

for the fray. That they are storing air in untruth." their reservoirs is evidenced by the profound silence of the rank and file; the only exhaust or waste of ammunition comes from the tent or the commanding officer. That, as he is bound, in the course of human however is needed to relieve the pressure events, to fall some time. Much depends in of the crists. The disposition manifested in decisions like these on the familiarity of the some quarters to mock and deride the move- bench with the habits of the wheel. ment deserves public reprobation. Mr. Potter is animated with lofty patriotism. Coursing through his sky-blue veins is rich, red, patriotic blood, heated to the boiling point vious year. It is possible to make such by the nation's tragic grievance. What if consus in France, as the bicycles are taxed Elliott sulks in the tent when liberty pleads and registered. for a sacrifice? Who cares if Giddings' ears are plugged with cotton when martial music away? Let the sulkers sulk. With Potter and backed by cotton or other fabric. commissary department, the outcome of the fracas is not to be doubted for a moment. Whatever fears the timid enter ain should be banished. Potter's braves are ready. Let Potter's braves are ready. Let

of the total number now in use. Generally

such estimates are wild guerses and many statements ridiculously extravagant have been made. The output of American manbeen made. The output of American man-ufacturers last year has repeatedly been placed at a million and a million and a half, which is considerably beyond the truth. In fact, such estimates have usually been erroneous on the side of exaggeration. The excuse for this is that it has long been the habit of bicycle makers to overstate the proportions of their business and to always claim that they sold their entire output, never carrying over any stocks to the following year. Recently it was declared that more than 9,000,000 bleycles are in use in America. This would mean that more than lo per cent of the entire population is riding wheels, or about one person in every eight. The absurdity of such estimates is appir-ent. A method of compiling figures so as to make an estimate reasonably accurate has to make an estimate reasonably accurate has been found by Secretary Wardrop of the National Board of Trade of Cycle Manufacturers. Before taking his present position Mr. Wardrop was the editor of a cycle trade paper, and the method he follows has been employed by him for years. Mr. Wardrop sceffs at such estimates as that placing the number of wheels in use at 9,000,600. According to him, that is a greater number of bicycles than have ever been made in the world. Mr. Wardrop states that the total American product of bicycles drop scoffs at such estimates as that placing the number of wheels in use at 9,000, 600. According to him, that is a greater number of bleyeles than have ever been made in the world. Mr. Wardrop states that the total American product of bleyeles amounts to about 3,000,000 and the United states have 1,000,000 and the United states have 1,000,000 and the United states have of the world estimates of the world collectively. The estimates of each year, formed by Mr. Wardrop by the method described, are: 1832, 150,000; 1834, 200,00 for this comion are based on the increased popularity of the bicycle for utilitarian uses as well as for recreation, and the fact that a boom in sales will probably result from the drop in prices which has brought bicycles within the reach of classes that before

There is no pressing necessity for bicycle baggage cars in this section, yet an outline of such a car built for the Long Island Rail-goad company may be useful to keep in mind for future emergencies. The sample car which was tested last week is of the ordinary which was tested last week is of the ordinary round top pattern. It is fitted with specially made bicycle holders placed in a row, a few inches apart, along each side of the car, while regular rows of hooks attached to the ceiling hold an equal number of wheels. In this manner 144 bicycles are conveniently and safely stowed in a car only forty-nine feet long. No part of the wheels touches the wall or ceiling and the wheel is held so feet long. No part of the wheels touches the wall or ceiling and the wheel is held so firmly that sudden stops or starts cannot dislodge or bump it. A passageway is left in the center of the car.

could not consider them.

One of the noticeable improvements in 1898 bleycle construction has been the strengthening of fork crowns. The arched pattern of crown has come to the front within a couple of years and this season about 70 per cent of the manufacturers are using arched crowns of one or another design, instead of the square crown. Both the arched and the the square crown. Both the arched and the square styles, however, are being made stronger, either in the use of heavy material originally, or by the employment of extra strong reinforcements. In the arched fork crowns a strikingly new departure that has been widely adopted is the double forks made of one piece of tapered tubing and lapbrazed to the lower end of the fork stem, so that the stem and the forks consists of only two pieces. This etyle of fork is used without reinforcements and is such a marked advance that some mechanics are prophesying the universal use of tapered tubing in the near future in all parts of the frame and near future in all parts of the frame and a doing away with brazed reinforcements.

"It is injurious to drink strong stimulants when cycling, as, although they may appear to recuperate once system, the effect is only temporary and the after results are a more temporary and the after results are a more then corresponding depression. The real rea-son why strong stimulants are injurious when cycling is that the liquid passes from the body in perspiration, etc., leaving behind it merely the alcohol. By strong stimulants are meant, of course, spirits of all kinds, heavy wines and beers, etc.," says a phy-

From figures just given out at Berlin it appears that the importation of cycles into Germany rose in 1897 to 29,679 finished wheels and 3,911 kilograms of parts, reprewheels and 3.911 kilograms of parts, representing a total value of 6.546,000 marks.

More than a third of this can be laid at America's door, Uncle Sam getting 2.683,000 marks of the total. England got 1.276,000 marks and France 943,000 marks. However, Germany cannot complain, as her exportations reached a total of 7.924,000 marks. In Germany, according to Consul General Mason at Frankfort, the American wheel is also Germany, according to Consul General Mason at Frankfort, the American wheel is also making its way from superior quality, combined with lower cost to the purchaser. The principal retail bleycle dealers there have a trade association which is moved by the Bleycle Manufacturers' union to protest against the course of one dealer in importing and selling American wheels at from \$27.37 to \$35.70 each. "You do not dare to say that an 'American wheels at from \$27.37 to \$35.70 each. "You do not dare to say that an 'American wheel sold at such prices can be compared with a reliable German make," writes the Dealers' association, which threatens to proceed against the individual dealer under the German law that forbids advertising wares for what they are not. But the said dealer responds: "Nearly all the bicycle dealers whom you represent have American wheels besides their German makes. How can you, therefore, abuse American bicycles? I am buying my wheels where I can get them best and cheapest. These are all excellent American makes (enumerating a few) that surpass the German-made wheels in every respect. The prices of these cycles amount to 120 marks (\$28.56), free at Hamburg, and why should I not sell them for 150 marks (\$35.70)? However, in case you are representing the interests of the German factories which I must make in a sody has occurred to various members of the club and last evening with a reliable German make, writes the Dealers' association, which threatens to proceed against the individual and ealer under the German law that forbide advertising wares for what they are not. But the said dealer responds: "Nearly all the bicycle dealers whom you represent have aftern wheels besides their German makes. How can you, therefore, abuse American blevcles? I am buying my wheels where I can get them best and cheapest. The granam-made wheels in every respect. The prices of these cycles amount to 120 marks (\$28.56), free at Hamburg, and why should not sell them for 150 marks (\$35.79)? However, in case you are representing the interiests of the German factories, which in most of the officers of the officers of the Denver Wheel Club Transmanded wheels in every respect. The prices of these cycles amount to 120 marks (\$28.56), free at Hamburg, and why should not sell them for 150 marks (\$35.79)? However, in case you are representing the interiests of the German factories, which I must appose, I beg to inform you that no German factory is up to the mark, and that next year the Cleveland firm will probably establish a factory is up to the mark, and that next year the Cleveland firm will probably establish a factory is up to the mark and that next year the Cleveland firm will probably establish a factory is up to the mark, and that next year the Cleveland firm will probably establish a factory is up to the mark and that next year the Cleveland firm will probably establish a factory is up to the mark and that next year the Cleveland firm will probably establish a factory is german factories, which is represented by these bonds, the citime for starting to the mark and the represented by these bonds, which are held probably by individuals in all the cities of the wine the saw of the wine the city monaded of the unit time the country leads for the unit of the wine the city monaded in country. The answer is the citylise to tell, how the

Major General Potter's 90,000 invaders of I must deny you the right to interfere with Cuba are presumed to be training vigorously for war. Just where is immaterial. It statement that 'first class American material enough to know they are burnishing up

A New York judge has culed that a person who falls from his bicycle while learning

France has just completed a bleycle census which shows 329,813 bicycles in use in that country, an increase of 73,734 over the pre-

Between the air tube and the outer cover calls the nation's defenders to mount and highly tempered steel strips laced together as pacemaker and Mott in charge of the German tire has a cover composed of a strip with steel wires by which the tire is at-tached to the rim. An improved pneumatic tire is composed of small separate elastic sections, all inflated by one billing tube, but At one time and another various estimates have been made of the number of bicycles produced annually in the United States and any one of which can be readily removed and replaced by another, as a number of surplus sections can be easily carried.

In the spring the maiden's fancy seriously tures to thoughts of bicycle clothes. Clear dark shades, such as black, navy blue and very sombre green, are more used this year than the tens, fawns, grays and mixtures of last season. A bicycle suit, if made of light colored material, must be made by a swell tailor to look well. Then and then only it looks trien and appropriate, but if the feminine pedal pushers will stick to plain, con-servative colors, they can get natty, up-todate garmonts ready made, and these show the wear and tear far less than light colored cycling suits.

Few wheelmen have had the fortune coast as did William D. Dutton, a New Yorker, on the Florida coast. The beach at ormond is one of the finest in the world, and from that place to the inlet it affords a stretch of twenty miles of smooth, firm going. Daytonia is six miles from Ormond, and with a northwest wind at his back Mr. Dutton covered the entire distance without once putting his feet on the pedals. It took

Tom Eck's famous team in the south dur-ing 1896 cost himself and Johnny Johnson more than \$12,000 and proved a dead loss to the managers. There were twenty-six men on the team at \$15 a week, besides hotels and railroad fare, which made each man's average \$35 a week. The following table shows the expenses each week: 26 men at a salary of \$15 per week.....\$ 26 men, board (\$16), railroad fare (\$10),

Jimmy Michael, salary, per week....... 50
Tom Eck (manager), salary, per week... 50
Hotel bills and fare of the three men.... 100 Hotel bills and fare of the three men.... 100
This made a total of \$1,290 per week, or \$12,900 for the ten weeks that Eck and Johnson supported the team. They were to receive a stated sum for every record made by the men not only from a wheel maker, but from a tire and chain maker as well. When it came time to settle and Johnson and Michael had secured all the records from the quarter to ten miles, the firms refused to pay the money agreed upon, and Eck and Johnson had learned a lesson that broke them both. They were to get \$5,000 from a foreign chain maker and \$10,000 from a wheel and tire maker, but received nothing.

A Denver shoe store recently employed a young man for cierk who had been in the bi-cycle business so long that he was an enthusiast. A young woman called at the store for a pair of shoes. "I want a pair of shoes," she remarked

"What gear?" he inquired, bowing.

"I meant what size."

well greased and"-

"About two and a half."
"What model—er. what last?"
"A C last, I think."
"Do you like the high sad—the high

"Just medium." He got the shoe she seemed to want, and after fitting it carefully remarked absent mindedly: "You can wear loose bloomers with that frame and it will never puncture. Keep it

The woman called for another clerk.

The League of American Wheelmen, de siring to procure photographs of bad country roads for use in its agitation of the good roads movement, has offered \$125 cash in prizes, as follows: First prize, \$50; sec-ond prize, \$25; third prize, \$15; fourth prize, \$10, and five prizes of \$5 each. Prizes will be awarded on single pictures. Any one can take part in this competition and send in as

many photographs as he pleases, but not more than one prize will be awarded to any one person. The competition will remain open until June 1, 1898, and every person able to use a camera, and who knows what a bad country road it like when he sees it, should assist the good work and enter the competition. Photographs should be sent to Otto Dorner, chairman national committee for highway improvement. League of tee for highway improvement, League of American Wheelmen, postoffice box 153, Mil-

Whisperings of the Wheel. The following, which appeared in the Denver Republican of March 22, explains itself; "The foundation for a Transmississippi exposition club was laid at the Denver Wheel club last evening. The idea of going to Omaha in a body had occurred to various members of the club and last evening with-

course, these wheelmen will expect the local wheel clubs and wheelmen to help enter-tain them and in view of this fact the As-

Wheelmen should take steps of once to en

the exposition from other towns in Missouri, Colorado, Iowa, Nebraska, Kansas

souri, Colorado, Iowa, Nebraska, Kansas and the other mid-western states, and local wheelmen should be prepared to entertain them royally. Smokers could be given, club

runs called to Fort Crook, Florence, Coun-cil Bluffs and other places of interest, for

the benefit of the visitors. The Associated Cycling clubs did not discuss this matter

of guaranteeing Michael the sum of money

Local bicycle dealers report trade in bi-

than ever, and many of them predict that

this will be the banner year in the blcycle business. Most of the trade seems to be in medium and low-priced wheels ranging in

price from \$25 to \$50, but few \$75 and \$125

At the regular monthly meeting of the Associated Cycling clubs of Omaha the plan

hold such a race, but nothing definite in the way of appointing committees was done, ac-

ion upon this being deferred until the April

meeting. The matter of a course on which to hold the race was discussed and the Dodge

street and Center street macadam roads were suggested, the delegates being about equally

divided. The former, on which the two pre-vious road races have been held, will doubt-

Questions and Answers.

Ans.-McKinley carried both state and

Charles A. Miller, 706 Felix street, St. Joseph—The decision was given lest Sunday.

COLUMBUS, March 23.—To the Sporting Editor of The Bee: 1. How many rounds did Peter Jackson and Jim Corbett fight to a draw in San Francisco? 2. Is that the only fight they had?—J. C. Lanktree Ans.—1. Sixty-one rounds, on May 21, 1891. 2. Veg.

FORT MEADE, S. D., March 23 .- To the

Sporting Editor of The Bee: In what con-tended in the Bee in the Bee in the given the decision of "knocked out?"—Lloyd Epps,

decision of "knocked out?"—Lloyd Epps, Troop B, Eighth Cavairy. Ans.—A man is knocked out when he falls from his opponent's blow and as a result of that blow cannot continue the fight within

OMAHA, Merch 24.—To the Sporting Editor of The Bee: Will you give the correct pronunciation and definition of "Quo Vadis?"

Ans.—"Quo Vadis" is a Latin expression

meaning "Whither goest thou?" and was used most frequently in Rome when a men

met a friend going into a saloon. "Quo" ke pronounced kwq and the a in vadis has the

bound of a in father, according to the Latin pronunciation, and of the a in age, accord-

pronunciation, and of the a in age, according to the English. It's a case of either or eyether; take your choice.

BENSON, March 26.—To the Sporting Editor of The Bee: In a four-handed game the score stands 50 to 47. The side having 47 bids seven and makes high, jack and both fives; the side having 50 makes low and game. Who wins the game?—Henry Bockman.

Ans .- According to the generally accepted

rule the fifty side goes out, low and game counting before the fives. SOUTH OMAHA, March 21.—To the Sport-

ing Editor of The Bee: Is the United States indebted to England, or England to the United States? A bets United States owes England and B bets England owes the United States. Please state how much the indebt-

dness is.—A Constant Reader.
Ans.—If your question is of any indebted

ness between the governments of England and the United States, neither A nor B wins.

and the United States, hether A nor B wiss.

Nations do not borrow from each other, and
the so-called national debt does not represent
a loan from nations, but from individuals.

When a nation wants to raise money it issues bonds, which are placed for sale on the
financial market of the world and are sold

to parties who pay the most for them.
There is no question that a portion of our
bonds of \$996,141.952, representing our indebtedness, are held by people in England, as

debtedness, are held by people in England, as well as in other countries. So also, a portion of England's \$3,300,000,000 bonds are held in this country. The entirety of both these national debts are represented by these bonds, which are held probably by individuals in all the civilized countries of the world. It is impossible to tell, however, the amounts of bonds of the United States held in England or of bonds of England in this country. The amounts fluctuate daily, because bonds are frequently unloaded in commercial transactions between the two countries in exchange for commedities.

ten seconds after he falls.

1891. 2. Yes.

Subscriber.

Don't all speak at once?

wheels are being sold.

sociated Cycling clubs and the officers of the Nebraska Division League of American ertain them. A club should be organized for this purpose or committees appointed from the different clubs to look after the visitors. Hundreds of wheelmen will visit

LOOKING BACKWARD NINE GENERATIONS

tigations_Pedigrees Lost in the Mold of the Eighteenth Century.

It is not generally known, writes Thomas

at their last regular meeting but should by all means take it up at the April meeting, as the opening time for the exposition will be upon us before we fully realize k and if anything is to be done in the way of organizing a body for enterediment purposes trace its lineage further back than the it should be attended to before the big show average English family. We distinguish This remit P. Hughes in the Independent, that the average English family. We distinguish somewhat between ancestry so-called and G. A Walgreen, editor of the Cycling West lineage or pedigree. For example, when het of Denver, writes to The Bee that arrange-ments have been practically completed for the public appearance of the Welsh dicycle the public appearance of the Welsh dicycle historian, as "my ancestor," he replied: father of the present bishop of Albany. On James II, in the presence of Macaulay, the copal clergyman in Trenton, N. J., by the historian, as "my ancestor," he replied: father of the present bishop of Albany. On wonder, Jimmy Michael, this spring, and suggests that if Omeha people care to see him ride he could doubtless be induced to stop off at Omaha upon his return trip if sufficient inducement was offered him. This "Your predecessor, may it please your majorty." For unless the lineage of an ancestor is clearly defined with dates it is not of any great service as a fact in history. would be a rare treat for patrons of the sport in this city, but of course would ccat a big sum of money and the question natu-rally arises. Who is willing to take the risk But a reference to Debrett's "Peerage," or

to Burke's "Landed Gentry," will prove that while English families among the nobility usually boast of an ancestry, the pedigree needed to induce him to appear in Omaha? or lineage is by no means established. This is especially the case with newly created peers. For example, the present Viscount Wolsely claims to be of ancient descent, but even Burke, who is unusually accommodating W. F. Sager, who left last week for Den-ver, has been signed by the National Cycle Track association and will report for duty in Boston on April 12. Sager and his tandem mate, Swanborough, also of Denver, will be in such matters, cannot trace his lordship's pedigree beyond that of the third son of a the star tandem team of the association, and if Sager shows up well in his spring training he will be given a chance at middle distance work. They will also be used as pacemakers in the middle distance contests of the team, which comprises six star riders of the team, which comprises six star riders and twenty-four pacemakers.

Captain Wolker, And the earliest ancestor of Lord Roberts of Candadar can be traced no further than Thomas Roberts of the city of Waterford, who died in 1775. And the compilers of the "English Peerage" could not supply Lord Lawrence with a pedigree further back than 1764. Taking the first further back than 1764. Taking the first twenty names in Burke's "Landed Gentry" we find there are only seven families who can truce a distinct pedigree to the sevenycles and bloycle sundries better this spring

teenth century.

And yet among our old American families it is quite common for the lineage to be traced step by step, with dates of births, marriages and deaths, for nine generations For instance, the Thatefiers are in the minth generation from Thomas Thatcher, the first pastor of the South church in Boston. The Tildens are in the eighth generation from Associated Cycling closs of the control of the cont in 1634. The lineage of the New England Lawrence family claims to be traced step by step to Robert Lawrence, who was knighted at the siege of Acre by King Richard Coeur de Lion.

LINEAGES OF PECULIAR INTEREST. In studying the lineages of American famvious road races have been heid, will doubt-less be selected if the county commissioners which are of peculiar interest, but those will repair it before May 30. It is held by some that this course is too far out, and that

Questions and Answers.

AMES, March 10.—To the Sporting Editor of The Bee: 1. Did Peter Maher and Jake Klirain ever have a fight in the ring? If so pleise state what time they fought and where? 2. Has Klirain had a fight with anyone else since he fought Sullivan? 3. How many contests has Klirain had?—A Reader.

Ans.—1. No. 2. Yes, he fought with Slavin in Baltimore. 3. About twenty-five recorded. 150 MORE OMAHA, March 25.—To the Sporting Editor of The Bee: Which presidential candidate carried New York in the last election?—C.

> This is the same wheel that sold last season for \$100

\$50

OUR

is a world beater. Other dealers will ask you \$50 to \$60 for the same grade wheel.

LEADER \$25. SPECIAL \$19 Riding School. Repairing. Second-Hand wheels cheap.

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1898 STEARNS and GENDRON **ROAD WHEELS**

These are not 1897 models with back date construction, but are thoroughly up-to.date in every point, with choice

of equipment. 1897 GENDRONS - - - \$35.00 ALLIANCE WHEELS - - \$19.00 This is a good practical wheel that will give good service—guaranteed.

For \$1.00 we will get your wheel and We carry a full line of Sewing Ma-WE RENT WHEELS.

NEDRASKA CYCLE Co., 15th and Harney, BO & MICKEL, Mgr.

of a pedigree is not, therefore, a mere pastime for the curious; it is the honorable pastime for the curious; it is the nonorable occupation of the historian. The curlicat Greek records were those of pedigree and the histories of Acushaus of Arugs and of Hecataeus of Melitus were called "genealogies." Even the patriarch Job said: "Inquire, I pray thee, of the former age and prepare thyself to the scorch of their fathers, for we are but of yesterday." Josephus re-garded genealogical study as of the greatest importance, for in giving an account of his personal history he boasts: "I have traced

A LONG PEDIGREE. This reminds us of a story of the late Rev. Joseph Wolff, the father of Sir Henry Drummond Wolff. Wolff was an Oriental traveler, who was regarded somewhat as an his ceture to England he aspired to the Norman conquest.

SHAKING ANCESTRAL TREES

SHAKING ANCESTRAL TREES

Politiers, September 19, 1356. The remote ancestor of the Willards was a baron of the Cinque Ports in the time of Richard II.

Daniel Websier said that the study of ancestry is an incumbent duty, because we should look upon the present generation as connecting links between the eventful pest and the unknown future. The preservation of a pedigree is not, therefore, a mere With the calm dignity of an Oriental Joseph "Are you aware, sir, that mine is an ancient family, dating from the time of the Conquest, and you are a mere upstart?"
With the calm dignity of an Oriental Joseph Wolff took from his pocket a roll on which was inscribed his lineage. "Now, my lord." was inscribed his lineage. Now, my lord, he continued, "you tell me that the Walpoles came over with William the Conqueror. Look at this roll. It is my pedigree. It

my pedigree," and every Hebrew is proud of Britain now do in the history of England. simple name: A few centuries hence Americans will experience as much pleasure in tracing back their pedigree to those periods as the old English families now do to the time of the

hand of the daughter of Lord Orford and It | Inscription for Hartrauft's Monument, The family of General Hartranft has sent the following protest against the proposed inscriptions on the monument to be erected to him in Harrisburg, Pa.: "We regard the proposed inscriptions as objectionable for several reasons: First, the inscription pro-posed for the north side, 'Hero of Fort Stedman, is theatrical, and not at all in keeping with the simplicity of the general. Secondly, the inteription on the south side, 'Commander of the Third division, Ninth commander of the Third division, Ninth army,' is partial, and will undoubtedly provoke criticism from comrades of other organizations which the general commanded. Thirdly, the two inscriptions together are traces my descent step by step to David. Thirdly, the two inscriptions together are king of Israel." The argument was unking of lerael." The argument was unanswerable and Lord Orford consented to the marriage.

The increased interest of the American people in tracing their pedigree is much to be commended, for in ages to come the arrival of the Virginian colonists, the emigration of the Dutch and Purlan settlers, as to give a history, partial or more or less well as the landing of the Quaker and Hu-guenot refugees, will form as memorable ple a manner as possible, state who he was epochs in the history of the great republic and the epoch in which he lived. Our de-as the Saxon and Norman conquests of Great sire is that the pedestal should contain the

A Delight to the Eye

The Bee has arranged to supply it's readers with a set of PORTFOLIOS which answer many important questions they have been asking themselves and their friends for some time past. The Bee prints the news concerning CUBA, the HAWAHAN ISLANDS and the AMERICAN NAVY, but where is the reader that would not like to know more? How did the MAINE look before she was blown up-how after? How many other

vessels have we like the Maine, or larger and better? Where is Morro Castle (not Moro, as often incorrectly written), and how big a chunk of its frowning masonry would be knocked out by every discharge of the Indiana's mighty 13-inch gunseach as long as a sawlog and hurling a projectile bigger than a beer-keg from a dis-

tance of more than ten miles? Then, too, one would like to see some of the common sights of Havana, the city which will be the objective point of our Key West squadron in case of war with Spain. Moreover, there is much talk of annexing the Hawiian Islands, and it is a good idea to get acquainted with a thing before annexing it. Where are these islands and what are they good for? What has President Dole done to excite the

ire of Hawaii's polysyllabic queen-Queen Lil for short? These and many other questions are answered, and striking pictures of the persons, places and things given. The Bee offers

Ten Portfolios of Photographic Reproductions

presenting 160 views, accompanied by concise explanatory text. They furnish much valuable information about

HAWAII, CUBA,

Countries where America has large interests to be protected and

THE AMERICAN NAVY

which will figure prominently in the protecting. Naturally every American wants to know what sort of ships Uncle Sam uses in arguing nautical questions, and The Bee's offer affords the means of knowing the strength of his logic in heated disputes.

THE FIRST TWO PARTS ARE NOW READY.

Send in your order early and thus guard against missing a single number of these

Graphic Descriptions of things all Americans are interested in now

and are anxious to learn about through the medium of such Grand IIIustrations

These were prepared at great cost from originals held at \$200, and the reproductions are superior to the original photographs, and yet they are offered to The Bee's readers at the low price of TEN CENTS for each PORTFOLIO, delivered to any address in the United States, Canada or Mexico. The size is 101x14 inches, and the number of views contained in each is sixteen, printed on fine enameled paper, which admits of the most artistic finish and accurate delineation.

(USE THIS IN ORDERING.)

Fill out the annexed coupon legibly, stating how many you wish, and bring (or send) it to The Bee with 10 cents in coin for each PORTFOLIO wanted. It will be more convenient to send \$1.00 at the outset, as you can thereby avoid writing a letter and inclosing a dime for each of the sucessive issues. They will be sent out as fast as they come from the presses.

One for a Dime, 10 for a Dollar

The Omaha Bee will please send to the undersigned reader* ----PORTFOLIOS as issued. for which* ---- is inclosed.

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Part I. contains the following beautiful Reproductions, with appropriate descriptive text:

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Part II. containg full page pictures of the following ships of the American Navy:

"Indlana" "Miantonomoh" "Atlanta" "Katahdin"

"Massachusetts" "Brooklyn" "New York" "Chicago" "Oregon"

"Montgomery" "Dolphin" "Vesuvius" "Charleston"

"Raleigh" "Maine"

Indiana's AFIER-DECK

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PARTS I AND II NOW DEADY Opening to the Business Constitution of the