

THE MOMENTS

WITH THE

Special Correspondence.

June 5.—Among the surprises of the past week has been the departure of Cooper and Hald by Earl Kiser, the Dayton, O. speed merchant. The Cooper and Hald for this year are expected to defeat him when the three recently met at Waltham, the day following the racing season has left the Kiser was as good as done with the two claimants of last year's championship honors. It will be remembered that Kiser had the only successful season abroad, except the unreported victories that were characteristic of Zimmerman's two campaigns on the other side.

Decorations day events invariably hold a certain amount of surprise for those who are cyclists for road races develop "dark" moments which have slipped in good positions by reason of the handicappers' lack of knowledge of the men's ability, and so have won honors which were not expected. The Chicago annual road race is one of the big athletic events of the world, and decidedly the most important road race of the country, rivaling the Paris-Bordeaux and the ribbon road race of the cycling world. When 40 riders enter this one road race it is an impossibility for a handicapper to place within the limit of five minutes for a distance of twenty miles the entire field without benefiting some able but unknown rider. The winner of the Chicago road race was a man, starting from a man of fifty-one years of age, but being a man of fifty-one was thought to be safely disposed of on this mark. He fooled nearly every one interested, though a handful of his club mates were content of his speed and predicted his victory.

The chief honor usually lies with the winner of the time prize and when the handicapping turns out to be well done—a good part of which is given work—the match back mark men stand the best chance of winning time. In the race under notice one scratch man came across the tape winner of fourth time, the three regular finishers coming from the one and two-minute marks. A few years ago, when the historic Pullman road race was the only event of the kind in the Irvington-Milburn, the great road race of the Eastern states, there were few and were so well known that handicapping was a comparatively easy task. Then Lumsden, Van Sicken, Wisp and a half dozen other old war horses were deposited on the back mark with the certainty that one of the bunch would capture time, but long mark men and "dark horses" gathered in the position "prize" much as they do now.

The crowds along the course of the Chicago road race, between Wheeling and Gard Park and at the finish, have been estimated at all sorts of figures, but it is safe to say that close to 10,000 people viewed the race. There were hundreds of cameras scattered along the road and a big bunch of amateur and professional photographers at the finish. Some of the resulting pictures were good, but for the most part the course was too crowded and the shutters of the cameras too slow to yield good negatives. One group of professional photographers had a camera of the type used in making amateur photographs such as are used in the microscope, cinematograph and other devices of a like nature. As the shutter of cameras of this type works in some way like the one twenty-fifth hundredth of a second, the motion of the rider is successfully interpreted.

A year ago, at the last Chicago road race I endeavored to secure pictures of the rider as he crossed the tape, and the plates were to be used in a picture of the cycling magazine. I took as I thought at the time every precaution to have the camera, lens, shutter and plates as good as possible, and with the modern conveniences thought out by practical workers in the art and it was found to be light-tight and to good effect before the exposures were made. The shutter of the camera was of large working aperture and an excellent instrument; the shutter a Leica Triplex, the acknowledged fastest shutter in the market for use between the combination of the lens and the shutter to an estimated speed of 1-150 of a second. It may be remarked, parenthetically, that nearly all the shutters used in part of the cycling magazine were of the type of large working aperture and an excellent instrument; the shutter a Leica Triplex, the acknowledged fastest shutter in the market for use between the combination of the lens and the shutter to an estimated speed of 1-150 of a second. It may be remarked, parenthetically, that nearly all the shutters used in part of the cycling magazine were of the type of large working aperture and an excellent instrument; the shutter a Leica Triplex, the acknowledged fastest shutter in the market for use between the combination of the lens and the shutter to an estimated speed of 1-150 of a second.

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The picture was made late in the day, something like 4 p. m., and the light conditions were unfavorable for such quick work, but there was no motion in the negative, every spoke showing with startling clearness, and the likeness of John Geterbrook in the foreground being good enough to satisfy the riders themselves. If any cyclo-photographer essays this branch of the art it will be well to first secure a shutter of this type, or, if this is deemed an unnecessary expense, let the camera be so placed that the riders will cross the field of view at an angle of 45 degrees from the plane of the plate. In this way the forward motion will not be so noticeable, but even at this angle when the rate of speed is excessively high, a quick shutter will be required and careful after treatment of the plate.

B. V. H. SCHULTZ.

BICYCLING IN PARIS.

Costumes of the Girls of Three Nations Contrasted.
Among the women cyclists there are three distinct styles in dress—the French, the English and the American, writes Nina Geterbrook in the Chicago Times-Herald. The French women wear bloomers. No light knickerbockers after the fashion of a few of our American sisters a year or two ago. But their bloomers are not very full at the knees, growing tighter and tighter toward the waist. This gives them the look, when a girl is standing or walking, almost of a skirt. When these are perfectly made, and more so when worn by a petite little person, they are very attractive. But, alas, they are too often "home-made," and all the figures, even of French women, are not perfect. So that the general average of bicycle suits worn by the "best dressed women on earth" are what we would call "frights."

To add to the general unattractiveness, there is a large just now for a material of a black and white check. One meets these hazy trousered damsels in their black and white check with white double-breasted jackets, cut straight at the back, and their sailor hats tilted over their foreheads, on every highway and in the by-ways.

I sat with a young French girl on a bench under a broad-leaved chestnut tree yesterday in the Bois de Boulogne. We watched the cyclist speed by. She would say: "Those are English; those others are French; those two are Americans." "But how can you tell?" I asked. "It is easy enough," she said. "Watch, and you will see for yourself. There come two long, floppy dresses. Look how red those girls are in the face, how tired they look. They are English."

How the English Girl Rides.

Sure enough, as they came near us there was a distinct difference. "I don't know how low they have their saddles, and how far back from the pedals they sit," continued my friend. "The English woman do that. They ride a bicycle as if they were ashamed of it and had only half got their own consent to it. They wear their long street dresses the regular width, and then they encumber their machines with guards enough to sink a boat. In order to keep their dresses out of their wheels. If they were not so strong as animals it would kill them, they make such hard work of it," she declared.

"Here come two Americans," she continued. "See how straight they sit over the pedals and how high their saddles and handle bars are. They ride like the wind, and are so independent. Look at their short, neat skirts and tailor jackets. Look at their fresh shirt waists and bright ties. But look at the heavy leather leggings they have on. That is the only silly thing the Americans do. They wear it."

American Bicycles at a Premium.

American bicycles are at a premium here, especially those for women. They are lighter and more elegantly put up than the American ones. The French and English wheels both have iron rims, the reason given being that wooden rims would not stand the tremendous amount of rainy weather which lasts for months together. Paris has not the happy facilities for cycling which Chicago possesses. These accustomed to miles and miles of boulevards with their smooth pavement miss them in the narrow, crowded streets of Paris. Those streets which have the asphalt pavements are so crowded as to make riding a menace. The Bois de Boulogne is the only large park which Paris possesses. And riding there is ideal, more ideal than anything we have in America, provided one goes out early enough in the morning before the Parisians get out for their airing before their detourer, which comes usually between 12 and 1 o'clock.

The Bailey Automatic Bicycle Brake.

The Bailey automatic brake is apparently a device of great interest. Its inventor makes strong claims for the device, and dozens of riders who have used the brake speak highly of it. The Bailey brake consists of a compound lever with a shoe attached, clamped to the lower forks of the frame. The free end of this lever is provided with a ball-bearing roller, which rests just above, but normally not in contact with, the chain. A rider desiring to slow down or stop, or to keep his wheel in check descending a grade or

splitting tales of ancient duels, and again one must thread his way carefully along the brink of some mirrored lake where there are swans, white ones and black. It is the sense of the accident always which charms one into unreality. Here and there are broken columns and fallen cornices, all overgrown with ivy and moss. Ivy creeps everywhere up the tree trunks, mingling with the moss with their very tops. One forgets they are riding a bicycle at all until suddenly at a turn of the path they come to the Avenue de Longchamp or the Avenue de Bois de Boulogne, where the driving has already begun, say at 10 o'clock. It will continue until noon and is one of the daily sights of the Bois. One can trundle their wheel under the shade and watch this scene so different from the shady bypaths they have quitted, disturbed only by the twitter of the birds.

OF L. A. W. MEET.

The Races Will Be Run on a Three-Lap Board Track.
PHILADELPHIA, June 12.—Professional and amateur racing men all over the country cannot fail to be interested in the announcement that the races to be held in connection with the eighteenth annual meet of the L. A. W. which will be held in this city, August 4-7, will be run off on one of the fastest tracks in the country, if not in the world. The executive committee of the board of the Philadelphia Amateur and Professional Cycling Club last Friday informed by the Willow Grove people that a three-lap board track, costing close to \$10,000, would be laid down over the present track before the Fourth of July. This is how it came about.

On Decoration day the first meet of the season was held on the Willow Grove track, and so great was the attendance (12,500 paid admissions and about 100,000 spectators, who surged into the enclosure, after breaking down the fence), that the management's eyes were opened to the possibilities of financial gain in properly conducted bicycle races made on a large scale. It was also brought to their attention that had the weather been rainy in the morning, or, in fact, had rain fallen the previous night, it would have been impossible to pull off the races on the present clay-and-timber track; and as a result, they would have been thousands of dollars out of pocket. It was therefore with a desire to prevent any considerable loss through the hazard of the weather on the 6th and 7th of August, that it was decided to lay down a wooden track—and at once.

O. S. Russell, the well-known race meet promoter of this city, was immediately dispatched to New York to hunt up "Charley" Ashinger, the famous long-distance professional, who, as Russell explained, "knows more about the best building board tracks than any other man in the country knows in a year." Ashinger was not in the metropolis, but Russell found Schell, a well-known long-distance man, who informed him that Ashinger's latest address was Updun, a small town in Ohio. After "keeping the wires hot" for some time, Russell finally located his man, who had no time in starting for this city. He arrived here Friday night. Yesterday and today the details of the work completed, and the contract will probably be signed before this bulletin reaches the reader.

While the complete specifications for the new track have not yet been made public, the more important ones are known. The foundations are to be of stone, on which will be set up the supporting timbers, which will be of heavy pine, firmly dressed, with iron stays and bolts. For the surface, a good yellow pine, selected stock, will be used. These boards will be laid lengthwise and bent on the turns, giving, what experts claim to be a surface of the best possible resistance. The entire construction, the surface as well as the supporting work, will be thoroughly coated with waterproof paint. With a view to prevent the annoying glare of the sun, the track by racing men, the surface of the track will be painted an olive green color, except medical testimony having demonstrated that this shade is peculiarly restful to the eyes, which are so often strained by the glare of the sun.

With an extreme width of forty feet along the entire homestretch, the new track will taper down to a width of twenty-six feet in the backstretch. The sweep from the straights into the turns will receive special attention, and the lines will be so accurately marked that, as Mr. Ashinger promises, "if you could get a 'quail' or 'sex' team to go in 1:30 your track would hold them safe enough." The extreme banking will be upwards of eight feet at the apex of each turn.

Bicycle Mechanical Appliances.

"There are few mechanical appliances," says Bicycling World, "which receive as much abuse as the bicycle. The most exacted of them as bicycles. Mainly our sins are of omission rather than commission. The owner of a \$100 watch or gun is jealous in his care thereof, seeing that it is kept clean, bright and well oiled, as a delicate and accurate bit of mechanism deserves to be; but what of our wheels? There is an inexplicable apathy and indifference manifested by us all in common in regard to our mounts, which is reprehensible in the highest degree, and yet the mechanism of a good wheel is as delicate and as accurate as that of a well built camera or high art gun. Who would think of putting the latter away without a thorough cleaning and inspection after each day's use? And yet that is precisely what we do with our wheels. It is safe to say that 90 per cent. of them are not overhauled and oiled in the bearings and chain especially—once in six months. At first, we admit, it is overdue for a few weeks, but gradually we neglect to our indifference, and that wheel is an exception which gets more than an occasional 'lick and promise' in the way of care and attention. A half hour each week devoted to the careful inspection of the chain and bearings would insure years of life and serviceability to our mounts, and ten minutes' time each day, in connection with a little labor judiciously applied, would keep our mounts in presentable shape. As it is most of them are so ill kept in this respect that they detract not only from the dignity of the sport, but from the pleasure thereof likewise."

PROVIN & KEAN

Pike Street, Corner of Fifth Avenue.

Monday We Will Give Gold Dollars for Fifty Cents (Figuratively Speaking).

Our bargains will be such that they will be just about half price. We have customers come from all over the Sound. Why do they go so much out of their way to buy goods from us? Because they know we sell goods cheaper than others. You ask how we can do it? We answer, by keeping our expenses down and selling for cash only.

READ EVERY ITEM CAREFULLY.

2,000 Yards 1 yard wide Unbleached Muslin, Monday 3 1/2c a yard (10 yards the limit).
House Linen, 1 yard wide, Monday only 1 1/2c per yard.
Fruit of the Loom, best made, Monday 18c 1/2, or 6 1/2c a yard.
Lonsdale Cambric, Monday 9c a yard, 10 yards the limit.
50 Big Sheets, best made, all hemmed, only 12c each.
Best Pillow Cases, Monday 5c each.
20 yards All-Linen half Bleached Damask, wide width, 25c a yard, good patterns.
5 Pieces Turkey Red Table Cloth, full width, only 15c a yard, not more than 4 yards to each.
A lot of Crash Toweling, only 2 1/2c a yard Monday.
10 Dozen Ladies' Gingham Aprons, all made good size, only 7c each, 2 to each.
50 Bottles Good Florida Water, Monday 5c each.
1,000 Yards Fine Grandies, Dimities and Lawns, worth as high as 12 1/2c a yard, Monday 5c a yard.
2,000 Yards Plain Chambray and fine Zephyr Gingham, always sold at 10c a yard, Monday only 5c a yard, not more than 10 yards to each.
Another lot of those All-Silk Ribbons in Nos. 7, 7 and 3, worth as high as 15c a yard, Monday 5c a yard.
O. S. Russell, Silk, Ribbed tops, Monday 5c a pair.
Ladies' Beautiful Silk Waists, only 2 1/2c, worth \$4.00 at the very least. We still have a few of those Bleached Muslin Mill remnants left, yard wide for Monday only 3 1/2c a yard.
A lot of our 25c dress goods, Monday 15c a yard. SEE OUR WINDOW.
Immense variety in Ladies' Hosiery and Underwear from 5c and up, all the new colors in hose, oxblood and tans.

CORSETS, we are headquarters, best value in a 50c corset in the city, best line up to \$1.50.
Our Ladies' Separate Dress Skirts are selling very fast, no wonder, when all we make is just the profit on the material.
Just arrived, another lot of Pongee Silk, Monday only 10c a yard, 10 yards the limit, this is only in Pongee color.
Monday our 5 1/2c Silks, all colors, 5c a yard, these are all plain colors, about 22 inches wide.
15 pieces 10-4 Bleached Sheetings, Monday only 14c a yard, not more than 10 yards to each.
All our Best Black and Indigo Blue Calicoes, plain and figured, 5c a yard. Just in, a new lot of Infants' and Children's Mull Caps, Hats and Bonnets, at all prices.
A lot of Children's Soiled Mull Shade hats, were 30c, now 5c each.
A lot of Ice Fringes, Monday 5c a yard.
Thimbles, 1c each.
Men's White Shirts, lined back and front, well made, full size, worth 50c, Monday 25c each, sizes from 12 to 17, only 3c to each.
Boy's Bathing Tights 10c, Men's 15c a pair.
Boy's Suspenders, 5c each.
Men's 50c Suspenders 25c a pair, good ones at 15c pair.
Men's 25c Tuck Ties, Monday 10c each.
A lot of lawn at 3 1/2c a yard.
Immense line of Ladies' Wrappers all cut in the latest styles and well made, at prices about the price of the goods.
Big bargain in Men's Gray Underwear at 25c each.
3,000 yards White Domest Flannel, Monday 3 1/2c a yard, 10 yards the limit.

MILLINERY IS GOING FAST.

Why? Because we have the right shapes at the right prices.
"Der brass iss exhortig by some beoble to know erfending. Dey dond; but dey haf to bredend to. As long as 50c foolz efery day write to der noobers doo ask dem times dot dey could find in dere own dictionaries or encyclopedias, no vunder dot der babers dink dey know erfending."
The coroner then had something to say about the equipment of the coroner's office and the funds at his disposal, declaring that they were handicapped and that, while the growth of the city had been recognized by the increased allowance for every other department, the coroner's office was an exception and was not properly equipped for the discharge of its duties. He finished by declaring that he had always striven to do his duty as he saw it, and thanking his friends for the honor they did him. "I will never be forgotten," he said as he sat down amid hearty cheers.
There were letters of regret, expressing admiration for the coroner, from Otto Irving Wise, Theodore Tuttle, Judge Geigerich, Carl Schurz, Edward Lauterbach, who thought the dinner had a "political complexion," and a poem by Heinrich Binder. Prof. Schurwenka played his own "Polish National Dance" to the great delight of the company, and there were speeches and good cheer until a late hour. It was a great night for the little Dutch coroner.

See Our Goods. It Will Pay You to Do So.

PROVIN & KEAN

Pike St., Corner Fifth Av.

HIGH JINKS OVER HOEBER.

The New York German Coroner Defends Himself.

Was Coroner Hoebler a proud and happy man last night? He said he was and he looked it, every inch. It was at the Hotel Savoy, where the New York Tribune, that he said and looked it, for more than 100 of his friends and admirers gave a dinner there in his honor, and the "little Dutch coroner," as he delights to be called, was the guest of honor. He had his health drunk until his size visibly increased. The gathering was mostly German as to nationality, but there were present a number of men who had been prominently before the city in one or another capacity, and they all drank the health of the coroner as deeply as was seemly, and they cried, "Hoeb, coroner!" with all their might and with all their voices.
Henry S. Stark set the oratorical ball a-rolling, saying that, although Coroner Hoebler had been cartooned and lampooned by an uncharitable press, he had not been so lampooned as that must have reminded many a reporter and editor of the long-suffering Job. "When you have a man," said he, "that persistently denies the coroner, you have a rich blinder." Prof. Schurwenka played his own "Polish National Dance" to the great delight of the company, and there were speeches and good cheer until a late hour. It was a great night for the little Dutch coroner.

MY SPIRIT.

Hidden way down deep within my sad old
Lives the quaintest and the queerest lit-
tle elf.
"I cry out," "Hush! I'll put you on the shelf!"
Or try to buy my peace with smiles, tears or
gold.
He just laughs at me, or sings,
And steals my grave thoughts—that wicked little fairy—
When a wink at me he flings.
Immortal he seems! And I have woven his
Froon fables and vanities that we will not
forget.
He finds material in country and town;
Yet I have not the courage to say night
to dawn.
For he too much pleasure brings,
—Elvira Fried Froemcke.

S. A. C. Cyclers Attention.

There will be a club run next Sunday morning at 10 a. m. All members will please report at the Club house.

The most refreshing summer beverage is Rainier Beer. Popular everywhere. Telephone Main 30.

Mrs. Edmunds will sing at Madison park today.

HURRAH

FOR THE GLORIOUS FOURTH.

FRAGS, PISTOLS, FESTOONING, ETC.

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The Rosy Freshness

And a rosy complexion of the skin is invariably obtained by those who use POZOSKI'S Complexion Powder.

AMUSEMENTS.

Y. M. C. A. Park.
W. M. C. RUSSELL, Acting Manager.
Every night at 8:15, for a short season, starting Tuesday, June 8, America's King of Horse Taming.

Prof. O. R. Gleason,
THE FAMOUS.
A Giant animal entertainment of Training, Handling and Educating Wild, Wicked, Vicious Horses, and city world circling bareback riders in a bewilderment of Equine Spectacle. Every performance will be given with local horses. Admission, 10c, 20c and 50c. Seats on sale at Lee's Pharmacy.

Diamond Jubilee Celebration....
Victoria, B. C.,
June 20, 21, 22 and 23.
Sunday—Parade scene, Monday—Review of H. M. forces, illumination of new parliament buildings and city world circling bareback riders and fireworks. Tuesday—Regatta, naval races, Indian war canoe races, launch races, etc. Wednesday—Yacht races, shooting matches, sports, etc. During celebration a band competition will be held. Prizes of \$100 offered also. Lacrosse, baseball and cricket matches and bicycle races. Special rates from all points. For full information write BEAUMONT BOGGS, Secretary.

MANY PERSONS

Do not see as well as they should. Others see well, but their eyes become tired. Others suffer with constant headaches, which medicine does not relieve, because the headache comes from eye-strain and the only remedy is a pair of glasses properly fitted. If for any cause your sight is defective, call on us. We have the appliances, skill and experience to fit any eye that glasses will help.

H. Clay Eversole, Specialist, 720 First Avenue, Seattle.

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No Rocks.
No Dirt.

Only Washed Coal Sold in Seattle.

Calcutta Grain Bags, Ore Bags, Hop Cloth

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IDEAL SUMMER RESORT.
Rates \$10.00 Per Week; \$30.00 Per Four Weeks.
Steamer Delta leaves Seattle Tuesdays, Thursdays, Saturdays at 7 a. m. Stops connects with all boats, making the entire trip in one day.
W. T. PUTNAM, Proprietor.
Correspondence solicited.

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Original and Only Genuine.
Prepared by Dr. J. C. Pennyroyal, 1000 Broadway, New York City.
Solely for medicinal purposes. No opium, no alcohol, no other harmful ingredients.
Beware of cheap imitations. Ask for Pennyroyal's Pills. 10c per box. 25c per box. 50c per box. 1.00 per box. 2.00 per box. 5.00 per box. 10.00 per box. 20.00 per box. 50.00 per box. 100.00 per box. 200.00 per box. 500.00 per box. 1000.00 per box.

BLOOD POISON

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Sore Throat, Erysipelas, Copperhead, Ulcers, Boils, Carbuncles, Etc.
Wanted cured in 10 to 25 days. 100-page book free.

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SEGURO
DO NOT LIVE IN IGNORANCE
SEND STAMP FULL PARTICULARS
WILBER SAFETY PAIL CO.
FRANCIS J. KILGUS, SACRAMENTO, CALIF.

SANTAL-MIDY
These tiny capsules are not only the most effective, but also the most pleasant in which to take the medicine.