How to Make a Bicycle. BY ROBERT BARR.

(Copyright, 1898, the S. S. McClure Co.,) no reading so delightful as that found in the of the right size, and when you are making not dissolve readily in warm water, take it pages of such papers as "Home Guff," and "Women's Fads." In these journals, articles of instruction and historical information are mixed with easy writing. I like especially the column headed "Use-ful Hints," where you learn how to make borrowed umbrells. I know that some ama lovely mantle ornament from an old dis- ateurs use the ribs of any old umbrella, used tomato can or pickle bottle; how to make two comfortable armchairs out of that purpose, it being less recognizable by one whisky barrel (after having consumed the owner as bicycle spokes than in its the whisky); how to make a Chippendale bric-a-brac cabinet out of a packing case; how to make a parlor set of furniture from three casks and four or five boxes, the only tools required being a hand-saw, a hammer and an ax. These, and other articles, like the one entitled, "How I Managed My Cottage on Twenty Thousand a Year," carry light and joy and happiness

into millions of families. I have often wondered why the cycling press did not go in more for this sort of thing. Perhaps the reason is that the cycling papers do not wish to destroy the interests of those large manfacturing concerns which flourish in various parts of the United States. However, I possess no cycle stock in any company, and my only desire is to be of use to the reader; therefore. I have little hesitation in giving away in these columns the secrets of the trade. It is folly to spend from \$50 to \$100 for a bicycle when any ingenious person can make one for himself in a few hours, if he has a little patience and a soldering iron, out of materials that are to be found in any well-regulated household-materials which, because if it is not truly in the center

cycle, but this course merely shows lack of In the higher walks of literature there is resource. Perambulator wheels are rarely shoe brush. If you find the dollar does but I always prefer a borrowed one for original shape. Besides this, a borrowed umbrella is cheaper than any other kind in the market, and I am endeavoring to show how to construct an economical bicycle; therefore these apparently trivial points must not be lost sight of.

For a rim, an iron hoop from a barrel does as well as anything else, unless you are a stict temperance man. Heat the barrel hoop red hot, and then gently bend it into a concave shape, with the fingers. Should the amateur find a difficulty in doing this, he may either wear gloves or take a lesson from oue of Barnum's fire eaters. Many people have burned their fingers in cycle construction during the last two or three years, but the method I have outlined above will be found cheaper than investing in cycle stock. While the iron is soft and hot, pierce a number of holes in it with the point of the small blade of your knife Insert into these holes the ends of the um brella ribs, and you will find that when the iron cools it will contract and hold the ends of the ribs firmly in position.

The time has now come for inserting the hub. This must be very carefully done, in fact, we are puzzled how to get rid of. trouble will ensue. I know of nothing more There is no trick in making a bicycle, and annoying than riding wheels the hubs of patents may be entirely disregarded with- which are a foot or two off the center. This out fear of legal consequences, because defect wobbles the rider up and down in a when the amateur gets through dealing with most embarrassing way, and all the pneu-



a patent, the inventor himself would never matic tires in the world will not take up recognize the result. Neither do I claim originality for my method, because the thing has been done over and over again. I remember years and years ago, when a bicycle was called a velocipede, that a tle extra trouble and devote a little more beautiful poem was in circulation describing the adventures of Carl Dunder in the mechanical line. There were forty-eight

verses, and the first two ran as follows Carl Dunder made velocipede, One of der bulliest kind, It went midout a wheel in front, And hadn't none behind.

One wheel does in the middle, though That went, as sure as eggs. He straddled on der axie-tree, And paddled mit his legs.

The touching poem went on to relate how Carl Dunder constructed, not a bicycle, but a one-wheeled machine, using a large grindstone as the wheel. The machine was a sort of "made in Germany" mechanism, and, as I remember the poem, worked beautifully, barring a slight accident, which wrecked both the vehicle and its constructor going that might lead the bicyclist into a chain down a steep hill. Let 'us then emulate Carl Dunder, and surely if he-could produce a successful machine with one wheel, we

can have no difficulty in dealing with two. The first thing to be attended to is the frame. There is about every household a quantity of disused water pipe, which is always in the way. If the pipe is of fron then you need seek no further for the material of the frames. If the pipes are of lead, however, I do not advise their use in bicycle construction. I admit that there is a certain absence of vibration in a frame made of lead, but on the other hand, there is the drawback that a machine so constructed is apt to collapse on climbing a stiff hill. Lead pipes, however, being more expensive than those made of iron, can be exchanged with advantage for iron tubingand there you are. The first thing to do is to cut the tubes into the proper lengths, which may be done with a file, if you are particular about the nicety of construction, but if you have not a file you can break the tubes with a good stout club, although I find, in practice, that this leaves the ends

You will then have to try to make up your mind what shape of frame you prefer. There are many in the market, but I think that public opinion generally supports the diamond frame, and in return the diamond and sit on the netting. If you are luxuriously frame supports the public. In order to have a pattern, you should borrow a dia- the netting, and this, with the spring of lady friend who wears diamonds, a serviceable stone may be purchased for \$3,000 or diamond sells about as successfully cond-hand as it does when new, in which

It differs from a bicycle. The next step is to braise the joints. This is done by first washing them in soap and water, drying them carefully, rubbing down with a little sandpaper and applying braising oil to the ends of the tubes. Braising paint it. The decision is very important, and oil can be bought at any respectable chem-must not be come to thoughtlessly. Let it according to his orders. But I hope he ist's (never deal with a chemist that is not be remembered that on this question turned won't come again. Men who have their hair respectable) for 25 cents a bottle. If the frame creaks at the joints after braising, try a little glue, or, in the absence of that, some flour paste; glue, however, is pre-ferable. Set the frame out in the sun to the country in twain. As no politics enter ferable. Set the frame out in the sun to the country in twain. As no politics enter ferable. Set the frame out in the sun to the country in twain. As no politics enter shed you may make the wheels. Every family in this country has in its possession one or more disabled peram-Some amateurs use the entire

the consequent vibration. Spectators, see ing a man on a wheel of this sort, are apt to jump at the conclusion that it is a home made machine, so it is better to take a littime to the task, and turn out a wheel that is palpably of the highest grade. The wheels being finished, there is nothing more to do but to attach them to the frame, which by this time will be dry and rigid, if it has been kept out of a damp place. There is little difficulty about the pedals; they may be made new, or the handle of a mangle, or grindstone, or of a rotary pump will be found extremely serviceable. It is not advisable for the amateur to forge his own chain. It is much simpler to froge a check, if one is a reasonably good penman, and apply the proceeds to the purchase of a suitable chain, cut the correct length, from a hardware dealer. It must be distinctly understood that I do not counsel the forging of a check in order to secure a chain, as gang if not very carefully done; I am merely stating the different methods of procedure without standing sponsor for any of them.

We now come to the question of the tire. think every one will admit that the pneumatic tire excels all others. Measure the circumference of the rim, then cut off the exact length from a piece of rubber garden ose. If you do not use garden hose to sprinkle your lawn you may, perhaps, find piece of the required length in a neighbor's garden. It is hardly necessary to point out that some care must be taken in the securing of rubber hose that does not belong to you. Solder the ends of the rubber hose together and fasten the new tire to the rim with fish glue, to be had by the gallon at any fish market.

The handle bar presents no difficulty which an intelligent amateur may not over-I generally use a couple of walking sticks which have the handles turned at right angles to the cane. Cut the walking sticks in two, using the top half, and attach the sawed-off ends to the tube by means of a piece of string or with screw nails. Last, there is the saddle. Much of the comforts of riding depends on the saddle. Take an old tenuis racket, attach the handle horizontally to the upright tube minded a small sofa pillow may be sewed on

and from a lady friend, or, if you have no the handle, makes a most easy-riding saddle. I don't think much of pneumatic saddles. Riding on air is all right enough in \$4,000, and it is well to remember that a theory, but men who have tried it by jumping from balloons have sometimes injured themselves on reaching the ground, even when they have had a mile or two of air

between them and the earth. We have now a completed bicycle, an the only question that remains is whether to silverplate it, give it a black finish, or must not be come to thoughtlessly. Let it States. McKinley held that a bicycle should opinion regarding the silver question, but to his customer as he talked.

plexion best. Some like a bright crimson, others a vivid yellow, and others, again, sky blue. They are all in perfect taste, according to the best artists, and so you have merely to choose your color and apply it.
The black finish is done by rubbing lamp-black on the machine, and varnishing it Silver plating is more more difficult. Place a 50-cent piece or a Mexican dollar in twenty ounces of warm water, and simmer gently until the silver dissolves; then apply the result with a coarse towel, polishing with a onds. One dollar laid on the counter of a free lunch saloon ought to produce twenty

large glasses of silvering mixture within one minute, if the man at the beer pump understands his business.

That is all I know about the construction of bicycles.

DUE HONOR TO A HERO.

Lieut. Cushing's Remarkable Adven-ture with a Torpedo. While the work of torpedo destruction was being so successfully prosecuted throughout the south, relates Leslie's Weekly, the rebel ironclad Albemarle, roughly constructed on the Roanoke river, came out into Albemarle sound and terrorized the wooden fleet there, sinking the Southfield by ramming, exploding the boilers of the Sassacus, and raising Cain generally. It was necessary to get rid of her. and to Lieutenant W. B. Cushing, a smoothfaced, long-haired young officer, who had performed several daring exploits, was allotted the perilous task of destroying it. The Albemarle was moored at Plymouth,

on the Roanoke river, a stream about 500 feet wide, on the night of the 27th of October, when Lieutenant Cushing, with seven picked men, started from out the sound thirteen men. Silently the little boats entered the mouth of the Roanoke for Plymouth, eight miles away-an hour's run. The enemy's army, numbering thousands, occupied the town and forts, and the narrow river was well picketed, a guard being town. Fortune favored the brave, and, successfully passing the river guard without discovery Cushing cast off his tow opposite the ironclad, while simultaneously with a large fire which suddenly blazed forth from the river bank came a hot fusillade from the ship and men on shore. By the fire's light Cushing saw a guard of logs surrounding the ship, boomed out thirty feet from her side, but, undaunted, he turned so as to hit the booms at a right angle, and in the face of the firing, ran square upon and over the shiny logs, and with headway nearly gone, as the firing temporarily ceased, answered nonchalantly the captain's hall with a joke, he found himself just where he wanted to be, nearly under the ram's quarter port, ten feet from the ugly muzzle of a 100-pounder rifled gun.

Holding in the right hand the "heeljigger" of the torpedo and in the left the exploding line, he stood calmly near the bow, the personification of cool, courageous heroism, as he gave the order to lower the boom, while the slight remaining motion of the launch carried the torpedo under the ram's overhang-then, a strong pull of the detaching line, a moment's pause for the rising of the torpedo under the hull, a slight pull by the left hand, just as it was cut by a bullet-the explosion, simultaneous with a discharge of canister from the 160pound rifle ten feet from his left ear, crashing into and splintering the launch blinded with the thick, sulphurous smoke cloud, drenched with the mass of water thrown up, his clothing with many bullet

holes-and the last of the Albemarle! There is not in naval history such a marvelous example of coolness and professional skill, says I. R. Soley, as was shown by Cushing in this exploit. His adventures after jumping from his disabled boat under a volley of musketry, chilled while swimming for the opposite shore, wandering and day, swimming at night, avoiding pickets, finally capturing a little flat-bottomed boa used by the pickets, floating behind and pushing it away from him, finally getting into it and faintly paddling his way to the fleet in the sound-all these incidents would make a thrilling story of themselves. The nation has shown a just appreciation of his ervices by naming the speedy torpedo boat Cushing in his memory.

THE HAIRDRESSER REFLECTS.

He Tells Stories of Human Vanity s The hairdresser was, as is not unusual with members of his profession, in a talkative mood. He was also inclined to mediate upon the vanities of human kind, which he has admirable opportunities to observe

reports the New York Tribune. "If it wasn't for the fact that people think so much of their looks," he said, 'we should lose three-quarters of our business, and might as well shut up shop. It is wonderful to me, although you'd think I might be used to it by this time, to see how much trouble people will take about their hair. Just now the most fashionable shade of hair among women is a deep reddish brown or bronze. To get that color we bleach the hair to a blonde shade and then dye it to the proper bronze tone. It is a very slow job, for there must be five N. M.; Phoenix, A. T.; Carson City, Nev.; or six applications of the bleach and then Salt Lake City, Utah; Cheyenne, Wyo.; the dyeing takes a good deal of time. The whole process requires an entire day, and women will come in here and sit from morning until evening, never losing patience, if they only think the result will be becom-

ing and stylish. "But that's only one of the ways in which There are lots of others. Why, I had a woman come in the other day who wanted wear a wig I looked at her in surprise. Her head was covered with thick, soft, naturally wavy hair, of the finest quality, but what do you suppose was her objection to it? It was gray! I took out the hairpins, and the beautiful mass of hair fell in ripples far below her waist.

'But, madam,' I said, 'it's a shame to cut off this hair. It is magnificent.' "'Oh, no,' she said, 'I will not have gray hair. Cut it, I tell you; I want a brown

wig. "So, of course, I did as I was told. hair dropped to the floor and I was glad, I tell you, when I found she didn't want to take it away with her. For, you know, handsome gray hair is the rarest and hardest to get in our business. Most of it comes from abroad. What do you suppose that woman's hair was worth to her? Thirty dollars-not a cent less! She went away with a heavy brown wig, which was hideous com-

pared with the hair she had just lost, "It isn't fair, though to lay all the vanity to the women. Lots of men come here at regular intervals to have their hair curled. Oh, it is true; there are plenty of men vain enough for that," he added; as his auditor in Arizona he was under Crook, and looked incredulous. "But I must confess I in the field pretty much all the time. was dumbfounded a while ago when a man came to have his hair bleached. I made it a golden blonde for him and then curled it, according to his orders. But I hope he the last presidential election in the United curled haven't any too much sense and a fellow who would have his hair bleached must not be silver-plated. Bryan contended that be wrong in his head somewhere. I don't it should, and thus the silver question rent care to work for crazy folks," and the hairdresser put the finishing touches to the shampoo which he had been administering

The Proposed Cavalry Regiment to Be

THE

While Mounted a Necessary

Qualification-Leaders Who

Mean to Fight.

Ability to Shoot Quick and Straight

"Roosevelt's Rough Riders" is the apalliterative title given to the crack cavalry regiment which the government is recruiting in the west for service in Cuba. The determination of Theodore Roosevelt to retire from the office of assistant secretary of the navy and join the Cuban invading army resulted in the government approving the organization of a mounted regiment of plainsmen-all experienced riders and riflemen-who could render invaluable service in Cuba. This plan enabled the government to commission Mr. Roosevelt in a branch of the army befitting his experience on the plains and in which active service was assured. On the war record the regiment i to be known as the "First Regiment of Mounted Rifle Rangers." It will be commanded by Colonel Leonard Wood, with

Roosevelt as lieutenant colonel. If there is any impression abroad, says the New York Herald, that this unique organization is to be created for hippodroming or as an annex to Buffalo Bill's Wild West aggregation, there is nothing of that kind in the mind of Colonel Wood or Lieutenant Colonel Roosevelt. The men who will be selected for this important command will be subjected to the most rigid physical examination and when enlisted will be thoroughly in his steam launch, towing a boat with trained and disciplined in all the requisites of good soldiers. It is the intention and the determination of the organizers of this troop to make it the model cavalry regiment of the present generation. Those who are acquainted with Lieutenant

Colonel Theodore Roosevelt know him to be stationed on the unsubmerged deck of the an honest, straightforward, sincere and thorsunken steamer Southfield, a mile below the oughly courageous man. His public career and his private intercourse have stamped him as a thorough American, and he values that title far above any civil or military distinction that could be conferred upon him The thought of entering the army had not dawned on him when he entered the Navy department as assistant secretary under Secretary Long. When it became evident that a conflict between Spain and the United States was inevitable Mr. Roosevelt promptly

> never wavered in his determination to take a hand in the fight. While many of his official associates were procrastinating and nursing the hope that hostilities with Spain might be averted he steadfastly adhered to the belief that Spain was a treacherous nation and could not be handled with kid gloves.

assumed an aggressive attitude and he has

His policy has ever been one of aggressiveness. In his administration of the office of assistant secretary of the navy and the chairman of the Naval War board he has advocated an offensive, rather than a defensive, course in dealing with the Spaniards.

He has been taught by experience that when a battle is on an aggressive campaign is far more effective than one of defense. In other words, he is not one of those who goes through life with a chip on his shoulder, daring somebody to knock it off, but when fight he must it is his aim to try to get in the first effective blow. That is his nature and that has been his policy ever since he entered public life.

In organizing the Mounted Rifle Rangers he desires to be in a position to demonstrate to his countrymen that he is ready to fight as he is to talk. The men who will rally around his standard must be sound in body able and willing to fight and obey orders No man will be enlisted in this command unless he is prepared to endure hardships and subject himself to the severest discipline necessary to a perfect military organization. Including officers and men, the complement of the regiment will be 750. Already recruiting sergeants are enrolling the names of volunteers and the list will b carefully revised, with a view to selecting only such as are capable of forming the finest body of light cavalry in the world.

Abundance of Material. At the present writing more than 2,500 applications for assignment to this regimen have been received. Brave and courageou spirits from Massachusetts, New York, Virginia, Kentucky, Mississippi, Colorado, Illi nois, North Dakota and Wyoming have volunteered for service in this regiment. Many of these will of necessity have to be passed over, as it is the intention of the organizers of the command to draw upon the great northwest for the rank and file of the regment.

The command will be assembled and organized in accordance with this order, promulgated by the commanding general of the army:

"By direction of the secretary of war, Captain Leonard Wood, United States Army, is relieved from duty in this city, and will proceed to the following named places, in the order designated, for duty in connection with the recruitment of a regiment of mounted riflemen, to be organized under section 7 of the act of congress approved April 22, 1898: Guthrie, O. T.; Santa Fe Boise City, Idaho."

It is proposed to have this command organized, equipped and ready for action within the next ten days. The rendezvous will be in San Antonio, Tex. The officers and men will wear the regulation cavalry uniform, adaptable to the climate of Cuba they show their vanity about their hair. Good horses, good constitutions, good habits and perfect discipline will be required. This regiment is organized for business, and all her own hair cut off, so that she could "no bad men are wanted." The command will be armed with the best modern rifles revolvers and machetes.

The man who is to command the "Rough Riders" was known through the west in the 80s as the "fighting doctor." For gallantry in the Geronimo campaign he was given a congressional medal, for it was reported of him that he had saved the comnand at a time when all of the officers except himself and one other had broken down as a result of the hard campaign. He was a surgeon then, stationed in Arizona, but his career was more of active soldiering than of surgery.

Career of Colonel Wood.

Colonel Leonard Wood went into the army n 1885. His home was Boston. He reached the fort in Arizona which was to be his headquarters at 7 o'clock one evening in June, 1885. The next morning at 4 o'clock ne was in the field. That was the beginning of the Apache campaign. From then until March, 1887, the troops were in the field, and during that time Colonel Wood was with them, making three long trips into Mexico, two of them more than 2,000 miles in length. The first two years of his duty in Arizona he was under Crook, and was

In the Geronimo campaign under Miles h was in command of infantry for a consider able part of the time, and also of scouts. It was during a portion of this campaign when the heat in the southwest was so terrific that the men traveled in their under clothes, and all the officers except Wood and one other broke down, that he found During this time he and his men covered 1,500 miles on foot and about 1,000 miles on

three methods are accomplished. You paint a bicycle just as you would paint a wagon, using the color that suits your own completed the color that you have the color than the color than the color than the co

tle command were gone four months before they returned with their Indians. The search carried them into the heart of Mexico. They went as far as the Yaqui Valley, down in the state of Sinaloa, into the heart of a ountainous region, which was as unsettled and as uninhabitated as were the moun-tainous regions of the west before the gold

Wood had an active part in the Kidd outbreak in 1888. He remained in Arizona that year and the next, and then was transferred to California for four years, and was at the Sierra Nevada camp. After that he was two years at Fort McPherson, Atlanta, and then came to Washington as a member of General

Miles' personal staff. Wood is the sort of man who might be termed "an ail around sport" of the right sort. He is an adept at the athletic games, and when stationed in the south not only played foot ball himself but coached some of the crack southern college teams. He is a natural shot, one of the best on the frontier at the time he was there.

Topeka State Journal: It was a case of disorderly. The plaintiff was Mrs. Stevens. The lawrer asked the witness:

"Do you like Mrs. Stevens?"

"I like her as well as I do you."

"Did you ever have any trouble with her?"

"Yes; she got me in trouble and I was churched over common chicken. I told her

President McKinley has named two of the majors for the regiment. One of these is Major Hersey, adjutant general of New Mexico, and the other is "Alec" Brodie, one of the best known citizens of Arizona.

Didn't Live Up to It. Chicago Post: "I never made a promise that I did not live up to." she asserted

that I did not live up to," she asserted proudly.

"No?" he said inquiringly.

"No," she said emphatically.

He made no reply. Argument, he knew, was useless. Facts alone would count. Therefore he hunted up a copy of the book of common prayer, and when he had found it he turped to the marriage service and where it says "love, honor and obey" he underscored the word "obey."

What happened after that is a matter that does not concern the public. It is enough to know that, while there was no doubt that he had proved his point, he deeply regretted having done so.

"Churched" for Taking Chickens

"Yes; she got me in trouble and I was churched over common chicken. I told her if she would come out in the alley she would get whipped or I would. Then she hit me in the back with a rock."
"Was that all?"
"Wasn't that enough?"

"Take it back

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