

helped it on mightily. Most of them felt he will retire for the season. the grip of financial stringency produced by Although the germs of typhoid oid not of the rebellious by nominal fines and brief in one locality, in which he had become suspensions. A contrary effect was produced. Out of the confused state of affairs all probability, have been avoided. sprung a definite declaration of Independence promulgated at Trenton, N. J., last week, and signed by Eddie Bald, Arthur Gardiner, Tom Cooper, Orlando Stevens, Floyd Mc-Farland, Jay Eaton, Harry Terrill and J. Boyd Anderson.

What effect this action of the racing men will have upon the future National circuit dates is not yet known, but it is probable that Philadelphia, Woodside Park, Washington, the Park Bicycle Club track, St. Louis and Cape Girardeau will follow. The movement will probably culminate in the formation of a new racing association, a call for a meeting being signed and to be sent out within a few days to all the track-owners and race-promoting associations of the coun-

In regard to the action of the League of American Wheelmen in connection with the future control of racing, Chief Consul Kireker of New Jersey, and the former vice president of the league, said: "It is probable now that all that is left to be done is to fight, and it is certain the League of American Wheelmen will not consent to be whipped in the fight. It had been probable, very probable that the League of American Wheelmen would transfer the control of racing to some other body next February, but that it will not do so now is equally certain. The league will still control racing and nothing can take it from it. I do not believe that the riders will stock

J. B. Sheridan of St. Louis, member of Board, has this to say of the row: a finish for the government of racing. the sport next spring, certain it is that under the circumstances the league will men intend to follow to maintain its con- of his riding. trol in the face of what looks like a dangerous revolt, no one yet knows. It apstoutest armor is its honesty and disinterestedness.

"It had no object beyond maintaining the purity and propriety of the sport in racing. personal interests among its chief con- last." stituents, and its inability to guarantee contracts of its members, as well as in its totally unorganized condition, lies the principal dangers of the American Cyclists'

The Chicago Chronicle gives a boost to the rebels in these words: "Perhaps, now that the leading professional bicyclists have openly adjured allegiance to the League of American Wheelmen, that orgaulzation will do what it ought to have done long ago-give up its attempt to control racing and turn its attention to the interests of the amateur wheelmen. deed, it is difficult to see how the league men who have revolted against the League guard against all possible trouble. of American Wheelmen are the leading professionals of the country. The league lawyer calls cycling. "I did think once that the crack racing men, and what can the Racing board do about it. Nothing. The League of American Wheelmen convention last spring declared that the control of racing should be abandoned. If that resolution had been enforced the league could

not continue his riding in pursuit of the perfect century record of 365 centuries in They fear that the condition of Edwards is such that he cannot stand the terrible strain and they will not open themselves to re sponsibility in any way. They are entirely satisfied with Edwards' performance and are willing to drop the matter at that. Edwards has 250 consecutive centuries to his credit, which surpasses the number made by any living man. John Noble of Philadelphia has 253 centuries, but not of the

September, October, November.

secures im munity all he will enter the race. Dr. Allen at present Winter long from division and his administration has been so Coughs, Colds, Influenza, of having him at the head of the division Catarrh, Sore Throat and

Med. Co., Cor. William and H-U-M-P-H-R-E-Y-S

Mutterings of rebellion against control of consecutive nature. Edwards lacks but three racing by the League of American Wheel- centuries to tie this record of mileage, and men have crystalized into open revolt, in as soon as he gets well from his late sick- by local wheelmen in the coming good roads which prominent professionals take the ness the lad will ride a few more centuries Trouble has been brewing for some in order to secure the record and will also Saturday.

diminished public interest in racing. Being get a strong hold on Teddy, he was comunable to pay all their obligations, sanctions polled to lay off from his riding and take to were revoked and fines imposed. The out- the sick bed, where he has been for over lawing of prominent tracks by the League three weeks now. His condition has greatly Racing board restricted the operations of the professionals, and many of these sided his temperature is normal, but he has been with the managers against the body which left in a weak state, and it will be weeks sought to protect their interests. The Racing | before he may dare to come out and attempt board at first sought to smooth the ruffles snother century. Had Edwards remained acclimated, his present sickness would, in

> The Puyallup Indians, near Tacoma, are making war upon bicycle riders. President John M. Bell of the Wheelmen's association has appealed to the county commissioners for protection. The principal bicycle path of the northwest, connecting Tacoma and Seattle, passes through the Puyallup reservation, and some of the more intelligent young Indians at the government school have abandoned the cayuse for the bicycle. In the present difficulty these young men are working with the Wheelmen's association to punish the enemies of the bicycle At first the Indians obstructed the path with brush and atones, following this move by felling trees across the path. This aroused the white wheelmen to a high pitch of inlignation. At this point the Indians began threatening the younger members of the association: Later the Indians became bolder and chased several bicycle riders off the break Waller's record of 492 2-3 miles but

A veteran dealer gives this advice: "When cleaning the chain of a bicycle be careful not to practice the general habit of turning the cycle upside down and holding a rag on the chain with one hand while turning the pedal with the other, as many nasty accidents have happened in this way, through the rag catching in the chain and drawing the fingers of the operator in with it. The accumulation of dust and grit upon a chain may easily be removed by using a stiff brush. This tip may save a crushed hand or the loss of a finger."

The almost constant hunger that an aththe League of American Wheelmen Racing lete engaged in a protracted feat of endurance feels was well illustrated by Frank thing is certain: There will be a fight to Waller in his twenty-four hours' ride in New York. It is said that he got away While it is probable that had this revoit with eighty-six pounds of food, all but not come up the League of American thirty-three pounds being solids. The food Wheelmen would have abandoned control of was weighed by Waller's trainer before it was given him and a record kept. Among the quantity the trainer reported he gave fight to the last ditch to hold the 'step- his charge was four dozen eggs, six quarts child, as some of its good road members of coco-cola, seven pints of milk, eight were wont to call racing. President Pot- pounds of chicken, two pounds of lamb ter and many other influential members of chops, seven pints of chicken broth, four the League of American Wheelmen, who quarts of peppermint water, six quarts of were in favor of the organization resigning ginger ale, two gallons of water and twelve control of racing, are now determined to cigars, which were smoked immediately fight to hold the neglected foster child. after eating. It is also said that Waller What plans the League of American Wheel- gained six pounds in the twenty-four hours

A New York cycle authority, referring to pears that the league's sharpest sword and the reasons for believing in a rise in prices next year, says: "It is not alone that the market has shown an ability to absorb the season's output, for that is in part accounted for by the fact that the manu-The riders, promoters, trainers and others facturers were caught napping. Nor can who are supposed to form the American it be entirely accounted for by the disposi-Cyclists' union, have their own personal tion of buyers to give prominence to quality interests at stake. A body composed of in the requirements of their purchasers, nor personally interested constituents cannot by the heavy demand (comparatively) for hope to govern racing with the same suc- the better grades of machines. It is rather cess as a capable and entirely disinter- in a combination of all these, and some ested body like the League of American other factors, that warrant is found for the In this probable friction of belief that the bottom has been reached at

A simple pocket filter, which may save cyclists and travelers from disease germs, is a short rubber tube with a mouthpiece at one end and a wire netting at the other. Inside the netting is a small portion of powdered charcoal in a little net cell. When the charcoal end of the tube is inserted in the water, the germs are not allowed to pass, and the charcoal frees the water from all impurities which may be contained in it. The tube acts as a straw, through which the water is drawn, pure and clear. It is a handy way to drink from a brook. In taking a ride through the country one cannot be sure of the purity of the water can now do anything else. The sixty-three in strange places, and the filter is a safe-

"Nature's cocktail" is what a Brooklyn

may close the 'sanctioned' tracks against it was a grand thing to get out and wheel them, but it can't find men to take their along the cycle path to Coney Island," he places, and track owners will not let their said, "but now if that was the only place I property lie idle because of a fight between | could go I would sell my wheel or trade the League of American Wheelmen Racing | it for a pair of walking boots. To my mind Board and the riders. With or without the glory of the bicycle, the greatest boon 'sanctions', the tracks will be opened to it has bestowed, is in the fact that it has opened up the country to those who live bound in by brick and mortar and do their work indoors. I like, on Sundays and holidays and whatever other days I can spare, to get on my wheel and start out in the country and just lose myself in the byroads, have retired gracefully. As it is, it will far away from the regular trends of travel. have to retire, whether it likes to or not." I think this sentiment is growing, and it is a good thing for humanity and a good Teddy Edwards, the century rider, will thing for the permanency of the bicycle that it is. In all the realm of exercise and idling there is nothing more restful and inthe year, with the consent of his employers. spiring than this conquest of distance and dawdling in absolute rusticity within the

limits of one day." Whisperings of the Wheel, The political pot of the Nebraska division, League of American Wheelmen, has commenced to simmer and in all probabilit will be at the boiling point with another week. Regardless of the fact that this division like all of the rest has been gradually weakening and the interest waning there promises to be a lively fight for different offices that are to be vacated December. 1. So far none of the local wheelmen prominent in League circles have been slated for any of the offices. There seems, however, to be two candidates in the field for the nomination for chief consul. These are Allen of Beatrice and Dr. Edmiston, who calls Lincoln and Omaha both his home. The present chief consul. D. J. O'Brien, announces that if Dr. Allen will accept the nomination he will not be a candidate but otherwise holds the office of secretary-treasurer for the satisfactory that his friends are all desirous during 1899. Mr. Edmiston, it will be remembered, held the position of chief consul furing 1896, and not any of the local wheelmen bave forgotten how unsatisfactorily his administration was, therefore it is pretty

a splendid consul, yet at the same time he

believes that if the present chief consul,

D. J. O'Brien, is re-elected this fall, this

division will receive recognition from the

dered a position on the national racing board. He was exceedingly popular at both the assemblies of '97 and '98 and should be sent again in '99. For vice consul, J. A. Benson, the present incumbent, deserves re-election for his faithful work in the division's behalf, but as he positively refuses to be a candidate again some one else will have to be found for the place. Lincoln should have recognition and W. L. Hunter of that city would be a good man for rice consul or secretary-treasurer. Nominaions close October 15, after which time the different tickets will be published. The elecion occurs between November 1 and 15.

Considerable interest is being manifested convention, which opens in this city next President Potter and Chairman vited to attend the conference, as some particularly fine discourses will be heard section of the country.

Wheel club, Captain Tom Mickel was compelled to declare last Sunday's proposed century run off.

The wheelmen of Omaha, Council Bluffs and other neighboring towns are talking of holding a grand annual wheelmen's reunion next Sunday, and while no definite plans have as yet been made, it is quite likely that the affair will be held at Sarpy Mills, where a program of races and other sports will be arranged for.

Colonel Albert A. Pope, the veteran bicycle manufacturer, and one of the first agitators of good roads in this country, has announced his intention of visiting the exposition during Jubilee week.

Fred Schinneer is desirous of securing the twenty-four hour American record, and the world's figures also, if possible. He would like to make the attempt on the Ravenswood track some time within the next week or two, and is confident he can not only that, given the benefit of good pacing and wind shields, he can plle up 600 miles in the full day. Cordang's record stands at 616. but Schinneer is not so certain of breaking these figures. He thinks he can get some thirty pacemakers in Chicago and the immediate vicinity. His idea is to ride John Lawson a two-hour match race and then keep on for the twenty-four hour record. It is a proposition worth considering on the part of the Ravenswood people.

Tom Linton, the Welshman, whose success on the path in this country during the summer was not so encouraging as to compel him to remain in the country, has given his impressions to the foreign press of Americans and the way cycle racing is conducted in this country. He said: "They have the fastest tracks in the world, and the finest pacing machines. The singles, used by the racing men, are the best and lightest that I have ever seen. The climate, too, is lighter than that of Europe, and this year America has been the king pin of cycle racing. The association with whom I was under contract lost money, and so did the other promoters, but it is directly traceable to the greedy attempt on the part of the professional promoters to squeeze all of the money out of the country when it was slack. The promoters are a bad lot, but the racing men are clever and the paraphernalia for racing is the

by an Officer. The battleship Indiana disclosed a very demolish Admiral Cervera's fleet off Santiago, when her hull was exposed to view in the those 5,000 miles of territory is prevented and it is estimated that less than five years forward starboard bow, almost beneath the bridge. Its history, given by the New York Post, is this:

In the thick of the fight, when shot and shell were churning up the water and whizzing through the air all about the ship, and she was replying in repeated broadsides from every gun that could be brought to bear, there suddenly came through the roar and hurtling a swiftly increasing, supereminent who-o-o-ish and harsh scream that seemed headed straight for the commander and his aids on the bridge-for no one ensconsed himself in the conning-tower during that spectacular sea fight.

"It made us all flinch," remarked an officer who was there, dropping his shoulder and cocking his knees and shrinking into as small a space as his bulk allowed, in illustration of what he meant. "Everybody did it-instinctively, irresistibly turned their heads away, and lifted the right elbow as if to ward off a blow with a club; and there was a second or two of awful waiting, while the roar and the scream seemed to still all the rest of the battle roar and to come straight to the ear.

"Then followed an immeasurable roarshocking, benumbing, blinding explesion, and a prodigious fountain of water burst up beside the bow and deluged the forward deck, while the ponderous ship, tearing its way through the water with gigantic weight and momentum, seemed to stop suddenly and was jarred from stem to stern as if she had run against a stone wall.

"Captain Taylor instantly ordered men nto the forward hold, feeling sure that a bigger projectile than the navy had ever dreamed of had pierced-perhaps crushed in the side of his magnificent vessel. They hurried below with lanterns, slid down the steep iron ladders, dropped through round hatchways, crept about and beneath the machinery, exploring the gloomy recesses of the depths of the structure, but could find nothing wrong. The great engines throbbed on, the furnaces flamed and roared, no water gurgled ominously or burst up to flood them out-everything was tight and dry and the ship kept rushing on and the guns maintained their terrific cannonade."

"What had happened?" "We were never quite sure till we could examine her bottom here in the dry dock. Then we found an elongated, trough-like dent, perhaps two inches deep, in the plates of the starboard bow, about four feet below the water line, and we became sure of what we had previously suspected, namely, that a great shell, falling at the end of a curved trajectory, had struck, glanced and burst. The impact was tremendous—the escape simply marvelous."

"Supposing your ship had been 100 feet to the right of her actual position at that moment-what then?" "God knows! Some sub-lieutenant would have brought the Indiana back to New

York-if he had had anything left to bring

No Cause for Complaint. Two Irish laborers, old-time friends, met on the street in San Francsico recently, and after a cordial handshake, one of them inafter a cordial handsnake, one of them in-quired "An" where have yees be'n, Molke!" "Workin' on the farums in southern California," was the reply, "and O'm molghty glad ter git back." "What O'm moighty glad ter git back." "What happened yees there?" was the next in-"Th' weather. It was too doombed Why, whin Oi was a-workin' safe to say that he will stand very little safe to say that he will stand very little show of getting elected. While the cycling dred and sixteen dagrais in th' shade."

editor realizes that Dr. Allen would make "Is that so? Will, be hivens, they didn't make yees worruk in th' shade, did they?"

A stubborn cough or tickling in the throat yields to One Minute Cough Cure. Harmless national assembly in the way of Mr. just what is wanted. It acts at once.

Possibility of Africa Becoming the Third Great Anglo-Saxon Power.

PRESENT POSSESSIONS OF THE POWERS

Advantage of Great Britain's Position and the Superior Value of Its Holdings-France Playing a Losing Game.

LONDON, Sept. 20 .- It seems only yesterday that public attention was centered on Cuba. Then it shifted to China. Now it is time. Independent managers of cycle tracks secure John George's mileage of 32,479, when of Good Roads Committee Otto Dorner of fixed on Africa. General Kitchener has the League of American Wheelmen are to swept all before him at Omdurman. Gordon be present, and all local wheelmen are in- is avenged. With the masterly hand of a genius Kitchener has moved persistently forward. After Omdurman he advances withupon the good roads question which should out delay and challenges the French claims interest every devotee of the wheel in this in the lower Soudan. He orders Marchand and Liotard to evacuate Fashoda, bringing the Anglo-French dispute to a crisis. In Owing to lack of enthusiasm over cen- the south Cecil Rhodes makes the wonderful tury runs among members of the Omaha claim that he will build a railroad from Cairo to Cape Town. For the next fifty years nation building promises to center in 'Darkest Africa."

> Will the French give way? How will the Europeans divide up the continent? What Town? Here is another map showing the 800 miles and the expense of building it will the effect be on America? Can Cecil Rhodes carry out his gigantic plan? All these questions suggest interesting possibilities

The story of Africa as she is today is the oft-repeated story of British brains and British sand; the story of that greatest element in the Anglo-Saxon character, its colonizing faculty. The fight for territory here is betwen England and France-and England wins as she always has won. Look at the map of Africa. In actual area France holds the most. Her flag flies over 3,000,000 square miles, while England's control covers only about 2,000,000. But England makes up in quality her lack in quantity. Roughly speaking, the continent of Africa is divided into three parts. 1. A great low area on the north. 2. An immense tableland extending from the Sahara desert southward through the continent. 3. The mountainous region along the coast; the passageway to the tableland. The first, the desert of Sahara, is for France; the second, the meat of the continent, is for England; the third, a sort of rind, belongs for the most part to Portugal and Germany. The principal rivers, lakes and harbors

class harbor not under English control is Delagoa bay and on this the British lion has fixed a gaze which means that he will not be denied. France has the Upper Niger-Leopold of Belgium holds a part of the Kongo river-England holds the rest of the navigable waterways. English gunboats patrol the lakes. The Kongo Free State and Germany jointly hold Lake Tanganyika But Lake Nyassa, the lakes of the Zambese the lakes of the Upper Nile and Lake Tchad are controlled by the government at London. England has the fertile valleys of the Nile which after frightful mismanagement by the Egyptians and years of recuperation by the English, is now holding its own. She Halfa, a distance of 800 miles from Cairo.

belong mostly to England. The only first-

has the rich country of the Uganda and the surrounding province of British East 300 miles more. The capture of Omdurman Africa. She has Cape Colony with its farm- means the immediate continuation of the ing lands and its ranches. And lastly she has the richest part of that Golconda of the big army, the immediate need of occupying world, the diamond and gold fields of South in force the whole of the district, calls for Africa England's Great Mistake. There is one more fact about England's

territory, and an important one, because it is military utility. After the war has closed, bears directly on the railroad of Cecil the branches of commercial value will be WHEN THE INDIANA WAS STRUCK. Rhodes' imagination. The sweeping victory advanced on the foundation already laid of Kitchener will now warrant us in calling down by the army. of the Sea Fight as Told the Soudan Egyptian-and therefore British In British East Africa a line has been territory. A glance at the map will show a planned to run from Mombosa on the coast nteresting relic of her experience in helping Cairo to Cape Town, with but one break. straight line of England's territory from to Lake Victoria. Already the first 100 miles The waving of the Union Jack through all The whole distance to be built is 656 miles dry dock at the Brooklyn navy yard the only by a narrow strip of 540 miles. That will be necessary for finishing the work. Lake Victoria to Fashoda, so that someother day. This was a great dent in her land was taken by an Englishman, but most unfortunately acting under the Belgian flag. I trains are interesting. They start and re- to see one "trunk" line of railroad from

This tract of land is situated along the west

square miles, in which the process of de-

great bulk of the territory is little known.

In West Africa, England holds control of

The total extent of the domain is 600,000

Niger company, whose power there is al-

ical in character and amounted to £6,000,000

in 1897. The west boundary line of this

province has been for six years a disputed

this year by arbitration. The result was a

Wonderful South Africa.

O'Brien being made chairman of one of the LIGHT IN DARK CONTINENT faster than other portions of the Dark Condid start. The district includes Cape Col- now telegraph to each other in their own ony, Natal, Bechanaland, Matabele, Hash- tongue. The last reports place the terminus omaland and other smaller provinces. Cape of the line at Katakata on the western shore Colony has been known for centuries. Origcolony a strong element of political fric- King Leopold realizes the immense value ion, which sometimes takes the form of an outbreak. The temporary setback to work to Wadelai on the Nile. Here it will Cecil Rhodes in the elections of last month

> desia. Almost surrounded by the land of the English and with nearly a half of their populations composed of that nationality, are two independent countries, the Transvaa? and the Orange Free State. That they will hold aloof from England's control for a number of years is unquestioned, but that they will be absorbed finally under a protectorate seems inevitable.

This then is the condition of the British star of empire in South Africa. Situated almost entirely in the temperate zone, rich in farming and grazing lands, containing almost fabulous mineral wealth waiting to be developed, it stands today England's greatest African colony.

African Railway Lines. What progress has Cecil Rhodes made with

existing railroads in Africa today:

RAILROAD

TO DAY

BACK BONE

AFRICA.

British advance. In 1896 it reached Wady

railroad to that point. The necessities of a

rapid construction. The present railroad in

Egypt has been built alost entirely for mili-

tary purposes and its chief characteristic

of Lake Nyassa, and the advance men are nally settled by the Dutch and afterwards half way up to Lake Tanganyika. Here they ccupied by the English, there exists in the | reach the break in English territory. But of the line and has agreed to continue the be ultimately met by the wires of Kitchener and one of the most important industrial is but another example of the pertinacity enterprises of recent years will be accomof the Dutch. Further north, the English ! plished. are pushing into the vast territory of Rho- !

Backbone of African Civilization, The railroads of South Africa have been operation for a number of years. From ape Town, from Durban in Natal and from Delagoa bay lines have been built to meet the demands of the Transvaal industries The end of 1897 marked the first real step in Cecil Rhodes' plan when the railroad was systemed northward as far as Ruluward. \$60 KENWOOD \$35. extended northward as far as Buluwayo. The financial success of this enterprise has so encouraged Rhodes that he has petitioned the English government to guarantee the interest on the next section, the line from Buluwayo to Lake Tanganyika. This line will proceed northeasterly to Zumbo passing through the Sanga coal fields. Crossing the Zambezi on a ferry it will pass through northern Rhodesia, opening up a new territory peculiarly filled by its attitude for white colonization. Finally it will his railroads and does that progress warrant strike the lower end of Lake Tanganyika. his claim of a railroad from Cairo to Cape | This new portion will cover a distance of will be £2,500,000. The guarantee of the

1982

WNAT

PERSIETES

gularl.

RAILWAY BUILDING AS PROJECTED.

In Egypt the railroad has followed the government would enable the company to

Some of the details in the running of the where between 1915 and 1925 we may expect

obtain the loan at 3 per cent, instead of 5

paying one from the start there are good

reasons to believe that the government will

Granting the building of the Lake Tan-

ganyika branch and the extension of Kitch-

ener's line to Fashoda, both to be accom-

plished within a period of five years, Eng-

land will then have covered, measuring in

an air line, 1,700 miles southward, Cairo to

Fashoda, and 1.900 miles northward. Cape

Town to Lake Tanganyika. This will leave

unfinished only 1,400 miles, as the crow

ample reason for building the link from

not lose money by such a guarantee.

per cent. As the line to Buluwayo was

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at a comparatively trifling cost to develop flies, in Kongo Free State and British East all the natural resources. It is estimated Africa. Leopold is in favor of developing that this capacity to develop thousands of Kongo, and therefore he is building the horse power in the wilderness without the road through his territory. The rich lands need of coal will hasten the development of of British East Africa and the necessity of Africa 100 per cent. It is suggested that joining the north and the south would be even the railroads may be able to utilize this power in the interior.

This is Africa as it is today. Its future will depend on the working out of the various schemes which are being operated by the great nations now contending for possession of its territories. In any event it will go forward rapidly; that is inevitable. Doubtless the direct influence of the two nations which are trying to draw a Maltese cross over the land will cause its projects to spring forward and, it must be admitted, will in the end be better for the native. France's self-centering policy will hardly permit the development to go on at the rate at which England will push the work. England now seems to have clutched the meat of the nut and its natural acquisitiveness will cause it to fight for it if necessary. With Mr. Cecil Rhodes pushing his railways and telegraphs from the south, General Kitchener pushing down from the north and with the moral force of Britain's past achievements behind it all, there seems little doubt as to how the star of the empire will be made to shine over the Dark Continent.

THE WEST HAS MOVED.

Montana Objects to Former Geo-graphical Classification. "We of the east," said a New York man, addressing a Sun reporter, "do not appreclate how the country has spread, as a result of the war with Spain, as our fellow citizens in the west appreciate it. I was in the office of my hotel, near the counter, when a new arrival wrote his name and town and said he wanted a front room with a private bath. My business keeps me on the alert for people who live beyond the Mississippl, and as soon as I could do so with propriety I looked at the register and saw that the new arrival was from Helena, Mont. Then I made my advances by asking him how business was in the west. At that he flared and asked:

" 'How do you know where I am fromwhat makes you think I am from the west?" "I explained that I had looked at the register, and in order to appease any auspicion on his part that I had a gold brick to dispose of I handed him my card and spologized, for when you have done that to a western man he is yours.

"'But I am not from the west,' he protested. " 'You are from Montana?' I asked "'That's what; but you don't call Montana the west, I reckon,' he replied with a combination of southern and western ac-

"I said as mildly as I could that it was so classified in the geography I knew and so regarded by people in the east.

" 'Not since the war,' he replied. "For a moment I did not know where I was 'at.' But he came to my relief. 'I reckon you know we've recently took the Sandwich islands in out of the wet?"

"I acquiesced with proper American pride, "I reckon you know about that other island, Luzon, or whatever they call it? That's just as good as ours as long as Dewey's there."

"I followed him in his enthusiasm, for it was infectious, and I assented. " 'Well, then,' he asserted as a clincher, if you want to know how business is in the west, you had better call up Honolulu or Manila. Strikes me, if there was no

mistake made by Dewey-and I don't think there was-that Helena, Mont., comes pretty nigh being in the middle of the United States as they lay at the present writing." Benjamin Silliman, survivor of the whig

convention which nominated William Henry Harrison for president and John Tyler for vice president, has just celebrated his 93d Rhodes' plan of a wire line. And it will be horse power over hundreds of miles of un- is still vigorous of intellect, lively of ima-



FRENCHCO Upper Nile and the Islands of Zanzibar and Pemba. The exports are the usual tropical ones-ivory, gum, rubber, hides, etc. South of British East Africa lies the HOW AFRICA IS DIVIDED TODAY. Kongo Free State and German East Africa. Below these comes British Central Africa,

turn on alternate days. The journey inland | Cairo to Cape Town, branches tapping it at is up grade and the speed is twelve miles shore of Lake Nyassa. The area is 300,000 an hour. The prices are in three classes, Chumoi. What possibilities for the intellithe Lower Niger and four small provinces. | gent brakeman!

In Portuguese East Africa a line has been square miles. Nigeria is run by the Royal built from Beira on the coast to Umtali most sovereign. The products are all trop- | intended to connect at Salisbury with the and is in running order. This is ultimately road from Cape Town through Buluwayo Before speaking of the raliroads of British outh Africa, it may be well to say a word question between the English and the about the telegraph lines, because the rail-French and was determined in August of roads will follow in their track. The telegraph is the scout of the railroad system in ompromise, but England got the better of Africa-its advance agent. Along with the

intervals and connecting it with all the im-portant cities along the eastern coast. It the first being 38 rupees, the second 19 and | will pally be a great backbone of civilizavelopment is just starting. Roads have been the third 3 rupees 3 annas. A feature that | tion extending through the center of the built, farming has been carried on, yet the may appeal to Americans is the names of Dark Continent and bring all the wonderthe stations Chaugamwe. Samburu, Maji ful resources of the interior into intimate touch with all the world. Possibilities of Electricity. One other great factor will shortly contribute to the development of Africa. This

is long distance transmission of electric power. Already the waterfalls of the Nile at Assuan bave been harnessed and power is being transmitted overland to various points. Alexandria is being lighted by transmitted electric power. Prof. George Forbes, the English engineer, has returned lately from an extended visit to the interior of the continent. He has decided that Victoria Falls in the center of Africa can be hariron rail from Calro to Cape Town runs South Africa will probably be developed finished in a few years. Last Christmas the developed territory, where it can be used gination and happy of wit.