

was drafted and pressed for passage by the wheelmen of the state, and they are to congratulated on the success of their

The bill provides that upon the petition of the owners of a majority of the lineal feet fronting any public highway the board of supervisors must pass a resolution that public interest demands the improvement of that highway, and within ten days after the passage of such resolution shall transmit a certified copy of such resolution to the state engineer. The state engineer shall

majority vote.

If passed, the bids for an improvement shall be advertised in at least one paper in the county at the county seat, and in more if the engineer deems it advisable, and the centract shall be let to the lowest responsible bidder, or the engineer may at his discretion let it to the board of supervisors

If the improvement is one that has not been petitioned for, the expense of the construction shall be bonne in this way: One-half to be paid by the state and of the other half 35 per cent shall be assessed against the county and 15 per cent against the town in which the improvement is made. If the improvement is a petitioned made. If the improvement is a petitioned one, 35 per cent is made a county charge and 15 per cent is assessed against the property owners petitioning. Persons owning the property fronting on the improved highway must pay the full amount assessed against them in money.

The state engineer may direct the board of supervisors to construct connecting highways not exceeding one mile in length, where such road will be of great public utility and senses of construct. The board is

ity and general convenience. The board is required to take action within one year after

required to take action within one year after notice is served by the engineer.

The state engineer and surveyor shall compile statistics relating to the public highways of the state, and shall investigate and determine upon various methods of construction and maintenance of roads and bridges, and such other information relating thereto as he shall deem appropriate. He may be consulted at all reasonable times by city, county, town or village authorities on questions relating to highway dimprovement and maintenance. This act disprovement and maintenance. This act takes effect immediately and does not apply to roads in cities or incorporated fillages.

Concerning this season's cycle racing a correspondent of the Philadelphia Times states that it will be on a sporting as well as a business basis. The makers of wheels have generally retired from any participation in the sport. But four or five have the slightest interest, to their way of thinking now, in the sport and forty makers have expressed themselves so in writing. Without the support of the makers the sport continues and the outlook was mover brighter for a great racing season than at the present time. During the rethan at the present time. During the re-gime of the makers as supporters of teams cycle tracks were constructed far and wide in the land. Every city or town of any im-portance has a track and a million dollars has been invested in these tracks. It was but natural then that the track owners should come forward when the makers of wheels withdrew their support, to form the circuit as usual and to support the prominent men and many not prominent, that their races might secure the entries as of

Three associations are in the field in 1898 each of which is wealthy, and each of which will spend a small fortune to carry on the will spend a small fortune to carry on the sport of cycling, a sport that is cleaner than any other sport, and one that is ably controlled at all times under the most stringent rules. These associations are the National Cycle Track association, with a membership of fifteen tracks; the International Cycle Track association, with a membership of three tracks and a proprietary interest in a dozen others, on which meets will be held, and the American Cycle Racing association, with three tracks and an interest in common with the National Cycle Track association. Teams are supported by each of these association. Teams are supported by each of these associations, and these teams are on a scale never attempted by the makers in the palmiest days of their support. From forty to seventy-five men will find employment on each of these teams, and to the 225 men regularly employed will be added half as many more, who will travel either as members of the regular trams or independently.

A London cable says that smoking is greatly on the increase among women of that capital, and the gentle smokers no longer confine themselves to the dainty cigarettes of glistening wrapper and perfumed filling. Many of them now openly puff cigars, and one well known hady of title may be seen driving on a prominent thoroughfare with a briar pipe between her lips. Some of the doctors are disposed to blame the bicycle for the increase of the smoking habit among women.

A man with a light brown corduroy sult, a scarlet vest of the style worn by cross-country riders, black stockings, patent icuther shoes, a high white collar and a white satin scarf, ornamented with a diamond pln, and a white fedora arrived at a New York road house one day last week about the same time that a woman, very pretty and strikingly dressed, rode up. If there had been an explosion in the yard of the hotel it would hardly have created mere stir. The attendants stopped checking wheels, riders about to mount or to put their wheels in the rack paused and faced about to a position which enabled them to fiew both apparitions. All hands on the gam-inclosed porch of the hotel crowded to the windows and gaped and made comments. The entire scene suggested a school house and yard at recess, with a circus parade passing. The man stood the staring rooily and walked to the plazza. The woman, however, after handing her diamond frame wheel to the checker, asked for it back, mounted and rode away, and every man about the place, to the number of about 300, stood still and stared without an attempt at concealment until she was out of sight. As stood still and stared without an attempt at concealment until she was out of sight. As a matter of fact, the woman was tastefully dressed, although in a way osliculated to attract attention. In addition she was young and quite pretty. Her skirts were short senough to show the colored tops of her golf hose, which were black; her hat was a Tam O' Shanter with a peak that flooped over on one side and ended in a tassel. The cult was of the divided skirt pattern and of very dressy material. The only bright colors about her were a wine-colored cravat and the plaid tops of her stockings, but everything fitted her trim figure so nattliy and she carried herself so jauntily that only a billed man could have refrained from staring gudely.

mounted to call upon another party to collect a bill, and when he came out found Mrs. Davis trundling his bicycle into her yard. Dr. Gillham indignantly demanded the wheel and Mrs. Davis, pushing the machine inside her house, retorted, "No teeth, no bicycle." Dr. Gillham applied to Chief of Poilce Pugh and Officer McQueery, was detailed on the case. He accompanied the dentist to the house of Mrs. Davis, who insisted on holding the wheel until the false teeth were returned, when she gave up the wheel, but the doctor did not ride, as a darning needle had punctured both tires until they were like sieves.

It has long been a matter of great surprise to wheelmen that so delicately constructed a piece of mechanism as the modern bicycle stands so well the rough-and-tumble treatstate engineer. The state engineer shall consider the location, importance, etc., of the highway, and if he thinks the call for an improvement justified, shall prepare plans and specifications, calling for a suitable construction of roadway. As soon as the plans and specifications are prepared an estimate of the cost shall be made and transmitted to the supervisors, who may adopt it by a majority vote. an hour, day in and day out, and have damages come, except in rare instances, from defective forgings crily. It is more than likely, however, that most of the protection is given by the pneumatic tire, which prevents the wheel from ever getting a really hard blow, the air-cushion taking up most of the force of impact. A well known manufacturer is outsed as saying that the life of a bicycle is outsed as saying that the life of a bicycle is the way of clean streets, cycle paths and quoted as saying that the life of a bicycle is at most an uncertain quantity, and that the treatment it receive at the hands of the rider is the most important factor. He considers it quite possible for a machine to be

The first death from over-exertion on the strong enough to carry a rider of 180 pounds and yet give way under a rider of 150 pounds. It all depends, he says, upon the relative strain put upon it by the rider. The really good bicycles, and there are many, are safe and may be ridden thousands of miles without any signs of giving way.

> A Brooklyn lad died on the 4th inst, as a direct result of a "century" run on the day previous on his bicycle. He rode 120 miles over bad roads, with high winds impeding his progress. Immediately after he reached his home he began to sink, and his death was found to be due to over-exertion. Despite the weather, which practically forbade any form of outdoor sport, the misguided young man sought to do something that had been done by him under better conditions. His accomplishment of his purpose killed him. His death should serve as a wurning to oth-His death should serve as a wurning to others who may be tempted to test their powers of endurance.

Wallace Sherwood, chief consul Indiana division, League of American Wheelmen, has written General Miles, offering to raise five companies of wheelmen, each company to be composed of fifty men, to be used in special service in the event of a war with Spain. Mr. Sherwood already has several hundred men who are anxious to go to the front. If called upon, he would train his meetings. men who are anxious to go to the front. If called upon, he would train his men in a special bicycle drill, so that they could be used as companies in concert or as couriers and scouts. Mr. Sherwood has offered his men for service either in this country or abroad. There have been many other offers made to the War department, and in case of war a bicycle army could be organized. of war a bicycle army could be organized.

Some recent results of tests made by Prof. Some recent results of tests made by Prof.
Carpecter of Cornell to determine the power required to drive bleycles may be of more interest to electrical engineers if reduced to their familiar unit of power, the watt, says the Electrical Engineer. These tests show that for a speed of five miles an hour on a good level road the rider works at the rate of about niceteen watts, which is about one-third the power used in an ordinary sixteen—third the power used in an ordinary sixteen—third the power used in an ordinary sixteen—third the power incandescent lamp. At ten third the power used in an ordinary sixteen-candle-power incandescent lamp. At ten miles an hour the power applied by the rider is about thirty watts, and for hard, con-tinuous riding 100; for a short period a good rider can work at the rate of about 250 watts. Every lighted incandescent lamp therefore consumes about the same amount of power as that developed by three bicycle riders under the ordinary conditions, while it is possible for a rider to expend about as much power as is required for about five of these lamps.

A Boston girl who has been trying to find out why her bicycle often runs to objects she tries to avoid thinks she has solved the problem at last. She says: "It is hypnotic influence of concentrated attention, rendering the movements inco-ordinate, so that the rider becomes the victim of perverted reflexes of purposeless effort and the abject subject of an optical delusion." subject of an optical delusion."

Whisperings of the Wheel. With the dawning of last Easter Sunday morning the bicycle season of Omaha for 1898 was opened. The gods of weather were kind and it was a glorious day for cycling. Hundreds of wheelmen and wheelwomen were seen upon their favorite mounts for the first time this year. The highways and the first time this year. The highways and byways presented a glittering spectacle as the myriad of silent steeds swept along toward the exposition grounds, where their owners went to gaze upon the beautieg already to be seen there. Some of them, however, turned their front wheels toward the country roads, where, for the time being, they could escape the turmoil and smoke of the city for a few hours' enjoyment among the birds and flowers of spring. The cycling season of '98 bids fair to be the banner one in the history of the advent of the wheel in this city, and it is hoped that the local street commissioners will see to it that the streets are kept free from glass and other things that make wheeling disagreeable.

things that make wheeling disagreeable.

This season's most popular short runs will doubtless be out over the Center and Dodge street roads and the cycle path to Florence. The work of extending the paving on Dodge and Center streets is well under way, and by the middle of June it will be entirely completed. The contract calls for a surface of vitrified brick, which makes as fine a surface to ride a bicycle over as can be had, and when these roads are finished, they will be ideal ones, over which to take a ten-mile morning or evening spin. The Florence Cycle path, which was newly cindered last winter, is not just combin the best of condition, not having been properly rolled and packed as yet, and many who went out last Sunday for a spin over it were disappointed, but it is the intention of those having it in charge to have the path in perfect condition by the middle of May.

The awarding of the aenual state meet of the Nebraska division for 1898 to Beatrice by the state board of officers seems to meet with the approval of all local members of the League. Beatrice is one of the beat bicycling towns in the state, and has held some very successful race meets during the past two years, but has never been fortunate enough to have the state meet. Dr. F. C. Allen, accretary-treasurer of the division, who resides in Beatrice, represented the city at the meeting of the officers, and is authority for the statement that the meet of 1898 will be one of the best ever held in the state. Mr. Allen was not prepared to state exactly upon what date the meet would take place, but thought that it would be on July 4 and 5. The club built a new quarter-mile track inside the Chautauqua grounds early last year, and it is on this that the races will be held. The track will be improved and put in much better shape than it was last season, so the racing mee need have no fears about not having a first-class track to race for the state championships on. Beatrice weelmen have siways offered liberal prize lists at their previous meets and propose to be extremely liberal upon the occasion of the state meet.

Since it has been announced that Beatrice WHO IS SIR!

Who Is sire that was a street domain for that class of short in the shipping on the pleasure and six ware. All difficulties were overcome that ware. All difficulties were overcome to the shipping on the pleasure and six ware. All difficulties were overcome to the shipping on the pleasure and six ware. All difficulties were overcome to the shipping on the pleasure and six ware. All difficulties were overcome to the shipping of the shipping on the pleasure and six ware. All difficulties were overcome to the shipping of the shipping on the pleasure and six ware. All difficulties were overcome to the shipping of the shipp

It is said that the local League of American Wheelmen officials are going to keep a strict watch over the amateurs this year and the very first one who departs from the straight and narrow path of amateur lines will be turned "pro" so quick he will cot know what has happened. Heretofore the officials have always been very lenient with the boys, with the result that they have always been taken advantage of, but this year after warning, there will be an accounting for every transgreasion.

The South Australian league has refused to remove the disquilifications imposed upon "Plugger" Bill Martin, the American rider, but as Martin is now in this country, this fact doubtless bothers him very little.

Racing men are disposed to return to small rear sprockets for their track wheels this season, claiming that they are better than the large ones. Several prominent makers are openly fighting the big sprocket craze as a fallacy.

Richard Belt of Chicago and W. C. Urlau of Denver, formerly both well known Omaha wheelmen, were in the city during

The Associated Cycling Clubs held their regular monthly meeting at the Millard hotel on Wednesday evening last. There were nine delegates present, and the evening was spent in an informal discussion on the matter of holding a road race the coming Decoration day and the entertainment of the wheelmen from other states, who will visit the exposition during the summer. Nothing definite in regard to either project was done, and the meeting was adjourned until tomorrow evening, when these matters will be taken up and disposed of. be taken up and disposed of.

The first death from over-exertion on the wheel occurred in New York last week when Theodore E. Goeb breathed his last after a run of 120 miles. Riders are cautioned egainst overdoing a good thing, as many of them in this city do. The wheel has its uses and abuses, like many other things.

Captain Mickel of the Omaha Wheel club has called a run to Fort Crook for this afternoon. The club will leave the club house promptly at 2:30 p. m., returning in the

About fifteen members of the Tourist Wheelmen of Omaha made the run to Papillion last Sunday. They reported the roads in only fair condition. Captain Har-try has called a run to Kelly's lake for today, and it is likely that the entire club will turn out, as a commissary wagon is to be sent along, loaded with fishing tackle, lunch,

With the Professional Riders. The jockey fever apparently did not take Jimmy Michael so very bad after all, for the announcement has been made that he has signed to ride six races during July and August under the auspices of the American Cycle Racing association, the highest bidder for him. A nice little sum of money will be netted the Welshman from this season's work, as he will get \$15,000 for the six races and will be allowed to ride exhibition races. and he will unquestionably pick up more around the edges of the season. According to the contract with the American Cycle Racing association Michael agrees to race any

winner of the New York six-day race, rode twenty-eight miles and seventy-five yards in the hour unpaced, and quickly issued a defi for any kind of a triplet race for \$300 a cide. Their performance is the greatest unpaced record, as it is the greatest distance ever traveled by man power in an hour without acemakers.

The challenge has been accepted by A. C.

fertens, the five-mile champion of America, n behalf of himself, Nat Butler and Earl Kiser, a very strong trio. Mertens does not stipulate any kind of a race, and it may be either an unpaced race from the tape, a pursuit race of a mile or of unlimited distance or an hour contest against time. of the accepting team, Kiser and Mertens have made marks in triplet work, for with John S. Johnson as a mate they rode unpaced at Kalamazoo last fall a half mile in 51 and a mile in 1:47 4-5, both world's records. The machine ridden is said to have been unfitted to track work at that.

The color problem is likely to be up very shortly again this season. It is rising up above the horizon by the announcement made by Tom Eck that he will not allow Major Taylor to ride upon his Philadelphia track.
Taylor clearly has recourse to legal proceedings if the cycledrome adheres to its avowed intention. The League of American Wheelmen racing board will have to accept his registration fee of \$2. Then he can make a legal entry to the first meet at Woodside park, and, if it is refused, enter suit.

The outdoor middle distance race of the season is to occur at Philadelphia on May 28 between Frank Starbuck and Edouard Taylore, the French rider. The distance is to be for twenty miles and twenty pacemakers will be allowed each of the riders. Both have started into training.

TWO MYSTERIES.

Mary Mapes Dodge.

The middle of the room, in its white coffin, in the middle of the room, in its white coffin, in the dead child, a nephew of the poet. Near it, in a great chair, sat Wait Whitman, surrounded by little ones, and holding a beautiful little girl on his lap. The child looked curiously at the spectacle of death, and then inquiringly into the old man's face. "You don't know what it is, do you, my dear?" said he, adding. "We don't either.")

We know not what it is, dear, this sleep so deep and still;

The folded hands, the awful calm, the cheek so pale and chill.

The lids that will not lift again, though we may call and call;

The strange, white solitude of peace that settles over all.

We know not what it means, dear, this desolate heart-pain; This dread to take out daily way, and walk in it again;
We know not to what other sphere the loved who leave us go,
Nor why we're left to wonder still; nor why we do not know.

But this we know: Our loved and dead, if they should come this day— Should come and ask us, "What is life?" not one of us could say. Life is a mystery as deep as ever death

wheelmen who attend, will be entertained BLOWING UP OF THE FULTON as they never were before.

Destruction of the First Steam War Ship Built for the United States.

HAPPENED NEARLY SEVENTY YEARS AGO

Designed, Built and Fitted by Robert Fulton_Disastrois Explosion of the Magazine_Hir tory of the Ship.

war vessel of the Upited States navy by the explosion of its magazine occurred at June 4, 1829. This vessel was the Fulton, or Fulton First, as it was known, there having been three of that name on the list of our navy. It was not only the first steamship bulk anywhere for war use, but was designed throughout, and its engines and boilers built and placed in it, by the celebrated Robert Fulton himself, whose famous Clermont was then only five years old.

At the time of the disaster, relates the New York Evening Post, it was used as a receiving ship, and as a result of the explosion Lieutenant Breckenridge and twenty-three men were killed outright; Mrs. Breckenridge and nineteen men were wounded, and five men, who are presumed to have met their death in some form at the time were reported missing.

the time, were reported missing.

The element necessary to all well conducted affairs of the kind, that of mysterious origin, was not lacking. Admirul Preble says "it was accidentally or purposely blown up," and Commodore Chauncey, in command of the navy yard, held that "the explosion could not have taken place from accident." There wes a story current, upon which much speculation was based, that a gunner's mate had been discharged and punished with the cat on the morning before the explosion.

A perusal of the various comments written at the time leads one, however, to believe that it was an accident, pure and simple. It appears to have been brought about by the unfamiliarity of a new gunner, Williams by name, with the interior arrangement of the vessel. Just before the disaster occurred he went below for the powder with which to load the evening gun, and took with him a light of some sort, which should have been deposited in what was called the light-room. The light-room was separated from the powder room by two partitions. Just how he brought about the explosion is not known, but the centinels at the hatches averred afterwards that it took place immediately after he had entered the magazine When we are told that the magazine con tained only three barrels of powder, all damaged and condemned, we cannot but be astonished at the force of the explosion which, accidentally or otherwise, brough about the annihilation of the vessel and the attendant loss of life.

BLAST OF FIFTY BARRELS. The Evening Post of that day explains it by saying: "The Fulton appears to have suffered very much from the injuries of time. Its timbers, fald open in every direction, appear much decayed; and we have been assured by a gentleman of the United States navy that if it "had been as sound as when originally built, the explosion of as when originally built, the explosion of fifty barrels of powder could not have shat-

fifty barrels of powder could not have shattered it in that manner."

A description written the following day says: "In a moment mists, spars and splinters were seen by many persons in the neighborhood ascending into the air in all directions, enveloped in a thick volume of smoke, which was followed by a report not louder than a 32-pound cannon. By the time we reached the direction various quarters of the city, had gathered around; and large masses of wreckage were floating in the water. The vessel is completely shattered from stem to stem; and its bow, where the magazine was situated, is blown into atoms.

day before and sent to join the frigate Con-stitution at Norfolk. At the moment of the accident the officers and their guests, whose names are in the list of wounded, were in the ward room seated at dinner. whose names are in the list of wounded; were in the ward room seated at dinner, among whom was Lieuterant Platt and his son, who had only yesterday morning resurned from a month's leave of absence. Commodore Chauncey had been on board the frigate all morning on a visit of inthe frigate all morning on a visit of in-spection, and with Captain Newton left the ship only a few minutes before the explo-sion. When we arived at the scene among the first we saw upon the wreck was the commodore, directing the movements of his men, who were clearing the frigate and searching for the bodies of the dead and wounded."

BUILT FOR COAST DEFENSE. The necessity which brought about the construction of this ill-fated ship was the construction of this ill-fated ship was the old one of defending our defenseless coasis. The citizens of New York becoming alarmed in 1812 for their safety, a condition of mind that has come about almost periodically ever since, appointed a committee known as the "coast and harbor defense committee," the duty of which was to make adequate plans for the city's defense against the squadrons of Great Britain.

Futton, having then mastered the problem of steamboat navigation, was the man of

of steamboat navigation, was the man of the hour in New York. He also filled the public eye in the matter of harbor defense by reason of his experiments with torpedoes, submarine mines and submarine cannon. This branch of his work was considered so portant that a sum of money was appropriated by the government for his use. in the accomplishment of its task, and his suggestions were not disappointing. He proposed to construct what he termed a floating battery, propelled by steam, which should throw hot water and hot cannon balls and moved at a speed of four miles an hour.

The committee was composed of experi-

The committee was composed of experi-enced naval officers, and, astonishing as the proposition must have seemed to men ac-customed to sailing vessels only, they apcustomed to sailing vossels only, they approved the scheme and recommended its adoption by the government. There was doubt about the authority for grunting an expenditure for such a purpose, but necessary amount rather than have country lose the benefit of Fulton's idea. These public-spirited gentlemen were Commodore Decatur, Capsain Jones, Captain Evans, Captain Biddies Commodore Perry, Captain Warrington and Captain Lewis. Congress, however, granted to the president, in March, 1814, the authority to cause to be equipped "one or more floating bat-

ROBERT FULTON AS ENGINEER.

Fulton was appointed engineer of the enterprise, to act under a board appointed by the Navy department. The keel of the vessel he proposed to happe the "Demologos," and which was afterward changed to Fulton, was laid at the shipyard of Adam and Noah Brown, on the East Fiver, June 20, 1814. Many difficulties were encountered in obtaining proper ship limber at that war time and in finding skilled workmen in the neighborhood, there having previously been a greater demand for that class of labor in the shipyards on the Delaware and elsewhere. All difficulties were overcome, however, by the indefatigable inventor, and she was launched on October 29 of the same year, four months after the work had been undertaken. ROBERT FULTONAS ENGINEER.

words of her projector. 'I would not alter her if it were in my power to do so.'"

The ship resembled in many respects the early ferry boats designed by Fulton, was exceedingly heavy, and of the double-construction type, which permitted its center wheel to revolve between its two hulls. The bullwarks that protected its 32-pounders were made of solid timber, five feet thick. It was rigged with two masts, each of which supported a large lateen yard and sails. It had two bowsprits and jibs, and four rudders, two at each end; for, like a ferry boat, it moved with either end foremost, and was thus spared the necessity of turning about.

A MARINE TERROR.

To prevent their capture by the British squadron off the coast, twenty of the coast, twenty of the ferry square to pounders; and further, to annoy an enemy respects of New Jersey.

The Fulton First's cost when completed a mismap. Some changes to build a first-class frigate of the day. It made its trial trip June 1, 1815, leaving the wharf under steam alone. It performed came to its anchorage without having entire to be a certain crablike evolutions in the bay, and the bay, and the bay, and the provises. Dewitt Witch Harel Salve is the bruises. Dewitt Witch Harel Salve is the bruises.

A MARINE TERROR.

A MARINE TERROR. A MARINE TERROR.

It was Fulton's plan to provide this marine terror with four 100-pound guns, two supported under each bow, so as to send a ball into an enemy some ten or twelve feet below its water line. It was also designed to carry an engine that should throw an immense jet of hot water over a ship's deck and into its port holes. Peace having been ratified before it was equipped for sea, this apparatus was never brought into practical use, and so it was denied the satisfaction of throwing hot water into its enemy's face. There were no guns at New York with which to fit it out at the time of its launch, and so some out at the time of its launch, and so some were brought from Philadelphia for that

Philadelphia to New York over the muddy roads of New Jersey.

The Fulton First's cost when completed was \$320,000, about the sum necessary to build a first-class frigate of the day. It made its trial trip June 1, 1815, leaving the wharf under steam alone. It performed certain crablike evolutions in the bay, and came to its anchorage without having encountered a mishap. Some changes were made in its machinery, and its second trip was made July 4. On this occasion it went out to sea, cestward of Sandy Hook, and returning, made the distance of fifty-three miles in eight hours and twenty minutes, against wind and tide. It made its next trip in September, and then was sent to the Brooklyn navy yard to be used as a receiving-ship, where it stayed until it blew up. The Fulton was regarded by Americans as the project of the stay of the made in the fulton was regarded by Americans as the project of the stay of the made in the fulton was regarded by Americans as the project of the stay of the stay

against wind and tide. It made its next trip in September, and then was sent to the Brooklyn navy yard to be used as a receiving-ship, where it stayed until it blew up. The Fulton was regarded by Americans as the greatest fighting machine affoat, and would have certainly struck terror to the hearts of its enemies if the description of it published in Scotland at the time of its launching could be taken as the truth. In this it was seriously stated to be of a "length on deck of 300 feet; breadth, 200 feet; thickness of her sides, thirteen feet,"

Ida Conquest has retired from the cast of "The Conquerors," and her place will be taken by Sarah Perry, the clever young woman who will be remembered as having played small parts with the Empire company last season under the name of Jane Harwar. Miss Conquest has joined William Gillette, and will assist in the London production of "Too Much Johnson."

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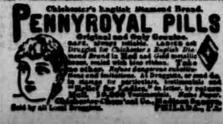


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WHEELS FOR RENT.

"Ashes of Empire"

By Robert W. Chambers

Beginning April 24.

Author of "The Red Republic," "The Mystery of Choice," "Lorraine," etc. will appear in The Omaha Sunday Bee,

The New York Sun says of Mr. Chambers:-"He never draws a weak or uninteresting character. They are all fascinating."
Richard H. Stoddard writes: "Whoever has read him will see the

hand of the master story-teller." The Literary World (London) says: "Mr Chambers is a past master in the art of sending the blood coursing in purest sympathy with the fortunes or exploits of his puppets."

"Ashes of Empire" is a story of the same qualities as "Lorraine," which drew from the critics the high praise above

Its opening chapter describes the flight of the Empress Eugenie from Paris after the disaster of Sedan (1879). Two young Frenchwomen, sisters-Yolette and Hilde-are incidentally introduced. Two young English war correspondents-Burke and Harewood-also appear, as accessories to the escape of the Empress. Around these four leading characters Mr. Chambers has woven a romantic love story-or rather two love stories in one.

The siege of Paris serves as the background and many of its most stirring scenes are described with a dramatic power that recalls Victor Hugo's famous pen-pictures of older battlefields. The chapter which gives an account of one of the great sorties made by the garrison of the besieged city and the battle of Le Bourget, which followed, will quicken the pulse of every reader.

The two young war correspondents become separated in the pursuit of their respective duties; and the house in which Yolette and Hilde have their home is sacked by the Germans; and one of the two sisters is carried off by Speyer, a German spy, Harewood is wounded in the battle and is carried to the Nanterre fort. A professional criminal known as "The Mouse" and his pale, "Bibi" and "Mon Oncle," play minor but interesting parts in the complications that follow, and their characters are portrayed with the skill which Mr. Chambers acquired by his long residence in Paris and his close study of Parisian types. The story is brought to a pleasant conclusion with the rounion of the two war correspondents, and their marriage to

Each installment of "Ashes of Empire" will be effectively illustrated by competent artists. It will be one of the great serial stories of the year.

The Omaha Sunday Bee

Buy it! Read it!