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NEGRO UPRISING NIPPED

History of the Proposed Insurrection of the Blacks During the War.

HOW ARMY COMMANDERS WERE NOTIFIED

Prompt Action Averts a Movement the Consequences of Which Might Have Been Disastrous to the Participants and to the Union Cause.

(Copyright, 1895, by S. S. McClure, Limited.)

One day in May, 1863, I was seated in the private office of General Rosecrans at his headquarters in Murfreesborough, Tenn., when Charles H. Thompson, one of his aides, entered the room and handed him a letter, saying that the bearer was waiting for an answer. Rosecrans opened the letter and became at once absorbed in its contents. He then asked: "Tommy, what sort of a looking man gave you this?"

"A bright colored mulatto, decently clad, and I should judge of more than ordinary intelligence," was the answer.

"Tell him to wait," said the general. He then reread the letter, and, handing it to me, said: "Read that; tell me what you think of it."

The outside of the letter was worn and leather stained, indicating that it had been pressed between the outer and inner sides of a shoe, but the inside practiced me. It was written in a round, unpracticed hand, which, though badly spelled, showed that its author was accustomed to the hearing of good English. The date was May 18, 1863, and it began thus:

PLAN FOR A NEGRO INSURRECTION.
General: A plan has been adopted for a simultaneous movement, or rising, to sever the rebel communications throughout the whole south, which is now disclosed to some general in each military department in the Seesh states, in order that they may act in concert and thus insure success.
The plan is for the blacks to make a concerted and simultaneous rising on the night of the 1st of August next, over the whole states in rebellion, to arm themselves with any and every kind of weapon that may come to hand and commence operations by burning all railway and country bridges, tearing up all railroad tracks, and cutting and destroying telegraph wires, and when this is done take to the woods, the swamps or the mountains, where they may emerge, as occasions may offer, for provisions or for further depredations. No blood is to be shed except in self-defense.
The corn will be in roasting ear about the 1st of August, and upon this, and by foraging on the farms at night, we can subsist. Concerted movement at the time named would be successful and the rebellion brought suddenly to an end.

The letter went on with some other details and ended as follows: "The plan will be a simultaneous rising over the whole south, and yet few of all engaged will know of its full extent. Please write 'I' and 'Approved' and by the bearer, that we may know you are with us."
"Be assured, general, that a copy of this letter has been sent to every military department in the rebel states, that the time of the movement may be general over the entire south."

ROSECRANS CONSULTS GARFIELD.

"As I finished the letter the general asked: 'What do you think of it?'"
I answered: "It would end the rebellion. Co-operated in by our forces it would certainly succeed; but—the south would run with blood."
"Innocent blood! Women and children!"
"Yes, women and children. If you let the blacks loose they will run like estrays like horses into a burning barn. St. Domingo would be multiplied by a million."
"He said no blood is to be shed except in self-defense."
"He says so, and the leaders may mean us, but they could not restrain their rabble. Every slave has some tool or fangled wrong, and he would take such a time to scourge it."

"Well, I must talk with Garfield. Come, go with me."

We crossed the street to General Garfield's lodgings, where he was bolstered up in bed, just recovering from a fever. Rosecrans sat down on the foot of the bed and handed him the letter. Garfield read it over carefully and, then, laying it down, said: "It would never do, general. We don't want to win by such means."
"I knew you would say so," said Rosecrans, "but he speaks of other department commanders—may they not come into it?"
"Yes, they may, and that should be looked to. Mr. Gilmore tells me that he goes home today. Send by him this letter to the president and let him head off the movement. He can do it by restraining the department commanders. Without their support it will soon fall through."

THE LETTER CARRIED TO LINCOLN.

It was not thought prudent to entrust the letter to the mails, nor with the railway infested with John Morgan's men and Confederate guerrillas was it a safe document to carry about the person. If I should be captured and searched and that were found upon me—with no attending proof to show that the letter was intended as a short shrift and a long rope would be my way to glory. So ripping open the top of my boot, I stowed it snugly away in the lining, and then having a shoemaker seditiously restore the broken stitches, I took it with me to Washington.

In a couple of days in a private interview I submitted the insurrectionary letter to Mr. Lincoln. He read it over thoughtfully and then asked: "Is not this a hoax?"

"Answered that at first I thought it was, however, it bore so many marks of genuineness—its style, just that of an uneducated negro, who had gathered a certain kind of oral culture from intercourse with whites, but not the ability to express himself correctly in writing, and the leather stains upon the envelope—these looked so genuine that it seemed to me it would not be safe to treat it as a counterfeit."

"I told him," he said, "it does have a genuine look. What do Rosecrans and Garfield think of it?"
"I've been thinking on that subject. I guess we had better say nothing whatever just yet. You see if we scoot when he loved it to be a real danger, when it is dead will be time enough to preach its funeral sermon."
"And you will let me know when you are ready for the sermon?"
He promised to do so, and soon the interview ended.

Do not assert that this projected insurrection was not, what Mr. Lincoln at first surmised it might be, a hoax. I simply affirm that Generals Rosecrans and Garfield—and soon Mr. Lincoln—also believed it to be a real danger, which threatened the south with all the horrors of St. Domingo. But, whether the danger was real or not, the action of the president and of the others who had connection with this projected insurrection has the same character of the genuine human kindness toward the south.
All know that the insurance did not take place, and I have always doubted if the conspiracy was so widespread and universal as it was supposed to be by the subordinate leaders who wrote the letter to Rosecrans.

The uprising was fixed for the 1st of August, and a serious outbreak occurred among the blacks in Georgia and Alabama in September. May not those have been the work of subordinate leaders who, madened at the miscarriage of the main design, were determined to carry out their part of the program at all hazards?"

Mr. Lincoln was disinclined to talk about the part he took in the affair. The last he said to me upon the subject was a short time before his death, when he said: "Some time, when I have a little leisure I will tell you the whole of that story." The assassin's bullet cut short the story.
JAMES R. GILMORE.
It is estimated that the sugar beet factory at Chino, in San Bernardino county, California, will convert 100,000 tons of beets into sugar this season. This means the distribution of \$400,000 among the farmers and workmen of that district. The complete yield of the most perfect on the coast. A large number of cattle and hogs are fattened on the refuse of the beets.
When you shut your closet door, lock it with a promise.

THE TURNING OF THE WHEEL

Social Evolutions Set in Motion by the Bicycle.

THE CHAPERON OUT OF BUSINESS

Physical and Educational Elements of Wheeling—The Manufacture of Bikes and Their Cost—A Factory in Operation.

Why do bicycles cost \$100? Lots of folks ponder over that question every day and fail to find a satisfactory answer. Many people think that wheels are made like sewing machines and turned out just as easily. That isn't so a bit. A trip through a bicycle factory shows where some of the heavy cost comes in, and a talk with the manufacturer, who tells of the enormous amounts spent in advertising and marketing his product, makes up the rest of the hundred. And there is no denying the fact that the same competition that has brought the price of wheels down from the \$150 mark of two years ago has also made the expense of putting them on the market considerably greater than it was.

There are, perhaps, two-score of places in Chicago, says the Times-Herald, where the "bikes" are made, and eighteen or twenty of these places are factories devoted exclusively to the manufacture of wheels. Every last one of the local concerns is far behind its orders now, and will be unable to catch up during the rest of the summer. Such a rush for bicycles was never known before, and a great percentage of the increased demand is for women's wheels. Last year women rode 5 per cent of the wheels sold; this year they ride one-third.

MAKING THE MACHINES.

The making of bicycles is an interesting process to watch even for the layman who knows nothing of mechanics, patents and such like things. Some of the machinery employed in the making of wheels is almost human. It is mostly special and very expensive. That is another reason why wheels cost as much as they do. The fact that the best skilled labor is employed in turning them out is another reason. Labor, in fact, is the greatest item. The difference between the cost of the best material and the price is said to be slight that except in the cheapest grades of wheels, there is little object in using the poorer kind.

Just where to start in telling how a wheel is made is a difficult thing. In the making of a bicycle there are four different parts to a bicycle—the wheels, the frame, the running gear and the steering apparatus. Carrying the analysis farther, the wheels are made up of spokes, hubs, rims, tires, spokes, ball valves, cups and cones, and the washers that go with them. The frame is composed of the diamond shaped set of tubes that join the wheels together, the head, through which runs the steering tube, the rear fork, the seat post and the crank hanger. The steering apparatus includes the handle bars, the fork sides around the front wheel, the fork crown and the ball cups and cones on which the steering tubes turn. The running gear takes in the pedals and crank which operate on the sprocket wheels, the chain which connects them and carries the driving power and the ball bearings on which the wheels revolve. The saddle is also a necessity which properly belongs with the frame.

MANY HANDS TO EACH PIECE.

These are the minute parts of the wheel, and each separate piece, whether big or little, requires separate handling many times over before it finally enters into the make-up of a complete wheel. Each piece passes through numerous hands. Before it is finished, each person who handles it taking it a little nearer completion.

In making the rims for wheels, for instance, the workman finds his material in a sheet of steel four feet broad, perhaps, and he cuts it into proper widths and then cuts it to requisite lengths. From these each piece is sent through a machine that bends it into circular form, and on through others that turn up the edges into concave shape to hold the rubber tire. When that is done the two ends are brazed together, holes are drilled for the spokes and the rim is complete except for the nickeling and polishing. The spoke, spoke nipples, hub and washers are all handled separately.

With the new method of making the frames comes the greatest reduction in the weight of wheels. Instead of using small bars of solid steel, as formerly, lighter hollow steel tubing is employed. This lessens the weight without sacrificing the strength, for a tube of steel is said to be stronger than a solid of the same weight. In making the joints, too, there is a great saving of weight. Instead of the old heavy castings and reinforcements, the joints are now brazed, one piece into the other, which adds strength and decreases the weight. In place of the heavy castings used, for instance, in the fork-crown, a vital part of the machine, spokes are now constantly employed to the increase of strength and safety and the decrease also of weight.

SOME OF THE MACHINERY USED.

A great deal of the machinery used is automatic, and can be operated by boys and girls. The making of oil cups, for instance, and the many nuts and rivets used in a bicycle, are done by machines that bite off pieces of steel, turn them about a few times on automatic lathes, and then throw them away complete. Sprockets, wheels and other parts are made in this way. First they are cut in circular form from a plate of steel by a heavy drop hammer, then strung together in a dozen or more, in a machine whose teeth eat out spaces in the rims and make the notches, one row at a time, on the sprocket chain turns. Saddles are first cut out of bit pieces of leather, soaked and put through a lot of forms, till they are pressed into the proper shape. Most of the work done by girls. Putting the spokes in the hub and wheel is a puzzling job, which has been well learned by a lot of boys, and they do it well as men. Putting tires on the rims is simply a trick, too, but they tell you at the factory they will give anyone a wheel who can pull an inflated tire away from the rim.

It is interesting to see the process, however, and one who has the opportunity should embrace it.

THE BICYCLE AS AN EDUCATOR.

Although so much is printed nowadays about the bicycle, says the New York Tribune, comparatively little attention is given to its educational effect upon those who use it. Emphasis is commonly laid on the physical benefits to be derived from wheeling, and none can dispute that these are many and great. It is not only the muscles of the lower limbs which are developed by exercise on the wheel; the muscles of the arms, the chest and the back are brought into constant play, so that on the whole there is even development, and it may be questioned whether any other form of exercise produces more uniformly good results. It is safe to say that no other is at once so exhilarating and satisfactory. Except in hilly regions it can be taken with the greatest moderation, and from this point any degree up to that of violence is attainable.

BUT THE BICYCLE DOES MORE THAN DEVELOP MUSCLE AND SEND THE BLOOD COURAGING VIGOROUSLY THROUGH THE VEINS.

It has an educational value not to be despised. Bicycle riding tends to train the perceptive and judicial faculties to a remarkable degree. Especially is this the case where the riding is done in city streets. The rider must in the first place keep a constant and sharp

lookout on the roadway in front of him.

At the moment it may be clear, but a few seconds may suffice to change the entire situation. At times he has to thread his way among a medley of vehicles of all sorts, and only a cool head and steady nerves will carry him safely through. Constantly he is called on to exercise his judgment as to what course to pursue—whether to go slow or fast, whether to turn on this side or on that, whether there is room for him and his machine to cross the roadway ahead of him in two trucks—and his decisions have to be made in an instant. Little time is there usually for deliberation. Then suppose he has to cross a street car track. It is remarkable how soon a rider who gives his attention to his business will learn to note when a considerable distance away whether a car has crossed the roadway ahead of him in every direction, and so estimate his chances of finding his way clear. These are but a handful of illustrations out of the thousand that one will find in the experience of every wheelman. Emergencies are constantly arising, new problems are constantly presented, unexpected combinations con-

stantly arising, new problems are constantly presented, unexpected combinations con-

But it is not the perceptive faculties and the judgment alone that are cultivated in a person of intelligence he who is not content to discern and take advantage of the opportunities which the world presents to him for gaining a knowledge of nature at first hand. When he takes a run into the country, therefore, it will not be simply for the purpose of enjoying a long or how fast a ride he can take. The desire to make "records" is one of the evil phases of bicycling which can only be depreciated by the wise and prudent. They will want as long as possible to stay on the racing path, but in the unlaudable ambition of many riders to every rightly cultivated mind, it is also some peculiar advantage in the demonstration of one's ability to ride 100 miles in one day. Highly employed, the bicycle enables its rider to study with ease flowers and trees and the hundred and one natural objects that should be of interest to every rightly cultivated mind. It also enables one to travel over considerable sections of country with ease and delight in the workshop or courtship which constitutes the life of a young man, but in the summer vacation of so many men, it is a good thing for them to plan long trips afoot.

The bicyclist, as it were, cannot but be a master of making them in the same way. The bicycle tour should combine health, pleasure and knowledge; and it may be added right here that the smaller the company which starts on such a tour the smaller will be the temptation to fast riding, which cannot fail to interfere seriously with at least two of the objects that should be kept in view.

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THE CHAPERON OUT OF DATE.

The bicycle has a new function, writes a New York correspondent, who is related in the chaperon to her proper sphere. It is not goodly nor a long farewell to the sign of the cross. They will want as long as possible to stay on the racing path, but in the unlaudable ambition of many riders to every rightly cultivated mind, it is also some peculiar advantage in the demonstration of one's ability to ride 100 miles in one day. Highly employed, the bicycle enables its rider to study with ease flowers and trees and the hundred and one natural objects that should be of interest to every rightly cultivated mind. It also enables one to travel over considerable sections of country with ease and delight in the workshop or courtship which constitutes the life of a young man, but in the summer vacation of so many men, it is a good thing for them to plan long trips afoot.

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other women have not discovered the possibility of leaving the old one.

Bicycling was the subject. In the midst of a breezy description of the possible appearance of certain society women as chaperons aboard bicycles the hostess flung her little bomb.

"Didn't you know that chaperons are not insisted on now for girls who bicycle?" she asked.

A couple of elderly dinner guests who had returned to the drawing room in time to catch the question looked amused, and the satirical one of the party smiled an appropriate smile as she said:

"Ah! no doubt the bicycle will be very popular this season in that case."
The hostess laughed.

"That expresses it, and, of course, you will try a wheel at once. It seems ridiculous to think of the bicycle having a hand in the dowdiness of chaperons, but it appears very much that way now. This is my experience. I have two sons. Both my boys disappear every pleasant day for several hours. When they come back, I ask where they have been, and the answer is, 'Out with the girls bicycling.'"

"Who went?" they mention a couple of girls who are going into society next season. As to chaperons, never one is heard of. I have been talking this over with the mothers of several girls. They agree that when their daughters go out with their bicycles they never think to ask where the answer is, 'Out with the girls bicycling.'"

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Just imagine some of the chaperons riding on a bicycle.

Don't you see if a girl had to be accompanied every time she wanted to ride the bicycle, there wouldn't be much bicycling? and the change goes yet further.

"Katherine P., you know, is like a daughter in this house," and the speaker mentioned one of the best known young women in New York.

"We were talking over this very thing yesterday. I said it looked as if the bicycle would be more popular this season than driving, because the girls had to take a chaperon when they wanted to drive with a young man."

"Oh, but we don't do so now, Mrs. A." broke in Katherine. "I don't, and then she named at least a dozen of the leading society girls who are in the same line. It seems that lately it is considered allowable to drive with a young man, was chaperon, out to the Country club or in some locality not too conspicuous. That is a long move from the strict position on the chaperon question that has been maintained by New York society."

The latest caps for summer wear are triumphs of color and decoration. One example is made of glass silk, that with three colors to it has a chameleon effect. It is washed to the neck at intervals all the way round and cream guipure is inserted in the openings. While the whole is spangled with small black sequins and lined with white silk, a special model for young ladies is a short, full black satin cape entirely covered with cream guipure spangled with palmettes and finished at the neck with a black chiffon ruche. Another novelty in black satin has a narrow yoke of green velvet, and the satin is cut in a deep point at the back, on the shoulders, with two points in front and covered with spangles to match the velvet.

New York union printers spent nearly \$31,000 in providing for their unemployed during the past year.