A FEW MOMENTS WITH THE CYCLISTS.

Special Correspondence.

CHICAGO, May 5.—It is interesting to note the change in styles of cycling accessories and fittings. Although the general make-up of the safety bicycle has undergone an evolution, the present machine being the outcome of experimentation and progress, essential parts and fittings which accompany the machine have been changed more on account of the demands of the rider than by reason of the improvements to be discovered in the articles themselves. As an instance of this the present fad for dropped handle bars may be cited. A few years ago there were but two styles of bars used, both wide of spread, the only essential difference being the grips. The old spade handle, with the grip at right angles to the bar itself, was used for some time by one of the pioneer manufacturers on his safety machines, and was later dropped for the present popular style of straight grip. There was a straight grip used at the same time as the old Victor spade handle, and the bar carrying it was not unlike the ones in use today, save that it was far wider and really more suitable for road and long-distance riding.

When the craze for feather-weight wheels struck this country, riders who had been using machines weighing all the way from forty to fifty pounds discarded their old mounts and selected wheels which weighed under twenty, and in some cases even as little as seventeen pounds. Wheels of this sort had to be built with a stint of material, even to the handle bars, and as the racing game was beginning to be popular the dropped bar was

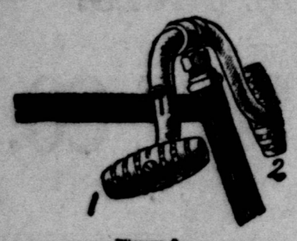


Figure 2.

soon adopted. It was made at first extremely narrow—in many cases less than sixteen inches—and would-be racing men who confined their exploits on the path to "conversation" race meets, prided themselves on the twelve-inch bars.

Bars of this character are not only dangerous, but absolutely unmechanical. There is no necessity for voluntarily contracting the chest while riding, and a bar with a narrow spread will develop other faults; for instance, the shorter the bar the less control will a rider have of his mount and the less steady will be the steering. These things have combined to bring about a slight widening of stock bars, but the excessive drop and the forward bend remain. It is easy to account for the latter. When the racing man changed his position on the wheel, some two or three years ago, moving the saddle forward so he might sit more nearly over the crank shaft and cranks, the rest of the flock followed him, and we saw on every side imitators of the path racer. There is about the same philosophy in aping the racing man as there would be in carrying the same game out in other things. If the horsemen were to adopt twenty-eight-inch wheels for all sorts of vehicles because wheels of this size have proven fast on race tracks, a thousand newspapers would ridicule the idea, but in the case of the cyclist it is passed with hardly a comment. This is doubtless because so little is really known of cycling causes and effects, though the layman is becoming better posted every day.

Women continue to ride the drop frame and upturned bars, in spite of the threatened invasion of the bloomer girl and her racing wheel. It is gratifying to chronicle the fact. About the best handle bar for the average rider—that is, the rider who takes to cycling for the pleasure he obtains therefrom—is one with a spread of eighteen or nineteen inches, and preferably one which can be changed in angle as occasion demands. There is a bar in the market which seems to fulfill about every requirement for comfort, common sense and speed. It is made to turn in the tee so that it rotates on its diameter, where it joins the head of the machine, and it may be changed while riding. In order that the grips may present a constant angle to the rider, that is, be approximately horizontal at all times, they are set onto the ends of the bars at right angles and are secured against too free rotation by means of friction pins. The cut (Fig. 1) shows the bar in a raised position, with one grip (1) turned to fit the hand and the other (2) in line with the curvature of the bar. The small button shown is a trip which unlocks the bar in the tee, permitting it to rotate. Figure 2 shows

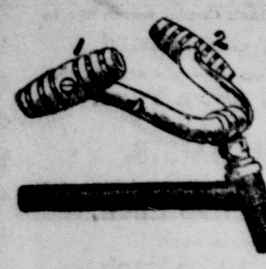
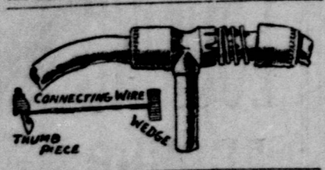


Figure 1.

the bar dropped for fast riding. There are several teeth cut on the end of the tee, and the bar is capable of being set at any one of six positions, or angles, while riding. From a personal trial, lasting an entire season, I can say that a bar of this character is entirely satisfactory.

Another bar of a somewhat similar character is made with a pair of toothed sections on the inside ends of the two halves of the bar, hinged to a forging, which forms the tee. These, engaging, keep the bars at the same level when one or the other is elevated or depressed. A novel improvement on this device is a bar which is being used by several of the more prominent professional racing men. The inside ends of the bars are worked in unison by a worm and gear, actuated by turning a milled nut at the top of the tee, conveniently located, so that the bar may be changed while riding. The worm and gear mechanism holds the bars secure in whatever position they are placed by the rider, and there is an absence of springs or other complicated parts to the bars, which makes them particularly desirable for use on long country rides. In addition to the two bars under mention, there are a number which possess features of worth, and these I will note later on.

Just now the cyclists of Chicago are concerned about street paving, for although the good riding within the city limits runs into the hundreds of miles, a goodly portion of the big town remains practically unpaved. Miles of wood block and rough granite intervene between the ridable streets and the smooth macadam boulevards of the three sections of the city. There is on foot a project to replace about a mile of the granite pavement on Michigan avenue, between the river and the north end of the good surface, with asphalt, but the property owners are fighting the measure with energy born of desperation. In spite of the futility of these present efforts of the wheelmen and their political allies, Chicago is fortunately provided with good riding surfaces which very nearly form a net-work about the city. Some months ago an ordinance passed through the council for the boulevarding of Jackson street, the only street running east and west through the heart of the city on which there are no surface or elevated roads, and the work is already under way. This will give wheelmen an uninterrupted cycle path from Jackson park, the site of the World's Fair, to the western limits of the city, a course over 15 miles in length. As soon as the underground conduits are completed the surface of Jackson street will be laid and cyclists living on the great west side will rejoice. However, the best out-of-town riding district lies to the north, beyond Lincoln Park, through the towns of Evanston, Highland Park, Fort Sheridan and Lake Forrest. This ride is available to cyclists living north of the river, but for south and west side riders a jolting journey through the heart of the city is an inevitable and



dangerous ride. Even familiarity with it does not breed contempt, for the streets are crowded with teams at all times except on Sundays, and the sprinkling carts keep the round-topped granite blocks slimy and slippery to the point of positive danger.

Page after page has been written on how to ride safely through crowded city streets and in England the cycle press has contained many columns of advice to the novice and the experienced rider. However, there is no way to guard against accident but one, and that is to ride slowly and on a machine which is so fitted to the rider that he has absolute command over it at all times. This fitting of a machine is not so simple a matter as it may seem at first glance. Too many riders have their saddles higher than they should, their bars too low or too high, their gears out of proportion to the work in hand or some other inconsistent arrangement which will not be apparent until an emergency arises and the machine is beyond control.

A short reach is far better than one too long, and the use of toe clips is advisable for city riding, the clip assisting the rider in following the pedal around and making his power available through more than half of the revolution of the pedal, whereas, without this accessory, unless he be particularly adept at ankle motion, the thrust of the leg is operative through an arc which is something less than half of the circle. Ankle motion is a thing almost ignored in this country and it seems that we are all too busy to acquire it. It is easily enough followed if the rider will keep his mind on it until it becomes easy to reciprocate the action. Then it will soon be done unconsciously and the result will be felt in hill climbing. To start in, depress the heel just before the pedal reaches its top point, carry the crank across the dead center, straighten the ankle and thrust with the leg until the pedal is nearly to its lowest point, when the ankle should be flexed, the heel raised and the toe clawed back. Of course fast riding cannot be done at first, but after the action is performed unconsciously it will be found to contribute materially to speed as well as power, and is a trick well worth the learning.

B. V. H. SCHULTZ.

LOCAL BICYCLERS.

A List of Seattle People Who Have Taken Out Licenses to Date.

The total number of bicycle licenses issued at the comptroller's office up to 2:25 o'clock yesterday afternoon was 847, and at a conservative estimate 500 wheels remain unlicensed. Considering the present demand on local dealers, there will be at least 300 or 400 more wheels sold before the close of the season. It is evident from this statement that before the rainy season comes on Seattle will have between 1,500 and 1,600 riders. Following is the complete list of people who have taken out licenses. Figures opposite names indicate the number of licenses a person has taken out in his own name:

Will H. Parry.	A. D. Grow.
Mrs. Will H. Parry.	Mrs. A. D. Grow.
George Meacham.	L. B. Allain.
Mrs. Geo. Meacham.	Anna Furth Terry.
Eugene Meacham.	H. P. Strickland.
Dr. J. S. Kloeber, 3.	F. W. Charles.
J. M. Tenney.	H. V. V. Bean.
C. L. Andrews.	D. Boyd.
J. A. Whalley.	Roy White.
Carl Mensing.	Mrs. White.
O. O. Denny, 2.	Claiborn Lee.
R. T. Hawley.	H. B. Kellogg.
Charles Regel, 2.	F. Bories.
A. U. Heinzerling.	D. C. Garrett, 2.
C. O. Larned.	B. C. Harris.
Mrs. C. O. Larned.	C. D. Stimson, 2.
G. E. Fayes.	W. R. Gay.
N. B. Selner.	Mrs. W. R. Gay.
L. P. Cage.	F. Coulter, 2.
B. W. Case.	S. H. Hilton.
Fred Wood.	J. D. Curtis.
J. T. Nichols.	Edward Brady.
C. M. Risedorph.	W. H. Temple.
C. A. Swanson.	Carter Le Grande.
A. T. Lundberg.	G. E. Mears.
C. L. Roy.	Mrs. S. Allen.
F. H. Hardwick.	H. D. Albee.
A. A. Wright.	Chas. H. Dalhem.
George Williams.	William Roope.
George Conntin.	F. F. Froude.
L. C. Townsend.	Devet & Verhaest.
G. W. Bragdon.	G. W. Kinnear.
Joseph G. Barr.	L. Rees.
U. S. Mach. Depot.	F. Kirschner, 2.
J. W. Frasier.	C. D. Sanborn, 2.
S. Cahn.	F. L. Fehren, 2.
C. J. Smith.	James Green.
L. P. Taylor.	Miss Celia Sanborn.
Ned Hanford.	John Moran.
Jessie Hanford.	H. H. Thedinga.
Louise Hanford.	A. J. T. Edwards.
Walter Fountain.	Thomas Short.
W. A. McClure.	Samuel Sutton.
Jessie L. Bass.	W. P. Boyd, 3.
Horace McClure.	C. E. Shepard.
Clayton Crawford.	Leona Lerch.
Mrs. L. C. Sullivan.	M. G. Proctor.
B. B. Sullivan.	H. C. Henry, 2.
Ella Jackson.	J. Renton Phillips.
George Dopworth.	N. C. J. Nelson.
J. Edgar Brown.	Harry Rogers.
J. C. Harris.	Miss H. E. Howe.
F. E. Dingley.	Mrs. J. B. Howe.
T. M. Danlton.	Louise Nichols.
J. W. Phillips.	John R. Compton.
Harry Daniells.	A. G. Arnold.
Mrs. Harry Daniells.	L. G. Horr.
M. J. Lutz, 2.	Frank Shull.
O. S. Ward.	Orin W. Rank.
T. L. Barnum.	N. H. Latimer, 2.
H. A. Chadwick.	W. Hinshaw.
Mrs. H. A. Chadwick.	R. H. Denny, 2.
E. J. Strelan.	J. L. Dawson.
W. A. Walthew.	P. J. Glennon.
F. P. Harlow.	M. B. Haynes.
E. C. Damon.	F. K. Struve.
F. McDonald.	M. L. Walker.
Ed C. Gerow.	J. H. Carter.
F. W. Payne.	Geo. H. Woodhouse.
David Himmelhoch.	J. M. E. Atkinson.
Ray Himmelhoch.	Mrs. JME Atkinson.
John F. Wheeler, 2.	W. Crosbie, 2.
F. H. Ehlers.	Miss Ada Wiegan.
H. G. Ballou.	Sherwood Gillespy.
Mrs. H. G. Ballou.	Mrs. S. Gillespy.
G. W. Mertens.	Robert Gillespy.
N. W. Huggins.	Ella Gillespy.
Miss L. H. Ayres.	A. N. Graves.
G. G. Jenkins.	F. Bartholomew.
Mrs. G. G. Jenkins.	Lincoln Brooks.
G. W. Reid.	Sam Brown.
F. M. Spinney.	Edward Williamson.
Ira W. Conner.	Mrs. E. Williamson.
J. Brown.	F. A. Williamson.
E. Rushl.	J. P. Rutter.
Dayo Scott.	John Rutter.
W. C. Row.	T. T. Littell.
A. F. Rose.	Victor Kozlowski.
Orin W. Rank.	C. O. Teld.
F. F. Cowden.	E. L. Terry.
Hubert L. Miller.	Mrs. M. C. Pearsoll.
R. F. Parkhurst.	F. Vanderstuck.
Mrs. R. F. Parkhurst.	C. A. McKenzie.
O. C. Bowman.	B. Schoenfeld.
P. W. Willis.	C. E. Auburn.
Mrs. P. W. Willis.	Annie Hubert.
R. M. Boyd.	Miss H. Becker.
Maurice C. Cheal.	R. B. Lotthead.
Thos. G. Shepard.	E. J. Detwiler.
A. MacC. Shepard.	James G. Farrell.
Harriet P. Allen.	W. B. Ring.
L. M. Lessey.	Herman Chapin.
F. S. Sylvester.	E. B. Moore.
W. E. Holcomb.	S. H. Hathaway.
J. R. Watson.	J. M. Sparkman.
A. A. Bryan.	David Kelley, 2.
H. W. Marr.	C. W. Chandler.
W. E. Nichols.	Mrs. C. W. Chandler.
Mrs. W. E. Nichols.	F. W. Houghton.
E. G. Ford.	J. V. Greenbaum.
Mrs. E. G. Ford.	Henry Paulsen.
Charles B. Ford.	George H. Adair.
R. B. Allain.	George B. Adair.
J. A. Jackson.	George Mathews.
P. J. Bornstein, 2.	E. M. Carr.
F. S. Sylvester.	Mrs. E. M. Carr, 2.
C. I. Morris.	Harold Preston.
Portus Baxter.	Mrs. Harold Preston.
Judge Thos. Burke.	J. B. Murphy.
Mrs. Z. Roy.	W. M. Williams.
Miss M. A. Brown.	E. J. Dilbridge.
J. W. Augustine.	Mrs. E. J. Dilbridge.
Ruth Schram.	L. C. Gilman.
Spelger & Hurlbut, 4.	H. F. Bennett.
G. F. Thorndyke.	Mrs. H. F. Bennett.
Dr. C. W. Sharples.	Ben C. Moores.
Mrs. C. W. Sharples.	W. C. Jensen.
E. L. Morris.	J. Little.
Nannie A. Hall.	J. E. Kelley.
C. A. Hughes.	H. K. Struve.
Queen City Cycle Co., 11.	C. H. Lilly, 2.
H. M. Walthew.	C. R. Collins.
R. M. Hopkins.	Mrs. C. R. Collins.
J. M. Quilter.	E. W. Clark.
C. L. Hibbard, 2.	Mrs. E. W. Clark.
S. K. Peterson.	George S. Logan.
E. C. Griswold.	Thomas Lyle.
H. C. Ewing.	H. Wilcox.
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Mrs. T. B. Hardin.	Lillian Risedorph.
Sam Ernst.	Geo. W. Devemon.
Miss Mary Stewart.	Mrs. G. W. Devemon.
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Charles Power.	D. B. Porter.
Mrs. C. L. Sangs.	Fobes Bros., 6.
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Miss B. Parsons.	C. F. Eggert.
R. M. Boyd.	H. L. Eggert.
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Mrs. M. J. Carter.	William Efaw.
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Dr. L. R. Dawson.	C. W. Thornton.
Mrs. Alice Shaw.	W. D. McCarthy.
L. Sears.	Miss V. Calligan.
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A. N. Wales.	Sadie S. Ward.
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Louis Wade.	Mrs. F.J. Kilpatrick.
C. L. Denny.	Miss Anna Young.
C. B. Smith.	H. N. Rinker.
Miss McIntosch.	Fred Everett.
George E. Adams.	George E. Clough.
A. F. Tourville.	George Munroe.
Mrs. A. F. Tourville.	J. V. A. Smith.
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R. Lamont.	John Clarkson.
H. J. Ramsay.	Miss R. B. Brown.
Mrs. Jennie Hasbrouck.	Sam P. Weston.
T. F. Gleason.	Mrs. S. P. Weston.
W. E. Mahon.	C. H. Teaff.
C. A. Richardson.	Leo Schwabacher.
Mrs. C. L. Foresman.	M. S. Booth.
W. L. Jester.	W. Wilzinski.
William Murphy.	J. E. Lilly.
John G. Berry.	C. P. Blanchard, 2.
Mrs. John G. Berry.	Mrs. A. L. Horner.
M. P. Benton.	H. E. Nye.
Mrs. M. P. Benton.	P. H. Ammidown.
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C. H. Mills.	P. W. French.
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Mrs. D. N. Holden.	J. L. Williamson.
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Mrs. T. F. Seater.	Mrs. J. L. Williamson
A.S.Van Valkenberg.	C. E. Burnside.
D. N. Holden.	Mrs. C. E. Burnside.
Columbus Sturgeon.	Fred E. Burnside.
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Miss E. Manning.	W. E. Stevens.
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A. R. Sauls.	F. W. Wald, jr.
E. A. De Mers.	F. W. Wald.
Mrs. M. McMicken.	T. S. Burke.
H. McMicken.	Joe Schlumpf.
Harry Coe.	J. P. Burrell, 2.
E. Coe.	A. Zaar.
A. Levy.	D. Goldfarb.
E. Levy.	H. S. Tremper.
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M. J. Carter.	Mrs. E. P. Miner.
T. W. Prosch.	Mrs. C. Twombly.
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Flora N. Jones.	B. Pelly.
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Leona Vaughan.	Joe Columbus.
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W. H. Pumphrey.	William Childs.
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W. A. Gordon.	G. E. Webster.
Mrs. M. W. Gay.	Mrs. G. E. Webster.
Mrs. C. E. Hughes.	W. D. Gilman.
Miss Helen Hughes.	W. J. Kahle, 2.
E. Heroldson.	Mrs. Alice Curry.
Mrs. C. S Barnes.	E. H. Baker.
J. A. Swartzell.	S. M. Archibald.
Max Kreilsheimer.	A. H. Christopher, 7
Frank Hufman.	W. E. Holtes.
N. Oleson.	R. E. Root.
G. L. Buzzard.	O. E. Parkhurst.
W. C. Raber.	C. D. Pool.
H. F. Bennett.	G. H. Park.
Miss M. E. Abbott.	F. A. Wing, 3.
E. H. Delbert.	G. W. Chapman.
C. K. Edwards.	E. M. Goldenson.
Willie Hill.	F. D. Seymour.
T. W. Blaker.	E. L. Dean.
W. L. Riley.	B. A. Burton.
Paul Eggert.	F. S. Stimson.
Mrs. J. Besson.	Florence Henistock.
Mrs. R. L. Hodgdon.	Louis Grozinski.
H. E. Tomlinson.	R. C. Calhoun.
R. L. Hodgdon.	Adolph Ernst.
C. J. Riley.	C. S. Reed.
F. R. Raymond.	W. L. Camp.
Mrs. Jas. A. Greene.	A. J. McLeod.
M. E. Carr.	Fred Smith.
C. W. Parker.	J. W. Young.
T. A. Lavis.	R. C. Stevens.
George B. Cliff.	C. W. Meldrum.
Otto Winkler.	Guy McCausland.
J. W. Calhoun.	J. S. Eggert.
Ella Corcoran.	Miss B. Newberger.
Miss Hannah Cohn.	Miss O. Wickstrom.
F. H. Brown.	V. A. Schultz.
H. D. Collier.	W. J. Germain.
A. H. Solberg.	D. E. Whittier.
M. E. Williams.	W. W. Clark, 2.
Mrs. R. M. Crawford	Miss H. Fowle.
W. E. Slater, 2.	Fred Schone.
R. H. Herkinroth.	M. J. O'Donnell.
J. W. Small.	William Stanton.
Addie Hogler.	J. M. Jorgenson, 2.
Mrs. Williams.	C. W. Chamberlain.
Chas. V. Miller.	Ray Lennan.
J. M. Brewster.	Emma Lillisburg.
Dora Levy.	John Mayouck.
Jay C. Allen.	Mrs. H. Smith.
G. W. Cotterill.	H. F. Smith.
F. A. Brown.	G. F. Smith.
W. D. Perkins.	Miss S. Follmer.
G. E. Eversall.	J. Redelsheimer.
Lassie McCulsky.	Mrs. J. Redelsheimer.
James D. Hoge, jr.	L. Ault, 2.
Mrs. J. D. Hoge, jr.	Miss Neola Taylor.
E. W. Wood.	Mrs. S. P. Dixon.
E. P. Edson.	Frank McCombs.
J. P. Nordlie.	S. P. Dixon.
Harold Post.	T. F. Bradley.
W. F. Hanna.	Mrs. T. F. Bradley.
F. A. Churchill.	Patty Harrington.
A. Thomas.	Silas W. Hewett, 2.
F. W. Parker.	Arthur Denton.
Fred Ward.	Miss J. Hamilton.
E. T. Verd.	J. C. Campion, 2.
Guy Sanders.	H. B. Ames, 2.
Olive Lillisburg.	C. W. J. Rickers.
R. Shearer.	T. P. Storey.
Mark Ten Sule.	Irene Simpson.
Joyce Reis.	W. F. Edwards.
Mrs. M. West.	James T. King.
Geo. Hanbury, 2.	A. R. Dow.
F. A. Snyder.	A. L. Cohn.
Chas. A. Huston.	Mrs. J. F. Parker.
C. W. Furnis.	Lenie H. Simon.
H. Paulson.	Harry Reese.
A. Shattuck.	Chas. F. Leibly.
A. D. Blowers.	James Gloson.
V. L. Chestnut.	S. Aronson.
J. A. Spencer.	Mrs. S. Spencer.
Frank Hanford.	A. Prentice.
Miss B. L. Beach.	C. H. Nelson.
D. McInnis.	H. F. McClure.
Albert Carlson.	D. Taylor.
W. H. Taplin, 2.	Joe Reans.
F. V. Armstrong.	J. S. Sheafe.
P. P. Ferry.	J. J. Spansail.
W. A. Abrams.	Abnette Hixon.
A. E. Ashcroft.	W. L. Reynolds.
J. H. McGraw, 2.	Mrs. W. L. Reynolds.
Grace E. Anderson.	J. F. Peterson.
S. P. Prescott.	Myrtle C. Maynard.
S. L. Russell.	C. A. Riggin.
Oliver Davidson.	W. T. Sovering.
Sallie E. Beazley.	F. L. Melvin.
D. O. Mullison.	Geo. Longfellow.
H. W. Knight.	W. H. Wright.
F. Lohse.	C. H. Shumway.
R. O. Lazier.	M. F. Shumway.
Frank I. Blodgett.	Bertha H. Breckinfield.
Grace Haven.	
Charles Haines.	S. P. Dixon.
I. C. Parker.	Miss Fannie Munday.
A. D. Remington.	J. W. Law.
M. H. Gailey.	H. A. Hanson.
G. Hyde Preston.	Chas. Winters.
Mrs. F. E. Biles.	Gilbert B. Smith.
H. S. Taylor.	E. Morgenstern.
B. J. Bernhardt.	B. D. Voris.
Mrs. B. J. Bernhardt.	Fred C. Field.
W. M. Peltier.	R. M. Armstrong.
Margaret E. Eck.	Ole Stanwick.
C. H. Hanford.	H. N. Smith.
C. G. Braden.	R. G. Stephenson.
Chester Braden.	F. L. Guptil.
E. L. Marsh.	Mrs. F. L. Guptil.
O. D. Colvin, 2.	O. A. Spencer, 2.
P. J. Sullivan.	R. A. Ballinger.
Charles Harris.	H. Silver.
Mrs. Harris.	R. J. Hanna.
Ruth Cole.	R. C. Washburn.

C. E. Dow, who was the bright star in the ranks of Washington professional bicycle riders last season, will commence active training today. Although he has not entirely recovered from his broken arm, he thinks he is ready to commence work. He took his arm out of its sling Friday, and found that he could use it much better than was anticipated. The system adopted by this crack rider in getting ready for the spring and summer races is interesting. In the morning he will ride ten miles, starting in with a three-minute clip. After a rub down he will rest until lunch time. In the afternoon he will ride five miles, for the present confining himself to a 2:50 gait, and as he rounds into shape will increase the speed to 2:30. As the season advances he will cut the morning ride down to five miles, and reel it off at the rate of 2:30. In the afternoon he will confine his work to short sprints.

Only one more day remains in which guesses can be made upon the Phoenix wheel on exhibition in Stewart & Holmes' window, and at 10 o'clock tomorrow evening the committee in charge will proceed to go over the coupons to find the owner of the bicycle.

Judging from the way in which the guesses have come in during the past two days, it is expected that at least $200 will be raised for the Lake Washington path, as the third thousand of tickets had nearly all been sold last evening, and another thousand has been ordered printed for use tomorrow.

Many different people are deeply interested. From the small street urchin to the old, gray-haired man, they are all estimating and calculating, as if it were an absolute necessity that they work the problem exactly. Many people are purchasing quantities of tickets and working upon a regular system by making guesses each way from their estimate, which is a very good plan. Others are going it blindly, believing that they stand about as good a show to guess wild and trust to luck. Whoever gets the bicycle, however, will be looked upon as a great mathematician by the less fortunate ones, whether any calculating was done or not, for almost any man, when it comes right down to it, believes that he is "somewhat of a dandy at figgers himself."

"Cleveland Bicycles."

The improvements in the 1897 model of this well known bicycle are more than twice as great than in any other bicycle on sale this year. The makers have succeeded in so improving the bearings and running parts of the new model that it would seem impossible to make any further improvements in them. Call and see them at Fobes Bros.', 1120 Second avenue.

Queen City Good Roads Club.

Regular monthly meeting of the Queen City Good Roads Club will be held at municipal court room Monday, May 10. All members and others who are interested in bicycling are requested to attend.

Get Alaska Tickets.

Pacific Coast Steamship Company office, 606 First avenue.

The Pacific Coast Steamship Company's steamer "Umatilla," sailing from San Francisco on May 11, will carry general merchandise to Seattle at $1.00 per ton.

Wagner's band, Madison park, today.

Guess on the Phoenix today.

CRESCENT

Healthful and Nutritious.

1 lb., 25c.

Will do all that any other Baking Powder does, AND DO IT BETTER.

CRESCENT MANUFACTURING COMPANY, SEATTLE.

Golden Rule Bazaar Co.

Ice Cream Freezers from $1.25 up.

Hammocks from 75c up.

Bird Cages from 60c up.

Clocks from 65c up.

Also a full line of crockery, lamps, housefurnishings, tin, granite, wooden and willow ware, notions, toys, stationery, etc. etc.

Picture Frames to Order.

Golden Rule Bazaar Co.

$500.00 IN GOLD FREE.

Are you a smart speller? We give $500 away in prizes to those able to make the largest list of words from the word SUBSCRIBERS. You can make at least twenty, we believe, and if you can, you will get a present anyway, and if your list is the largest you will get $500.00 in cash. Here are the rules to follow: Use only words in the English language. Do not use any letters in a word more times than it appears in SUBSCRIBERS. Words spelled alike can be used only once. Use any dictionary, and we allow to be counted proper nouns, pronouns, prefixes, suffixes, any legitimate word. This is the way: Subscribers, subscribe, is, sir, sire, rise, rub, burr, cub, cur, crib, etc. Use these words. The publisher of THE AMERICAN WOMAN will give away, on June 15, the sum of $500, divided into sixty prizes, for the largest lists of words as above: $100 to the person making the largest list; $50 for the second largest; $25 each for the next three largest lists; $20 each for the three next largest; $15 to each of the next three; $10 to each of the next nine; and $2 to each of the next forty largest lists. We want you to know our paper, and it is for this reason we offer these premiums. We make no extra charge for the privilege of entering this word-building contest, but it is necessary to send us 25 cents, silver or stamps, for which we will send you our handsome illustrated 28-page magazine for six months, and the very day we receive your remittance we will mail you free the following ten popular novels, by well-known authors: "Princess Bab," by Frances Hodgson Burnett; "Hugh Bickerstaff's Wife," by Ella Wheeler Wilcox; "Amy's Lover," by Florence Marryat; "Why They Parted," by May Agnes Fleming; "Guy Newton's Revenge," by Mary Cecil Hay; "Our Mutual Enemy," by Jane G. Austin; "Clarissa's Choice," by "The Duchess;" "Laura Belton's Secret," by Helen Forrest Graves; "Gold and Glitter," by James Franklin Fitts; "Uncle Lot," by Harriet Beecher Stowe. This offer is the greatest you have ever had made to you. Send your list at once. If you win one of the prizes your name will be published in our July issue. Address THE AMERICAN WOMAN, 152 and 154 Nassau street, New York City, N. Y.

Mail Orders Solicited.

Wholesale Entrance On University St.

Fraser & Wilson

1219, 1221, 1223 SECOND AV.

THE LEADING CLOAK AND MILLINERY HOUSE.

A New Department.

We have opened a department for the manufacture of Women's Dress Skirts for which we ask the consideration of our customers and the public. We are prepared to take your order and deliver on a day's notice. Dress Skirts made to your own measure of any material in our Dress Goods stock at the same price as you pay for ready-made goods.

We guarantee that the fit, finish and workmanship will be in every instance superior, and the price as low as any sweat shop product. Last summer we paid out hundreds of dollars right in this city to have these goods made here. We are now employing help directly at fair wages and confidently ask the support of every loyal Seattle woman. The success of this department means that a great deal of money that is now sent to New York will be kept at home. And we can sell you a better article better made, for the same price and in many cases for a less price.

Dress Skirts made to measure in black and colored materials for $1.98, $2.50, $3.50 and $5.00 each.

All qualities, taffeta rustle lined, velveteen bound and correctly made. Special bargains tomorrow.

500 Ladies' Percale Shirt Waists, in latest Persian styles, made with yoke back, finished seams, and self-detachable collars, a better and prettier waist than you can purchase elsewhere for 75c. Our price 50c each.

500 Imported Dimity and Organdie Waists, in the very newest designs, made with detachable collars and detachable cuffs, the daintiest and prettiest goods we have ever shown, regular selling price $3.00 and $2.50 each. Our price tomorrow, $1.29 and $1.50 each.

ANOTHER WRAPPER EVENT.

A New York manufacturer who needed money offered us 100 dozen Wrappers at just half the regular selling price. The goods arrived yesterday and we sent him a draft for the amount. We are now going to pass these goods on to you on the same terms as we bought them, just half price. Come prepared to buy. We never saw such values as this lot contains. You know the reputation of our Wrappers. Better made, better fitting and prettier patterns than you can find anywhere. And when such an opportunity offers, to buy goods of such a character at half the market price, it will pay you to take advantage of it.

Eldredon Flannelette Wrappers, in beautiful patterns, yoke and sleeves trimmed with silk baby ribbon, inner fitted waist, perfectly made. All bust sizes from 32 to 46, regular selling price in our stock $1.90 each. Tomorrow and while they last, 98c each.

English Percale Wrappers, in dark Persian styles, yoke trimmed with fancy braid, inner fitted waist, all bust sizes, regular price in our stock $1.75 each. Tomorrow and while they last, 98c each.

A CORSET OPPORTUNITY.

One case 50 dozen Seldom Corsets (we christened this Corset the Seldom because you seldom see such a corset at the price), in fast black satine and drab coutil, well made, extra long waist and perfect fitting, a wonderful bargain at 50c pair.

Millinery Dep't.

SPECIAL SALE OF UNTRIMMED HATS.

10 cases, 50 dozen, Ladies' and Children's Rough and Ready Sailors in black, white, brown and navy, regular price 20c and 25c, for this lot 10c each.

25 dozen Children's Straw Sailors, trimmed with ribbon, in navy blue and brown, usual price 25c, while they last 15c each.

25 dozen Children's, Misses' and Ladies' Black and White Leghorn Flats, fine quality, all crown sizes, would be cheap at 50c, our price for this lot 25c each.

25 dozen Ladies' Straw Sun Flats, in black and brown, regular price everywhere 25c, special at 15c each.

10 dozen Ladies' Straw Sailors, new shape, silk ribbon band, regular price 50c, tomorrow 35c each.

15 dozen Children's, Misses' and Ladies' Black and White Leghorn Flats, low and high crowns, unusually fine grades at 50c and 75c each.

25 dozen Ladies' Fancy Ko-Ko Braid Sailors, very latest shape, leather sweatband, silk ribbon trimmed, black, white and all colors, very wonderful value at 75c each.

25 dozen Ladies' Fine Milan Sailors, high and low crowns, latest shapes, black, white and all colors, $1 each.

Millinery Trimmings.

Mousseline de Soie, black, white, cream and all colors, double width, only 59c yard.

Silk Chiffon, white, cream and all colors, no black at present, double width, better quality than you can purchase anywhere for $1, our price 75c yard