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Next week the A. Hospe Co. will put on sale one hundred piano and organ bargains. New pianos, new organs, used pianos, used organs, new piano players and used piano players, at bargain prices. We propose to cut any price heretofore offered and can safely guarantee a saving of 25% or more off any figure made elsewhere.

Beginning Monday, May 15th, we offer every Knabe, Kimball, Kranich & Bach, Krell, Hallett Davis, Mathushek, Whitney, Hinze, Cramer, Burton, Hospe and other makes of pianos, at prices ranging from \$137. \$157. \$158. \$198. \$227. \$257. \$287 and up over 500 from \$10. \$25 or cash down and from \$10 per week payments up.

This sale includes the art cases in mahogany, French burl walnut, golden and antique oak, rosewood, butternut and American curly walnut, in all sizes, including the upright, cabinet grand, baby grand and concert grand pianos.

Every piano marked in plain figures, the lowest cash price prevail whether bought for cash or payments. Every instrument fully guaranteed, every piano gets a stool to match and fine velour or silk scarf.

New organs from the renowned Kimball factory, as well as the Hospe and Schultz Co. \$36 organs marked to sell for \$28. Some new organs at as low as \$28. Stool and book included, small payment of 50 cents weekly. Used organs from \$15 up in good playable shape, go at this sale.

Piano Players from the four leading factories—Angelus, Kimball, Apollo and Appolloets, from \$90 up on small payments. Music rolls at big discount.

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MEN! STOP, THINK

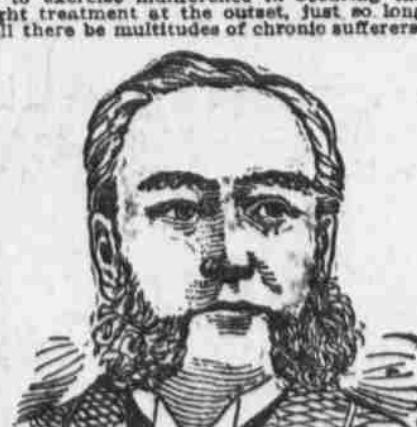
Many a bright and promising career has been blighted by injurious habits of folly before the age of knowledge and understanding and many have been cut short by the effects of some form of some venereal disease which through neglect or improper treatment has completely undermined and deteriorated the physical structure and mental faculties. No greater mistake can be made than to consider lightly the first evidence of the irritation of the nervous system or to neglect the first symptoms of weakness and approach of nervous debility caused by improper or unnatural habits of dissipation etc.

Such indifference and neglect of the first symptoms is responsible for thousands of human wrecks, failures in life and business, domestic discord and unhappy married life, divorce, insanity, suicide, etc. Men! Why take such desperate chances? The man who has once been free from the disease of weakness should be a warning for you to take prompt steps to safeguard your manly life and happiness. You should fully understand the experimental, dangerous or half-way treatment, for upon the first treatment depends whether you will be prompted to seek the help of all forms of the poisonous disease removed from your system, or whether your disease will be allowed to become chronic and drag you into a future of misery, the disease with the various resulting complications, etc.

If we could but see and treat all men when the first symptoms show themselves there would be little need for so-called specialists in chronic diseases and there would be few men who, from reasons of their physical, mental and sexual power, and there would be none marked with the indelible stamp of constitutional Sypnophilus; and the sufferers from

Varicocles, Gleet, Stricture, Kidney and Bladder

diseases would be reduced to a minimum. But as long as MEN continue to disregard the golden adage "A stitch in time saves nine," and continue to neglect the first symptoms of the disease, spurting the right treatment at the outset, just so long will there be multitudes of chronic sufferers.



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OCEAN RACE FOR KAISER CUP

Start Will Be Made on Tuesday in Great Yacht Contest.

ELEVEN SHIPS WILL ENTER THE MATCH

Course Lays from Sandy Hook to Lizard Light and Conditions Call for Fine Exhibition of Seamanship.

NEW YORK, May 13—All is in readiness for the Kaiser's ocean cup race, which will be started next Tuesday, May 16, at 2 p.m. Lying off Tompkinsville, Staten Island is the dark-hulled, two-masted schooner Hamburg, with the red masts across a white field, the burgee of the North Dutch Regatta Verein fluttering from her fore truck. In the North river lies the stately white-coated Valhalla, with the red ensign of St. George flying at the stern, the pennant winner of the Royal Yacht Squadron floating from her fore royal. Both have crossed the Atlantic to pit themselves against the American yachts in the race over the ocean for the German Emperor's cup. While one carries the British union jack and the other the German tri-color, both are of British build and design.

The Hamburg, which is owned by A. H. Tiedgens, who with his son, Hans Tiedgens, has come over with her, was built on the Clyde from designs by the late George Watson. She is rather lean-sided, bringing to one's mind the razor-back, but is full forward. Taking her all in she is what is known as the English cutter type, and was formerly known as the Rainbow. The Hamburg is 160 feet in length over all and twenty-three feet beam. On deck she gives one a general impression of narrowness. Her standing rigging, although light looking, has stood the strain of many battles, a voyage of twenty-nine days, during which there were several days when there was weather bad enough to put everything to the test. She was towed some hundreds of miles during the early portion of the trip by a German ship bound for South American ports. The Hamburg's main boom does not extend outward, and her bowsprit is stumpy, to meet the needs of the ocean.

The Hamburg is in charge of Captain Peters, whose first officer is H. Vollmers. **Valhalla a Majestic Picture.**

The auxiliary Valhalla is the only yacht afloat with a full sleep rig, and a magnificent picture she makes when, with her top-gallants and royals set and every sail crowded on from her royal studding to her spanker, she cuts through the water with a wind that is her own. Even with her sails rolled up on the yards, the picture presented by the Valhalla when the sun light picks out the white lines and the rigging against the sky is one to be remembered. The Valhalla is 230 feet 6 inches on the water line, 37 feet 2 inches beam, and it draws twenty feet of water. These figures speak for themselves as to the size of the craft. The competition which opened it to vessels of 100 tons or over, was reduced to eighty tons expressly to let it in. Fleur-de-Lys' size will, of course, tell against it in the race, and its owner has no expectation of winning, but has entered for the sport of it, and its captain will make as game a run as possible. Fleur-de-Lys is 99 feet water line, 21 feet beam, 11 feet deep and 13 feet draught, and was built at Bath, Me., in 1889, from designs by Edward Burgess.

Crew of Fishermen.

Not only is Captain Thomas Bohlin, who will command Fleur-de-Lys in the race, a deep sea fisherman of the New England school, but six of his crew are from Gloucester, and any further vacancies which occur among any of the old men will be filled from the same material. Besides the skipper, the crew will consist of a mate, a cook and twelve seamen, the smallest which any of the yachts will carry.

Captain Rohlin is a Swede by birth, but has followed the sea under the American flag most all his life, and has a wider experience than most down east fishermen who, as a rule, are unsurpassed seamen, but inferior navigators. He took to the water as a lad, and when only 17 years of age was appointed captain of an American clipper ship. Uncle Joe, making his first voyage to Liverpool. After some time in the deep water merchant trade Captain Bohlin dropped his anchor in Gloucester, Mass., and has been fishing out of that port a quarter of a century ever since.

He was the owner of the schooner Nancy Bohlin of the halibut fleet up to last winter and with it had explored about every corner of the halibut region from Quebec and the Grand Banks to the gulf coast of Newfoundland and the banks off the northeast. Previous to this Nancy Bohlin was still more of a wanderer, its skipper having taken it across to the North sea after mackerel in the early 80's. Staunchly as it was built, the years of buffeting had done all their work for the old schooner and last year it was deemed no longer fit for fishing service and sold as a coaster, which is to say, for one of its class, and like a horse dropping from a fire engine to pull a street cart. With the sale of Nancy Bohlin its captain was free and is here to try his hand at yacht racing.

So far as seamanship is concerned, the handling of a yacht like Fleur-de-Lys is something to which New England fishermen ought to be pre-eminently adapted. The fishing boats of Gloucester and T. Wharf of Boston are the fastest and strongest ocean schooners of their size in this country, and the best ideas of modern design have within recent years entered into their construction. Fleur-de-Lys is modeled on similar lines, and is about the same size. It has a good ocean record, and except for its smallness would make a good, strong competitor.

Anything but East Wind.

Earl Crawford is full of confidence in the Valhalla and believes it will be the winner unless it encounters head winds, which would be obliged to sail several points of compass with its fore and aft combatants. Any sort of westerly wind or wind from the south or the north, without anything of the east in it, would be satisfactory to him, but he would like plenty of strength, for it takes a blow to drive the Valhalla and give it the advantage over its rivals.

"If we get a good, strong wind," said the earl, "from any quarter but the east I have every confidence in the result. With a semblance of luck on our side I should have no doubt on the matter. I am very glad, however, to have an opportunity of taking part in an ocean race, which I very much prefer to anything in the ordinary yacht racing way. I think ocean racing should encourage everyone. We have been cruising in southern waters, but are in perfect shape for the race."

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PAVING PETITIONS POUR IN

Deluge of Application Hits the City Hall from Various Parts of City.

In spite of the cold and wet spring the members of the Omaha Driving club have been doing some good work in preparation of the good driving days which are sure to come when summer is once thoroughly launched upon us. The track has been again leased this year and at a meeting of the directors F. A. Nash was elected president and James W. Carr secretary of the association.

Many new, fast horses have been added to the stables of the members of the club since last season, and all are looking forward to the coming season and anticipating many good matinees.

Captain Henry Dunn, chief of the detective force of the city, has one of the fastest in the country, and a record of 2:22.

Henry Whittemore has three, two pacers and a trotter. All three are high class and high paced, with plenty of good looks and speed. They are receiving regular work and are showing improvement all the time.

W. C. Russell has a very promising and very fast mare, and is stepping short distances at the rate of 2:30 and is coming to her speed very encouragingly.

Clinton Briggs has a promising colt from his noted horse Thorsidey, which is being trained by Mr. Galloway. Mr. Hunter has a fast unknown green horse at work, and also another which is doing quite nicely.

Mr. Kendall, owner of Bludgeon, returned last week from his winter vacation in California and has again taken up the fast horses and will soon be in line.

Thomas Byrne has a new long-tailed brown horse, which stepped a quarter in 34 the other day to a cart.

Floyd Campbell has a green gray mare which is showing promise of good work at the matinees and which is good enough looking for the horse ring this fall.

The inclement weather has kept the owners and trainers back this spring, but all of the trainers are at work and each has quite a string of promising young horses. Charles Creighton has charge of the track and Floyd Campbell of the stables.

Membership of Club.

The club starts out this spring with a scattering membership and the list includes most of the fast horse owners in Omaha. They are: F. J. Beaton, C. C. Kendall, E. J. Moriarity, R. W. A. Lowrey, W. A. Buckley, W. C. Russell, S. Randolph, G. H. Briggs, Thomas B. McPherson, Stanhope Fierens, T. M. Clegg, D. M. Head, John S. Inman, T. J. O'Brien, E. C. Hendon, F. S. Cowgill, Walter Woods, Louis R. Metz, T. C. Byrne, A. E. Dietrich, John Northcott, Edward A. Knapp, Max Gladstone, F. S. Keough, W. R. Drummond, W. A. Watson, T. H. Perfield, Harry B. Hussey, G. W. Noble, Charles H. Crockett, A. Shaw, T. A. Harris, O. C. Redick, John Johnson, Frank C. Simpson, William Gaul, Edward J. Quinn, Emil Brandis, N. B. Updike, L. Mucci, M. E. Weatherby, W. B. Huston, E. A. Wickham, W. A. Wells, Rush

In case a yacht infringes the above rules the committee will signal to the yacht so infringing. Yachts so signalled must return and re-cross the starting line. Yachts so returning or one working into position from the wrong side of the line shall keep clear of the way of all competing yachts. Should a yacht be delayed in starting at the appointed time and the committee boat not be in position, it may be later, taking its departure from Sandy Hook lightship. No time will be credited on account of delay. Such yachts may not be towed to any point to the eastward of Sandy Hook lightship.

The finish of the race will be on a line bearing true south from the Lizard lighthouse on the coast of England and within signalling distance, in event of there being no mark boat on the finishing line. At or near the finish line communication must be established with the signal station at the Lizard lighthouse, by day by displaying official letters, also the ensign; by night by using light signals as assigned in the program; in fog by discharging special bomb as designated, followed by blasts on the foghorn as assigned in program. These signals should be repeated at intervals until a reply is received from the signal station,

namely, the discharge of a similar bomb.

When in foreign waters yachts should identify themselves by the use of official letters rather than by a private signal. There is no restriction as to what flags a racing yacht may carry. It is requested that each contestant take time at the finish in Greenwich mean time to corroborate the time taken by the subcommittee at finish line. A pilot may be taken on board before the finish of the race.

After the finish communication should be established by telegraph with Captain Cooper, German embassy, London, giving first port of entry in Europe. Special bombs for fog signal used by all competing yachts are fired from a mortar, making a report at the mortar followed by a volley of six explosions at a height of about 50 feet.

The color of the hulls of Alsa, Fleur-de-Lys, Hildegarde, Sunbeam, Thistle and Valhalla will be white, Apache, Atlantic, Endymion, Hamburg and Utawana are to be black.

Represents an Old Type.

Fleur-de-Lys is in the respects the most interesting competitor for the German emperor's cup first, because it is the smallest, and second and principally because more than any of the others it represents the fishing boat type, which since the disappearance of the once invincible fleet of American square riggers, as this country's principal claim to credit in shipbuilding and seamanship, and it will be commanded by a man who, for a quarter of a century, has been fishing out of Gloucester, and never captained a pleasure craft before in his life. Fleur-de-Lys has been fitted with a maintopmast, new mainmast, new foregaff, and new mainboom, so that its spars will be able to stand anything in the way of strain that wood can be expected to. Last year's standing rigging has also been almost replaced with new, as has, of course, the running rigging. The same sails will be used as last season, as the vessel had a new set then throughout which are in good condition.

By comparison with the earl of Crawford's Valhalla, Dr. Lewis Stinson's Fleur-de-Lys, with a net tonnage of eighty-six, will look like a rowboat beside a harbor tug. In fact, the original condition of the competition which opened it to vessels of 100 tons or over, was reduced to eighty tons expressly to let it in. Fleur-de-Lys' size will, of course, tell against it in the race, and its owner has no expectation of winning, but has entered for the sport of it, and its captain will make as game a run as possible. Fleur-de-Lys is 99 feet water line, 21 feet beam, 11 feet deep and 13 feet draught, and was built at Bath, Me., in 1889, from designs by Edward Burgess.

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