Gallant Jersey Doctor Applauds Poth, and that Settles It.

WHEELMEN WORK A POLITICAL BLUFF

Road Rules and Rights-Ploneers of Good Ronds-Comment and Gossip in Cycle Circles-Local Happenings.

The bicycle girl who has been in doubt es to the propriety and modesty of the omer garb need have no further quiverings of conscience so far as this matter is concerned, for the Fellowship for Ethical Research has set its stamp of approval upon the much discussed garment, which some cycling women wear, and others wish to don, but lack the courage. The momentous question of the "Moral Influence of the Bicycle" formed the subject of an address which Dr. Isaac Hull Platt of Lakewood, N. J., delivered before the Fellowship for Ethical Research in Philadelphia recently. Dr. Platt said the blcycle and the bloomer were all right, so that settles it.

The wheel was heralded by Dr. Platt as the emancipator of feminine thraidom, re-ports the Philadelphia Record, and he was ports the Philadelphia Record, and he was especially warm in his commendation of bicycling for women, and in her espousal of a rational dress. The ardent champlon did not allow himself to be drawn off into a discussion of the relative merits of divided skirts, the compromise short skirt and leg-gings, out-and-out bloomers, or the extreme of costume, as exemplified in Mary Walker trousers. He confined his attacks to the un-wieldy skirts, which shackle the limbs of women in general and the bicycle woman in particular, "as a ball and chain on a pris-oner's ankle," and discreetly left the mooted estion of trousers or compromise skirts for after consideration.

Dr. Platt was consistent; he clothed his facts as plainly as he would have the bicycle woman clothe herself. When he meant leg woman clothe herself. When he meant leg he did not say limb. It was a point in his remarks that when society ceased to insist that women moved around on wheels, and conceded that they were hipeds, half the victory for rational dress was achieved.

"I believe that there is no single influence at work which is doing so much for the

emancipation of woman as her use of the bicycle," Dr. Platt declared. "In so much as she uses it, it takes her from the maddening monotony of the continual journey from the cook stove to the sink. It beguiles her into the open air, and under the sway of enfranchising and ennobling influences of rature. It gives her self-confidence and independence, and, what is by no means of the least importance, it promises to give her a rational costume by at last relegating the skirt into innocuous desustade. That a reasonable human being should ever adopt a long skirt as an article of daily apparel is incredible. It must have been forced upon woman in some prehistoric age by her lord and master to mark her servitude, and to act as a shackle to hamper her movements and prevent her from getting away, as a ball and chain are attached to the ankle of a prisoner. Imagine a man going about his daily avocation in a long skirt.

"I suppose that every individual over the age of 2 years and not an idiot is aware of the fact that a normal woman has two legs, and yet for some reason, utterly unaccountable, it has been the convention for countless ages for her to go through the shallow farce of pretending that she has none. Now that she has learned to ride a bicycle she finds the skirt more inconvenient than ever before, besides being dangerous and immedeat. In a fit of desperation she is discarding it, and it would seen before long that she will stand before the world as the equal of man, a free and ac-knowledged biped. If the bicycle should have no other moral influence than this, it would be far from little.'

Dr. Platt, who is an enthusiastic bicyclist himself. advanced many other reasons in bis, arguments to prove that the bicycle is of no little moral influence. Its value in exercise, amusement, utility of service, and its democratic tendencies in making "all men equal on a whoel," were among those he pointed out.

THE BICYCLE IN POLITICS.

The attitude assumed by the wheelmen in several cities, notably in Milwaukee, against the authorities that seek to put the wheeling pastime under reasonable restrictious, seems to be ill advised. In Milwaukee an ordinance has been introduced in the city council which proposes to make wheeling council which proposes to make wheelmen conform to certain regulations that are deemed necessary for the safety of padestrians. The ordinance not only limits the speed on certain thoroughfares, but requires that wheelmen shall equip their wheels with bells in the daytime and with lanterns at

night.

This same requirement has been embodied.

This same requirement has been embodied. in the form of ordinances in other cities, and in most of them the wheelmen have pretty generally evinced a disposition to accode to it, regarding the regulation as perfectly reasonable and just. In Milwaukee, however, the wheelmen have filed a protest and have signalized their disentisfaction by offering a substitute ordinance, which will regulate the speed of bleycles, but makes no mention of bells, lanterns or other equipment for warning pedestrians. The wheelmen have organized and threaten to take the matter into the coming city election if their substitute ordinance is not passed. They claim to be able to control several thousand votes, and they threaten the aldermen who oppose them

they threaten the aldermen who oppose them with retirement.

The setion of the wheelmen in Milwauker and several other towns where ordinances have been enacted to regulate bicycling and to protect pedestrians from incautious riders leads to the reflection, says the Chicago Times-Herald, that the wheelmen may become an element of force in politics. In cities where the parties are everly matched it would be possible for wheelmen if properly organized to control the elections, as they could easily hold the balance of power. Indeed, the politicians already see the necessity of being bicycle riders in order to wage a winning campaign. In one Illinois city the candidate for mayor, who was a bicycle enthusiast, date for mayor, who was a blevele enthusiast easily won over a very popular opponent who did not ride the wheel. With the advent of the wheel in politics the candidate who can show the most century runs may have a decided advantage. No one will object to the organization of wheelmen for political purposes provided they do not seek to use their power to prevent restrictive legislation that is

in motion, keep to the right. A person driv-ing is very properly required to have the left wheels of his vehicle on the right of the center of the street. In other words, this law is an authoritative adoption of the old

otto: "Fair play and half the road."
While bicycles are included as enjoying this privilege, and horsemen are required to extend to them the same courtesy they would another vehicle drawn by horses, a similar restriction is put upon wheelmen and wheelwomen. They, too, must turn to the right.

If they fail to do so and a collision occurs they have no one but themselves to hold to

BLOOMER AND THE BICYCLE he legally be asked to give the whole of it. have. Highways were, perhaps, originally made for rathe vehicles drawn by horses, but the introduction is a of the bicycle and its adoption into general use afford it the same facilities, rights and privileges of other vehicles on the roads. The greatest danger is from inexperienced riders, whose nerves are sometimes ratifed in the presence of approaching vehicles. Constant care is necessary, and if exercised mishaps can be easily avoided. There is an old jing e which tersely sums up in crude, unpoetic style the rules of the road. If borne in mind would save many a collision and consequent smashup. It runs:

When you meet, the right is right; When you pass, the left is right.

FARMERS AND BICYCLES. The extension of the trolley and cable sysreatly reduced the demand for horses, and craze. This, says the New York Sun, strikes at horses of the better quality, ordinary carriage horses, and not those devoted to the Strange to say, he experienced little trouble humble and laborious task of drawing street in balancies the machine. He began riding about stables throughout the country, and more especially in the smaller towns, are now feeling the sinister effects of the bicycle craze. slables throughout the country, and more especially in the smaller towns, are now feeling the sinister effects of the bicycle craze. In country hotels or boarding houses where in previous summers it was the custom of the guests to go driving, this year there has been very little demand for carriages, as bicycles have furnished an adequate substitute. Not only have the livery stables suffered in respect of transient patrons designing "to go for a drive" over green hills and through winding valleys in the De Kelb seams to have more than her suffered in respect of transient patrons desiring "to go for a drive" over green hills and through winding valleys in the country, but the regular customers as well have gone over to the bicycle contingent very largely. Country doctors, as a rule, have been among the best customers of livery stables, but they are so no more for HOSPITAL FOR THE MAIMED. many country physicians now use bloydes for their professional visits, and this is true of many other former patrons of livery stables. The big bicycle factories are turning out hundreds of machines every day, and up to a few weeks ago could not supply the demand. As the number of machines increases the demand for horses falls off, and one of the results of this has been the cheapening of good carriage horses and the re-duction of the number of such carriage horses raised by farmers. In still another way the farmers of many states have suffered from the effects of the blockle craze; the whiels need no fodder. The fewer horses the less demand for hay and oats, and it is believed in many quarters that a shortage

in the New York hay crop this year is all that prevents a big fall in the price conse-quent upon the decrease of the demand. But while on the one hand the farmers of the country have suffered from the bicycle craze—due directly to the limited demand for borses and indirectly to the reduced demand or hay and outs-they have in another way mson to be grateful to the cyclists, who ar the practical pioneers in the movement, so fir as this country is concerned, for better roads. The improvement in roads is of dec ded ben fit to farmers, more so, in fact, than some of them realize or are willing to admit. Better roads put farmers into closer communication with consumers, and by decreasing the cost of transportation enlarge the profits of egri-culture, and this beneficent work is going on in every part of the country, for blcyclists are found all over the United States. HINTS FOR BOYS AND GIRLS.

Bicycling for boys is different in most de tails from bleyeling for girls, says Harper's Round Table, and we must speak separately of these, as, indeed, the two should be enjoyed separately generally. A boy always has more endurance, and can tire out a girl n four miles. He should, therefore, either ride only in company of his own sex, or he should, when riding with a girl, keep to her standard, rather than try to bring her up to needs his constant attention during the ride, so much so, indeed, that he will do better not to ride with girls at all.

To begin with, then, let us take the ordi-nary upright position, such a position as will correspond to the upright position assumed by any one who is walking, by a good horse-man in the saddle, by a cross-country run-ner in his run. There are rules for all these, and they are relatively the same. You want to give yourself plenty of room to breathe in. The chest ought to be well out, there-fore, the shoulders thrown back, and the head up, so that you will not be crowling veins that send blood into your head by letting your neck sink into your shoul-ders. This is the same in horseback ridders. This is the same in horseback riding, running, walking and rowing. You
can assume this position while sitting and
reading this article by following this simple
rule: Sit squarely on the chair. Then fix
your mind on an imaginary spot in your
chest bone or "sternum," just half way between your pectorals and on a line with
them. Then try to "lift" this point up as
high as you can. Your abdomen will naturally be contracted, or will "go in," as you
nay. The small of your back will curve in may. The small of your back will curve in and the back of your neck at the base of the brain will press backwards, while your chin is brought in close to your neck in front, at the same time the shoulders are pressed back. When this position is exaggrated it looks somewhat pompous and idiotic, but it is the correct position for the

trunk of the body, and when it becomes natural it looks natural. natural it looks natural.

This is the position you should assume when you are in the saddle of a bicycle. Of course no one, man or boy, can keep in this position all the time, but you should keep as near it as you comfortably can. Comfort is really the basis of all such positions, and, while to a certain extent comfort is the result of habit, still a more upright position is more natural to one than to an-

other rider BROOKLYN CYCLE PATH.

by contributions from wheelmen and the re-mainder of the cost was paid by the de-

partment of parks.

The Ocean parkway is 210 feet wide and is composed of a driveway 70 feet wide, two footpaths and two wagon roads all being separated by trees. The right footpath going toward Coney Island has been used for the cycle path, and so great is the throng of cyclists that there is now talk of convert-

poses provided they do not seek to use their power to prevent restrictive legislation that is deemed necessary to protect people who do not ride wheels.

ROAD RULES.

With all due regard for that very serviceable and alluring invention, the bicycle, it must be confessed—albeit with refuetance—that it often plays have with what are commonly known as "the rules of the road," and serious accidents frequently result. In order to remove this little inconvenience, before it shall be increased by the coming into use of the horseless carriage, a few minutes' study of these rules may be destrable, says the Philadelphia Record.

It is the long established custom in this composed that this is only an unwritten law of the road-without the period of the reason and periods accidents frequently result.

It is the long established custom in this composed that this is only an unwritten law of the road-without the period of the road-without the period of the road-without the period of the reason and periods accidents frequently result.

It is the long established custom in this country that vehicles meeting on any street or highway shall turn to the right. Some suppose that this is only an unwritten law of the productive of the road-without the path is fulry lighted, and for a speak—but as a matter of fact, it is on many street or highway shall turn to the right. A person driving in the road-without the path is fulry lighted, and for a speak—but as a matter of fact, it is on many street or highway shall turn to the right. Some suppose that this is only an unwritten law of the road-without the path is fulry lighted, and for a speak—but as a matter of fact, it is on many street or highway shall turn to the right. Some suppose that this is only an unwritten law of the period of the road-without the path is fully lighted, and for a speak—but as a matter of fact, it is on many light when riding on this path. There are not all the path is fulr

repaired.

The cycle path is very popular and is visited by an average of 2,000 wheelmen per day. Twenty-five tandems have been counted on the path in one day.

BAGGAGE AND CARRIAGE. Referring to the fact that in the eye of the law a bicycle is a carriage, a writer in the League of American Wheelmen Bulletin seems to hit the vail on the head when he says that a bicycle when mounted is a ve-Women. They, too, his term to the right. If they fail to do so and a collision occurs they have no one but themselves to hold be gilly accountable. A go d nature to be avant of the law on the part of all concerned will ensure absolute safety and freedom from accident. While some drivers and riders are perhaps, unmindful of this rule, it is equally true that some cyclists are either ignorant of it or do not see fit to live up to its requirements. They take their own chances while they pass an approaching horse on the left.

It should also be remembered that whenever a hold each of the interval of the

Ever since wheeling became a craze the human race, big and little, high and low, powerful and weak, has thought it no dishonor to be found in scanty attire, pushing pedals. There seems to be no limit to the pedals. There seems to be no limit to the fad, and the result has been no end of freaks and freaking. Now, however, the greatest of all freaks makes its appearance. It is a bleycle whose rider has no legs and only one

The rider is Arthur Roadhouse, a boy resident of De Kalb, Iil. He is 13 years old. bright and as active as his physical imper-fections, which came from birth, will allow. as eightiely or steam power has been substituted for horse power, the market for the cheaper grade of horses has grown worse. Recently the farmers who deal in horses have met with still another disaster which has diminished the demand further—the bloyde than the boy could ride, and he did so. His one hand guides the handle bar and bars of steel lead up from the pedals to the short stumps which he has known as legs.

He began riding about three weeks ago, and after three or four hours' instruction and classes are at their best, and riders of all

HOSPITAL FOR THE MAIMED. Near Golden Gate park, San Francisco, where the bicycle mania is now raging furiously, there is an emergency hospital where are treated many of the victims of the wheel. The statistics accumulated by the physician in charge shed light upon some curious physical and sexual problems. He has discovered, among other things, that 90 per cent of the men who are injured succeed in saving their faces from injury; almost without exception they bear the marks of their falls on the palms of their hands, the knees and the legs below the knees. Women, on the contrary, seem to possess a fatal spillity for bruising their faces, and prefery their noses, and when they do bear ands upon their hands it is almost in-liably upon the back of their hands, and of the inner aspects, which are bruised. From this it would seem that men when falling from bicycles instinctively throw out their hands to break the force of the blow and draw up the legs under the body, so that the brunt of the blow comes upon the knees. Women apparently make little or no effort to save themselves, and do not struggle against the fall; hence the curious ways in which their hands are bruised upon the backs and the frequency of sprained ankies among them, as compared with men, who save heir ankles by gathering their legs under

Bloomer Notes.

They have no bloomer dances in Mechanics burg, a village fiften miles from Springfield. O., but Mrs. Rolla Guy and Mrs. Edgar Patrick have introduced the next thing to it in the "emancipation tea." There were twen-ty-five guests at this affair. Both maids and natrons wore bloomers.

Mme. Melba has been interviewed in Paris a proper machine for woman's use.

A few days ago a large party of Osage Indians arrived on a visit to the Sac and Fox tribe, east of Guthrie, Okl., and the two tribes began a pony dance. The white people who visited the dance were astonished to see the new woman there, fully a dozen of the Osage with the Osage of the Osage woman there, fully a dozen of the Osage of the Osage woman there, fully a dozen of the Osage of the Osag the Osage squaws being attired in calico

It has been decided by the women of the Orange Toboggan association to wear bloomers on the slides of the Orange mountain, N. J., next winter, and some fetching costumes will be evolved for the sport. The desire aimed at is to have the bloomers fit just a shade closer than those used by whealwomen. No protests have been heard as Titus to a St. Louis belle.

Miss Annie Wilson, a handsome young lady of Chicago, dashed down Main street, Lexington, Ky., on a bicycle. She was dressed in bloomers. She was the first woman to appear on the main street of Lexington in bloomers, and caused much exercement. She were a faunty cap, eye-glasses, a blus-flannel blouse, with bloomers of the same material and color. Her leggings were also bloomers, and caused much excitement

Whisperings of the Wheel. After all Omaha will not have a National circuit race meet, at least not this year. While the Associated Cycling clubs have not formally announced this fact, the cycling editor has been assured by members of the association that there would be no circuit meet this year. This announcement will doubtless be a surprise and disappointment to the sport loving public of Omaha, who have been looking forward to this meet ever since early in the spring, when it was announced that Omaha had been alloted a date on the National circuit. They had looked forward to seeing such kings as Baid, Cabbane, Titus and others incommendiate. looked forward to seeing such kings as Baid, Cabbanne, Titus and others in competition, and had even anticipated that a world's record might be broken by some of these fast men, but alas, they are doomed to sore disappointment. The reason for this, while not exactly known, is pretty well understood by those who are actively engaged in cycling matters. In fact there are many reasons, but perhaps the greatest one is the fact that October 15 is entirely too late to

fact that October 15 is entirely too late to hold a race meet in this city, as this is, you might say, the beginning of our winter and thus if the day happens to be some-what raw people will not venture out to sit in a grand stand for several hours and be chilled to the bone. Several members of the association have said that the reason for declaring the meet off was that the entries of none of the large teams could be depended upon. This, however, we think is a mere excuse. Hang up a good prize list and there will be but little trouble in getting entries. Most of the team managers have announced their intentions of sending their men to the Danwer meet which course but for the Denver meet, which occurs but a few days later, and if inducaments were offered for them to stop off for a day or two at Omaha there is no doubt but what we would see the fastest men in the country here. The firm for whom E. C. Bald, the fastest class B. man in the country fide.

It was announced by a local contemporary last Tuesday morning that the eighteen-hour ladies' world's record had been broken at Charles Street park by Miss Nelson. This is, however, erroneous, as Miss Baldwin holds the record, which is 277 8-10 miles, while Miss Nelson only covered 275 and a fraction. wheels is a thing no one cares to give, prin-cipally because the racing min does not feel that he needs it. There are those, however,

use is the light roadsters, weighing some rather, it differs from all other vehicles. There is a steadily growing demand for the transportation of bicycles on boats and trains, and it is the duty of the carrying companies to feather-weight wheel, a fact new worshipfeather-weight wheel, a fact new worship-pers of weightless mounts would do well to remember. This advice is just as good to-day as it was months ago when the doctrine that wheels had reached the limit of lightness was first advanced, and the reaction toward rational weights, which has now be-gun, was foretold.

The cycle-race loving public will in all probability have a chance to witness some good sport here ere the season closes. B. B. Bird, who holds all of the Minnesota state championships, has issued a challenge to any rider in the state for a race, and the same has been promptly accepted by W. A. Pixley, who holds the Nebraska state championships. The races will take place at the old fair grounds October 5, and as tandems will be put in for paoing, the state records will surely drop. There will be several class A events and some good sport may be ex-

September, October and even November are the best months in the year for cycling. Not only is the atmosphere at that season particularly adapted for outdoor exercise, but the roads are at their best, and riders of all the veins. Old riders are advising their friends to buy their wheels now and to ride to the country to see the trees put on their autumn dress of many colors, and to later enjoy the hazy atmosphere of the Indian summer. But little change will be made in the 1896 models, and not much will be gained by waiting for a drop in prices of high grade

The wheel that Frank Lenz was riding when he was murdered in Asia Minor arrived on the steamship Pennland, having been consigned to one of his friends in Cincinnati. The machine bore evidence of rough usage, no doubt caused by having lain in the sun for several months before being discovered by those sent in search of the unfortunate man. Some parts of the wheel are broken, and in other parts it is disconnected, evi-dently the work of the murderous Kurds in their attempts to use the vehicle

Russel Condon succeeded in winning a first and third place at Sloux City last week. This speaks well for him, as he has had but little training this season and is not at his best yet. He will be seen on the path next sea-son and will begin training early.

Gadke is keeping up his good work. At Plattsmouth last Thursday he competed in two races and won them both.

On Saturday, October 2, the Mead, Neb. Cycle association will give another race meet on its track at Mead, at which \$169 worth of prizes will be given away. A tandem will be on the track, and it expects to lower some of the state records.

Denver will attempt to more than eclipse its record of last year at the national meet, and is preparing to give the racing men such a three days of racing as they have not seen before this season. All of those teams that do not go to the coast will probably travel as far as Denver anyway. Pueblo, October 22; and Salt Lake City, Oc Ame. Melba has been interviewed in Paris regarding knickerbockers for women. She says that she detests masculine costume for the gentier sex and has always refused to wear it even on the stage. For a bicycle dress for women she has no choice. She even intimates that she does not consider the wheel a grouper machine for women's use. racing in one month. For the month of De-cember races are being arranged in Arizona, New Mexico and Texas, these also being have a special car throughout the trip.

Manager Mardis of the Charles Street park

Cabanne and Titus are to be married this winter, Cabanne to a Pennsylvania girl and

Why can't we have another big road race to wind up the season with? There are plenty of fast men in this vicinity that would enter, and such a thing at this time of the year would not be gut of place. Paced by Messrs. Denman and Potter,

Pixley rode a mile in training one evening last week in 2:09 4-5. The track was poor the time would have been several seconds Chairman Gideon has suspended Ned Read-

ing, the professional, from all track racing for six months from September 10 for riding under an assumed name.

IMPIETIES.

Years ago there lived in Connecticut an old minister who was quite celebrated for his wit. Many of his sayings have been preserved and handed down from father to son. In a meeting of ministers one day a sermon was read, and, according to custom, criticised. It had been read in the old, well known, sing-song tone. One minister objected to the tone of the sermon and another found fault with something else. The old doctor sat quietly in his corner until his turn to speak came. "If you take away the tone," he said, dryly, "it seems to me there would be little

While traveling in the western country he learned to shave without the aid of a mirror. Long afterward, while attending some gather-ing of ministers, he got up early and was discovered by his friend standing face to a blank wall to perform the act of shaving, although there was a good mirror in the room. In answer to his friend's surprised question he said he had not used a looking glass for

thirty years. "The last time I looked in one," he said, with a curious drawing in of the corners of his mouth that always accompanied a joke, "I got so little encouragement I thought I wouldn't try it again."

He did not generally enjoy having a joke turned on himself, but sometimes he fully appreciated it. One day a shiftless neighbor called and asked if he had a wheelbarrow. "Yes," replied the clergyman, "but I don't

"Well," said the neighbor, promptly, "did I ask for it?" This pleased the old minister so much that the neighbor presently departed trundling the cherished wheelbarrow with the old man's

The minister had been in the little Kentucky town but a short time, and when he was called on to preach a funeral sermon he thought it best to pick up a few facts about the deceased.

"I trust our brother gone before was a truly religious man?" he said to the surviv-"You bet he was," was the earnest answer.
"Why, brother, he never tuk out his gun to
lay fer one of the Simmonses without fust

A preacher recently asked a university don what he thought of his sermon.
"I heard in it what I hope never to hear 'What was that?"

"The clock strike twice." ADAGIO.

Written for The Bee.

The coming night has wrapped the weary world

In a robe of solemn, ashen gray,
And, as the light dess out across the sky,
Take down your violin and play. But do not play a major chord, I pray, But play a mystic, inhor strain,
That fills my soul with pleasure, vague
and sweet,
A pleasure nigh akin to pain.

Let no strong passion mar the gentle strain, But weave a melody of dreams, An soft as silence, as sweet as sleep, As tender as the moon's pale beams.

Carpets and Furniture

Here are some special offers to be made for this month worthy your notice. Every department to make a showing, will offer same special features in desirable goods at lowprices.

Our Matting Stock

Is out of proportion to the season. We are making prices to close them out at Fine mixed all Bingo straw China matting, entire line that sold at 40c'

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Every dealer knows the value of Imperial Smyrna and every user of rugs should know the value. They are by far the best Smyrna made; never sold at less than \$6.00 for 3x6 ft. Entire line of 100 patterns at \$3.75 while they last.

Made Up Carpets

Here is the greatest opportunity to save money. We have made up every pattern of work is done during dull season and the value in tables, \$8.00 would be the

cost is figured at the remnant value.

These carpets will be sold strictly for , The third is a handsome lamp st These carpets will be sold strictly for cost and no exchanges made. But see what you can save if you can find one should be the same, but for this table

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Never so desirable, never so much for your money. Never have we been so well ready to please you. Until now our stock has been short of the pieces we most wanted to show you; the new and novel pieces, the artistic effects that each season produces. They are here now and we invite you to look. As to price, we are determined to be lower all

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In three beautiful shapes: Large parlor table, with shelf, brass trimmings and fine carving.

French tea table, new shape, gift ornamentation, highly finished top.

Either of these two shapes in antique carpet of 30 yards or less into a carpet. quartered oak, curly satin finished birch, More than 100 now made up, of all mahogany finish birch, solid mahogany. grades, and put into our basement. The For \$5.00 even. You never saw such

time it will be \$2.95.

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C. M. B., Baltimore.—Have had a bad fever and am losing my bair. Is there anything I can use to prevent my having It cut? If Petroleine is used according to direc-tions, you will find that your hair will grow stronger and stop falling out.

K. M. L., Phila.—Am constipated and have suffered with indigestion for some time. What will

Three times a week take a teaspoonful of Natrolithic Salts in half tumbler hot water, half hour before breakfast. After each meal

a teaspoonful of Gastrine.

B. T. F., Charleston, Ind.—For one week, take Cerebrine, extract of the brain, in fivedrop doses, on the tongue, three times daily; then Testine, in same and dose and manner for another week, alternating doses for two for another week, alternating docts for two months. Natrolithic Saits, twice a week.

E. L. H., Syracuse.—Am deaf. Same is caused by catarrh. Suffer also with constipation.

Take Catarrhine. - Follow directions carefully. Twice a week, take a dose of Natro-

lithic Salts.
C. FALING BROWN, A. M., M. D.,
C. Col. Chem. Co., Washington, D. C.

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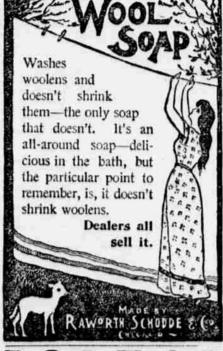
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