A FEW MOMENTS WITH THE CYCLISTS.

CHICAGO, July 3.—In the development of the bicycle from the earlier types the elimination of friction has been the subject of perhaps more study than the perfecting of the general design of the machine. The first bicycles had characteristics of the present popular safety, the two wheels arranged in line, one in front of the other, but in the application of the power, the rear wheel now is used for the driver, leaving the front wheel free for steering alone. Bearings were originally constructed with parallel cylindrical surfaces which, under the correct conditions, ran with but little friction, but the absence of any provision for adjustment after wear was a serious drawback and inventors went around for some device which could be applied to a machine, affording taking up after the parts had become worn from contact of the two surfaces. The question of end thrust also called for an improvement and the cone bearing was tried. This type of bearing, although unsatisfactory under working loads, was adjustable and undoubtedly suggested the ball bearing as used in the majority of wheels today.

The inventor of the ball bearing as applied to bicycles, was William Bown, of England, and his bearings were for years sold all over the world to makers of bicycles. The first bearing was used on the earlier models of the Victor and other Eastern made wheels, and at the time was considered a thoroughly satisfactory device. The cones were turned up on a solid axle, a pair on each side of the wheel, and two cups threaded into a case were used for adjustment. The bearing was not unlike the latest patent of disc-adjusting bearings, as used on several '97 models. The cup moved in and out for the adjustment instead of the cone and but for the poor quality of material used in these Bown bearings, they would undoubtedly have remained practically unchanged until today.

The double cups and cones, with two rows of balls on either side of the driving wheel of the safety, proved too expensive a detail of construction for the manufacturer, and as the Bown patent eventually expired, makers cheapened and at the same time improved the system by using but one row of balls to a side and one pair of cups and cones. This called for a change in the arrangement of the axle shell, as the safety was just then taking the place of the ordinary, the hub was so designed that it carried the cups, and the axle was threaded for the cones, either cone being adjustable.

The shape of the cones and cups was changed from time to time to provide a different contact between the balls and the faces. One of the popular types of bearings is known as a two-point; that is, the balls roll between two concave surfaces, the concavity of which are such that the periphery of the ball is in contact with the cup and cone at only two points. Another type, known as the three-point bearing, has the cup or cone so constructed that a truncated cone is used for one side of the ball and the opposite side rests against two planes which are sections of cones of different angles. In a bearing of the latter type if the angles of the cup and cone are correct the wear is evenly divided, all three surfaces wearing alike, but the varying conditions render more than a theoretical solution of the problem difficult. If a bearing will last through a season, or for two years at most, the rider usually puts his faith in the device and the manufacturer figures that the design is correct.

There is, however, no excuse for a bearing to wear out in a short period, and if the balance of the machine is good the wheel should be serviceable for a number of years. It is the yearly change in model that is responsible for the discarding of many good machines; for, in repair shops and bicycle liveries may be found hundreds of wheels made in the early '90's which are easy running and with bearings apparently as good as new. The choice of material is an important step in the manufacture of bearings which shall run with a minimum amount of friction. A few years ago it was the fashion to use bar steel, known to the trade as shafting or machinery steel. This metal is comparatively soft and works under the tool easily, so that it was a favorite material for shaping into cups and cones and other small parts of a bicycle. However, the metal will not temper and to secure a surface hard enough to resist wear the parts must be case-hardened. There is a great difficulty in producing a satisfactory job of case-hardening, it being a well-known fact that but one large maker in this country, the Pope Manufacturing Company, succeeds in turning out case-hardened cups and cones which are quite the equal of tempered tool steel bearings.

Tool steel, containing a large percentage of carbon, and consequently worked with difficulty in a lathe or screw machine, presents a number of objections to its general use by reason of its hardness. It is, however, tempered with uniform results and if a manufacturer will select this material for his cups and cones and properly treat it after shaping, the bearing will wear an indefinite time and the wear will be uniform. Tool steel of high carbon may be tempered as hard as desired, care being taken, of course, that the degree of temper is not brought to the point where the grinding strains in the bearing will fracture cup or cone.

One of the difficulties in producing an easy running bearing lies in the variation in the size of the balls. Steel balls are offered in the open market which are guaranteed to micrometer within 1-2,000 of an inch of the rated sizes, but when a Brown and Sharp micrometer is put on a number of the balls they will be found to run wide of the mark. An expert in this city recently gauged over 2,000 balls before he found enough to fit out the bearings of special hubs with which he was experimenting. He stated to me that the balls were approximately round and close to size, but of the lot there were only a few over thirty which measured exactly the size he had calculated on when he designed the cups and cones. Until some more accurate method of manufacturing steel balls can be worked out ball bearings will never reach their maximum efficiency.

In addition to ball bearings the roller bearing has been tried for bicycles, but so far with small success. The latest invention in the way of a roller bearing provides a series of cylindrical rolls arranged around the circumference of the axle and within the hub which is lined with a hardened steel core. The rollers are inclosed with seats which are drifted around the circumference in such a manner that they engage with a series of studs having semi-spherical ends which project through the liner and the axle. By means of these studs the rollers are fed to the top of the axle when the wheel revolves and the rollers at all times keep upright. A personal test of a machine so built demonstrated that it ran with surprising ease, and but for the slight endplay the device seemed to be perfect. However, the present popular ball bearing, as an eliminator of friction in bicycles, will have a long reign before it is replaced by any other system, and it is in the perfection of the angles and nicety of construction that manufacturers and riders must look for easier running bearings.

Of the two pronounced types of bearings, cone and cone adjusting, the former is to be preferred if it is constructed in such a manner that there is nothing left for the adjustment of methods or material. A disc-adjusting bearing provides for a stationary cone on the axle or shaft and the adjustment in the distance between cup and cone is made by turning the cup in the hub or crank-hanger. In bearings of this type the cone has its greatest diameter inside, the taper pointing outward, and the cup has its dish inside. There is one objection which might be argued against disc-adjusting bearings, namely that the cup being of large diameter and threaded into its support may, under strains, rock in the hub or hanger, but this detail may be remedied by proper shop methods. A bearing of the usual type is oftenest made with the cup pressed into the hub or hanger and the cone threaded on the shaft or axle. This cone may also rock and in practice it does, but being of smaller diameter than the cup the parallelity of the bearings is not greatly disturbed. A marked advantage in a disc-adjusting bearing is the facility with which the front and rear wheels may be taken out of the frame without disturbing the adjustment, it being possible and practical to remove the wheel, ship it to a maker for repairs and receive it on its return without the slightest change being necessary in the relative positions of the cups and cones. In the matter of adjusting bearings when the wheel is in actual use the common style of cone-adjusting bearing presents difficulties for the rider because of the loosening of the lock-nut and subsequent tightening of the bearing when the nut is turned home, and in many wheels the knurled cone-head is so located that it cannot be reached with the fingers. A disc-adjusting bearing, as usually constructed, may be adjusted without a tool other than an ordinary spanner, and a few patterns are now made which adjust and lock with only the fingers for tools. In addition to the friction found in the three main bearings of the wheel there are other problems to be solved, notably the reduction of the friction of the rivets in the chain and the chain blocks and the sprocket, but the discussion of the chain may well form the subject for a future letter.

B. V. H. SCHULTZ.

Home Pride Struck by Wheels.

Chicago Chronicle.

Many lines of trade have complained of the effect of the bicycle craze, but one did not expect to hear that wheeling had affected the making of furniture. Yet that is what is asserted by the manufacturers of Grand Rapids. They say that so extensive has the passion for wheeling become that it has actually undermined the pride which the heads of families formerly took in the interior furnishings of their homes. Instead of furnishing their houses with articles of taste at moderate or even great cost and constantly adding to or replacing the goods, they now put the money into wheels. This is no guess at the cause of the falling off in the furniture trade, but has been determined by actual investigation. If this is really so a reaction in the bicycle fever may be looked for.

Cold Drinks Injurious on Hot Days.

"A word should, perhaps, be said as to the unwholesomeness of the extremely cold water, tea, lemonade and other liquids, which are so extensively used throughout the United States," writes Mrs. S. T. Rorer in the July Ladies' Home Journal. "These cold drinks reduce the temperature of the stomach, thereby checking digestion, and for this reason should be avoided during or immediately after meals. It cannot be denied that one may be become a toper on non-intoxicants as well as intoxicants, and that it is very easy to create a strong desire for frequent draughts of any pleasant, cold drink. Where perspiration flows freely the effect is less serious, but in most cases the free use of cold draughts disturbs the stomach, and it would be much better is they were entirely given up. Teach your little ones, as well as yourself, to be satisfied with water at a temperature of 50 degrees, and to limit the amount of sweet drinks taken. In the evening, and possibly between meals, one might indulge now and then in a glass of lemonade, orangeade or currant punch. For a tennis party the various mixtures like Oriental punches will appease the thirst, and iced chocolate served at luncheon is certainly an agreeable food, as well as a pleasant drink. Cafe frappe comes under the same head."

COOKING ACCORDING TO SCIENCE.

Give me a spoon of oleo, ma,
And the sodium alkali,
For I'm going to bake a pie, mamma,
I'm going to bake a pie.
For John will be hungry and tired, ma,
And his tissues will decompose,
So give me a gramme of phosphate,
And the carbon and cellulose.

Now give me a chunk of caseine, ma,
To shorten the thermic fat;
And hand me the oxygen bottle, ma,
And look at the thermostat;
And if the electric oven's cold
Just turn it on half an ohm,
For I want to have supper ready
As soon as John comes home.

Now pass me the neutral dope, mamma,
And rotate the mixing machine
But give me the sterilized water first,
And the oleomargarine.
And the phosphate, too, for, now I think,
The new typewriter's gulf,
And John will need more phosphate food
To help his brain a bit.

—New England Magazine.

Notice to Excursionists.

Steamer Greyhound will make two round trips between Seattle and Everett on Sunday, July 4. Leave Seattle 12 m. and 5 p. m. Leave Everett 2:30 and 7:15 p. m.

F. B. hams, boiled and sliced. Dell-catessen.

"Carnival of Madrid" and fireworks this afternoon and evening. Madison park.

ONE FOOLISH FEAR.

MAKES WOMEN RIDERS AWKWARD AND UNCOMFORTABLE.

How to Look Well on a Bicycle—Saddles and Handle Bars Out of Position—As Easy for the Ordinary Woman to Appear Well as to Look Ill—A Few Pointers.

One foolish fear does more to keep a good many women from riding bicycles than do all other considerations combined. It is fear that springs from their own womanly vanity—the fear that they will not look well.

The truth of the matter is that it is as easy for the ordinary woman to look well on a bicycle as it is to look ill. It is all a matter of dress and the adjustment of the bicycle. All that is necessary for the ordinary woman is to get a befitting costume and then arrange the various parts of her wheel so that the machine seems a part of her as she rides it. It is not a bit harder to have a bicycle adjusted to fit than to have it adjusted so that it does not fit, and the difference in appearance is everything. In most cases the changes necessary to alter the position and appearance of a rider from bad to good can be made by raising or lowering the handle bars or the saddle, or moving the latter a little forward or a little back. In nine cases out of ten women who look and feel awkward on wheels do so because the seats and handle bars of their machines are not properly adjusted.

The accompanying pictures show some of the many shades of differences between the right position, in which a woman may ride gracefully and easily, and the wrong positions, in which she is sure to look awkward and uncomfortable. Many women may find in these pictures, too, hints that will hepl them to correct their styles of riding and enable them to better enjoy an exercise which has been only half pleasurable in the past, because they did not know how to follow it.

ONE GOOD AND FOUR BAD POSITIONS.

With the Saddle Too Low.

It is easy to see what is the difficulty with the woman shown in figure No. 1, what it is that makes her look as if she were working a sewing machine rather than riding a wheel. Her saddle is too low. If it were raised to its proper height her knees would not pump up and down before her chin with every revolution like a pair of piston rods. If it were raised she would have a decidedly better appearance, her skirt would hang better, she would ride more easily, and it would not be hard for her to guide her wheel, as it certainly is in the position in which she is shown.

The awkward position shown in figure No. 2 is the result of having the saddle too far back from the handle bars, so that the rider can just reach the steering apparatus and no more, and so that she has to push forward on the pedals almost as much as down in propelling her wheel. The position which that adjustment of the machine gives makes the rider look as if she were trying to keep her seat on a bucking broncho from which she was expecting to be thrown at any instant. If the saddle were brought forward a little and raised slightly the position would be good. The lady would be sitting over the pedals, too, rather than behind them, and would have enough of her weight on the handle bars to guide her machine easily and safely.

There is such a thing, however, as having the saddle too far forward and too high, as is shown in figures 3 and 4, which illustrate positions just the reverse of those in the figures explained above. In figure 3 the rider has the appearance of climbing a steep hill and of working very hard in the ascent, simply because her saddle is too low and too far forward. She has to push back on her pedals rather than down, and has not room enough between the saddle and the pedals to give full swing to her knees. Raising the saddle and putting it back a little would give the rider a graceful and easy position.

With the Seat Too High.

The difficulty shown in figure 4 is the opposite of that in figure 1—the saddle is too high. The rider has to tip forward in order to touch the handle bars, and her toes just reach the pedals when they are at their lowest point in making a revolution. That attitude is, perhaps, the most tiring that can be assumed by a rider on a long journey, as it throws the entire body out of position. The adjustment would be correct if the saddle were lowered so that the pedals and handle bars could be reached easily, and the lady would find cycling much easier and more pleasurable than she can in the attitude in which she is shown.

All that is necessary to make any of the changes suggested and to adjust wheels so that the riders can look and be comfortable rather than awkward and uncomfortable is a monkey-wrench and a little common sense. With those nearly all the changes that are necessary to put women's wheels in proper condition can be effected.

A proper position for a woman on a bicycle is shown in figure 5. The rider there sits easily and gracefully, and the work of propelling her wheel is not half the work exerted by any of the others. She not only looks well, but it is a position in which cycling exercise is play rather than labor, and beneficial rather than hurtful.

Here are two good rules for women (and men as well) to follow in adjusting their saddles and handle bars:

Have the saddle so high that the heel of the foot just reaches the pedal when it is at its lowest point. That will allow for plenty of "leg play" when the pressure on the pedals is exerted, as it should be, by the forward ball of the foot.

Have the handle bars so adjusted that part of the weight may be carried there when it is desired to lean forward for a change of position, but not so low that any great amount of weight has to be supported there when the rider reaches the bars at all.

If these two rules were followed, so far as the adjustment of saddles and handle bars is concerned, the awkwardness of a good many women on wheels would be obviated.

On Style in Riding.

An English writer on "Style in Riding" has this to say:

"Although it cannot be denied that there is a growing inclination to adopt a more rational pose in the saddle, we greatly fear that a critical analysis of the thousand and one peculiarities which go to emphasize individual styles conveys little assurance that style in riding is to any extent studied or appreciated. This, perhaps, will never be done until some instructor, sufficiently alive to the importance of the matter, devotes special attention to it and makes a reputation in connection with the fair sex. At present far too many novices are teaching other novices how to ride, and it is not surprising under the circumstances that errors are made and ingrained into the rider's style which are never eradicated. Even in the cycle riding schools matters of this kind are simply passed over. The instructor who best pleases his employer is the man who turns out a riding pupil in three lessons or so. It matters not how he or she rides so long as balance is preserved, a straight or nearly straight course secured and the fee earned. Of course, until this sort of teaching is improved on it will be impossible, or next to impossible, to hope for any improvement in this direction.

"Yet cycle riding schools are just the places where style ought to be appreciated and its importance insisted on. A graceful rider is a taking sight, and it shows the true stamp of its merit lies in the fact that it secures the appreciation of cyclists of all degrees of efficiency and of those who have not yet become cyclists. We have seen a few—a very few—such riders, and in each case the rider was of the gentler sex. We do not think that this fact hangs on the well understood penchant of the fair sex to appear as attractive as possible at all times; rather would we put it down to some happy chance that set the handle bars, saddle and pedals in such relationship to each other as permitted one, who in any case would have been possessed of a taking style, to pose to perfection.

"With all this it appears to us that the acquisition of a good style in cycling is considerably more a matter of advice and tuition than, say, in equestrianism or dancing. In its highest development the rider will, of course, require some natural gifts of physique or carriage, but it seems a much simpler task to obtain a correct pose on an inanimate than an animated seat. The same trouble as is spent on securing good results in the riding master's hands would yield at least equally satisfactory results in the cycle teachers' and let us hope that fashion will equally approve both. Once let a good style of riding be desired by the society section and it will become a general desire."

To veteran wheelmen it would seem as easy for beginners to learn to ride well at the start as to learn to ride poorly.

HE GOES UP 100 FEET ON HIS KITE.

Charles H. Lamson's Experiment at Rigby Park, Maine.

In August last Charles H. Lamson experimented with his mammoth airship at Rigby park, in Portland, Me. This exploit was regarded then by Prof. Eddy and other experts as the most advanced scientific airship experiments attained up to that time. The experiments then made were with a dummy. Since that time Mr. Lamson has been working steadily, and June 21, by personal ascension on his airship, demonstrated that he has every reason to hope that before long he will attain with his invention phenomenal results in aerial navigation.

Last August the most wonderful part of his experiments was the steadiness of the ship while in midair, and this great feature of the Lamson ship was again made evident by the late trials. Lamson asserted in the Portland Sun a year ago that he would one day demonstrate the feasibility of his plan of aerial navigation, and when the trials were over the critics who watched them agreed that he had gone a long way toward making his claim good.

At Falmouth Foreside on June 21 Lamson ascended to a height of nearly 100 feet on one of his airships. He went up easily and came down all right after spending time enough up aloft to look about him and feel the novel sensation of kiting through the air. Mr. A. Lawrence Rotch, founder and director of the Blue Hill Meteorological Observatory near Boston, came to Portland, accompanied by his two assistants, H. H. Clayton and S. P. Furguson, to spend the day with Lamson and test some of his newly constructed kites. The steamer was taken for Waite's Landing, where Gen. J. M. Brown had given the use of his big hay fields and barns near the shore. The day and wind were favorable and many tests were made of the lifting capacity of the various forms of kites to find those having the greatest efficiency for carrying the weight of self-registering instruments into the upper atmosphere. The visitors were pleased with the performance of two patterns and have ordered them for the use of the observatory. Through Prof. Langley, who is greatly interested in this work, the observatory has received an appropriation from the Smithsonian Institute at Washington. They have now several miles of steel piano wire and an engine or steam winch for winding it in, and they hope to send up their instruments to the unprecedented height of five miles, using one of Mr. Lamson's kites as a leader.

Later in the day the mammoth ship was brought out and very successfully launched. It was allowed to remain up several hours. It was on this kite that Mr. Lamson made the ascent. He was delighted with the novel experience and the easy motion of the kite, and while it was deemed advisable not to go higher Mr. Lamson would have enjoyed a trip still nearer the clouds. Only three or four other men have gone up with kites, and some of them have been raised from the ground by tackle after the kite was sent up. In this case the rider started from terra firma with the kite itself, running along the ground as the kite was drawn forward to give it the initial force. This kite may be taken as a fair illustration of what the experts who saw the trial declared will be the coming airship.

WOMEN'S ODDITIES.

Some of the Frequent Idiosyncrasies of Expression.

The faces of the women one passes in the street form a curious and too often a saddening story. One woman purses up her lips, another screws her eyes into unnaturalness, while a third will wrinkle up her forehead and eyebrows until she looks absolutely ugly. The trick is an unconscious one, but it is none the less a trick, and a bad one. There is no reason why a woman should look forbidding and bad-tempered just because she is annoyed about something. Deep-seated trouble has a way of writing itself upon the face, whether we will or not. Sickness, too, has its own handwriting, and will not be concealed by art.

But the frown caused by superficial troubles should not be entertained by the face for an instant. We should strive to look as pleasant as possible for the sake of others. A corresponding cheerfulness of temperament will inevitably result, and always to the sweetening of our nature. We cannot afford to go about with gloomy faces. To depress others is not for us. Our work is to cheer, to comfort.

This brings us to the question of worry. Can we put it more strongly than to say that it is our duty to put care, worry and fretfulness behind? The habit must be learned. We all know that it is hard, but women are not afraid of difficulties. All we need is to make the first effort. Then we will conquer in the end and not be overcome by troubles, but learn to overcome them.

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Those who make a practice of using the veranda for a sitting room in summer will find a screen very useful for many reasons. It shuts off the hammock from public gaze. Cheap ones can be purchased for $1.50. A handy person can make one of light wood and fancy paper. The uncovered frames can be bought and trimmed with paper, fancy creton or some pretty kind of drapery.

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Lampshades and other useful articles can be made of Japanese paper napkins. One sentimental young woman who has made a practice of keeping the paper servilettes given her at various pleasant parties which she has attended is making a souvenir lampshade of them. They only require to be draped and puffed gracefully upon wire frames that are made for that purpose.

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The Duchess of Buccleuch, who is "mistress of the robes" for Queen Victoria, has precedence of every other lady at court, besides receiving $2,500 a year salary, has as her assistants thirty-nine ladies of rank, all of whom are selected from distinguished families, many being the wives or widows of peers. The "mistress of the robes" attends the queen on all state occasions.

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The youngest lady in the cabinet is Miss Flora Wilson, daughter of the secretary of agriculture. She is a typical daughter of the West, and has the gracious, lively manner of the Western girl.

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A new kind of hook and eye has been invented, which does not require sewing; all that is required it to hook each one onto the edges of articles that are to be fastened together. A card of these is very handy to carry in one's pocket when starting off on a bicycle tour or a camping trip.

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For preventing wrinkles try a little almond oil, rubbed on with the finger, from the outer corner of the eyes, toward the nose. Never rub the eyes when awakening in the morning, but sponge them with cold water, if you wish to prevent wrinkles in the corner of the eyes.

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Gilt China.

It is possible that our grandmothers understod the gilt on the pretty china, which they have handed down in such good condition to their descendants. Soap has a disastrous effect upon the gold, as well as the colors in fine china. Dishes should never be washed in soapy water; wash in hot water and drain your fine china on soft Turkish toweling in the drainer, and dry them with a soft cloth.

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The perfumes which are most agreeable to the senses are not always the best for the nerves. Ambergris, for instance, is positively offensive to many; yet it is said to possess a wonderful power of clearing the brain and driving away the "blues." On the other hand, attar of roses predisposes one to tears. A faint odor of musk acts as a tonic, while civet brings drowsiness of soul, for which the best antidote is the pungent odor of sandalwood. The fragrance of citron and aloewood is as soothing to nervous people as far-off music. Many perfumes are delightful in the open air, but disagreeable in a close room. A whole evening can be spoiled by the presence of too many tuberoses or lilies in the room. Their strong fragrance has a bad effect. There are many fragrant flowers, such as carnations, clove pink, sweet briar, apple blossoms, that are as beneficial as they are sweet scented.

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Fruit in Hot Weather.

There is no diet so healthful as nice, fresh fruits and farinaceous foods with perfectly pure milk. Flesh of all kinds decomposes with great rapidity, both before and after eating, and summer heats greatly accelerate this process. Hence flesh food frequently causes grave derangement of the bowels. All meats are so heating that they should be used sparingly during hot weather, and use nice, fresh fruits in the place of meats. Then, too, the system craves a change from the winter diet.

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Her Feet Are Getting Bigger.

Outdoor exercise has not only made girls' feet larger, but has tended to make girls larger and stronger every way. Girls cannot cramp their feet in boots and enjoy athletics. It is said that at dances you do not see as many dainty feet as you used to.

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A Gallant Lover.

Of all love affairs in the world, none can surpass the true love of the noble boy for his mother. Next to the love of a husband, nothing so crowns a woman's life with honor as this devotion of a son to her. And I never yet knew a boy turn out badly who truly loves his mother. Any man may fall in love with a fresh-faced girl, and the man who is gallant with the girl may cruelly neglect the worn and weary wife. But the boy who is a lover of his mother in her middle age is a true knight, who will love his wife as much in the sere-leaved autumn as he did in the daisy springtime.—Selected.

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Old-Fashioned Jewelry.

Old-fashioned jewelry is again coming into popularity, and the women who disposed of their old brooches and cameos and out-of-date rings are now buying just such articles from dealers in antiques. They are paying a good deal more than they received a few years ago. One dealer, whose shop is filled with curios from all over the world, said: "I have for several years past given new jewelry for old, and I found it a paying business. When a woman has admired a new pin, I have told her that she might exchange an old one for it. In this way I have collected a lot of cameo jewelry that women wouldn't wear five years ago. Without even changing the design of this jewelry I can now sell it for nearly twice its value."

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"How to Cook a Husband."

Like cooking a rabbit, the first thing is to catch him. After catching him, do not let him spoil from neglect. That is as bad as spoiling him by bad cooking, and it is much better to keep him in a pickle or in a hot stew than to freeze him with indifference and neglect. A wise little wife gives this recipe: Get a great big jar of carefulness, put your husband inside of it, and place him where he will feel the warming influence of affection; garnish him over with the spice of cheerful pleasantry and kisses, mixed with sufficient moderation, and cover him with love. Never serve with sauce.

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The Formation of Character.

Character takes shape by a very slow process. No one becomes at a bound that into which he fully matures. Silently, and in a measure imperceptibly, also, we tend in this direction or in that. Then God sends some special contingency or combination of circumstances, and lo! it is disclosed what manner of men we are—upright or false, manly or cringing, true or liable to equivocate, strong or weak.—Moravian.

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How to Curl Feathers.

Feathers may easily be curled if only a little time and care be devoted to them. Have a tea kettle full of boiling water, with steam pouring out of the spout. Hold the feathers in this steam for a few minutes; then with a blunt knife curl each separate feather, and when completed hold the feather in front of the fire a moment to keep the stiffness in. Professional dressers do little else, but of course they are more expert than a mere amateur.

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A Face Shampoo.

Did you ever try a face shampoo? If not, try it once. After a morning of hard shopping, when everything has gone wrong, go to your room, wash your face with the hottest water that can be borne; then with a sponge rub on a little glycerine and pure castile soap. When the face is in a fine lather rub with almond meal until dry. Bathe with clear hot water until all the soap and meal are removed, after which use cold water until the face feels cool and the flesh firm. Dry gently with a soft towel. Moisten a cloth in cologne and rub the eyebrows and all about the roots of the hair. A dash of rice powder will take off the shine and does the face no harm.

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Robert Louis Stevenson's Mother.

Robert Louis Stevenson, unlike some other lights of Scotch letters, did not seek material for "copy" within the family circle, and therefore the death of his mother, which took place in Edinburgh the other day, receives but scant comment from the English papers. One of them, with a faculty for blundering that seems almost supernatural, says that she survived by just two years and a half her famous son, "whom she was visiting in London at the time of his sudden death." Mrs. Stevenson was about 70 years old, and had always lived a most quiet and uneventful life. From the little that Stevenson ever wrote about her not much more is known than the fact that it was to her sympathetic ear that he, while only a would-be novelist, confided his feelings of revolt against the wishes of his father to devote him to an engineer's career. "Mother," he said, after returning from one of the lectures to which he had been sent by his father, "Jenkin was lecturing about strains upon a bridge. I don't want to know what a strain upon a bridge is; I like something with human interest." Long before that he brought to her his first attempt at book-making, a boyish history of Moses, with illustrations representing the Israelites consoling themselves in the wilderness with tobacco pipes. This was when the novelist was six years of age. As far back in his life as the mother could remember his child confidences, her son had an ambition to be a writer of romance. Mrs. Stevenson was a Balfour, and her brother is an eminent Edinburgh physician.—New York Times.

Here and There.

The only people that know much they don't tell are editors and milkmen.

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The longer a man is married the less room he finds for his clothes in any of the closets.

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The people who pray hardest for the millennium wouldn't know what to do with themselves if it really came.

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A woman knows just as much about politics as a man does about when to leave off his winter underclothes.

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When it's himself, a man always says he has accepted a position. When it's about another man, he always says he's found a job.

"One of my sick headaches," you will hear people frequently say, as if the complaint was hopelessly incurable. As a matter of fact, Ayer's Pills not only relieve sick headache, but effectually remove the cause of this distressing complaint, and so bring about a permanent cure.

Miss Lizzie Abrams, late of San Francisco, will sing at Leschi park this afternoon.

Mrs. Jennie Houghton Edmunds will sing at "Carnival of Madrid" this afternoon, Madison park.

Wagner's band at "Carnival of Madrid" this afternoon and evening. Madison park.

"Carnival of Madrid" tonight, Madison park.

Langer & Lueben's band will play at Leschi park this afternoon.

"Carnival of Madrid" matinee today, Madison park. 25 cents.

Fireworks tonight Madison park.

Great Reduction in Bicycles—

GLADIATOR BICYCLES,

$45 to $65.

1896 VICTOR BICYCLES,

$60.

All High Grade and Fully Guaranteed.

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GRANDEST AND BEST

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Twelfth Annual Tour.

First Time on the Pacific Coast.

"No show travelling on the American continent today can equal the Walter L. Main shows in size, elegance and grandeur."—Salt Lake Herald, Wednesday, June 16, 1897.

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TRAINED ANIMAL EXHIBITION,
REAL ROMAN HIPPODROME,
FREE HORSE FAIR.

Surely coming and positively exhibit at

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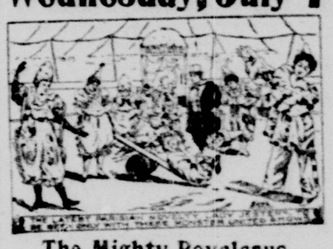

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The farest, strangest, awfulest of all the mighty monsters of the great deep.

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The most wonderful animal actor in the world. Rides a fleet-footed horse as artistically as a human could.

Pierre Perier, High Diver.

The world's highest diver; actually flings himself backwards from the highest point ever dived from.

A Real Roman Hippodrome,

With all kinds of races.

100 Exalted Circus Champions in 150 supreme acts.

The Original and Only Complete

WILD BEAST SHOW.

Seen in a steel-barreled circular den; 100 trained beasts.

Whole droves and herds of Animals, Giant Camel, Long Maned and Tailed Horse, Baby Hippopotamus, Baby Lions, Serpents and Birds.

A Grand Free Street Parade Every Entry Day at 10 o'Clock a. m.
High Dive, 10:30 a. m. and 6:30 p. m.

Doors open at 1 and 7 p. m. Performances at 2 and 8 p. m.

Reserve seat tickets on sale at Lee's Drug Store, Second and Columbia streets.

Must Be Sold in 30 Days.

THIS IS ALL THE TIME WE HAVE LEFT IN WHICH TO SELL REMAINDER OF STOCK OF

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