THROUGH SAGE BRUSH

The Cross-Country Wheelmen Have a Hard Ride.

SAFE ARRIVAL AT SPOKANE.

Prof. W. F. Babcock, Who, With A. L. Turner, Is Wheeling to Boston, Tells of Their Experiences.

Prof. W. F. Babcock, of this city, and A. L. Turner, of Port Townsend, who left here on June 8 for a trip across the continent to Boston, had a pretty hard ride across the state to Spokane. A letter from Prof. Babcock, dated at Spokane, June 16, gives an interesting account of the ride. The letter follows:

"When planning our wheel trip eastward from Seattle, Mr. Turner and myself had concluded that we would find this state the hardest to cross. We have not by the least underestimated the work, for we had planned to be in Spokane somewhere from the 15th to the 18th, and Monday evening, the 15th, found us here in fairly good condition with the exception of a slight cold, the result of climbing the Cascades in two days of rain.

"To start with twenty-eight-pound wheels and sixteen pounds of luggage in a rain and head wind for a 4,000-mile ride is not very encouraging, and after we had exchanged good-bys with the dozen or more wheelmen who escorted us to the city limits of Seattle, we found a sheltered spot and exchanged opinions. What they were I will not record here, but the weather man and the road supervisors came in for their share of attention. We had struck the country road, and where the hills were not too steep for wheeling the mud made it impassible. From South Seattle to Renton we pushed our wheels through the mud, consoling ourselves with the thought that beyond the Cascades we would find different weather, and we have, sometimes we wish we hadn't.

"But to continue the record. From Renton, on the Columbia & Puget Sound railroad, we found wheeling very rough as far as Maple valley, being obliged to lead our wheels much of the way where the road had been recently ballasted. Just in the middle of the long trestle west of Maple valley, we were surprised by the passenger train, and not having time to reach the end or get down, did the next best thing—crawled down on the cross-beams, held our wheels, and wished that particular train a safe journey across the bridge. Yes, of course it was jolly, but we didn't care for so much fun on our first day out.

"We took supper at Maple Valley, and kept at Black Diamond. At both these places, as at most others where we have stopped during the week, our arrival had been expected, and our machines were the objects of acute inspection and much comment. It is impossible to give an idea of the absurd questions which are asked us, but people never forget to ask how long we expect to be on the road, and whether we get tired. Mr. Turner, who is sometimes funny, told one inquisitive section man that as long as we could keep our wheels thoroughly tired, we would probably escape that complaint; the man didn't smile, and probably never will again.

Through the Tunnel.

"From Franklin we crossed through the woods to Cumberland and followed the Northern Pacific railroad to Hot Springs, arriving at 4 p. m., wet to the skin, but a warm sulphur bath and a brisk rub made us feel as good as new. The Hot Springs hotel seems to be a favorite place for wheelmen, and two or three fast riders have been training on the track near the hotel. Although it was a great temptation to remain a day at the springs, we were anxious to get over the summit. We left the hotel at 9 a. m., and found the grade to the summit rather steep, and we were obliged to dismount continually for trestles, culverts and sidings. Took lunch at Stampede, and through the kindness of Mr. McIntyre, the operator, secured a lantern and entered the tunnel, trundling our bicycles along over the ties. The bumping of the wheels and the sound of our footsteps echoed and re-echoed with a weird hollowness as we kept on.

"When part way through the tunnel we concluded that our lantern might be made to burn more brightly, and so unjointed it to raise the wick, when it suddenly went out. We hunted through our pockets but failed to find a match and were obliged to stumble along in the dark. We kept straight ahead, for we had just been listening to the story of how a Tacoma man came to grief on a similar trip. He started in at the west entrance without any lantern and when nearly through the tunnel met a train. He sat down in one of the niches in the wall and waited for the train to pass and the smoke to blow out. He then continued his journey, which seemed to him interminable. He finally came out into the sunlight and looked around in a bewildered way, then going up to the telegraph station he addressed Mr. McIntyre:

"'Did you see me go into the tunnel an hour or so ago?'

"'I think I did.'

"'Am I at the west entrance now?'

"'You certainly are.'

"'Well, how in the devil did I get here; I ought to have been on the other side.'

"The poor fellow had gone the wrong way after the smoke had cleared away.

"We were more fortunate, for after going a short distance farther we found the incandescent lamps lighted and a gang of men at work. The track near the summit keeps pushing up and the company is now undercutting it in order to overcome the difficulty. The tunnel was lighted the remainder of the way, and the oft repeated question, 'How are you going to get through the tunnel?' was soon answered:

"Leaving the lantern with the operator at the east entrance, we started out with the assurance that the road was well ballasted and fair weather the rule. Up to the time that we reached the summit hardly an hour passed without rain, but this side of the Cascades we have not seen a drop.

"Down the grade we flew, with an occasional stop for a trestle or snap-shot with the camera, till we came to Easton, where we found an excellent county road. We shall make frequent mention of the condition of the roads, since that subject seems to be of paramount interest to wheelmen, and it is what we most readily observe. If any scorcher wishes to take a fine spin, or make a century run, let him start from Easton towards Ellensburg. The roads are in excellent condition, and our past two days' experience had made us appreciative of smooth, easy grades. We let out several links in speed. The pointer of the cyclometer moved regularly around as we turned the curves, through groves bright with a profusion of flowers, past beautiful orchards, over well built bridges and well kept roads. Nothing but poverty should keep a resident of the Yakima valley from owning a wheel, for the roads are superb.

"At Cle-Elum we took supper at 6 p. m., and then rode to Ellensburg, twenty-eight miles distant. From Seattle to Ellensburg we did not have a puncture or pump up our tires. I mention this because I suspect that we couldn't do it again in twenty similar trips. Thursday forenoon several of the Ellensburg wheelmen showed us about the town, and at 2 p. m., when we oiled our chains for a new start, Mr. Wheeler, Mr. Dixon and several other prominent wheelmen were on hand to run out ten miles with us.

A Hard, Rough Ride.

"Our route from Ellensburg to Spokane had given us more concern than any other part of the trip through this state. Whether to go via Pasco, the long, sandy road, or via Coulee ferry over a rougher route, had perplexed us greatly. At Ellensburg Mr. Pond, a pioneer cattleman of the Big Bend country, very kindly removed our doubts by pointing out what he thought would be a better way than either of the others—by way of Craig's ferry, thence up Crab creek across country to Spokane. The distance to the ferry had been given us as twenty-eight miles by one person, thirty-one by another, and thirty-three miles by a third, and when our meters showed thirty-six miles and no river in sight we felt like repeating without haste the assertion that all men are liars. The country is rough and barren, the road by turns rocky and sandy, and we had to go slowly. About dark I punctured my rear tire, and not being able to locate the leak we thought best that Mr. Turner should go on to the ferry and order supper, while I was to trundle my wheel, which was really about as easy as riding. For five miles I plowed through the sand and increased my appetite.

"At Craig's cabin we found entertainment and assurance that we could get across the river the next day in case the wind should not be too strong. Mr. Craig proved to be a very hospitable host and our stay with him was very pleasant. More and more people are choosing to cross the Columbia at his ferry and he is working up quite a business.

"The morning that we crossed the river a rattlesnake was killed about a hundred feet from the cabin, and for the next few hours every insect and dry reed which could imitate a snake had plenty of fun at our expense; in fact, we were very much rattled.

"After crossing and filling our canteen with river water we started up the coulee, down which is supposed to flow Crab creek. On the map we had observed that this creek was printed in a broken line, much resembling Ben Franklin's device for a colonial flag—a snake in thirteen sections with the motto 'Unite or die.' We had not proceeding far up the coulee before we understood that the so-called creek is nothing but a succession of alkali sinks.

"We had been told that we could get water in sixteen miles, and at the end of thirty-two miles we did get it. Horned toads and coyotes were almost the only living things seen, but we had no inclination to chase horned toads with an empty canteen for refreshment. One coyote sat down by a sage brush a few rods away and smiled at us as we pushed our wheels through the sand. He doubtless wondered whether the wheels had invaded his domain to prey upon him or to be his prey. I fired the revolver at him and he trotted away, occasionally looking back at us with a grin.

"That night we stayed at the cabin of Mr. Hutchinson, a rancher well known in Eastern Washington on account of his extreme stature. I will not say how much more than seven feet he measures, but it's several inches. The next morning we left early for Lind, a station on the Northern Pacific railroad forty-six miles away, hoping to get over the worst of the road before the sun was too high. We had been told we would find the roads good, and water in twenty miles, and so did not take particular care of the water in the canteen, but about four miles out we had a puncture, which delayed us for some time, and the roads proved miserable. It was no better than the country of the previous day, where there was no sign of a road. Here the wheel tracks were about a foot wide, nearly as deep, and half-filled with sand. Much of the way we found the sage brush preferable. It was 11 o'clock when from the top of a hill we saw a cabin about three miles away. We wet our throats with the last drops in the canteen and labored on toward the cabin; as we neared it another could be seen about a mile farther. Turner was some distance ahead, and I saw him dismount at the cabin and almost immediately start on again—the cabin was deserted and the spring dried up. Talk about disappointments in money matters or love! They can't possibly compare with disappointment in hunting for water.

"As I reached the second cabin Turner was stretched out on the ground on the shady side, and in answer to my inquiry he said: 'There isn't a person here; the well is empty, and no other cabin in sight.' We lay on the sand in the shade for a few minutes, but could not afford to waste too much time, so Turner pushed on, saying that if he found a ranch, and I didn't put in an appearance in an hour or so he would come back with some water or send some one. After resting fifteen minutes I followed him, and, rounding a turn in the road, saw the windmill and buildings of a ranch about four miles distant. In course of time I reached it, and just at the gate met a cowboy with the canteen filled starting out to meet me. The water was good. I didn't ask whether there were any microbes in it. It was the hardest half-day of wheeling we ever experienced. No bicycle had ever been through there before, and ours never will again. I prefer to keep near railroads hereafter.

"After resting three hours we started for Lind and Ritzville, and from there to Spokane the wheeling is delightful; just rolling enough to be interesting, and with scarcely any sand.

In Spokane.

"Spokane is a great wheel town, and there are many fine runs through the country to outlying towns and lakes.

"Some Seattle wheelmen were guessing how many wheels we would meet on the way. The first two days we met one man learning to ride. Aside from that and the wheelmen whom we met in Ellensburg and here at Spokane we have seen but two.

"The distance by rail from Seattle is 420 miles, and our cyclometer shows that by coming across country we have made it in 341 miles, some of them long ones. We were in the saddle a little over five days. We leave Thursday morning via Coeur d'Alene."

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A separate cure for each disease. At all druggists, mostly 25c a vial.

Personal letters to Prof. Munyon, 1505 Arch street, Philadelphia, Pa., answered with free medical advice for any disease.

P.-I. 13, OPALS 2.

Some Mighty Fine Ball Playing at Y. M. C. A. Park.

AND IT WAS AMATEUR BALL.

"Ike" Rockenfield Surprises His Opponents and His Friends With Some Great Pitching.

The baseball game between the Post-Intelligencer team and the Opals to decide the championship of Seattle in the San Francisco Examiner's coast championship contest was played at Y. M. C. A. park yesterday afternoon, the former winning by a score of 13 to 2. With the exception of the seventh inning, when the P.-I.s clinched the game with seven runs, the game was as interesting as any played in this city this season, and showed conclusively that the coming generation in this city can play ball, and scientific ball at that.

The special star of the day was "Ike" Rockenfield, the young man that threw curves for the P.-I. team. Everybody out at the end of Madison street, Lake Washington, knows Ike. All the ball players in the old professional league used to hob-nob with him at the Madison street grounds, and that is the way he picked up his knowledge of ball playing. When one remembers that Ike had the companionship of such men as "Billy" Lange, of the Chicagos, Charlie Irwin, of the Cincinnatis, Billy Earle and many other stars in the base ball firmament, it is not to be wondered at that he picked up a few points.

Originally the young man started in to play third base, and when the famous boy club "Nonpareils" was sweeping everything in sight he was universally acknowledged as the premier guardian of the third bag. If anyone wanted to pick a row with "de gang" all he had to say was that "Ike" played a "bum" game. Every boy from the kiddy kid up to the big kid and boy with long "pants" held up his mit in honor of "Ike's" name. In the meantime the coming star had been practicing twisters and one day he did a little pitching on his own account.

"Say, Ikey, where did yer get dat speed?" yelled "de gang" in admiration. So it became known that "Ikey" could pitch, and it was lucky for the P.-I.s yesterday. Reed, the regular pitcher, was not able to be in the game, so "Ike" was called upon to fill the bill.

"I've got a lame arm," said Ike, "but I will try it anyway." While he was getting the kirks out of his arm Umpire "Bob" Norris came up with a big, legal-looking document and announced that Manager Smith of the Opals had protested "Billy" Bell, Pyncheon, Reed and Rockenfield as being over the age limit.

"Go ahead with the game," said Manager Funk.

"What do you think of me carrying around such legal papers as this," remarked Norris in his good humored way as he walked out into the field and sang out that familiar cry, "Play ball."

The P.-I.s ran out into the field just the way the old Chicago White Stockings did when Anson, Mike Kelley, Williamson and Silver Flint were in the game.

McRae was the first man up, and although Ike Rockenfield worked two strikes on him, the long catcher was clever enough to let the next sharp outdrop go and get his base on balls.

Ike then spat three times on the ball, wiped it carefully and deposited the dirt on his trousers. "Mow 'em down, Ike," yelled Bodie Davis; "you can do it."

Whether there was magic in those words or not remains for the spirits to tell, but as sure as Berlah swallowed a big chew of tobacco, and there was a strong breeze from the north to help the pitcher out, Ike did let out a link—yes, a dozen links. The ball fairly flew across the plate, and "Billy" Bell worked as hard as "Billy" Earle used to when Frank March was pitching his phenomenal game. Sometimes it was hard to tell whether the work of Bell in locating the swift out drops and holding them, or the curves themselves deserved greater praise. But not to get too far fom the story, in less time than it takes to tell it, Rockenfield had fanned out three men. The P.-I.s scored one on a base on balls, a steal and error by third and a two-bagger by Rockenfield along the first base line.

In the second inning Ike struck out three more, just to keep his hand in. The P.-I.s scored one more on Williams' hit to right, a steal of second, a wild pitch and an error by second of Marion's hit.

It was in the third that Ike gave an illustration of how he fields. McRae had walked to first on called balls, and reached third on Christianson's muff of Fowler's fly to left. Carson then got in the first hit off Rockenfield by catching a low one and dropping it in right. McRae trotted home and Fowler stopped on third. Coats came up smiling, but Ike fairly made the air burn, and one man was out. Then Wooding hit a ball hard down in front of the plate and before he knew what had happened it had caromed on his leg. "Out," yelled Umpire Norris. Two men were out and the score stood 1 to 2. Davy, the slugger of the Opals, walked up. He looked as if he meant business, and slammed the first ball down along the foul line. "Lucky that was foul," said "de gang." Then Davy took a strike and the next ball up he connected with. It shot along between first and the pitcher's box like a bullet, but Rockenfield was after it, and stretching himself out at full length, captured the sphere with his left hand, retiring the runner, putting out the side and leaving two men on bases.

Throughout the game Rockenfield pitched with terrific speed, knocking Bell about as if he did not weigh more than 110 pounds. After the game was over Bell's hands were battered up as if he had gone back to the days of small gloves, but "de gang" says that nothing can hurt "Bill."

While it is true that Rockenfield, with his sixteen strike-outs and three hits, carried off the honors of the day, there are others who also deserve mention. "Billy" Bell not only gave Rockenfield splendid support, but also picked out a single and two-bagger. "Stub" Williams at short was "out of sight." He is not the best thrower in the business, but when it comes down to being just where he ought to be at unexpected moments he can walk off with three big wedding cakes. He does not look like a sprinter, but he sprints just the same, and can trap mean ground hits with the best in the business. He comes in on hits just like Ed Williamson of the old Chicago White Stockings, picks them up cleanly without loss of motion and lets them go to first. His weakness is in throwing. One feels a slight nervousness when he straighens out his arm, for fear that he will not locate the base. With the bat he appears to be dangerous, as he planked one up against the right field fence, and had it not been for a lucky pick-up by the right fielder he would have stretched it into a double.

Nelson, the P.-I. first baseman, is a corker any way one wants to look at the game. He can bat like a fiend, run in good style, and handle wide-thrown balls to perfection. "He is in the game at all times, and "de gang" says he is a "dead game sport." Alonzo Leland surprised the talent. He had been put down at the bottom of the batting list, and just to show that he was "all right" he scored three runs, made two base hits and stole three bases. Luck seemed to be with him, for in the fifth inning, after he had reached first on the pitcher's fumble, he went to second and third on two passed balls.

It is not to be presumed that the P.-I. men did all the good playing. Coats pitched a good game, no matter how the score shows up, and McRae caught well. His trouble was in throwing to second, and when it is considered that he had a bad wind to throw against, allowances can be made. Davy, the short-stop, is a good ball player and covers his position well. He is slow, however, in recovering from throwing. Pierce, the third baseman, is a clever ball player. Filling made a beautiful throw from right to second, retiring Rockenfield, who was trying to make a double out of a single. Fowler, who played in center and finished at second, handles himself well.

The umpiring of "Bob" Norris was as good as has been seen in Seattle this season. The score:

P.-I.s.

	AB.	R.	1B.	PO.	A.	E.
Pyncheon, 2b	5	0	0	2	1	1
Christianson, l. f.	4	1	1	3	0	1
Bell, c.	3	2	2	14	2	1
Rockenfield, p.	4	2	3	0	1	0
Nelson, 1b.	5	1	2	8	0	0
Williams, ss.	5	2	2	1	4	2
Stevens, r. f.	3	1	0	0	0	0
Marion, 3b.	4	1	1	1	0	0
Leland, c. f.	4	3	2	0	0	0
Total	38	13	13	29*	9	5

Opals.

	AB.	R.	BH.	PO.	A.	E.
McRae, c.	3	1	1	5	4	2
Fowler, c. f., 2b.	5	0	1	1	2	0
Carson, l. f.	5	0	2	1	0	0
Coats, p.	4	1	1	0	1	3
Wooding, 1b.	3	0	0	10	0	0
Davy, ss.	4	0	0	2	3	0
Piling, r. f.	4	0	0	0	1	1
Pierce, 3b.	1	0	0	4	1	1
Jenner, 2b, c. f.	4	0	0	1	2	2
Totals	33	2	5	24	14	9

*Hit by batted ball.

Score by Innings.

P.-I.	1	1	2	0	1	1	7	0	*	—13
Opals	0	0	1	0	1	0	0	0	0	—2

Summary.

Bases on balls—By Rockenfield 4, by Coats 5.

Bases from being hit by pitched balls—By Rockenfield 2.

Struck out—By Rockenfield 16; by Coats 4.

Two-base hits—Bell and Rockenfield.

Three-base hits—Nelson 2.

Left on bases—P.-I. 4, Opals 11.

Passed balls—By Bell 1, by McRae 4.

Wild pitches—By Rockenfield 2, by Coats 1.

Time of game—1 h. 40 m.

Umpire—Robert Norris.

BASEBALL AT MADISON STREET.

The Benefit Game Takes Place This Afternoon.

The grand benefit for the Seattle professional ball players, who were let out of work far from home by the disbanding of the New Pacific League, will take place at the Madison street grounds this afternoon.

The professional team will be made up of the Seattle players, except Ferguson, the clever Tacoma pitcher. Their opponents will be the South Seattle Athletic Club players, who have been defeating everything in sight this season. The game will be contested hard, because the semi-professionals are on their metal and will exert themselves to the utmost to make a good showing.

Baseball Game at Tacoma.

Tacoma, June 20.—Special.—In today's game with Victoria the "Colts" were not able to do much, with Hughes' delivery, only getting six hits off him. Brandenberg was in the box for Tacoma, and the visitors had little difficulty in finding him when hits were needed to make runs. They secured in all twelve hits off "Brandy," including one home run by Whaling. Victoria won, 11 to 6. Three hundred people saw the game, including many ladies, who are admitted free during the present series. The feature of the game was the good work in the box of Hughes and the sensational base stealing of Kihm. Hartman's work was of a high order, as was that of Donavan, Smith, Ferguson, who was in center, and Cooke. Tomirrow an amateur team from Carbonado will cross bats with Tacoma early in the afternoon. At the conclusion of the game, Tacoma and Victoria will play.

High School 8, Y. M. C. A. 6.

The game yesterday between the High School and Y. M. C. A. teams was undecided until the last man was out. In the ninth inning, with only one man out and a man on third and second, and with only two runs needed to tie the score, the succeeding batters struck out. The Y. M. C. A. team was very much weakened by the absence of their two heavy hitters, Lewis and Atkins. The High School played a fine game. The pitching of Brown was especially effective at the opportune time. For the Y. M. C. A. Nickerson pitched a fine game, striking out fourteen men, and Burwell on third played a good game. His catch of a difficult liner and throw to second putting two men out was a fine play. The score by innings was:

High School	0	0	0	0	3	1	4	0	0	—8
Y. M. C. A.	1	0	5	0	0	0	0	0	0	—6

National League Games.

Cleveland, June 20.—The wildness of Briggs and Friend in the seventh inning gave the Clevelands seven runs and the game after the Chicagos had won by good hitting.

Score—	R.	B.H.	E.
Cleveland	12	13	1
Chicago	8	14	0

Batteries—Cuppy and Zimmer; Friend, Briggs and Daily.

Boston, June 20.—The home team fell on Mercer, the Senators' crack pitcher, today and he was removed at the end of the sixth. McJames was also an easy mark. Nichols was almost invincible.

Score—	R.	B.H.	E.
Boston	12	15	2
Washington City	6	8	5

Batteries—Nichols and Ganzel, Tenny; Mercer, McJames and McCauley.

Brooklyn, June 20.—Three little hits off Dad Clarke best tell the cause of the Brooklyns' downfall this afternoon. With proper support they would have shut out their opponents. Kennedy was hit hard all through the game, but good fielding prevented runs.

Score—	R.	B.H.	E.
Brooklyn	3	8	3
New York	6	13	3

Batteries—Kennedy, Stein and Grim; W. H. Clarke and Wilson.

Pittsburg, June 20.—The game today was the scrappiest of the season. All of the tricks of the game were used by both sides and several close decisions made trouble for the umpire.

Score—	R.	B.H.	E.
Pittsburg	7	13	0
St. Louis	4	10	2

Batteries—Foreman, Hughey, Hawley and H. Sugden; Donahue and Murphy.

Cincinnati, June 20.—Louisville pounded Foreman, but could do nothing with Fisher, who succeeded him in the sixth. The Reds found both Frazer and Smith easy to hit, and profited largely by Louisville's eight errors. Attendance 5,300.

Score:	R.	B.H.	E.
Cincinnati	13	14	4
Louisville	7	11	8

Batteries: Foreman, Fisher and Vaughn; Fraser, Smith and Miller.

Baltimore, June 20.—The Champions today won the last of the series from the Phillies with ease, making it three straight. They tallied ten times in the seventh and eighth. Attendance 8,120.

Score:	R.	B.H.	E.
Baltimore	12	16	1
Philadelphia	3	7	4

Batteries: Hoffer and Robinson; Taylor and Clements.

The following table shows the standing of the several league clubs:

	Won.	Lost.	PrCt.
Baltimore	32	18	640
Cleveland	30	17	638
Cincinnati	31	21	596
Boston	28	20	583
Philadelphia	29	24	547
Washington City	26	22	541
Pittsburg	26	23	530
Brooklyn	26	24	520
Chicago	27	25	518
New York	21	30	411
St. Louis	13	27	260
Louisville	10	38	208

The Sa esman Contest.

The vote up to 4 o'clock yesterday stood as follows:

A. A. Wismolek	13,795
Walter Aiken	13,450
George Noble	12,672
Sam Davidson	7,129
M. J. Carter	2,043
M. M. Bruce	1,248
Eugene Burke	1,046
Ed Herring	1,008
W. M. Hines	862
Sumner Baldwin	698
H. K. Stephenson	526
J. C. McKnight	471
Sol Blum	387
H. A. Kirkpatrick	384
W. E. Morrison	308
W. H. Walker	301
W. M. Maloney	204
M. S. Booth	192
James Murray	144

Trimmed Hat Sale.

On sale Monday at 10 o'clock—All our $4.50, $5.00 and $6.00 ladies' trimmed hats at $2.25. These are new fresh goods and the latest styles, made up in the most artistic manner. They all go at $2.25. See our window. J. S. Graham, 716 Second avenue.

A HOUSE OF LEVERS.

How the New G. N. Switch Tower Will Operate.

ABSOLUTELY SAFE CROSSINGS.

The Washington State Exhibit for the Philadelphia Commercial Museum—Railroad Notes.

The Great Northern tracks along Railroad avenue are now in permanent alignment, and the planking between them and on each side is being rapidly put down, nor will it have to be taken up again except in a few places here and there for connecting the switches with the new switch tower.

The contract for the tower has not yet been let, but it will in all likelihood go to the National Company, of New York. There are only two firms in the United States prepared to do the work, the other being the Union, with headquarters at Pittsburg. The tower will cost far more than most people imagine, for although it will not be a pretentious affair, it will tax the railroad company somewhere from $12,000 to $20,000.

Those unfamiliar with railroad yards and equipment may suppose from the word "tower," that the new structure is to rise to a stately height surmounted with battlements, or something at least to suggest medieval architecture. Nothing of the kind. It is to be a plain, little frame building, two scant stories high and not more than 12x20 feet on the ground. The site selected for it is at the foot of Jackson street, and almost in the center of Railroad avenue. The lower story will be available for storage, and the upper will contain the levers which are connected with the switches. Here sits the man who will have control of the crossing.

"The great object of such a tower," said Assistant Engineer Mason, who has charge of the work of construction now in progress in the Great Northern yards, "is to prevent a collision at the crossings which are reached from the various switches. This arrangement makes such a collision absolutely impossible. Even if a crazy man were in charge in the tower, he might cause delay, but he could not cause a collision. The levers are interlocking, and when they are so turned as to set the signals of danger to Great Northern tracks, not an engine on any of those tracks can reach the crossing. On the other hand, when the danger signals are set for the Oregon Improvement Company and Northern Pacific and 'safety' to the Great Northern, no Great Northern engine need stop for the crossing at all.

"This is accomplished by means of what are called 'derails,' one of which is set on each track leading to the crossing. The switches are connected with the levers by what is termed the mechanical movement, and when the crossing is barred against a certain set of tracks, as for instance, those of the Great Northern, any engine that attempts to approach the crossing from those tracks simply ditches itself before reaching the crossing."

THE PHILADELPHIA MUSEUM.

Washington Will Make an Exhibit Worthy of the State.

Secretary Edward Phillips, of the Seattle Lumber Exchange, has returned from Tacoma, where he attended the meeting held in that city for taking steps toward securing a permanent exhibit of Washington resources and products in the Commercial museum now being established in Philadelphia. He was well pleased with the meeting, and thinks the outlook for accomplishing its purposes is good.

The committee of three, of which Mr. Phillips was chairman, brought in a report on ways and means which was heartily adopted. It recommends that attention be given first to securing a lumber exhibit, as being one of the most important industries of the state and at the same time easily available, and requests that all selections for the exhibit be forwarded to the Tacoma Chamber of Commerce, under whose care the entire exhibit will be collected and by whom it will be properly forwarded. The report suggests the taking up of subscriptions to the amount of $300 to defray the expenses of the collection. At the same time the committee expressed its belief that the legislature would grant an appropriation in furtherance of the exhibit, and that the railroads could probably be prevailed on to give free transportation to all shipments.

The report further provides for the appointment of a committee of five which shall be charged with canvassing for the exhibit, taking steps to make the collections as complete as possible, so as to include not only lumber but fish, cereals, minerals, fruits, vegetables and manufactured products.

The Tacoma Chamber of Commerce was instructed to notify the Philadelphia people that the proposition for an exhibit had been accepted and that the exhibit was now being collected.

"I consider the state exceptionally fortunate," said Secretary Phillips yesterday, "in having been thus accorded such an honor and such an opportunity. Georgia was selected from among the Southern states as having made the most marked recent progress, and Washington was given a similar distinction among the Western states. This means that, while the museum aims ultimately at obtaining exhibits from every state in the Union, yet Georgia from the South and Washington from the West will have the inside track, and will be perhaps five years ahead of their neighbors in placing their exhibits.

"We have hardly yet realized the magnitude of the proposed museum. Two hundred and twenty-eight rooms have already been secured in Philadelphia as temporary resting places for the collections as they come in. The ground thus far secured includes sixteen acres, and this will be added to.

"The exhibits are to be collected and arranged with the greatest possible care, the aim being to make the entire affair a genuine educational museum. One stipulation concerning all the exhibits is that they are to be entirely free from individual advertising. Along with each separate collection, as of fish, for instance, the most accurate and complete data are to be compiled and presented. All this will undoubtedly render the museum a valuable source of information for both American and foreign inquirers, and will tend to give our exhibit a dignity and weight which it could hardly have under other circumstances."

Railroad and Industrial Notes.

General Freight and Passenger Agent Allen, of the Seattle, Lake Shore & Eastern, returned last night from his visit to Whatcom.

The first carload of cedar paving blocks for the season was shipped by Stetson & Post over the Great Northern Friday evening to Indianapolis.

The Great Northern announces that navigation on the Kootenai river is now open, the steamers Annerly and Ruth running between Jennings, Mont., and Fort Steele, B. C.

R. C. Stevens, general Western passenger agent of the Great Northern, returned yesterday from Vancouver and Victoria, B. C. He reports all interest there just now absorbed in politics.

Harry McGregor, well-known in Seattle railroad circles, has been appointed general agent of the Canadian Pacific at Whatcom, to succeed John MacNicol, who goes on a trip to Scotland.

E. W. Price, president of the Atlas Lumber Co., arrived in Indianapolis Friday to close up the contract for the big order of cedar paving blocks on which the company has already begun work.

The Northern Pacific steamer Olympia, which sails from Tacoma at 4 o'clock this morning will connect at Hongkong with the Natal line steamer Congella, which will leave Hongkong about July 25 for South African points.

The Great Northern has asked other transcontinental lines to join in applying the same differentials to east-bound shipments as are now applied to west bound. This is done with a view to developing traffic from North Pacific coast terminals to interior points in Central Traffic Association points and the Atlantic seaboard.

Late Arrivals in Ladies' Jackets.

All the leading shades, some half satin and some full satin lined. These are all new fresh goods and latest styles, and are usually sold at $15; we marked them $7.50 to close. J. S. Graham, 716 Second avenue.

Madison park offers in the 100-foot jump the greatest attraction ever offered at that popular resort. 3:30 today.

Every one should see the electric fountain at Madrona park. Free every evening.

A Gold Mine.

THAT'S WHAT THIS STORE IS JUST NOW. OUR CUSTOMERS ARE DELVING OUT VALUABLE GOLD NUGGETS EVERY DAY. WHEN YOU ARE OUT PROSPECTING FOR BARGAINS COME AROUND AND SEE HOW EASILY THEY ARE TO BE FOUND HERE.

A Little Money...

Goes a long way in our Linen and Domestic Departments just now. We are anxious to close out several lots, and at the prices they should all be sold in a day or two.

Splendid values in Turkey Red Damasks at 20c, 25c, 35c, 40c and 45c a yard.

Some very great bargains in Cream Scotch Damasks at 45c, 50c, 60c a yard.

Full Bleached Irish Linens, we tempt you with these prices: 45c, 50c, 60c a yard.

100 dozen 16x30-inch Towels at 5c each.

75 dozen 20x40-inch Towels at 10c each.

65 dozen 17x34-inch Huck Towels at 15c each.

17-inch All-Linen Crash, 8 1-3c a yard.

200 Bed Spreads, full size, 87c each.

Wash Stuffs.

The magic of sprays, dots and dashes, prettiest, charmingest color flashes. The stately stripes, the cheerful plaids, the cool linen lawns, are all to be seen in our grand group of wash goods, and as prices are now there is little, very little to pay.

Plain and Fancy Corded Piques, 12½c.

Dotted Swiss Organdies, 15c a yard.

Plain and Fancy Grass Lawns 12½c.

Lace Curtains.

How about them? We sell this class of merchandise on the same narrow margin of profit as our other goods. These lots are very, very cheap and can't last many days.

25 pairs White Nottingham Lace Curtains, $1 pair.

25 pairs Cream Nottingham Lace Curtains, 90c.

25 pairs White Nottingham Lace Curtains, $1.50.

A Lot of Remnants

And odds and ends in Sash Curtain materials cut down to less than half their former price.

Bath Towels.

Different people like different things. We can supply your simplest or most extravagant wants, and all those in between.

19x38 Cream Bath Towels, 12½c.

21x45 Cream Bath Towels, 20c.

17x42 Bleached Bath Towels, 12½c.

18x43 Bleached Bath Towels, 15c.

24x50 Bleached Bath Towels, 25c.

24x44 Linen Bath Towels, 60c.

W. P. BOYD & CO.

621——FIRST AVENUE——623.

We Have It

ANYTHING

In the Grocery line at a price you will be pleased to pay.

SEATTLE TRADING CO., Grocers, No. 111 Occidental Av.

BY ORDER OF THE COURT

WILL SELL THE STOCK OF DRY AND FANCY GOODS OF

The City of Paris

711 Second Avenue.

Having been appointed by Judge Osborn as receiver of this stock, I will begin to sell the same at retail, without reserve, :: :: :: :: :: :: ::

WEDNESDAY, JUNE 24, AT 9 A. M.

And continue until the same is sold. I have been instructed by the court to realize on this stock WITHOUT DELAY. This means that Dry Goods and Fancy Goods will be offered at such prices that no one can afford to miss this receiver's sale.

Sale Starts Wednesday Next, at 9 A. M.

NOTICE—Store will be closed Monday and Tuesday for inventory.

SAMUEL ROSENBERG

Receiver of The City of Paris.