

IN THE WHEELING WORLD

After a season of thoughtful calm, two adventures of the bicycle have broken out in the old spot. One hails from Scotland, one from Chicago. The particular form of their attack does not vary from those that have gone before, and is adverse to the specialist who breaks into print for a free advertisement. It will be understood, of course, that this precious pair of medics are promoted by the most unselfish motives. Not only they abhor, hence their names are omitted. That the bicycle has contributed to the sum total of human happiness is generally conceded. It follows that the health of the multitude has been improved. Happiness and health are companions. How far this combination drove into the incomes of the afflicted physicians is a matter for speculation. The catalogues of the service give a hint that the latter probably colored their conclusions. Surely not. But let it go at that. The startling information bursting from their mental tires is that excessive wheeling provokes dangerous heart action and unfits the victim for service in the army. That is the substance of their sagacious conclusions. They sound familiar. They wear whiskers hoary with age, and are interesting chiefly because two doctors agree not to disagree.

Another medic whose name deserves to be hazarded on the catalogues of the trade takes an opposite view, declaring that moderate wheeling is a specific for mild lunacy. "Cycling," he says, "seems to distract the minds from morbid trains of thought and intense self-absorption more effectively than any other kind of recreation." There is a power for asylum managers. No up-to-date institution can afford to go without the irresistible cure-all. Even if it does not do all that is claimed, the spectacle of a club of inmates spurring around the surrounding roads is too exhilarating to be neglected.

One of the terrors of the road to all who ride the bicycle, not to speak of pedestrians, is the juvenile cyclist, who is permitted by thoughtful parents to meander about on frequented thoroughfares without the slightest knowledge of the rules of the road. Judging from the number of children one sees ashed in every direction, mostly striving to master full-fledged machines quite beyond their control. It would appear as though the development of this phase of bicycling is about to become one of the features of the present season, and more ger incurred by such riders to themselves and others, apart from the consequences of over-exertion, is little realized by parents. If a parent permits an inexperienced child to ride a bicycle, over which it has imperfect control, in frequented roads, he is responsible for the infant's blunders, which result in injury to others, or he ought to be, for the baby bicyclist in his increasing numbers is becoming a real scourge of danger.

The modern rider is more or less to blame if his machine breaks asunder, for such a calamity will happen only to the very worst made of bicycles, unless, indeed, the machine has previously been badly damaged. Side slip may occur to the best rider in the world when the roads are greasy, and this is par excellence the height of the danger. Naturally, nobody should ever lose control of his machine, but once control of it has been lost the rider should strive to keep calm, retain his presence of mind and, if he is coasting, gradually to grip the tire tightly between his heels. By this means he will be able to bring the machine to a standstill. Naturally, nobody should ever lose control of his machine, but once control of it has been lost the rider should strive to keep calm, retain his presence of mind and, if he is coasting, gradually to grip the tire tightly between his heels. By this means he will be able to bring the machine to a standstill.

Miss Arabella Bates, known over the United States for twenty years past as Miss added Claire, the heaviest female triathlete in the world, died at Fort Scott, Kan., last week from injuries induced by constant bicycle riding. Miss Bates was 48 years old, measured five feet five inches and weighed 413 pounds. She had traveled through every state and territory in the United States with leading circuses and had been engaged with museums.

General Ray Stone, the apostle of good roads, estimates that the farmers of the United States, in marketing the produce of their farms, haul 500,000,000 tons of freight yearly over a total of 1,000,000 miles of public roads, and that the loss of time and the difficulty of transportation is not less than \$500,000,000 per year, which would pay the interest at 3 per cent upon the outlay of money sufficient to rebuild all the bad roads and maintain them in proper repair afterward.

They tell of a diabolical widow in Rio Janeiro who met her husband on wheeling and who, upon his demise, had this legend inscribed upon his tombstone: "My dear soul had the tire of his life prematurely punctured."

A tall person on a bicycle always looks odd and attracts almost as much attention as a man with whiskers. If the rider has high frame wheel, the unusual size of the machine as well as his own figure catches the eye, and if the frame of the wheel is low the spectacle is even more striking, because it has a touch of the absurd. A six-footer on a twenty-inch frame, with the seat post pulled six inches out of the tube, is suggestive of a lanky Georgia cracker riding to town on a diminutive donkey or a milch cow. There is unfortunately another phase besides that of odd appearance, in conjunction with the adoption of the low-frame fad by long-framed riders. In order to be in the swim and have one of the "dink" machines with an excessively small head, a number of riders are sacrificing not only grace, but power, comfort and health as well. A rider with decidedly long legs cannot raise the saddle post far enough out of the frame to accommodate his reach. Saddle posts are not made long enough to stand much pulling up and they should not be, for when they are raised more than a few inches above the top of the seat post or strut, they are liable to bend or break beneath the weight of the rider.

An English tire which, it is claimed, is absolutely puncture proof, does not contain armor bands or puncture filling, but depends solely upon the resisting capacity of several buffers of air. An air tube of the ordinary kind is used, but the make-up of the cover provides for the puncture-proof qualities of the tire. The cover is made of three pieces of very thin mackintosh sheeting, with an outer case of shark or other specially treated fish skin. These four layers are solutioned together for the space of about half an inch on each side, leaving the cover for tread made up, as it were, of three air-tight pockets, these pockets being kept separate from each other by the insertion of transverse pieces of rubber piping. The action of pumping the tire, as will be readily seen, serves to compress the air contained in these pockets. Thus between the air tube and the road are three buffers of air. It is claimed that the outer covers may be repeatedly punctured without affecting the air tube, and that the tire is not appreciably slower than the ordinary single tube pneumatic.

Many tandems are equipped with rear-wheel brakes this year. This is particularly true of combination tandems, and the growing tendency is praiseworthy. Mechanically, a rear-wheel brake is more efficient than one applied to the front wheel, for obvious reasons. More than that, the woman who rides in front on a tandem has not as much strength in her arm as the man who rides behind. She cannot hold the machine in check as well as he can. Everybody who has ever ridden a tandem knows how important a part of his machine the brake is, and men are glad to find it placed at their disposal at the rear end of the tandem.

A well known scientist has stated that when at rest a man consumes 500 cubic inches of air a minute, but that when he rides a bicycle nine miles an hour the air consumption each minute jumps up to 1,600 cubic inches. At a speed of twelve miles an hour the air consumption leaps to 2,300 cubic inches, while at eighteen miles an hour the rider increases his consumption to 3,000 cubic inches.

A Cleveland inventor has patented a device for adjusting the handlebar while the wheel is in motion. A lever affixed to the top of the bar post operates a pin by which the bar is held at the desired position, and may be easily worked by the rider without dismounting. The inventor claims that it is a simple device, always solid in position, and cannot get out of order.

"Wind while you wait," is the motto of an Ohio man who has invented a slot machine for filling bicycles. In operation the bicycle is first placed in position and the tire connected to the pump. A coin being then dropped into a slot acts upon a locking lever to release a plug valve, which may then be turned by hand engagement of an outside lever so as to connect the tire and the pump. A locking arm is also connected with this lever and is moved thereby to clamp and lock the wheel in place. When this locking arm is thrown back to release the wheel after the tire has been inflated, the valve is closed and the valve-locking lever drops into place, preventing the tire from opening until another coin has been inserted.

The majority of the Scandinavian farmers and their families ride and even in many cases the servants and the stablemen also, the machines used being American. The few among the Scandinavians who ride are largely the fact that Indianapolis will have one of the best tracks in the country this summer. Mr. Newby worked for over two years before he was successful in organizing a track company to his liking. With the increasing interest in wheel racing and the fact that Indianapolis had secured the meet, he was able to put his plans into execution this summer. Since the contracts have been let for the building of the grand stands and bleachers, the work has gone on uninterupted and this week the surface will be put on the track. The stands and the amphitheaters will be finished by July 7. They will have a seating capacity of over 7,000 people, while the bleachers, which will extend over half way around the track, will seat twice as many more.

"Learning to ride," observes Harper's Barrow, "would be greatly simplified for nervous women were one simple rule observed—that of timing the movements to some music, sung mentally. The time would then be marked by the downward stroke of the pedal and also by the breath—inhalation or exhalation. If one kept a musical time with the feet and the breath could never tumble and there would be no question of balance. The whole body would then be under control, governed by a musical idea to which all one's movements were attuned. Any march would serve the purpose, even the music of "Yankee Doodle." When one realizes how a whole company of soldiers is controlled in its movements by a military band, so that all its movements become rhythmic, one can understand how much can be accomplished for one's self when out of tune through nervousness. One, at any rate, who tries will suddenly find that a new mode of locomotion has been acquired without effort."

FASHIONS AWHEEL.

Some Points About the Proper Togs and Trimming.

Probably more than with ordinary costumes the fashions for wheelmen's wear are revealed by what the majority of the riders of recognized good taste and culture do when they wheel. Consequently a prediction of cycling fashions earlier in the season was hazardous. After observing closely the better class of riders in the east a writer for the wheeling cycle paper has decided upon what may be considered the correct thing for cyclists.

Although sweaters, he says, have been worn for years with no apparent regard for suitability and appropriateness, they are always in bad taste in public and should be worn only for training purposes or perhaps on long club runs of centuries. For ordinary business or pleasure riding they have been discarded. As a substitute serving the purpose of preventing the catching of colds paper or chambray vests or chest protectors are worn in spring and late fall. Strong contrasts are popular and correct suits of the same material will be worn much less than heretofore. The correct combination is a dark coat and stockings with a light check or mixed trousers and cap. Dark blue or black serge coats are the correct, cut rather short and left unbuttoned, but otherwise like the ordinary three or four buttoned waistcoat. The trousers are preferably outer. Vests of the same material may be worn, or a medium brown or gray waistcoat having longitudinal stripes. In the matter of trousers there is a wide range of choice, but the best taste is shown by the selection of a shepherd's plaid or very small check in black and white, or colors that contrast strongly. Heavy Scotch goods and large checks are less in favor than last year, and in the latest garments the big baggy knee has given way to a closer cut, in which room for the action of the knee is provided by making the trousers longer. The cuffs are now made of the same material as the whole garment, instead of smooth tan or brown cloth, and should be entirely covered by the gait of the hose. Solid colors, either black or brown, are in vogue in cycle hose, which should have fancy tops that harmonize in color and effect with the knickerbockers. The heavy Scotch and English wools have been superseded by light weight wool or silk like broad. The footless hose are largely purchased, but are less favored than the other variety.

Fancy colored shirts, with starched collars and cuffs, are being worn, although negligee shirts, with soft collars of the same material, are very popular in the heated season. The matter of the shirt is not much governed by the bicycle. Anything that is neat, and at the same time contributes to coolness and comfort, is appropriate.

The cap is most suitable for head dress because it sits close to the head, and is not easily blown away. It should be made strictly to be made of the same cloth as the trousers, as the general effect of the whole costume is improved thereby. Regular bicycle shoes should be worn, but they may be of any recent preferred style, although the bicycle shoe, which should be preferred because they keep the ankle cool and dry, and keep the foot in a better position. Black or ox-blood will be more in keeping with the tendency toward dark coats and stockings than the tans or russets.

LOVE ON A TANDEM.

Both Riders Labored Under Difficulties and Necessarily Took Risks.

"You are sure it doesn't make it go any harder?"

"What doesn't?"

"My being on the front saddle."

"If you weren't on that front saddle I give you my word this machine wouldn't be going at all."

"No?"

"No. It would be at home in the woods."

This would not do. The conversation was taking a personal turn, relates the Chicago Tribune. Miss McCurdy decided to change the subject.

"I have had so little experience in tandem riding," she said, "that I didn't know. This is a beautiful landscape, isn't it?"

"I haven't been looking at the landscape."

This also had an alarmingly personal bearing and she hastily put one hand to her back hair to ascertain whether or not anything was loose.

"It's all right," volunteered the young man, "and you hat's on perfectly straight."

"No, he hasn't been looking at the landscape," mentally decided Miss Glycerine McCurdy.

"Her cheek looks like a peach," said young Spoonmore to himself. "And, by God, she is a peach!"

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left practically to his own guidance, ran into a rut—

And spoiled one of the most promising romances of the year."

Oh, young people, let this be a solemn warning.

Do not become sentimental on a tandem until the era of good roads has fully come.

WHISPERINGS OF THE WHEEL.

Not in the last ten years of Nebraska's bicycle racing history has there been a Fourth of July with so little enthusiasm displayed as the one celebrated last Monday. Heretofore the division has always celebrated the day by holding their annual race meeting, at which the state championships are contested for and the racing men and racing enthusiasts usually look forward to this date as the most important one for them on the year's calendar, but this year it seems almost as if the least importance, as there was not a meet of any kind held in the state and the racing men were compelled to hunt other fields. This state of things would indicate that 1898 is Nebraska's off year in cycling, and if the war continues, the chances are that her state circuit, which the officers of the division are planning to make the best the state has to offer, will be a failure after all. The date of holding the state meet has been set for August 1, but as near as can be learned, there is little work being done with a view of making it a success, and the editor of Nebraska's leading bicycle paper, the "Cyclist," has announced that the meet may not be held at all. With the Omaha base ball team transferred to St. Joseph, there may be some show of Omaha's getting a track in the grounds vacated by the ball team, and a little enthusiasm may be stirred up here.

The National Track Association, which time a match race is scheduled to occur here between W. W. Hamilton of Denver and Tom Linton of England; but unless the track is forthcoming, the match will have to be declared off.

Gadke and Meierstein, about the only local riders who are taking seriously this year, went down in Kansas to attend the Kansas state meet on the Fourth and Gadke succeeded in running three firsts, while Meierstein got a like number of seconds. Both these men had intended to follow the circuit, but Meierstein's ankle was opened, but Gadke's then set out for him \$7, and as the prizes on the circuit were not as great as he had expected he returned to this city Friday, while Meierstein will follow the balance of the circuit. At Council Grove, Kan., Thursday he succeeded in getting one first and a third. Gadke's and Meierstein's absence from the circuit is particularly good, in view of the fact that nearly all of the training they have been able to get has been done on the road, as Omaha is without a track. Meierstein thinks that he will have little trouble in getting one along with his present form, but Gadke's future plans have not as yet been announced, but it is quite likely that he will attend the national meet at Indianapolis in August, in order that he may have a chance to compare his speed with that of the "fast boys."

Below will be found Fleischer's answer to Muentefering's challenge, which was published in this column last Sunday.

OMAHA, July 8.—To the Bicycle Editor of the Bee: In answer to the challenge of your letter in last Sunday's Bee, I will say that I cannot see how he can class himself above any one, as he never won a race fair and square. He has won his money by cheating and by using his money to buy his way to the front. He is a cheat and a liar, and I will not have his name mentioned in connection with a race from here to Blair, in view of the fact that he has used his money to buy his way to the front. He is a cheat and a liar, and I will not have his name mentioned in connection with a race from here to Blair, in view of the fact that he has used his money to buy his way to the front.

Members of the Associated Cycling Clubs of Omaha were royally entertained by the Turner Wheel club at Turfset park last Sunday afternoon. About 100 wheelmen took advantage of the invitation extended by the Turner club, and the assembly at seven o'clock and proceeded to Turfset park, where the afternoon was spent watching the different contests. The wheelmen were headed by Comptroller Westberg and John Buder.

The Omaha Wheel club has been making evening runs regularly during the last week and Captain Tom Mickel announces that there will be short runs on the card during the coming week for Manawa, "Billie Bryan's Camp," Florence and other places. These runs are very popular and are well attended.

Electric pacing machines of the present day have proven to be unreliable and will not be used to any extent in America at least this season.

The world's record for amateur tandem unicycle mile, recently lowered at Detroit, Fred Joseph, of Pratt, Ho, and his wheelmen, riding the distance in 1:50.

A League of American Wheelman member from out in the state complains because there is no league hotel in Omaha. Well, it would make a state derelict, and it would make every hotelier in the state a member of the league.

"A Twig of Laurel" is the title of the four-act "pastoral cycle drama" in which Eddie Bald and his troupe are to appear as an actor. The piece is described as having a cycle basis, of course, and the plot is said to be pretty, romantic and pleasing. Realism enters into it to a degree that is said to be remarkable. "A race meet is a feature of the play, and the riders actually racing against one another as on the track. This effect is said to be worked out with patented machinery and panorama.

Miss Dottie Fairbourn won the six-day race at Oshkosh, Wis., last week. Lilly Williams took second.

Triangler Club Notes.

Those that braved the threatening weather Saturday on the Crook-Bellevue run were amply rewarded. The club visited Chancellor Kerr, took in the college and partook of a nice spread at Fort Crook.

President Hunt is spending his vacation at Hot Springs, S. D.

The "search" Tuesday evening at Elmwood park was very fast. Hall proved himself a scorching hot rider. The club Thursday evening the club held its regular monthly business meeting. The secretary's report showed the club to be in very good circumstances, receipts and expenditures amounting to about \$125 for the month.

The roasting contest to be given on the 18th will be held at the corner of the street hill instead of Florence Hill. Sawyer, Brewer, Hall, Ringquist, Stemm, and possibly others will enter the races to be given on the 20th at Council Bluffs by the Owl club.

The club will give a picnic in the near future.

Tuesday evening, July 12, at 7:30 p. m., they will be entertained by Dr. Miller. It is expected there will be a good turnout on that evening. A trip across the state ahead of good roads will probably be had in September.

OF A WARLIKE TURN OF MIND

Literary Tastes of Those Who Call at the Public Library.

Attendance of Visitors for June Shows Large Increase Over That of the Corresponding Month of Last Year.

Midsummer is a season when business at the Omaha Public library is usually at a low ebb, when the attendants relieve each other and go on vacations and when the public spends its time on the boulevards, rather than over study lamps. Now, however, exposition visitors and citizens in search of new news are keeping the attendance at the library to the midwinter level. In preparation for the former patronage, the interior of the building has been newly tinted a terra cotta or warm red shade and numerous pictures and other accessories are on exhibit to add to the usual attractions. For the news hunters additions have been made to the newspaper list and catalogues on different subjects of war literature have been prepared. The most popular dailies, also, have been placed on standing racks in order that their possessors, objects of envy to waiting patrons, may not pause an unreasonable length of time in their perusal.

The department receiving most attention is the reading room, as the public prefers reading history in the newspapers rather than in the bound volumes of the circulation department. It is equipped with twenty different dailies and all desirable periodicals, so that information is ready to hand from the locality of the exposition visitor, as well as the battle front. In addition to this an exhaustive collection of several thousand clippings on all phases of the war situation has been prepared and catalogued to answer inquiry along any certain line.

The report for June showed an attendance of 3708 at the reading room, an increase over the corresponding month last year of 889, or thirty-five a day.

Another popular resort is the Byron Reed room, and the registry book there shows the names of most of the distinguished visitors who have been in the city since the opening of the exposition. Strangers are particularly interested in the rare collection of coins and most of them have pieces at home of unusual mint or date which are referred to the attendant for appraisal.

One visitor numismatist applies almost daily for a sight of the 1864 dollar, of which the collection has a good specimen, and it is handled with due solemnity in the presence of custodians. The attendance in this department increased last month over June of last year from 475 to 725, a monthly increase of 250. This increase, as shown by the register, is almost entirely traceable to exposition visitors.

SAIL READ FICTION.

The circulation department is not neglected in the general impetus to library patronage and there are 215 applicants for borrowers' certificates during last month over 145 in June one year ago.

The reading matter called for is not of the most sober sort and is largely in the line of light fiction. This is to be expected, when its use is generally for hot afternoons on shady porches and when schools, women's clubs and reading organizations have adjourned for the summer. The circulation department is visited by many country librarians who wish to gather hints regarding proper methods in cataloging, charging, etc., for use at home. Some of these spend several days in the study of the system in use and the economy of many a collection will be advanced by the visit of its representative to the exposition city.

The reference room is still as valued a place as ever, and it is well worth a visit to the windows and cool frontage is an attractive spot on a summer afternoon. It was furnished with a number of engravings, mostly of old masters, by the public schools and the Omaha Woman's club for summer use. The best of these are copies of Murillo's "Children of the Shell," the "Alhambra," the "Forum" and "Charles the First." There are also good casts of Praxiteles' "Hermes" and the "Venus de Milo."

TOLD OUT OF COURT.

Lord Russell of Killowen, years before he took silk, was sitting in court, when another barrister, leaning across the benches during the hearing of a trial for bigamy, whispered, "Russell, what's the extreme penalty for bigamy?"

"Two mothers-in-law," replied Russell without hesitation.

The patience of appellate judges must often be sorely tried by the methods of some thick-headed attorney who needlessly multiplies words and spread ponderous, opaque sentences over the simplest propositions of law. Occasionally a judge yields to his natural irritation and gives the prolix lawyer a gentle rap in passing. In *Jevens against Davidson*, 3 Tex. 400, Lipscomb, J., vents his feelings as follows: "I have never known a case presenting so little difficulty in law in which there was so profuse an expenditure of paper and ink in the formation of the record; it fills 246 pages of foolscap. In a case where the deed of trust on which it was brought, presents a plain and pertinent hearing of a trial for bigamy, and the spurious chart for direction as to its objects, readily comprehensible to the most ordinary capacity."

Inspired probably by the unique action of that New Jersey justice of the peace, who was so true to his judicial instincts that he had himself hauled before himself in order to fine himself, Judge Cowing of the court of general session in New York undertook the other day to act in the dual role of judge and counsel. It is said that he was absolutely impartial and that the trial was conducted with even painful attention to the niceties of judicial etiquette. The victim of it all was one, Maguire, accused of having attempted to commit suicide. Maguire had no counsel and Judge Cowing at once said he would act in that capacity. There was much protest on the part of the assistant district attorney who was conducting the case for the people, but, it is said, that in the end this young man almost wished to apologize for objecting at all, so edifying had been the whole proceeding. All went well throughout the presentation of the case for the prosecution and then the counsel for the defense asked his first question: "How long have you been married?"

"I object," said the counsel for the people.

"On what ground?" asked R. B. Cowing.

"On the ground that it is irrelevant, immaterial and incompetent."

"I maintain," said R. B. Cowing, counsel for the defendant, "that the question is perfectly proper. I wish to show that this man was happy, had everything to live for and that the claim of the prosecution that he tried to end his life is absurd."

"Objection overruled," was the verdict of R. B. Cowing, judge.

Half a dozen other witnesses for the prosecution were brought forward, but their testimony prevailed over the jury acquitted Maguire without leaving the room.

In Allegheny, Pa., 3-cent schooner houses have become so numerous that a meeting of house dealers has been called to discuss the situation and take measures against these cut-rate dispensers of beer. A similar situation confronts the dealers in Pittsburgh.

A Great Gut

Commencing Tomorrow Morning we will sell one hundred 1898 model \$75 high grade bicycles for

\$49.50

First come first served. Just look at the specifications—22, 23, 25 inch frame—any color—Vim or Morgan & Wright tires—Christy or Bunker Saddles—any style handle bars—any size gear.

Wheels Rented and Repaired.

H. E. FREDRICKSON,
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\$45 Buys a \$75 Bicycle.
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NOT '97 MODELS, BUT '98s.

Some Wheels at \$17.00.
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H. H. HAYFORD, Manager.

OMAHA BICYCLE COMPANY.

The Best Place and Cheapest Place to Buy

\$19 BICYCLES \$25

TIRES. SUPPLIES. RENTING

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Corner 16th and Chicago Sts. ED. T. HEYDEN, Manager.
Bicycles Checked at Main Entrance, Exposition Grounds.
20th and Emmett Streets.

BOUND TO WIN.

A Detective's Play with a Big Bill in

"I've seen many a funny play come off in a far bank," said an old-time gambler to the Cincinnati Enquirer, "but of all the plays that I can remember the cheekiest came off in Colonel Bolly Lewis's game a long time ago. It was in the fall of '88, and Colonel Bolly had the biggest game in the west at 212 West Fourth street. There was plenty of money around here in those days, and cotton and tobacco planters dropped in day after day, sold their crops and then played the bank. When a man was known as a gambler among sports men as Billy Pinkerton is today. Just as soon as Chris reached town he hunted up the gang and they had many a good night.

"They all took a turn at the bank. Sometimes they were lucky, but at the wind-up all were as good as broke, and this included all of Hogan's expense money. One afternoon Hogan, with Eph Holland, who ran the Empire gambling house and managed the Goss-Allen fight; 'Bud' Reilly and a dealer called Little Henry dropped into Colonel Bolly Lewis's game. Bolly was sitting behind the layout stroking his whiskers when the boys dropped in.

"How are you, colonel?" said Lewis, as he began to shuffle up.

"I'm very well. How are you?" replied Hogan.

"Never, was better," said Lewis, as he shoved the deck in the box.

"The colonel looked all around, and a few small bets were made. Hogan looked on for a turn or two, and then threw down a \$500 bill in the big square to win.

"How much goes, colonel?"

"Three hundred dollars," replied Hogan.

"Colonel Lewis turned, and the big square was won."

"What goes?" asked Colonel Bolly.

"Nothing. Give me the cash," replied Hogan.

"Lewis gave him the money and he walked out with his friends. When they got outside Holland said:

"Where'd you get the money?"

"Why, that's some of those counterfeit bills I've been working on," said Hogan.

"Well, you've got your nerve. Suppose the big square had lost. What would you have done?" asked Holland.

"Done? Why, I'd have got \$200 change in good money and bought a few cold bottles," was Hogan's reply.

"The next day Colonel Lewis was told that he had turned for counterfeit money, but he would not believe the story, but I know the bill was a counterfeit."

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If you are looking for a comfortable trip, unswerving by daylight, or whether you are going to New York, Philadelphia, or elsewhere, you cannot do better than take the

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from Buffalo to Niagara Falls and westward.

The only direct through service to New York, Philadelphia, and other cities.

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Including Buffalo, Niagara Falls, Genesee, and other scenic spots.

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All through day trains carrying daily service.

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Well served in the dining cars, with the finest cuisine and a variety of delicacies.

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Regulating Fluids, Blood, and Nerves.

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Remedy for all ailments of the system.

LADIES' REMEDY

A safe and powerful remedy for functional troubles, delay, pain, and irregularities, in

APIOLINE (CHAPOTEAUT)

Prescribed by the highest Medical Authorities.

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Are better than hand-sewed shoes but cost less. Men, women and children wear them. All kinds are made; all dealers sell them. GOODYEAR SHOE MACHINERY CO., BOSTON.