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History of the Proposed Insurrection 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 R. Thompson, one of his aides, endand the room and handed him a letter say and searched and that were found Charles R. Thompson, one of his aides, entered the room and handed him a letter, saying that the bearer was waiting for an answer. Resecrans opened the letter and became at once absorbed in its contents. He way to glory. So ripping open the top of my boot, I stowed it snugly away in the then asked: "Tompy, what sort of a looking man gave you this?"

"A bright colored mulatte, 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

The outside of the letter was worn and pressed between the outer and inner soles of a shoe, but the inside startled 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

PLAN FOR A NEGRO INSURRECTION. "General: A plan has been adopted for a simultaneous movement, or rising, to sever whole south, which is now disclosed to some Secesh states, in order that they may act in

"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 them-selves 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 awamps or the mountains, whence they may emerge, as occasions may offer, for provisions further depredations. No blood is be shed except in self-defense.

The corn will be in roasting ear about 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 be brought suddenly to an end."

letter went on with some other de tails and ended as fellows: "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 send by the bearer, that we may know you are with us. assured, general, that a copy of this atter has been sent to every military department in the rebel states, that the time

the movement may be general over the ROSECRANS CONSULTS GARFIELD. As I finished the letter the general asked: What do you think of it?"

"It would end the rebellion operated in by our forces it would cor-

ocent blood! Women and children!" Yes, women and children. If you let blacks loose they will rush into carnage a horses into a burning bern St. Domingo "He said no blood is to be shed except in

'He says so, and the leaders may mean but they could not restrain the rabbles, ery slave has some teal or fancied wrong. and he would take such a time to scourge it.

him the letter. Garfield read it over fully and, then, laying it down, said: win by such means."
"I knew you would say so," said Rosecrans.

"but he speaks of other department comnanders-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 presi-

dent and let him head off the movement. He can do it by restraining the department commanders. Without their support it will on fall through." THE LETTER CARRIED TO LINCOLN.

It was not thought prudent to entrust the to the mails, nor with the railway fested with John Morgan's men and confeder upon me-with no attending proof to show the use of it that was intended-a short lining, and then having a shoemaker seldier nicely restore the broken stitches, I took t with me to Washington.

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

I answered that at first I thought it was, however, it bore so many marks of genu-iness-its style, just that of an uneducated negro, who had gathered a certain kind of leather stained, indicating that it had been oral culture from intercourse with whites, but not the ability to express himself correctly in writing, and the upon the envelope—these looked so genuine that it seemed to me it would not be safe

to treat it as counterfeit.
"Weil," he said, "it does have a nine look. What do Rosecrans and Gar

"And they want me to put my foot upor

"They do, most decidedly; they urge the rebel communications throughout the having immediate attention. They think the country would be seriously compromised general in each military department in the if the project were for a moment counter

"They are right, and I will give it immediate attention. You may write then to that effect."

HORACE GREELEY TAKEN INTO CON SULTATION.

This was late in May, and early in Jun I received a letter from Garfield dated the ract: "I am clearly of the opinion that the negro project is in every way bad and should be repudiated, and, if possible, thwarted. If the slaves should of their own accord rise and assert their original right to themselves and cut their way through rebeldom, that is their own affair but the government could have no complicity with it without outraging the sense of justice of the civilized world. We should create great sympathy for the rebels thing in The Tribune, and show that the government and the people disavow

I was at that time an editorial writer of the New York Tribune, and accordingly I submitted General Garfield's letter to Horace Greeley and Sidney Howard Gay, the latter the managing editor in succession to I Charles A. Dana. This I did, as I felt duty bound to give them all important in formation, but not because I desired to then make the publication. Both urged it, but I said "The matter is now in the hands of Mr. Lincoln. It might interfere with his plans if it should be prematurely published. However, I will write him at once."

His reply is now in the Historical library of the Johns Hopkins university at Baltimore. It was in a letter from his private secretary, John G. Nicolay, dated June 14, 1863. So much of it as refers to this subject is as follows: "The president has no objection whatever to your publishing what were on whatever to your publishing what you repose concerning the negro insurrection, providing you do not in any way connect his name with it." A MAJORITY OF COMMANDERS FAVOR

ABLE. Before the arrival of this reply from the

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

We crossed the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked the street to General Garfield's "The negro scheme of which we talked "The negro sc

just recovering from a fever. Rosecrans letter asserts that five out of our nine desat down on the foot of the bed and handed partment commanders have approved it. Anhim the letter. Garfield read it over care-fully and, then, laying it down, said: "It would never do, general. We don't want to the scheme is being rapidly and thoroughly perfected, and the blow will certainly

This last letter convinced me that no time was to be lost, and after conferring again with Messrs. Greeley and Gay I decided to go on to Washington, to show Mr. Lincoln the necessity for prompt action, and to gain from him such other facts as would be prudent to make public.

A TALK WITH LINCOLN.

The president read the two letters of Garfield in his quiet, thoughtful way, and then moving his one leg from where it dangled across the other, he said, emphatically, Garfield is a trump—there is no discount upon that."

Not being in a mood to listen to a eulogy upon Garfield, or any one else, I hastily as-sented, and was about to ask him what he had done about the negro project, when he n: "Do you know-that job of his Big Sandy was the neatest thing that has been done in the war. It's something to ve been born in a log shanty."
"And to have split rails," I rejoined,

laughing. "Yes," he answered, "and I'll bet Garfield has done that." "I don't know about his having done it, but his mother has-she's told me so her

"Is that so?" he said smiling. "That accounts for Garfield-he had a good mother. Then, subsiding into a serious

added, "Now, about the negro business. As Garfield says, it is bad every way, and we can't afford it. I think I have put my

"And are you disposed to give me any inside facts for publication in the Tribune? I might suppress the names of the six com-"I've been thinking on that subject. guess we had better say nothing whatever You see, I have scotched the When it is

snake, not exactly killed it. When it is dead will be time enough to preach its "And you will let me know when you are ready for the sermon?"

He promised to do so, and soon the in-

terview ended. I 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

All know that the insurrection did not take place, and I have always doubted if ordinate leader who wrote the letter to

The uprising was fixed for the 1st of August, and serious outbreaks occurred among the blacks in Georgia and Alabama May not those have been the work of subordinate leaders who, maddened at the miscarriage of the main de sign, were determined to carry out their of the program at all hazards?" Mr. Lincoln was disinclined to talk about the part he took in the affair. The last he The last he said to me upon the subject was a short time before his death, when he said: time, when I have a little leizure I tell you the whole of that story." The

It is estimated that the sugar beet fatory at Chino, in San Bernardino county, California, will convert 100,000 tons joi beets into sugar this season. This means the distribution of \$400,000 among the farmers and workmen of that district. The Chino factory is the most perfect on the coast. A large number of cattle and hogs

JAMES R. GILMORE.

are fattened on the refuse of the beets. When you shut your closet door, lock it

Social Evolutions Set in Motion by the Bicycle.

THE CHAPERON OUT OF BUSINESS

Physical and Educational Elements 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 eighten 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.

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 exhuman. 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 poor is said to be so slight that except in the cheapest grade 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 they start in a dizen biaces or more at once. they start in a dozen biaces or more at once. the conspiracy was so widespread and uni- in a general way there are four different versal as it was supposed to be by the subwhich acts as the connecting support for all the running gear and the steering apparatus Carrying the analysis farther, the wheels are made up of spokes, bubs, rims, tires, spoke nipples, ball valves, cups and cones, and the washers that go with them. composed of the manuscular stage 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 handles,

The frame is mposed of the diamend shape set of tubes he steering tube, the fork sides around the front wheel, the fork crown and the balls, cup and cones on which the steering tubes 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 bear-ings on which these things revolve. The sad-dle is also a necessity which properly bengs with the frame, MANY HANDS TO EACH PIECE.

These are the minute parts of the wheel, and each separate piece, whether bg or little, requires separate handling many times over efore 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

it to requisite lengths. From there each slece is sent through a machine that bends t into circular form and on through others that turns 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 complet except for the nickeling and polishing.

spoke, spoke nipples, hub and washers are all With the new method of making the frame mes 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, drop forgings are now em-ployed to the increase of strength and safety

and the decrease also of weight. In making the running gear the greates care is exercised, both in workmanship and the selection of material. Each piece is handled a dozen times, made with the utmost precision, tested for every possible strain, and not put into a wheel without every assurance that it will be able to perform its function properly. Special machinery is used for most of it, and the best of skilled workmen are employed. If there is but one part about wheel that requires particular treatment it is

the running gear, and it gets it. SOME OF THE MACHINERY USED. A great deal of the machinery used is auto matic, and can be operated by boys and girls. The making of oil cups, for instance, and the many nuts and rivets used in a wheel is done by machines that bite off pieces of steel; turn them about a few times on automatic lathes, and then throw them out finished and complete. Sprocket wheels out finished and complete. Sprocket wheels 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 lots of 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 which the propelling chain turns. Saddles are first cut out of bit sides of leather, soaked The making of bicycles is an interesting and put through a lot of forms, till they are hub and wheel is a puzzling job, which has been well learned by a lot of boys, and they do it as well as men. Putting these in 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 thre away from the rim. The enameling, nickeling and polishing of the different parts are don processes always used in finishing the same sert of material in the same way. The assembly room is the place

> part is there tested again for every kind of strain it will have to bear. It isn't possible to see the making of any particular wheel in one day, and you can't get "one while you wait," as you could get silk handkerchiefs at the World's fair. 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 bout the bicycle, says the New York Tri-Emphasis is commonly laid on the physi-

une, comparatively little attention is given o its educational effect upon those who cal 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 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 t say that no other is at once so exhibitanting and satisfactory. Except in hilly regions can be taken with the greatest moderation But the bicycle does more than develop muscle and send the blood coursing vigor-

ously through the veins. It has an educa-tional value not to be despised. Bicycle tends to train the perceptive judicial faculties to a remarkable degree. Especially is this the case where the rid-ing is done in city streets. The rider must in the first place keep a constant and sharp

seconds may suffice to change 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 in the narrow opening between

\$6-\$7 and \$8

two trucks-and his decisions have to made instanter. 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 even when a considerable distance away whether a car has crossed the roadway ahead of him in either direction, and so estimate his chances of finding his way clear. These are but a handful of illustrations out of the thousand that come within the experience of every wheelman. Emergencies are con stantly arising, new problems are constantly presented, unexpected combinations con-

stantly appear, and the bicycle rider must continually on the alert. Of course, in the case of a beginner there is considerable nervous strain, but this soon disappears and a sense of exhibaration comes with the demonstration of one's ability to go through a "tight place" without getting "rattled" and without taking any serious risk. tion, as well as nerve, is required, for at times the only safe thing is to dismount.

But it is not the perceptive faculties and judgment alone that are cultivated in wheelman or wheelwoman. If the rider the wheelman or wheelwoman. is a person of intelligence he will not fail to discern and take advantage of the opportunities which the wheel 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 seeing how long or how fast a ride he can take. The desire to make "records" is one of the revil phase of the "records" is one of the evil phases of bicy-cling which can only be deprecated by the wise and prudent. It has its manifestations not only on the racing path, but in the unlaudable ambition of many riders to indulge in "century runs," as if there was some peculiar advantage in the demonstration of one's ability to ride 100 miles in one day. Rightly employed, the bicycle en-ables its rider to study with case rocks and flowers and trees and the hundred and on natural objects that should be of interest to every rightly constituted mind. It also enables one to travel over considerable tions of country with ease and delight in the week or fortnight which constitutes the summer vacation of so many men. good thing for them to plan long trips awh let them not place emphasis mainly or the matter of making them as long as possi-The blcycle added right here that the smaller the ompany which starts on such smaller will be the temptation to fast riding, which cannot fail to interfere seriously with the parts come and are put together. . Each

at least two of the objects that should be The bicycle has apparently come to stay If rightly directed its use cannot but be of vast benefit to its votaries in many ways. It clearly may have a market educational ence upon them, not only intellectually and spiritually. only physically, but

THE CHAPERON OUT OF DATE.

The bicycle has a new function, writes New York correspondent. It is relegate chaperon to her proper sphere, not goodby nor a long farewell to dowagers on duty. They will wag as long as society swings. But in the last year there has been a lightening of the fetters that fasten a society girl to her chaperon's side, and this, too, in the innermost circles the approval of which makes a custom goo-

one of the moving spirits in the potential clique of New York's most desirable society new idea if her brains were properly rubbed Her white crepon dinner gown, touched up with a cool, green velvet and valenciennes lace, was faultless and harmoulzed with the youthful face under its pompadour frame of prematurely white hair. She had been con-gratulated on the overwhelming success of er last charity project, and not a care dis furbed her serenity. Everybody knows that this woman, with her unassallable position due to birth, wealth and natural leadership,

ng was the subject.

of a breezy description of the possible ap-pearance of certain society women as chap-erons aboard bicycles the hostess flung her little bomb. "Didn't you know that chaperons are nsisted on now for girls who bicycle?" she asked.

In the midus

returned to the drawing room in time to catch the question looked amused, and the satirical one of the pair smiled an appro-"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 ridicu

lous to think of the bicycle having a hand in the downfall of chaperons, but it appears very much that way now. This is my experience. I have two sons. my boys disappear every pleasant day for several hours. When they come back, if I ask where they have been, the answer 'Out with the girls bicycling.' 'Who went?' and 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 they never think to ask where they may be going or suggest the necessity of a chaperon. They know that when a couple of girls start together somewhere very hortly a couple of boys meet them. Usually 'the gang,' as they express it, gets together. Now, those girls are too intent on keeping the pace the young men set to get into mischief. They are going to get to Claremont in the fifty minutes' time limit, and the girl who keeps up best with the boys is the favorite. cept for a few moments before returning, It is the athletic spirit again, and all very favorable to the release of the chaperon from many of her duties. Such a thing wouldn't have been heard of five or six years ago, when we were ultra English. Then a chaperon was indispensable, and the proudest boast of a society mother was that her daughter had never been left alone a moment from her birth to the ime she was banded over to some young

man at the altar. 'What is the matter with the change?" Just imagine some of the chaperons rid-ing on a bicycle. Don't you see if a girl had to be accompanied every time she be much bicycling? and the change goes

'Katherine P., you know, is like a daughter in this house," and the speaker men-tioned one of the best known young women

"We were talking over this very thing I said it looked as if resterday. yele would be mere popular this season han driving, because the girls had to take a chaperon when they wanted to drive with

young man. "'Oh, but we den'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 list. It seems that lately it is considered allowable to drive with a young man, same chap-eron, out to the Country club or in some locality not too conspicuous. That is a ong move from the strict position on the chaperon question that has been main-

The latest capes for summer wear are triamphs of color and decoration. One example is made of glace silk, that with three colors to it has a chameleon effect. It is slashed 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 paillettes 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 ered with spangles to match the velvet.

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