

the League of American Wheelmen and dealers in bicycle supplies. Recently Chief Conaul Sherwood of the Indiana division suggested an addition to the job lot features of the organization. Discounts on grub and repair bills were not sufficiently profitable for organizing purposes, according to the Hoosier genius. Why not secure wholesale rates on supplies needed by members? The idea struck President Potter in a tender spot. In spite of his exhausting preparations for war, the threatened crash of dynasties and things, the league executive concluded the scheme concealed a snap and promptly

The scheme of the Indiana consul, who is acting under authority of the executive board, is detailed in the following circular

sent to tire makers:
"Gentlemen: I desire to call your atten tion to the fact that there has been estab-Wheelmen for the purpose of securing further benefits for our 103,000 members. Articles manufactured by you have been called for. Will you kindly send me your best price at which you can supply articles offered through your catalogues under the following condi-tions: We act only as manufacturer's agent. You to fill all orders sent you, delivering goods f. o. b. your town. Our responsibility ceases on forwarding orders to you. All orders sent from this office to be accompanied by cash. You must supply us with your regular catalogue, furnishing us your net price on each article you desire to list with this office.

"I desire to call your ettention to the fact that your competitors will also be listed on our books when our members ask for the perticular make of goods. Under our arslixty, nharty days, or forever, before closing fore the goods leave your house. Your possible customers now amount to about 103,000 wheelmen. By December 1 that num-ber will be more than doubled. The amoun of trade you will receive from this member figures you make us. When you have branch houses from which we can order please give their address; and notify them of the arrangement you make with us. Please let me hear from you at your earliest con-

A slightly different letter was sent to wheel manufacturers. It reads as follows: "Gentlemen: We have recently established a bureau of this committee for the purpose of securing special benefits for our 103,000 members. Articles manufactured by you ar called for. We would like to meet this demend if possible. Our method is to list in our circulars and send to all consulates of the League of American Wheelmen in the the articles on which we secure quotations. The members order what the mant of us. We send you the individual order accompanied by the cash. You pack and ship the goods as ordered. In this way you get spot cach for your goods and are in no danger of loss from unpaid bills. Your pos-sible customers now number 103,000 and are increasing rapidly. In case you have guar anteed territory or have agents to protect we will not quote prices or take orders in states so dimited by you. In quoting us terms please send your catalogue illustrating and describing goods. Should be pleased to hear from you at your earliest convenience."

The receipt of these circulars provoked lively outburst against the league in trade circles. One of them vents his feelings in the New York Tribune. "From importundng for assistance in executing its many prospects," he says, "the high officers of the League of American Wheelmen have now turned to abuse the cycle trade. That so violent a change of front should have oc curred at this moment is not surprish those who are deeply concerned with affairs those who are deeply concerned with affairs of both the trade and the league. The league, as Bismarck once remarked of Salisbury, is like a tall inth painted to resemble an iron sword; it imperfectly counterfeits the strength with which it is publicly creddted. It is numerically weak. It has 103,000 members. On the other hand, the 103,000 members. On the other hand, the trade is also weak as a result of the protracted assaults of buyers. The conditions, therefore, may be said to be favorable for a further attack on the trade by the league. But distress has taught the trade the value of resistance by organization. There are some weaks spots in its armor, but they are not to be pierced by such poor campaigners as Mr. Potter or Mr. Sherwood, the former of whom is lackrymose, as he recites the as Mr. Potter or Mr. Sherwood, the former of whom is lackrymost, as he recites the sad story of how the latter grew poor through unrequited endeavor for the league. 'What Sherwood does, goes,' says the pibhy Potter in a burst of admiration for the Hoosier who is distributing circulars petitioning the trade to render aid in the work of procuring league members through the agency of the contemplated purchasing department. But the makers who received department. But the makers who received Mr. Sherwood's letters are so weefully deficient in appreciation of his genius that they complacently consign them to the waste basket and turn to similar produc-of other men of letters. So much for Mr. Sherwood.

"Now, for Mr. Potter. This gentleman particularly that arm of it which is con-cerned with manufacture. He is vehement protesting that in twelve years the trude is not contributed a cent to the league und pleads this as an excuse for the predatory designs which he entertains toward the trade. Any one with a mind less the trade. Any one with a mind less treacherous than Mr. Potter's, however, will have little difficulty in recalling the period when he was actively maintained in employment as editor of the Good Roads Magazine through the generous contribu-tions of the cycle making fraternity to the advertising pages of that very dull book. It is further a matter of record that Mr. Potter himself received a large sum of money in order to defray the expenses in-curred in connection with the passage of the Armstrong baggage bill. These are but two instances in which Mr. Potter was personally the recipient of trade bounty. It would be more in keeping with the well known facts in the case if in place of accusing manufacturers of being niggardly in supplying Mr. Potter with funds with which to prosecute designs which are not wholly in the interest of the league, he made open acknowledgment of the league, he made open acknowledgment of the great assistance which the trade at large has afforded his organization. It is related upon the best of authority that when the high tide of prosperity prevailed in the cycle trade off. Potter tried to obtain from it so large a sum as \$20,000, failing in which effort he was humbly thankful for the large check before mentioned."

exports of those vehicles. In 1896 the value to fit the bicycles exported amounted to only \$3,796,022, but during 1897 it amounted to \$6,902,736, an increase of almost 100 per cent. The fact is that in spite of the efforts of English and German makers American wheels are the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are back as far as the fifteenth century. The first attempts to ride wheels the cheapest and best, and that the Celerifere, first invented in 1690, was the earliest form of the "safety" of today. The first attempts to ride wheels are the cheapest and best, and the fifteenth century. their merits are recognized, as the followang table, showing the extension of their use in other lands, will prove:

Oulte a lively fraces impends between like to meet on the road and talk wheel In lamps the wickless form, that burns acetylene or other gas, promises to be a fad. Bells that act automatically in connection with a brake or are operated by means of a push button on the grip, are proving catchy. Several new kinds of brakes have appeared within a month, the latest and most novel being of the back-pedaling variety and acting on the rear tire. It marks a departure in the respect that by simply ceasing to pedal the cogs within the sprocket, by which the brake is operated, are thrown out of connection and the rider can coast while holding the feet still. The same construction makes it results.

same construction makes it possible, when coasting with the feet up in front, for the rider to catch the flying pedals without danger of injury. As quick as the revolv-ing pedal strikes the leg or foot the mechanism is thrown at zero and the pedals rest idly, while the sprockets and chain continue to revolve. This device removes the objection commonly made against back-pedaling brakes, that they are of no use for coasting. To equip a wheel with this brake, however, a special sprocket is required. Quite a few new designs in small toe clips for women are being made and some new articles for the same purpose are clamps that fit on the edge of the pedal and catch the sole of the shoes as the feet are shoved forward, much the same as the side clamps on a skate. One inventor, seeking probably to remedy the feminine objection to toe clips of their not being able to acquire the knack of catching them, has devised a clip that rises over the toe automatically when the foot is placed on the pedal. Internal binders for seat posts and handlebars are decidedly popular this season, but a seatpost is now out that requires no nut or binding collar. It permits the saddle to be put into the frame of a wheel or removed from It, post and all, without having to touch a wrench. The stem of the seat-post is split on the bias from one end to the other and the haives are independently the other and the naives are independently hinged at the crosspiece. Consequently the action of the two pieces inside the wheel is exactly that of a wedge. When the stem is pushed into the wheel and the top piece, with the saddle on it, is pressed down in front, one of the halves is forced down lower than the other, and, because of the transverse split, the diameter of the whole stem is increased, holding the post securely.

A slight upward blow from the hand on

the under side of the saddle loosens the A new design has been adopted for the League of American Wheelmen honor badges for this year, and the device is one of the most beautiful and expensive of badges awarded by the league. They are of solid gold, the richly colored facing enamels of royal purple and white combining with the gold background to present a striking appearance. The badge may be worn in a variety of ways, as a watch fob, decoration, pearance. charm, or as breastpins by women

What will probably be effectual discouragement to bicycle thieves in Suffolk county, New York, has been given by a judge who has just sentenced William Seamon to ten years' penal servitude at hard labor stealing a wheel. Another charge of same nature is outstanding against the

The persecution of a bloycle dealer at Winsen, in Hanover, by a bleycle verein be-cause he persisted in selling American wheels in competition with the German, has brought out the interesting fact that the ormer of the best makes are sold at \$35.70 can be sold. German trade has thus been damaged, and the German manufacturers are uniting to demand of Parliament a pro-hibitory duty. The American manufacturers, owever, are preparing to meet any such hostile legislation by erecting branch fac-tories in Germany. Then by importing from the United States their parts and materials and putting them together in Germany with the cheap labor of German workmen, under superintendence of American expert fore-men, the competition will be rendered more fatally aggressive than ever before. It is stated that a Cleveland firm is about to establish a factory in Germany, with a yearly output that will knock down the trade price to \$23.80 and the selling price to \$30.94.

The average annual output of wood novel ties in Maine has a value well over \$1,000,000. One of the most interesting branches of the industry is the manufacture of wood rime for bicycles. The factory where the manufacture is carried on has a floor space of 74,800 feet; its dally output average about 1,800 rims, and the value of its yearly product is about \$120,000. The wood used is rock maple, and each rim is composed of three pieces glued and pressed together with such force and exactitude that the cim appears like one piece, and only the most searching examination can detect the joints. After these pieces have been steamed, ben and glued they are submitted to an enor mous pressure in a steam-power machine which turns the concave surface of the outside and another the convex surface of the inside of the rim. After passing on to the sandpaper machine for smoothing, they are stained and varnished and bored for the spokes, and are ready for shipment. The wood must be perfect, and not the least defect or discoloration is allowed to pass. Much of the machinery has been designed expressly for this plant, and the machines, as well as all the steps in the construction of the rims, require the supervision of skilled mechanics.

An illustration of how expensive is ignorance is given by a cycle dealer, who mays that he has frequently had men and women bring their wheels to him with the complaint that the machines were running hard and they could not tell what was the mat-ter. "After taking the wheel into the back room," he said, "I have found that noth-ing in the world was the matter except that the bearings were clogged with dirt that had become so gummy that they would bardly move. I simply squirted in a few drops of kerosene to cut the dirt, put in some fresh oil, spun the wheels around a little, took it out, and charged the dunces 50 cents. In such cases they go away delighted and give credit to me for being very clever. Well,

ORIGIN OF THE BICYCLE.

is May Be Traced as Far Back as the In the April St. Nicholas Frank H. Vize telly has told "The Story of the Wheel," tracing in a profusely illustrated article the a sum as \$20,000, falling in which effort he was humbly thankful for the large check before mentioned."

That the American bicycle is a popular institution even in the remote corners of the globe is shown by the increase in the experis of those vehicles. In 1898 the value tion, for they were a distinct step in the history of the wheel. The first of these was a heavy carriage driven by means of ropes attached to and wound around its axietree. To the other end of the ropes a pole was tied, and this pole was used as a lever in front of the vehicle, and by this means

United Kingdom 11,306,408 \$2,128,491 Germany 303,006 1,378,585 Other Europe 619,933 1,394,509 piritish North America 557,577 744,889 Wost Indies 80,901 145,585 Bouth America 108,940 189,729 Africa 64,266 174,730 Japan 41,356 80,574 China 11,278 26,300 The march of improvement in details on this whole has been somewhat checked by feduced profits, but the improvements made in accessory fittings seems this year greater that accessory fittings seems the year greater that the other end of the ropes a pole was tied, and this pole was used as a lever in front of the vehicle, and by this means it was slowly drawn forward.

Little was done in the century following: yet in the "Memoirs of Henry Fetherstone" it is told that a Jesuit missionary named Ricius, who was travelling down the Ganges. Because to beat that piled at regular intervals between points be was to visit in his journey, made up for lost time by building accessory fittings access the was tool to the was slowly drawn forward.

Little was done in the century following: yet in the "Memoirs of Henry Fetherstone" it is told that a Jesuit missionary named Ricius, who was travelling down the Ganges.

Because so few details are told, the truth of the author's account bas been doubted by many forward forward.

glass, on which may be seen a cherub astride of a hobby horse, or wooden "wheel." At the sides, in separate panels, as if to fi.f. the date of the design, stand two young men attired in Puritan dress, one playing the violin, the other, with hands in his pockets, amoking a pipe. Is it from this design that the first thought of the hobby horse of other days was taken?

Before the Royal Academy of Sciences, in feed to the Royal Academy of Sciences, in 1693. Ozanam read a paper describing a vehicle driven by the pedaling of a footman, who stood in a box behind, and rested his land on a bar, level with his chin, attached to the back of an awning above the rider in to the back of an awning above the rider in the conveyance. This may prove that Fetheratone's account was not unitrue. Ozanam's vehicle was followed by snother, built on a somewhat similar plan, by an Englishman named Ovenden about 1761, for a description of the machine then appeared in the Universal Magazine. The vehicle was said to be "the best that he with the statement of the content of the said to be the said to be a said to be the said to be "the best that has hitherto been invented." The distance covered "with ease" by this rude vehicle is stated to have been six miles an hour; with a "peculiar ex-ertion," nine or ten miles. The steering was done with a pair of reins.

BACK NUMBER.

Philadelphia Times He rode afar on his silent steed.

And the years had fied since then;
But the charms of the stranger land were And he longed for his home again

So with wistful face and care-marked brow, But with dreams of the olden days, He girded his loins and bent o'er his wheel, Came back by the much-changed ways. At the edge of the town he met a friend-

At the edge of the town he met a friend—
Ah! are we so soon forgot?
He nodded his head as he passed slow by,
But the other knew him not.
Then he waved his hand to a schoolboy
chum
With childhood's well known air—
Oh keener than steel was the cruel stab
That came from a frozen stare.

A flutter of skirts and a woman's form—Yet why should his breast so heave?

A maiden's heart is an inn-like place,
And men were made to grieve.
And still he had loved her, deep and true.
The hat he had raised with grace
Fell down on his brow like a funeral pall

Is there no rose left in the field of life?

No star in the gloom of night?

Yes! Who is it rides across his path
As swift as a beam of light?

Where a mother's eye looks for the child is
loves

As he saw her averted face.

loves
What secrets can time conceal—
She knew him at once from the bike he rode,
His '94 make of wheel. RICYCLING IN THE ALPS.

Consting Down a Steep Pass is Rather an Exciting Experience.

Elizabeth Robins Pennell writes an article entitled "Over the Alps on a Bicycle" for the April Century, and Joseph Pennell furnishes number of striking illustrations. Mrs. Pennell says of one of her first experiences: Up and down for another day we rode, and then we were well in the Jura, on our first pass, the Col de la Faucille. How much we had heard of that pass!—how steep it was, had heard of that pass:—now steep it was, how terrible the three kilometers at the top! To mount them, we ate two breakfasts, one after the other. The French customs officers at Les Rouses bade us an "Excelsior"-like adieu as they stamped our machines, and, in the wheel-tracks of a Swiss from Geneva, the number on his bicycle waving gaily be-hind him, we began to climb. It was not long, however, before even I caught up to him, and he addressed me, with what breath was left him, almost in the words of Longellow-not exactly Beware the pine tree's withered branch! Beware the awful avalanche!-

He shteep."
The Swiss, by riding very hard, got ahead of us. We did not hurry much, but we hurried him. We rode on, and we rode on, and we rode on, gradually climbing, he puffing all the while like a small steam engine, un-til suddenly the road become flat and began to go downhill, and, with a final grunt of triumph, he tumbled off, and said, "De Col de la Fausthille!" And this was a Swiss pass! Why, I know hundreds of hills that are worse; and yet, when we came to look in our Baedeker, we found we had climbed without feeling it 4,355 feet.

As we started down, the Swiss cycler called after us: "Haben sie ein vary gut brack?

but, "Look out mit dem lest t'ree kilometer.

beaser ein pine tree aeres sol de trainer we remembered there was a view. We jumped off and looked. The road zigzagged down the mountain side; pine forests grew down the mountain side; pine forests grew toward heaven; a flat, gray-green streak of country stretched away below; a whitish line filled the distance; and instead of Ruekin's star-girt, glistening-white, village-crowsaed, glacier-bound chain of Alps were only vagt cloud-banks. So we pumped up the pneu-matics again, and began our ride down. The road was broad and beautifully engineered, for we were still in France. When I reached the first curve I had a bad time. The road doubled straight back on itself; on one side the pine forest, on the other a drop of some the pine forest, on the other a drop of some thousand feet. Every yard or so was a stone post just high enough to hit my pedal (to save me from grim death). I steered from the precipice, and tried to come around with the dignity that befits my twenty years of cycling. But the road was not banked up. I ran into the gutter, and sat down in the bushes. I picked myself up, and looked over the side. Half a dozen zigzags below was the eide. Half a dozen zigzags below was J., coasting like mad, foreshortened eo that I could see only the top of his head. He ap-proached a curve. As he turned it he leaned right over the precipice. He took his hands off. Heavens! was he falling? No; he was lighting his pipe. I rode for awhile in a most ladylike manner; but after half a dozen turns, by keeping my pneumatic on, by strenuous back-pedaling, and by turning as short as possible at the curves, there was no trouble. The gradient was not very steep, and it became easier where the road wound back and forth and round and about among the foothills. Never cace, however among the footnills. Never cace, nowever, did I let the machine go. We both put our faith in the pneumatic brakes, and with our feet on the reats we coasted delightfully. Once we beheld, in a cloud of dust away above us, the Swiss, a pine tree tagged to his wheel, webbling down with difficulty. We find heard of the terrors of this pass for had heard of the terrors of this pass for years, and we found a perfect coast.

Whisperings of the Wheel. The officers of the Nebraska division Leigue of American Wheelmen, have decided to hold the smoker, which was planned for January last, and then indefinitely postponed, on Saturday evening, April 16. The affair will be for league members and their wheelmen friends. The latter must be accompanied by a member, and members will be admitted upon the presentation of their league tickets. The affair is to be held in Turner hall on Nineteenth and Harney streets, and as the hall contains a well equipped stage, the officers of the division are planning to give a program of special-tice by local ameteur, and professional ext. by local amoteur and professional art-These will probably include hometrainer races, bag punching exhibitions, wrestling matches, sparring matches, exhibitions of strength and dances and similar features. The officers' idea in giving this entertainment is to give wheelmen who are already members of the league more for their dellar, and to induce those who not members to come into the field. enough new members are enlisted at the smoker to warrant it the affair will be held monthly hereafter. Some of the members seem to think that they are not getting their money's worth, and are, therefore, refusing to renew for this year. Chief Consul O'Brien hopes to appease them by giving entertain-ments which will be free to them. The committees which will have charge of the ning smoker will be appointed by the chief consul early next week.

And now the news comes from Boston tha ern coliseum circuit idea. He has been en-gaged by the National Cycle Track associa-tion to manage its track at Waltham, Mass. during the coming racing seaser. Omaha will not have a grand track and athletic field will not have a grand track and athletic field built by Prince, and the enthusiasts will not have a chance to see Bald, Michael and other stars of the racing firmament unless some local capitalist digs deep down into his pockets to bring them here. Prince was looking after the hard iron dollars, and as the National Track association offered him a pretty fat thing he doubtless concluded that a sure thing was better than a speculation, and gave up his grand idea, as he called it.

Omaha was not going to have a bicycle track after all. A month or so ago there were several in eight, but alloof a sudden they vanished and matters; stand as they did at first. The old Charles Street park track has been torn down and the mile horse track at the State fair grounds in not fit to hold races on, so unless Managers Schurman and O'Brien of the Omaha base ball club decide to build a track on their growlds the chances for

Pete Doyle, a promisent wheelman and cycle traveling salesman, was in the city last

W. B. Walker, formerly of Kearney, Neb., and who was one of that city's most prominent league members during 1895-6, was in the city on his way west last Tuesday. Mr. Walker was the first man to start a bleycle factory in Nebroska. He sold out his fac-tory a year ago and is now on the road for an eastern paint concern.

John Lawson, the "Terrible Swede," who appeared in this city last winter with the Ole Olsen company, got into trouble in Min-neapolls last week. Lawson gives an exhibition on a home trainer between acts of the show, and usually gets some local rider to go against him. A large dial attached to the wheel indicates to the crowd how fast the rider is going, and both are timed for a mile. Lawson has a lever attached to the wheel, by manipulating which he can make the machine run easy or hard to his liking When his competitors are on the wheel, of course it is fixed to run hard, and when John mounts he simply pulls the lever, which can be easily done without notice, and always beats his opponent. Up in Minneapolis one of the men who was engaged to go against him learned of the lever, and when he mounted the wheel pulled it, with the result that he heat Learner's time with the result that he beat Lawson's time several seconds in the trial. Lawson objected to his competitor pulling the lever, but the crowd hosted him down and he was compelled to take his medicine. While in this city he rode against McCall and Sager on the trainer and beat them by several seconds. It is known here, however, that in an open contest on the track either of

Morgan Shrack of the Omaha Wheel club, who has been in Texas for a year, returned to this city last week. Shrack was one of the old-time "Googlers" and his club mates were all joyed at his return.

Frank Slefkin of the Omaha Wheel club went out in the sand hills of Nebraska a couple of weeks ago to slaughter ducks, but returned last Friday evening with nary a duck. "Sluff" said the weather was too

cold and they were not flying. The snow storm prevented the Touris last Sunday, but as the roads are in good condition now they will try it again today. The start will be made from Hartry's at 9

AN EASTER PATRIOT.

Atlanta Constitution, Never ketch me growlin' 'bout milliner,

I likes ter see, at Easter, the dear wife put on frills; Like to see her fixin' of her dear ol' self in style. Fer she's sweeter in a minute than the others in a mile!

Nuthin' in the country's too good for her an' I Have sot it down to never pass the Easter ribbons by

Ef I half suspect she wan's 'em; ef she
only hints that she ''

Wants somethin' in the winders, they ain't big enough fer me!

Jest buy the store out for her; fer it 'liven up yer life.

To know this thing called "money" is a blessin' ter yer wifere.

An' when Easter bells air ringin' an' the worl's on dress parade.

Ter know that ain't a woman that kin throw her in the shade!

It don't take much ter dress her, but it's go ter be the best "La"
That's in the fashion papers—whar the purty ones air dressed; Love ter see her fixin' of her dear o' seli Fer she's sweeter in a minute than the rest

air in a mile!

Turned the Joke on the Driver and the Funny Man.

He was a very balky horse, relates the New York Telegram, and a rebellious spirit caught him just in front of the stage door of the Herald Square theater Saturday afternoon as the funny men and women of "The French Mald" were leaving the theater. Comedians Bigelow, Mostyn, Redway, Honey and Armstrong all fired suggestions at the disconsolate driver. The man-one of the licensed vendor gentry-gave them all a tost, but his mag and cart remained immova-ble. Managers Charles E. Evans and W. D. Mann strayed into the crowd at this junc-"Only one way to start that fellow, and

that's to build a fire under him," volunteered Evans. The now thoroughly discouraged driver

seized a suggestion of so much promise "You have enough there to burn a house,"

ventured Mann a few moments later, as the vendor dropped a flaming match into a heaping pile of combustibles.
"He'll need it all, or I don't know my own plug," answered the vendor.
When the pichald realized what was being

done to him it appeared a tess-up whether

he would kick the fire out or merely shatter the dashboard. A third thought came to him, however, After swinging his speckled head full around and grinning at Evans, he moved about five feet. This freed him of the fully developed onflagration, but brought the bottom of the

cart right against it. A yell of delight went up from the crowd at this and the driver started for Evans, who just here made a quick flit through the stage door. When the crowd succeeded in getting the cart from the fire there was a

charred leak in its bottom. The punishment apparently seeming adequate, the piebaid peacefully permitted the vendor to continue his way.

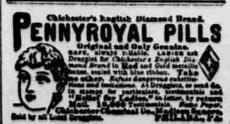
THE PIPE FACE.

It is Claimed to Be as Visible as the Often-Noted Bleycle Face.

It is declared by the Medical Record that the constant habit of smoking pipes has a perceptible effect upon the face. The pressure of the lips to hold the pipe in position increases the curvature of the lips round the stem and the muscles become more rigid here than in other ports. Thus the lips at a certain point become stronger, and the pipe is unconsciously held in the same habitual position. After long continuation of the habit small circular wfinkles form parallel with the curvature of the lips around the stem. These are crossed by finer lines caused by the pressure of the lips to retain the stem in position.

In the case of old men who have smoked a pipe for years the effect upon the lips is very marked, not only sitering the form of the lips, but of one entire side of the face, causing the wrinkles that are the result of age to deepen, and instead of following the natural course of facial wrinkles, to change their course so as to radiate from the part of the mouth where the pipe is habitually carried. Furthermore, one or both lips often protrude, just like the lips of people who used to suck their thumbs when children. The effects of pipe smoking upon the teeth and lower jaws are even more apparent than in the case of the lips. If any man who es smoked a pipe for a considerable length of time will take the trouble to examine his he will find that at the point where he usually holds the stem between his teeth he latter have become worn.

Arnold's Brome Celery cures headaches. 10c, 25c and 50c. All druggists.





Cor. 15th and Harney Streets.



Biggest Bargains

-(BEST GRADE)-

Pennant \$38

Leader \$25

We buy all our wheels direct from

wheels so much cheaper than other

Morgan & Wright. Hartford. Goodrich.

Riding School :-: Repairing

Omaha Bicycle Co.

S. E. Cor. 16th & Chicago Sts.

ED. T. HEYDEN, Mgr.

WHEN OTHERS PAPA CONSULT

SPECIALISTS

WEAK MEN SYPHILIS

Consultation Free-

cured for life,

the factories; that is why we

Special \$19

Sterling \$50

Stearns and Gendron \$50 1898 Road Wheels

These are not 1897 wheels-but up-to-date

1998 wheels with choice of equiqments. Business Wheels\$25.00 A Good Wheel for\$19.00 Second Hand Wheels \$5 to \$12.00

We will get your wheel and clean it for \$1.00.

WHEELS FOR RENT.

We are agents for the Eldridge Sewing Machine, also sell parts for any Sewing Machine in use.

NEARASKA CYCLE CO., GEO E MICKEL, Mgr. Cor 15th and Harney.

PUT YOUR \$50.00



There are none better. And few as good

If you don't want to invest more than

\$30.00 FOR A GOOD WHEEL We can sell you—\$5.00 cash—\$1.50 per week. We sell a good up-te-date wheel for \$25.00. We are also agents for the

BARNES WHITE FLYER A LITTLE MORE SWELL WHEEL

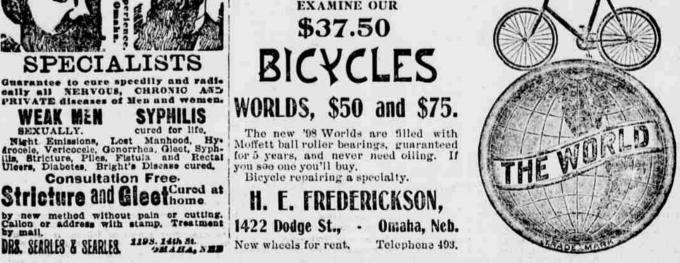
J. J. DERIGHT & CO., 1116 Farnam.

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