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Next week the A. Hospe Co. will put on one hundred piano and organ bargains. New pianos, 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 per cent off any figure made elsewhere.

Beginning Monday, May 15th, we offer every Knabe, Kimball, Kramlich & Bach, Krell, Hallett, Davis, Mathushek, Whitney, Hines, Cramer, Huston, Hospe and other makes of pianos, at prices ranging from \$137, \$157, \$178, \$198, \$227, \$267, \$287 and up on terms of \$5, \$10, \$25 or cash down and from \$1.00 per week payments, up.

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

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

New organs from the renowned Kimball factory, as well as the Hospe and Schultz Co. \$36 organs marked to suit the pocket. Some new organs 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 Apollonette, from \$20 up on small payments. Music rolls at big discount. Buy now. Don't wait until stock is broken.

A. HOSPE
1513 DOUGLAS ST.

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 the mental faculties are completely undermined and shattered. The physical strength and mental power, the greater mistakes can be made than to consider lightly the first evidence of the introduction of any private disease into your system or to neglect the first symptoms of weakened mind and approach of nervous debility, caused by improper or unnatural habits, excesses, dissipation, etc.

Such indifference and neglect of the first symptoms is responsible for thousands of human wrecks, failures in life and business, domestic discord, unhappy marriages, life, divorce, insanity, suicide, etc. Why take such desperate chances? The manifestations of the first symptoms of any disease of weakness should be a warning for you to take prompt steps to safeguard your future life and happiness. You should carefully avoid all uncertain, experimental, dangerous or hazardous treatment, for upon the first treatment depends whether you will be promptly restored to health, or whether your disease will be allowed to become chronic and incurable, with the various resulting complications, etc.

But as long as MEN continue to neglect the golden advice, "A stitch in time saves nine," and continue to neglect themselves or to exercise indifference in securing 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 maltese cross on a white field, the burgee of the North Dutch Roguitta Vercin, fluttering from her fore truck. In the North river lies the stately white-coated Valhalla, with the red cross of St. George on a white ground, the pennant winner of the Royal Yacht Squadron floating from her fore royal. Both have crossed the Atlantic to pit themselves against the Atlantic 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 built 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 all she is what is known as the English cutter type, and was formerly known as the Rain-bow. The Hamburg is 162 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 on the way hither, a voyage of twenty-nine days, during which there were several days when there was weather bad enough to 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 sloop 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 sunlight picks out the white lines and the rigging against the sky is one to be remembered. The Valhalla is 229 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 vessel was built in 1882 and formerly belonged to Major Lacocque, who used her as a sort of training ship for a limited number of the midshipmen of England. While the major owned her there was always a select party of "midshipmen" aboard.

Since it was purchased by the earl of Crawford it has been used as a racing yacht. It has been in every clime, for the head of the famous Scottish house of Lindsay is a rover of the seas. The earl of Crawford, James Ludovic Lindsay, is a good sailor and prefers being afloat to being ashore, even in home Scotland, where he owns 14,000 broad acres. He is Scotland's premier earl and was formerly a lieutenant in the Grenadier Guards. He is really a French Scotchman, for he was born in St. Germain-en-laya, France.

Anything but East Wind.
Earl Crawford is full of confidence in the Valhalla and believes it will be the winner. It encounters head winds, when it would be obliged to sail several points off as compared with its fore and aft competitors. Any sort of westerly wind or wind from the south or the north, without anything of the east in it, would be satisfactory. 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, there is 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 receive more encouragement. We have been cruising in southern waters, but are in perfect shape for the race."

None of the experts think much of the chances of the Hamburg, to which the Imperial and other boats showed clean heels in European waters last season, but Mr. Tiedgens is nevertheless confident that his ocean rig and dealing with the open sea it may be able to head the feet to the needs.

The vessels which will start in the great race are: Alisa, Apache, Atlantic, Endymion, Fleur-de-Lys, Hamburg, Hildegarde, Sunbeam, Thistle, Utowana and Valhalla.

Conditions of the Race.
The conditions governing the race are as follows: The starting line shall be a line between a committee boat flying the burgee of the Imperial Yacht club and the Sandy Hook lightship, the length and direction of the line to be determined by the committee boat on the finishing line. The line is to be crossed, leaving the Sandy Hook lightship to starboard.

The international rules of the road at sea shall govern the conduct of the yachts, with the addition that if an overlap exists between two yachts when both of them without tacking are about to pass a mark on a required side then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not be justified, however, in attempting to establish an overlap and thus force a passage between another yacht and the mark after the latter yacht has altered its helm for the purpose of rounding. No part of the starting line or spars may be across the starting line before the starting gun is fired. In case a yacht infringes the above rules the committee will signal to the yacht so infringing. Yachts so signalled must return and recross the starting line. Yachts so returning or one working into position from the wrong side of the line shall keep clear and give way to all competing yachts. Should a yacht be delayed in starting at the appointed time and the committee boat not in position, it may start later, taking its departure from Sandy Hook lightship. No time will be credited on account of delay. Such yachts may not be towed to lightship to the eastward of Sandy Hook lightship.

The finish of the race will be on a line bearing true south from the Lizard light-house 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 light-house, by day by displaying official letters, also the ensign; by night by using night signals as assigned in the program. The signal station is a 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 flag 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 200 feet.

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

Represents an Old Type.
Fleur-de-Lys is in two respects the most interesting competitor for the German Emperor's cup, 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 credit in ship-building 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 captured a pleasure craft before in his life. Fleur-de-Lys has fitted with a new mainmast, 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 Stimson's Fleur-de-Lys, with a net tonnage of eight tons, 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 his first 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 96 feet water line, 21 feet beam, 11 feet deep and 13 feet draught and built at Bath, Me., in 1880, 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 fishing 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 Bohlin is a Swede by birth, but has followed the sea under the American flag most all his life. He has a wider experience than most down east fishermen who, as a rule, are unsurpassed seamen, but indifferent navigators. He took to the water as a lad, and when only 17 years of age was appointed captain of an American clipper ship, "The Joe," making his first voyage to Liverpool. After some years in the deep water merchant trade, Captain Bohlin dropped his anchor in Gloucester, Mass., and has been fishing out of that port quarter of a century every since. He was the skipper of the fishing schooner "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 north coast of Protonotaria to the Strait of Belle Isle. He was a wanderer, his 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 converted into a cutter and sailing service and sold as a coaster, which is the last stage for one of its class, and like a horse's dropping from a fire engine to pull a street car. With the sale of Nancy Bohlin his captain was free and is now here to try his hand at yacht racing.

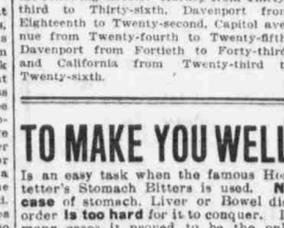
So far as seamanship is concerned, the handling of a yacht like Fleur-de-Lys is something to which New England fishermen ought to be pre-eminently adapted. The fishing boats of Gloucester and the wharf of Boston are the fastest and strongest ocean schooners of their size in this country, and the best 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 an ocean record, and except for its smallness would make a good, strong competitor.

PAVING PETITIONS POUR IN
Deluge of Application Hits the City Hall from Various Parts of City.

Paving petitions continue to hit the city hall with a velocity wholly unknown during the two years of stagnation due to differences on the Board of Public Works regarding specifications. Now that property owners believe that they can get their improvements they are signing up with avidity. Owing to the red tape necessary as provided by law, however, no actual work can be done much before the latter part of July or the first of August. The last batch of petitions called for the following streets: Harney from Thirty-third to Thirty-sixth, Davenport from Eighteenth to Twenty-second, Capitol avenue from Twenty-fourth to Twenty-fifth, Davenport from Fortieth to Forty-third, and California from Twenty-third to Twenty-sixth.

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DRIVING CLUB PROSPECTS

Outlook for Summer Campaign with the Local Roadsters.
MANY NEW HORSES ADDED TO THE LIST
Owners and Trainers Are Ready for the Mattinee Trials and Hope to See Some Fine Sport During Summer.

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 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 Coney, with a record of 2:02. Coney is being converted into a trotter and is being trained by Fred Pfenberger.

Harry Whitmore has three, two pacers and a trotter. All three are high class and high priced, 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, which 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, Thorneycyke, 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 Hudson, returned last week from his winter vacation in California and will again take up the fast horses and has soon been in line.

Thomas Byrne has a new long-tailed brown horse, which stepped a quarter in 24 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.



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Proposals to Be Accepted Up to Three O'Clock Monday Afternoon.

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Several Places for Keeping Juveniles Under Consideration, but None Chosen.

PAVING PETITIONS POUR IN
Deluge of Application Hits the City Hall from Various Parts of City.

DRIVING CLUB PROSPECTS
Outlook for Summer Campaign with the Local Roadsters.

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Germ Diseases
These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Ligozone attacks the germs wherever they are. And when the germs which cause a disease are destroyed, the disease must end, and forever. That is inevitable.

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