five miles of that city, asking that the wheelmen who gather there next August be invited to visit the requesting outlying cities. In some places committees have been appointed to look after the entertainment of the visitors, and it is probable that special steps will be taken in the way of entertainment in many of the cities through which the different tours and runs are arranged by the committee. The executive committee of the club has opened its permanent headquarters in the Commercial club building, and from now on all business in connection with the meet will be transacted there. The finance committee has raised almost the entire amount asked for by the entertainment committee. The information committee has gathered together almost everything in the way of information which could be of benefit to the visitors. It has secured lists of the hotels, their rates, selected centrally located places for the establishment of information bureaus during the week, prepared a map of the city, showing the paved streets and prettiest rides, located the public buildings, points of interest, and prepared the data for a book of information which will be given to the visitors during the week of the meet. The Wheeling league has built all the cycle paths in and about Indianapolis, and is rushing the work on the new Millersville path. This, when completed, will be even a more delightful ride than the noted Broad Ripple course along the canal.

To the average man the race rules of the League of American Wheelmen are as much of an enigma as a solution of cartoons in a Spanish paper at present. It takes an expert and a student to ascertain just what Chairman Mott and his associates meant when they framed some of the rules of the different events which will be run off during the week of the League of American Wheelmen meet this year. One of the races which puzzled the press committee of the Indianapolis meet in sending out a description of the race program was the one-mile championship, which will be run off Saturday afternoon. Chairman Mott has notified the committee that it has made an error in what it said concerning this event. The one-mile national amateur championship carries with it the amateur championship of the year, and the winner of that race is entitled to all the glory and emoluments so long as they come strictly within limit. During the week of the meet the other five championships—the one-fourth, one-third, one-half, two-mile and five-mile events will be run. The man winning first and second places in these will qualify for the one-mile championship, and only these men are entitled to take part in the big event. This gives a field of ten starters, two trials heats and a final, three men qualifying in the fastest heat. The winner of the final will be the national champion for the year.

Word had been received from Washington by President Isaac B. Potter of the League of American Wheelmen that the courtesies extended to league tourists in crossing the border would be extended in this country to Canadian cyclists. President Potter believes this step will do much to promote a feeling of closer friendship among the two peoples. League members on crossing the line into Canada were not required to pay the regular duty on bicycles after proving membership in the league. The name of the tourist and the name of the bicycle which was taken, and the tourist was supposed to notify the customs officials on his return, so that the records might be checked as satisfactory. But many tourists were thoughtless, and neglected to give notification on returning. In all these cases the Canadian Whelmen's association had to pay the customs charges, in compliance with an agreement they had made with the league. When a Canadian came to this country he had to pay duty or deposit enough to guarantee the return of his bicycle. Even when from Canada desiring to remain but two or three days in the United States were under the same restriction.

One of the most common causes for chain breaking is that riders go out in the rain or get caught in a storm and do not loosen the chain. When the chain gets wet and is pivoted in the middle, by pressing the spring bolts, thus releasing the lock, the front part of the machine may be swung around against the rear, thereby reducing the length by one-half, and making a comparatively convenient armful for carrying up and down stairs or elevators. It is also claimed that the wheel may, when folded, be carried comfortably on cars and buses, may be hung on a hook in small closets, and may be stored in a small compass. The concern manufacturing this wheel shows testimonials from several naval officers who found it very convenient to stow away on board and to transport ashore in small boats.

It is not absolutely necessary, as some think, to take the wheel apart to clean the bearings. They can be cleaned well enough for ordinary purposes by flushing them with kerosene. The oil should be put in the regular can and the bearings thoroughly sprayed with kerosene. To keep it from running down the spokes and over the enamel a piece of soft cloth should be wrapped around outside of the axle. This will catch it as it runs from the caps. The oil should be run through until it comes perfectly clear.

The attempts of various bicycle firms to put handsomely decorated wheels upon the market have not been a great success. Full rimmed wheels, which commanded a large sale some time ago, have given way to the ordinary finish, where all enamel with light nickel trimmings figure. Even the bright and flashy enamels do not seem to catch the popular fancy. Observations on the roads show that the majority of the wheel look handsome and attract considerable attention, but the care that is required to keep the bright parts in condition does not merit the extra display. Riders who cycle in all conditions of weather and over all kinds of roads discover that an enameled wheel with few trimmings always looks well when properly taken care of.

Plans are now in preparation by leading members of the cycle trade for the purpose of inducing congress to reduce the tariff on bicycles. This movement, according to the New York Sun, is the result of the agitation

city at a comfortable pace and when we struck the country road the minister said: "I am familiar with this trip and if you don't mind I will lead the way; and off he went like a road racer. His long trousers, strapped around his ankles, were working up and down rapidly a quarter of a mile ahead of me before I could get up speed. A thin stream of dust that spurted viciously from under his wheels and expanded into a trailing cloud marked his progress, and I tumbled along behind as best I could, suspecting that he would be ready to stop at the first hill. That was where I made a mistake. He screeched right up the hill and waited on top until I came in sight. Then, waving his hands in much the same way that yardmen coax a freight train down a siding, he mounted his wheel and off he went. "That whole trip to Hamletville was like a nightmare to me. I lost sight of the minister a dozen different times and I never got near enough to ask him to let up. I had to content myself with fleeting visions of his duster coat when he was good enough to slow up until I came in sight. I bumped away on my wheel until sparks flew from my eyes and I couldn't help wondering where the chap stowed away so much strength and vitality. At last Hamletville came in sight, and waiting for me was Rev. Mr. Newark, looking cool and unfired. I saw a vision of a large glass of beer as soon as I was within halting distance the minister shouted out: "We made that fifteen miles in a little less than an hour, which was not bad, considering the fact that we are out of practice. Now let's get something cool to drink." We entered the hotel, and Rev. Mr. Newark ordered two glasses of milk. "It's the best thing I know of to drink," he said. "I went out riding with a man once and he ordered beer. I was so mortified."

"Now, after that, what could I do but go down the main street to the hotel and stay just half an hour in Hamletville and then Rev. Mr. Newark said: "Now that you are well rested, let's start back. I feel a spiritual uplifting when I am on my wheel." "Knowing that he would lead me to a hot chase back, I asked him if he would mind stopping every two or three miles to get a glass of milk. It would be a pleasure, he said. Before we had gone half a mile the milk I had drunk felt like a billiard ball in my stomach. How I hated that man as he scoured ahead of me! It was pleasant to think that he would stop at the end of two miles for milk, but it was unpleasant to remember that if I was going to give milk as an excuse for frequent stops I must drink it. Stop we did, and I forced myself to drink another glass of milk as slowly as possible. As soon as I had finished it I felt a pain in my stomach, and a feeling of milk felt like a second billiard ball, but I added to my discomfort. The trip back was slower because of the stops for milk, but it was just as uncomfortable. When I reached Newark I felt like a human poodle. As Rev. Mr. Newark left me at my house he said: "Thank you so much for your company. I regret that I was not in condition today, but I will promise to do better the next time."

"I fell off my wheel and went to bed. There isn't going to be any next time. Take my advice, old man; if you are a half-sided, dyspeptic-looking minister, and a feeling of fellowship existed between all who pushed the pedals, think that the comradely spirit of the road has departed since the sport has ceased to be athletic, and has become a pastime of the masses. There are daily incidents, however, that tend to show this to be an erroneous judgment. A man at the side of a road with a breakdown of any kind does not have to wait long before he has plenty of volunteer help. Put a dozen wheelmen any place in the country or city, in a church or a cafe, and in a short time they will be together like sailors in case an argument occurs. John Boyle O'Reilly once said that the three classes of men who fraternized most were soldiers, convicts and journalists. O'Reilly had been in each class and knew all about it. He went on to show that he would have made a fourth class. In spite of the democratic character of cycling, as it exists today, the community of feeling is not lost. Let a rider stop on the boulevard or Riverside drive or Eighth avenue to light his lamp, and the count of the number who come along and say, "Want a match?" or "What's the trouble?"

In view of the number of riders who are organizing bicycle corps for military service regardless of their small prospects of ever being accepted for duty, a western maker has produced a military outfit made of especially strong construction, and without any nicked parts, even the spokes being enameled. It is fitted with a gear case, especially built for it, and having joints impervious to rain and mud. This special provision has been made for attaching arms and accessories to the wheel.

If a rider's knees ache after riding a short time, he may be sure that he does not ride properly. Generally the trouble is caused by too low reach, with the handle too far back. Those who find their knees getting stiff should first look to the adjustment of their machines. If they try the saddle in front of the post, and sit so that the heel barely touches the pedal when it is depressed, they will probably have no further trouble.

One of the most common causes for chain breaking is that riders go out in the rain or get caught in a storm and do not loosen the chain. When the chain gets wet and is pivoted in the middle, by pressing the spring bolts, thus releasing the lock, the front part of the machine may be swung around against the rear, thereby reducing the length by one-half, and making a comparatively convenient armful for carrying up and down stairs or elevators. It is also claimed that the wheel may, when folded, be carried comfortably on cars and buses, may be hung on a hook in small closets, and may be stored in a small compass. The concern manufacturing this wheel shows testimonials from several naval officers who found it very convenient to stow away on board and to transport ashore in small boats.

Now a Wreck Because of Misplaced Confidence in a Slim Preacher. "It is probably because I am so fat that my friends who are searchers frequently invite me to ride with them," said the man from Newark as he rested on the shade side of the street, addressing a New York Sun reporter, "but I know my limit. I don't want to accept any such bids. I like to jog out on my wheel at a comfortable pace, and if a good-looking road house gets in my way I don't rush by it as if it were a plague, but I dismount and compare its beer with the tap of the last place at which I stopped. My method of riding a wheel has merits which need no discussion. If I had only declined all invitations to ride with other people I would not be the wreck I am today. Let me tell you, sir, that I am all faded out. My heart action has been so accelerated since yesterday that it seems as if it would batter down my breast. I am a wreck, and the man who is responsible for it is a tall, slab-sided, dyspeptic minister in Newark, but that fine consolation? met him some several days ago, and in course of remarks something was said about bicycling. "Do you ride, Mr. Jersey?" he said to me in a soft, purring fashion. "Every day," said I, promptly. Rev. Mr. Newark said that he admired the wheel, and he believed that, properly used, it was an instrument for good. Then he invited me to ride with him, and yesterday was the day selected. I accepted his invitation with pleasure, because, I do not like to ride alone, and he was a fat man, so I thought I felt sure he would want to rest as often as I would. When Rev. Mr. Newark called for me on his wheel yesterday afternoon I was gleeful. He wore a short black duster, a cap, and a pair of long trousers strapped around his ankles. He looked easy. His wheel was four years old, and it weighed thirty-two pounds. "We will try a little run over to Hamletville and take it easy," said Rev. Mr. Newark.

"Hamletville," I exclaimed, for it was fifteen miles away, and the day was hot. "I really don't feel as if I ought to go further than that," said Rev. Mr. Newark in an apologetic manner. "All right," said I, that is far enough to suit me, and as a thought of his very thin legs and his old wheel I concluded that I was not aware of the job that he had cut out for himself. We trundled out of the

wisdom. He was inclined to the former belief, but upon learning into the matter found several friends who have fallen victims to this cyclotron habit. Whispering of the Wheel. If the rain gods will only deal kindly with us today a number of interesting events will transpire in local wheeling circles, and the enthusiasts who spend the Sundays on the coast can't wait to get up and riding to do it they wish to witness the two races which are down for the day. To start the ball rolling Captain Tom Mickel of the Omaha Wheel club will pilot a crowd of local wheelmen, who think they are fast, to Blair, and he promises to be the first man to reach the theatre burg or he will buy the dinner for the whole crowd. This is a pretty big undertaking, as there are some pretty speedy road riders in the city, and they are nearly all going to make the run. Captain Mickel has the reputation of being one of the hardest road riders in the west, and the man who succeeds in beating him to Blair will earn his dinner several times over. The party will leave the Omaha Wheel club rooms on Eighteenth and Douglas promptly at 8:30 a. m. All wheelmen are invited to participate in the run, regardless of whether they are club members or not. The Turner Indians will probably go in a body, and representatives of every club in the city will participate. Among the well known racing men who will see to it that Mickel's dinner are George Meierstein, A. E. Proulx, F. A. McCall, Bert Potter and a score of others. A special invitation is extended to all tandem or other motorcycle teams to participate in the race. We are interested in the fact that this sort of machine particularly easy. For the information of those who participate it may be stated that the captain will ride a wheel geared to seventy-four inches, with seven-inch cranks, which means that he will be able to ride up hills pretty near as fast as he can walk. Many of the club members who do not participate in the morning start will accompany the boys to witness the contest. The return trip will be made at about 5 o'clock, and it is safe to say after the hard ride that an easy going gal will be maintained coming back.

The Tourist wheelmen have a called run to Fort Calhoun for this morning, and their run starts an hour sooner than the Mickel scorch and they will reach Calhoun that much ahead of the scorching party, it is quite likely that they will put in this time resting, and when the scorches reach their destination they will find them and continue on to Blair, where the return trip will be made at about 5 o'clock, and it is safe to say after the hard ride that an easy going gal will be maintained coming back.

W. F. Sager, member of the famous tandem team of Sager and Swanbrough, who is the best of the best of the National Track association's racers, will enter unpaired riding this season. Coulter and Sager will form the unpaired team of the National Track association, while Eddie McDuffee, who is showing remarkable improvement, holds himself open to meet any rider in America at that distance. McDuffee prefers to have a try with Frank Starbuck if the latter will meet him. Sager has several matches on the string and will probably ride his first one in July. His Omaha friends are confident that he will prove himself the equal of, if not the master of, any of the so-called unpaired champions of the east.

The quad team of the American Cycle Racing association, which has as members Michael, Tom Linton, McDuffee and all of the cracks, will make a trip to Denver in the fall, going by the way of Kansas City and returning via Omaha, and that the team was particularly anxious to stop at the exposition city and give some exhibitions or hold some record trials if satisfactory conditions could be made. As Omaha is just now without a track, the prospects of having one this season are pretty slim, it will be next to an impossibility to arrange a date for the team. O'Brien has assured Mr. Hines that he will be well worth the team's while to stop off long enough to see the big show, whether they give an exhibition here or not.

The road race, which was held under the auspices of the Triangle Wheel club of the Young Men's Christian association, yesterday afternoon, has worked up considerable enthusiasm in racing circles and we may reasonably expect to see several more good road races during the summer, even if we don't have a track.

A letter from Charles Hall, one of the fastest unpaired riders in the west, who has called Omaha his home for the last three years and is now in the east riding for the U. S. Army, states that he and his brother, regularly on the Illinois state circuit and that of Jacksonville, Ill., last week they ran first and second in all of the open events, five in number, winning from representative riders of Michigan, Illinois, Wisconsin and which Gardner, Stevens and others of the cracks were entered and he pulled them around a mile in the splendid time of 2:02.

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ETIQUETTE ON WAR SHIPS. Many Little Points to Be Observed. One of the prettiest of naval ceremonies observed on board an American man-of-war are distinctly worth public interest. From the moment an officer or man steps aboard until after he has left he must observe conventional ceremonial of many kinds. In the first place in going aboard or leaving the ship the starboard gangway is reserved for the use of the commissioned officers and their visitors. All others must use the port gangway. Upon stepping aboard the first thing to be done is to "salute the deck" by touching or lifting the hat or cap. This is meant as a mark of respect to the colors, and is acknowledged by the officer of the deck. The quarter deck is sacred to the officers, and the side of it occupied by the officer of the deck is generally avoided even by them. No enlisted men are permitted to go on the quarter deck except on duty.

The most beautiful of naval ceremonies takes place when the colors are hoisted at 8 a. m., and again when they are lowered at sunset. These two functions are accompanied by appropriate military music, all hands, officers as well as men, who happen to be on deck at the time, standing up at "attention," facing aft and uncovered, until the colors reach the flagstaff head or are lowered into the arms of the quartermaster who receives them, as the case may be. It is customary for officers always to salute the captain when passing him, but not salute him when on board ship, unless merely passing, except when on duty. An official communication is to be made. The junior always salutes first, the senior returning the salute. The men always salute an officer when addressing or being addressed by him.

Officers below the grade of commander are always addressed as plain "Mr.," with the exception that the surgeons are called "doctor." In the familiar unofficial intercourse the chief engineer is addressed as "chief" and the paymaster as "pay." Usually the marine officer is familiarly spoken of as "major" or "colonel." Commanders and captains are always called "captain" and commodores and admirals are addressed by their titles. But the commanding officer of a vessel, no matter what his rank, is always addressed by those under him as "captain." Many small vessels and torpedo boats are commanded by lieutenants and even by ensigns, yet they are called "captain" as long as they retain command.

Unlike civil life, the navy regards it as a compliment to drop the "Mr." in personal conversation between officers. The application of that little prefix implies wide disparity in rank, and a junior thus feels flattered by the elevation to equality made by a senior in dropping it. There are certain interesting formalities in entering, leaving and sitting in the ship's main saloon. Entrance goes according to rank, junior first, in conformity with the principle that the captain is always last to abandon his ship. In sitting in the boat, the senior sits farthest aft, the others ranging themselves forward of him according to gradation of rank. In leaving the boat the senior goes first, which suggests the rule that in an attack on shore, or a boarding party, the senior leads the way.

There are three principal ceremonies attending the official arrival on board, or the departure from a ship, of persons of rank. One is the "saluting the side," consisting of the attendance at the gangway of from two to eight side boys, and the long, shrill piping of the boatwain as the person honored comes or goes over the side. For a commanding officer, admiral or other high functionary, the marine guard is paraded on the quarter deck, presenting arms, with the field music giving the appropriate number of "ruffles" as the functionary passes along the deck to or from the gangway. This is the second honor. The third is the firing of gun salutes, the number of guns depending upon the personal rank. The president of the United States and members of royal families receive twenty-one guns, the national salute, which is the highest number officially recognized. Other officials receive varying numbers below this, the following being examples: Admiral, seventeen guns; vice admiral, fifteen guns; rear admiral, thirteen guns; commodore, eleven guns; Governors of states, cabinet ministers, diplomatic representatives, generals of the army and consular officers are all entitled to gun salutes.

The salute is not fired until the object of it is in his boat and pulls ahead of the saluting ship. The salute is fired and his flag is unfurled from the masthead to be pulled down with the last gun. While the salute is in progress the visitor's boat stops, proceeding after the last gun. It is a marked breach of courtesy to fire either more or less guns than the person saluted is entitled to, and when such is done his representative promptly calls upon the saluting ship for an explanation, and if this is not satisfactory serious offense is given.

There is ceremony even in marking the passage of time on board ship. There is a clock near the captain's cabin which the captain orders watches, and each half hour he goes on deck, and saluting, reports to the officer of the deck the number of bells, such as "one bell, sir," "three bells, sir," and so on. The officer returns the orderly's salute, says "Very good," and then directs the messenger boy to strike the proper number of bells. But at 8 a. m., noon and 5 p. m. there is a marked difference. These hours are reported to the officer of the deck, not as "eight bells," but as "8 o'clock," or "12 o'clock." The officer then tells the orderly to report the hour to the captain, and the eight bells are not struck until the captain directs it, through the medium of the orderly, the officer of the deck and the messenger.

No one on board can see the captain in his cabin without first sending, in his name by the latter's orderly. An officer cannot see the captain on any official business, of his own initiative, without stating it to a receiving party from the executive officer. Enlisted men cannot obtain the further permission of the officer of the deck before interviewing the executive officer.

Literary Tendencies. Detroit Journal: Once the heroine of the novel would have been panned that evening in a soft clinging stuff, merely. But now it is necessary that she array herself in what could not be described in less than ten pages of brevity. "By tripe!" missed her lover, who awaited her in the front parlor, meanwhile. For men are not apt to understand those sorts.

Washington Star: "I am told," said the officer on the Spanish ship, "that the way to make a modern epigram and be regarded as clever is to take an old saw and reverse it." "What has that to do with this war?" inquired his superior, sternly. "Oh, nothing much. But I can't help wondering," he went on, "as he gazed pensively at the ocean, "if that is why the Madrid government keeps telling us to cheer up, as there is always room at the bottom."

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