IN THE WHEELING WORLD

The 1898 meet club of Indianapolis, which has charge of the national event of the League of American Wheelmen, has arranged its program. The city will be declared open to wheelmen on August 9, and, according to the mayor, it "will be theirs" until the night of August 14. The headquarters will be at Tomlinson's hall, where badges and souvenirs will be given to members after registration. At the same place will be a bureau of information, where advice concerning hotels and boarding houses, roads and routes will be furnished. On Tuesday evening, August 9, at 8 o'clock, Governor Mount, known all over the country as the "Good Roads Governor," will hold a reception at the capitol building. The riding will begin on Wednesday morning, with a century run to Dublin that is billed to start at 5 o'clock. There will be other runs on Wednesday and on every morning during the week. The track races will begin on Wednesday morning at 9 o'clock. Trials will be run in the mornings and finals in the afternoons. A musical festival has been arranged for Wednesday evening at Fairview park, and a second one at Garfield park. A special run for women is scheduled for Thursday morning. On Thursday evening a vaudeville entertainment will be given at one of the theaters, admission free to League of American Wheelmen members, while a "smoker," to which women are not invited, will be also in progress. On Friday there will be what the executive committee calls a "sort of picnic affair," explaining its expression by saying that it does not like the word barbecue. It will occur at Broad Ripple park. After the runs of Saturday morning and the afternoon races there will be a reception and luncheon for the veterans and others prominent in the league.

The Inquirer of Philadelphia is spreading pointed editorial tacks and spikes on the pathway of the wheelman who makes a spectacle of himself by lowering his handlebars to the utmost limit and by putting a hump on his back in order to reach them. The spectacle is accentuated by a wad of gum on which the wheelman's jaws work while his ears wag in unison with his jaws. The Inquirer insinuates that the attitude is supremely ridiculous. More than that—it is disgusting. There is an apparent reason for the presence of both the chewing gum and the hump in the shoulders. The first is supposed to be the most effective preventive of dryness of the mouth and the second is supposed to be productive of scorching, the American rider usually being seized in the early period of his development with the desire to become a scorcher. A better reason for the ungainly attitude is that it is the American fashion, just as it is the fashion to do without gear cases, a fashion which exposes what may be called the vitals of the wheel to clogging with dust and mire, and until some recognized authorities start different fashions the present ones are likely to prevail.

A festive mule entered an emphatic protest against the popularity of the wheel at Chicago last week. The mule was browsing along one of the boulevards attending strictly to business, and ocasionally wig-wagging a signal of peace if let alone. A wheelman came along pumping, in an abstracted manner and gazing on the scenes passing by. He collided with the business end of the mule. Instantly there was action. The wheelman flew skyward and came down on a convenient sword. Three doctors were working on him at last accounts, with small hope of mending his fractured skull.

A bicycle bell that rings itself is put out by a New York concern. It is set in operation by pushing a button, and rings continuously until the pressure is removed. Cyclists who find that in sudden emergencies it is difficult to maintain a constant ringing will find it useful. The motive power operating the bell is a tightly coiled spring, fastened at the bottom of the bell, and connecting with the hammer by means of a combination of gearing wheels. The spring once wound up will ring the bell for ten minutes continuously. The touch button may be shifted to suit the rider's fancy to almost any position around the circumference of the bell by changing a few screws. The whole contrivance is small and weighs less than the majority of bells.

A western inventor has patented a canopy for bicycles. It has a rod clamped to the head of the machine with a ball and socket joint at the upper end, which allows the canopy to be set in any position. The device may be folded and stored in a small case when not in use.

A Providence (R. I.) inventor has advanced an attachment for automatically cleaning the chain of a cycle when it is in motion. The inventor claims to have provided a device operating with practically no friction, and simple in construction. It consists of a rottery brush on the arm attached to the lower stay on the sprocket side of the wheel. The lower portion of the sprocket chain passes between the forks of the arm, rests upon the brush, and, as there is always more or less slack in the chain at this point, its own weight keeps it in contact with the brush, which is made to rotate and clean the chain as it passes over it.

It hardly becomes American critics to deal harshly with the capers of the Spanish populace during the war. Incidents show that we are not above doing small, mean tricks at home, and ought, in justice to remove the beam before magnifying the mote. At Chicago on Decoration day a wheelwoman appeared in a costume consisting of a bright red coat with gold military trimmings. It was lined with yellow. Black knickerbockers and stockings completed the colors that were objectionable to the patriotic sentiments of Memorial day bicyclists. A military cap sat jauntily on her head. Spinning around the race track in Garfield park, a number of boys began to follow, calling her "Spaniard" and hooting at the colors displayed by her garments. To avoid their annoyance she turned into the Jackson boulevard with a woman companion. The boys followed and others joined, both men and women. A spirited pace was not effectual in leaving her pursuers, and when she turned into Sacramento street their number had increased. East in Congress street to Western avenue her wheel flew, and her tormentors kept pace with the fury which pursued Tam O'Shanter. As she turned into Western avenue the street to her hysterical mind seemed to be filled with riders, following close behind or jostling at the side of her wheel. Her companion had been left far behind when she stumbled and tottered into a store. For two hours she raved in a paroxysm of hysteria and freight. At times two stalwart policemen could hardly hold her. When her condition improved a carriage removed her to her home.

Some seasons ago a man in New York achieved the feat of riding 6,000 miles on a bicycle in sixty days. He never recovered from the effects of the strain and a few days ago died of consumption. He gained the glory he sought and paid for it with his life. This sort of ambition is a little too costly for men who value their lives at their proper worth, and its essential folly would be ridiculous were it not for the tragedy it involves.

Mr. Allen, United States consul general in Corea, reports that two former cabinet ministers of that country may be seen on the streets of Seoul on wheels, getting more pleasure out of their machines than they ever got out of their offices. The consul general thinks there is a good field in Corea for American bicycles, which already constitute a majority of those owned in that country.

Motor vehicles are evidently bound to come into more general use in this country. It is clear, however, that carriages of the kind in order to be practically serviceable cannot be made to sell at the prices of horse-drawn vehicles and that the highest type of automobiles will be used mainly by people who can afford luxuries. It is probable that the story of horseless traction will, in a sense, repeat the history of bicycling, which made small headway during the first few years following its introduction. When the real demand came it developed suddenly and manufacturers found it extremely difficult to meet.

When riding it is best never to let the strength run down for want of food, or great difficulty will be found in taking any nourishment at all and the rider's power will eventually give out. An ordinary rider should take nourishment, no matter how small the quantity, after every twenty-five miles or so, as if a longer distance is ridden without food exhaustion is likely to set in, which will spoil the ride and harm the rider.

WHEELING CHAFF.

He—Do you know there is a trick in riding a wheel?

She—Of course I do; I tumbled first thing.

"You don't seem to take much interest in war affairs."

"Me? Huh! I've got a new bicycle."

"I thought you were going to the war?"

"So I was, but the heartless recruiting officer wouldn't allow me to take my bicycle along."

"My bicycle runs like a thing of life this morning," said Mr. Hunker to Miss Flypp.

"That is because you have pumped its tires full of this bracing air," replied the young lady.

Mrs. Watts—Going to get a chainless wheel this year?

Mrs. Potts—No. The chain wheel is so much handier. Every time one wants a new skirt, all one has to do is to let the old one catch in the sprocket.

"A man always thinks his bicycle the best," said the Cumminsville Sage.

"Certainly," said the man who had come in for a quart of kerosene. "And his dog. And his watch. Then why does the rule fail when applied to his wife?"

INDIANAPOLIS AND THE BIG MEET.

Hoosier Wheelmen Getting Ready for the National Event.

INDIANAPOLIS, Ind., June 4.—(Special.)—Interest in cycle racing is rapidly increasing in Indianapolis and for the first time in the history of the city the people will be privileged to see bicycle racing at its best at the National meet next August. While Indianapolis has always been a great wheel city and probably has more bicycle riders in proportion to its population than any other city in the country, there has never been a suitable track on which to hold a race meet. Several years ago when Zimmerman was the great rider of the country, a two days' meet was held at the State fair grounds and attracted all of the crack riders at that time, but racing on a mile horse track is very different from speeding round a three or four lap track. In 1896 another attempt was made to hold a big meet and Cooper, McDonald, Loughead and Sanger were brought from Louisville and were raced on a five-lap dirt track one afternoon and evening. This meet attracted a good crowd, but the conditions were not favorable to fast riding and since that time there has been no attempt to bring the crack riders of the country to Indianapolis. The solution of the track difficulty, the one barrier which has stood in the way of making Indianapolis a great bicycle racing town, has been finally solved through the efforts of Mr. A. C. Newby of this city, and the fact that Indianapolis secured the '98 meet. For three years Mr. Newby has been trying to get Indianapolis a first class bicycle track. He almost succeeded a year ago, but just as he thought that his plans would be carried out there was a hitch and he gave it up in disgust. After the return of the Indianapolis delegation to Philadelphia last August Mr. Newby was again asked to take up the question of a new track. He at first refused, but finally promised to see what he could do. It was not easy to interest business men in an entirely new venture, particularly as the holding of race events in Indianapolis had never brought their proper returns. Mr. Newby after once taking hold of the work, however, did not let up and succeeded after four months' hard labor in raising $2,000 with which to build the track. With this amount he is confident that Indianapolis will have one of the finest bicycle tracks in the world and he expects to have it finished in time to hold a state race meet on July 4. Then the new structure, which was built from plans prepared by Herbert Foltz, a member of the League of American Wheelmen Race board, and under the supervision of Charles Ashinger, the veteran track builder, will be thoroughly tested.

WITH THE RACING MEN

The present season is going to be a phenominal one for the racers, and before it is very far advanced the probability is that a number of new records will be made. All the speediest profesional racers have gone through a thorough course of training and they are all reported to be in excellent condition for the numerous events scheduled in which they are interested. The following matches have been arranged for the month of June, on the dates named, in all of which keen interest is felt:

June 11—Toronto, Ont., Edward Taylor-Toronto ridet to be arranged; New York, Linton-Major Taylor, twenty miles, paced; New York, Hoyt-McDuffee, ten miles, paced; St. Louis, Bald-McCarthy, one mile heats.

June 14—Rochester, N. Y., Edward Taylor-A. E. O'Dell, fifteen miles, paced.

June 17—Boston, Major Taylor-McDuffee, thirty miles, paced.

June 18.—Buffalo, Edward Taylor-Ray Duer, twenty miles, paced; New York, Titus-McDuffee, twenty-five miles, paced.

June 25—Boston, Elkes-Martin, fifty miles, paced.

Jacquelin, the French champion sprinter, has issued a challenge to the world for a race at five kilometers, equal to about 3.1 miles, in which the rider who is first to pass the kilometer post three times in the race is to be declared the winner. Being well backed up with money, this challenge certainly demonstrates Jacquelin's confidence in himself, a confidence that has made him one of the very best short distance riders in the world, if not, indeed, the best.

It is said the Frenchmen who are racing in this country disregard all the rules of abstinence considered essential by American riders. They regularly drink wine, brandy, absinthe and beer with impunity.

Walter Sanger has again and for the last time announced his retirement from the track.

Tom Linton and Harry Elkes, who succumbed to the prowess of Linton, and to superior pace-making in the thirty-mile contest Decoration day, will be matched for an hour race, paced by an unlimited number of riders, and for a $1,000 side bet. Elkes posted $50 last night, and today Linton accepted and will cover the money at once. Dave Shafer will back Elkes. It is rumored that Linton's first meeting with Michael, his greatest rival, will not be until August 13. He has lately booked a second race with Titus at fifteen miles on June 18, at the Kings County Wheelmen meet. Linton will meet Scott at Hills Grove on July 9, at twenty-five miles, with twenty-one pacemakers.

The ease with which Sager and Swansborough were defeated by Gougoltz and Lamberjack, is explained by the fact that the sprocket on the tandem of the American riders was loose in a way that prohibited any sprint.

That some warm riding will be seen during the summer is suggested by the work done by some of the fast ones last Monday and by the way records flew. Linton smashed the figures from two miles to eight inclusive, at Waltham, while the world's record for five miles was tied by Vernier at Philadelphia and a new one of 5 minutes 24 2-5 seconds for three miles was created by him. All the middle distance men, from Michael down, are riding in fine form for so early in the season, and the game of paced racing has a rosy prospect.

WHISPERINGS OF THE WHEEL

Decoration day and Wednesday, the opening day of the exposition, saw the roads and streets around Omaha more enlivened by cyclists than has been the case on any week day or holiday during the spring. It was plain from the varied character of the machines abroad that it was the opening of the riding season for many. Wheels, which were just out from garret or salesroom, were plentiful and riders, wearing new bicycle suits, were numerous. One evidence of there being many out on wheels that had been stored all spring was the number of persons seen who were in trouble over one or another adjustment. In several instances men were noticed riding with loose cranks and looking down at their pedals and chain with perplexed frowns that indicated they did not understand where the difficulty was. One individual seemed to think that the uncertain action was due to the backlash of his chain and he was seen to dismount and examine it critically. A little more familiarity with the peculiarites of his wheel would have enabled him to locate the looseness and a moment's work with a wrench would have remedied it. Others were observed tightening saddles and nuts in different places or setting up bearings, all because they had not properly gone over the bicycle after its long rest. However carefully kept, there is apt to be a certain amount of dirt and rust gathered in the parts of a wheel during an idle period of several months, which causes nuts and other fittings to work loose when the machine is put into service again. The best thing in the spring when bringing out a last year's wheel is to thoroughly overhaul it, take it apart, clean and oil the parts and then reassemble them so that they will fit properly. For those who do not understand their cycles well enough to do this the wisest course is to seek a reliable repair shop and have it done. A spring housecleaning is as fit a thing for a bicycle as for a residence.

Beatrice seems to be sleeping on its oars concerning the state meet which was awarded to it by the division officers this spring and which is billed to occur there this year, presumably on July 4. So far the papers have received no definite announcements. The press committee ought to get a move on itself, for it is certain the papers would be glad to publish such announcements as would bring the meet to the attention of riders of this city and state.

Below will be found a list of the runs called for June by the Tourist, Omaha and Triangle Wheel clubs. The Bee will gladly publish club run cards each month if sent to them by the captains of the different clubs.

Tourist Club Runs—All runs start from Tourist headquarters, 315 North Sixteenth street at 8:30 a. m. June 5, Kelly's lake, twenty-eight miles; June 12, Glenwood, fifty miles; June 19, Calhoun, thirty-two miles, June 26, Papillion, twenty-five miles.

Omaha Wheel Club Runs—June 5, Florence, fourteen miles, start 2:30 p. m.; June 12, Center street course, fourteen miles, start 2:30; June 19, Blair, fifty-two miles, start 9 a. m.; June 26, blind run; fishing, start 2:30 p. m.

Triangle Cycle Club Runs—June 7, Council Bluffs, 7:15; June 9, Florence, 7:30; June 11, Glenwood, Ia., fifty miles, 2 p. m.; June 14, open; June 16, morning run, Benson, nineteen miles, 5:30 a. m.; June 18, road race, open; June 21, Pries Lake, seventeen miles, 7:15 p. m.; June 25, Honey Creek, swim, thirty miles, 2 p. m.; June 28, Lake Manawa, twenty miles.

F. W. Vesper, a prominent wheelman of Kansas City, Mo., was in the city several days last week. Mr. Vesper has recently been married, and came to Omaha to visit the exposition for his wedding trip.

The Tourist Wheelmen certainly have a hoodoo within their ranks, and the quicker they rid themselves of him the better it will be for local wheelmen generally. Captain Harry called a fishing trip run to Kelly's lake today, and of course it rained a few thousand barrels of water yesterday, which ruined the road for bicycle riding for several days at least. This makes ten runs Hartry has called this spring and so far the club has been enabled to make but one of them.

A match road race has been arranged for next Sunday which will undoubtedly prove interesting and should bring out a large crowd of wheelmen to witness it on acount of its being the first bicycle race of the season in Omaha. The race is to be between Louis Flescher, the well known old-time local racing man, and winner of the one-mile amateur state championship last year, and H. S. Muenterfering, also an old-time racing man of some note. Both men have a great deal of confidence in their road riding ability, and a little argument as to which was the faster was ended last week by each of them depositing $25 for a race to be held Sunday, June 12. It is to be from old Fort Omaha to Blair, a distance of twenty-two miles. Just what time the start will be made has not been determined upon as yet, but will be announced in next Sunday's paper. There will doubtless be a large number of their club mates and other wheelmen follow them so as to watch the race. Both have been training hard, and as they are each old timers at the racing game, the race gives promise of being an interesting one.

Turner Wheelmen.

No official run will be called for today, but Captain Mecller has discovered a new trail. He wishes to be followed by a goodly number of braves, to leave wigwam at 2:30 p. m.

Woodall and Heuber have invented a novel bicycle stand, a model of which has been on exhibition at the Wigwam for some time. The originators have agreed to put several into place for immediate use of the "braves."

The committee on the minstrel entertainment is making slow progress owing to the scarcity of volunteer talent.

Hart and Weymuller spent Decoration day at Cut Off lake trying to tempt the finny tribe. Judging from a photo of their catch their success was remarkable. They are, however, kept busy explaining to the "Indians" that it was not a sample of the medicine man's trick photography.

Mesdames Wurl, Beselin and Krage, Misses Andreas, Julius and Strickler guided by Braves Wurl, Beselin, Krage and Retzer pedalled an early morning run on Sunday last to Millard, breakfasting at the local Turner hostelry. They report a pleasant ride over Center street and likewise a return tour over Dodge street.

"Five dollars reward paid to the brave who brings to the wigwam the best preserved skull of a good Indian. (Signed)

"PADDLEFOOT."

This is a copy of a placard hung upon the wigwam's walls. Chief Kuehne read it, and acted upon its purpose by appointing sub-Chief Harry Minds to try and bring to light at least one. Minds organized a scouting party composed of himself, Richter, Moeller, Rees, Rohlfs, Casy, Bauman, Weymuller, Voss, Schultz, Woodhall and Windheim. A trail following along old Muddy's bank for two and one-half miles southeast of the city was dogged. By the aid of a divining rod and a spade the reward was claimed, a proof of which was established by hanging the treasure upon the wigwam's walls after a brief ceremony by the medicine man.

WHIST.

It is expected that the American Whist league will consider at its next annual meeting the question of formulating a system of play, to be known as the standard game, or the league system. Milton C. Work, a leading exponent of the game, says in answer to the question as to whether the American Whist league should recommend a system of play to guide its membership, "Such an action should, in my opinion, most certainly be taken. I believe that such action on the part of the league would simplify matters to a very great extent. For example, there are today a large number of recognized systems, all of which have some advantages and some disadvantages. When two league teams meet they are both anxious that the other should understand its system of play, but it sometimes takes considerable time to enter into an explanation, and there are also occasions when either by reason of the fact that it is presumed the adversary knows all about it, or from inadvertence, the fullest and most satisfactory explanation may not be given. If the league recognized a system to be called either the league system or the American system, it would be very simple when two teams met for each to explain to the other in what respects, if any, the system that it followed differed from the standard adopted by the league. This would not in any way curtail originality, which should be encouraged, rather than frowned upon, but it would make it much more easy for strangers meeting to understand each other's systems and ideas."

The following hand reported by "Whist" was recently held in a game at Freeport, Ill. What should be led and why?

Clubs, 7 (trumps).

Diamonds, K, Q, J, 10, 9, 8, 7, 6, 5, 4, 3, 2.

The answers given may be summarized in the following quotation, "I should lead the diamond 2, knowing that this would as surely force the ace as a higher one, and thus induce second hand to pass the low card, if he did not have the ace, and enable partner to win with his lowest trump, if ace lay with fourth hand. Furthermore, there are two chances to one on this opening of trumping the next lead, while to lead the trump first would throw all chance of winning a trick with the hand.

In the following position from the New York Sun, hearts are trumps, N is to lead and with S for a partner to get five of the six tricks against the best possible play of E and W.

	H—A, K, J, 8. D—A, 6.	
H—Q, 9 3. D—Q, 10, 8.	N. W. E. S.	S—K, Q. C—K. H—7, 2. D—J.
	C—A. H—10, 4. D—9, 7.	

WHY IT IS CALLED MATANZAS.

A Beautiful Town and Once One of the Richest in Cuba.

A little more than four centuries ago, relates the Philadelphia Record, the delightful situation of Matanzas was occupied by the populous Indian village Yucayo. In 1693—just 200 years after the discovery of the island by Columbus—a Spanish hidalgo named Manzaneda purchased from Carlos II a few hectacres of land, including the then long-deserted Yucayo, and settled thereon with thirty families of Canary islanders. The colonists arrived on a Saturday in October. The next day being Sunday, Bishop Compostello changed the heathen name of the place, with mass and solemn ceremonies, to San Carlos y San Severrino, and on Monday, the third day, the cornerstones were laid of the cathedral and the castle of San Severino—the most remarkable instance of expedition on record in this land of Manana—"tomorrow." The colonists afterward acquired considerable more space in the adjacent Yumuri valley for a cattle range and devoted themselves to the raising of beef for the Havana market. Hence the place became known as El Matanzas—"the slaughter pen." In time the names of the saints were left off altogether, and not only the settlement, but the bay, the district and the whole province rejoiced under the name of "the slaughter pen."

Straight through the middle of the city runs the San Juan river, the portion on the south side of it being known as Pueblo Nuevo (New Town), and that on the north as Versailles. Several handsome stone bridges cross the river, among them the notable Puente Belem. The New Town contains the railway station and many beautiful villas. It has one of the handsomest streets in all Cuba, the Galzeda de San Estovan, lined for two miles with imposing residences, all with pillared porticoes in front, paved, like the terraces, with mosaic of black and white marble, or blue and yellow Venetian tiles. These cases of the old time grandees are set flush with the pavements, but each filled with palms and flowers, surrounded by tall iron railings and stone pillars topped with urns.

The worst calamity that ever befell her was the great conflagration of forty-three years ago. After that the well-to-do citizens built their residences on the heights above the city, where ocean breezes blow and the widespreading bay forms a delightful picture. Two railway lines connect Matanzas with Havana, one of them running via Jaruca and Jardenas, the other coming from the southeast, through Villa Clara, Sagua and Giantfuegos, intersecting a rich sugar district, and in peaceful times bringing a large amount of freight to the coast for shipment. Both lines are American built, drawn by American engines, equipped with American cars and will no doubt soon be run by American engineers.

A few years ago Matanzas province was the richest in Cuba, rejoicing in the possession of 478 sugar estates in operation, besides 528 stud farms and some 3,000 other plantations of various sorts. Its rapid decadence rom a luxurious center of wealth and fashion, as well as of productive industry and commerce, renders its present poverty the more pitiful. Many of the finest plantations of the old aristocracy were years ago confiscated. Others passed into the hands of Spanish adventurers and immigrants, who kept up the exhausting struggle as long as they could against a system grounded upon violation of every economic law; and the torch of war finished the rest.

SOME FLOWER-NAMES.

Words that Serve to Show the Haunt or the Characteristic of the Plant.

In the June St. Nicholas there is an article on "Flower-Names," by Ella F. Mosby. The author says:

There is many a flower's name that gives us a quaint bit of history or folk-lore, or flashes upon us a charming glimpse of its haunts and associates. Saxifrage, for instance, or stone-breaker, brings up vividly a picture of the places—the gray clefts or crevices of the rocks—where we find its modest white flower. Rosemary, named from the Latin words meaning dew or spray of sea, tells us of salt sea-marshes sprinkled with the pale purple blooms. Most of our authorities derive the marigold from "Mary's gold," and it is so named in a herbal, or book about plants, of the sixteenth century.

Other names give some striking characteristic of the plant itself, as phlox, signifying flame, from its glowing mass of color; and the anemone is the wind-flower, swaying, dancing, bending at every breath of the wind. Pliny tells a pretty story that its buds open at the wind's call. The woodbine, or wood-bind, is named from its clinging growth. Shakespere seems fond of the woodbine, and makes Beatrice hide herself in a "woodbine couverture." Plantain and planetree are from a word meaning broad; and tulip is derived from the eastern word for turban, its silken texture and gaily colored stripes suggesting the Oriental covering for the head.

The gladiolus (little sword) is so called probably from its sharp, sword-shaped leaves; and the eglantine (diminutive of the French aiguille), from its piercing, needle-like thorns. Cocoanut is from the Spanish coco, or bugbear, descriptive of the queer, impish little face at the base of the hairy nut. Nasturtium, which means "nose-twister," gives a picture of the person smelling the blossom and involuntarily contorting his features from the stinging and pungent odor. Pink introduces us to a group of words that at first sight seem very oddly ill-matched, for this daintily edged flower gets its name pink from the Dutch verb pinken, to pick out with a sharp instrument, as a border is pinked in notched scallops for decoration. Charming pictures are given by the "sun-dew," with its sparkling leaves; "the Daisie, or else the eye of the day," as Chaucer calls it, from its habit of opening at dawn; and the asters are the "stars" of the field.

The exquisite blue speedwell and the beckoning sprays of traveler's joy seem to fling us greetings from meadow and hedge-row. The bright little heartsease preaches content, and there is a sort of moral in the rough brushwood and tangled vines (labrusca) and the kindred adjective brusque. The old word teasen meant to card wool, and hence we get both "tease," which is a rubbing up the fur in a wrong direction, to speak figuratively, and teasel, a prickly, thistle-like plant whose flower-heads, when dry, are sometimes used for raising the nap on woolen cloth.

Within forty years there has been much shifting in the tobacco producing area of the country. Prior to 1859 Virginia was the greatest tobacco producing state, the annual yield being 122,000,000 pounds. The present yield of Virginia is, approximately, only 50,000,000 pounds per annum. Succeeding the civil war Kentucky took first place in tobacco, and holds it with an annual yield of upward of 225,000,000 pounds.

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were restored last year to manly vigor by my wonderful invention, the Dr. Sanden Electric Belt and Suspensory, now used the world over for all results of youthful errors, nervousness, drains, impotency, weak back, varicocele, etc. No drugs to wreck the stomach. Send for

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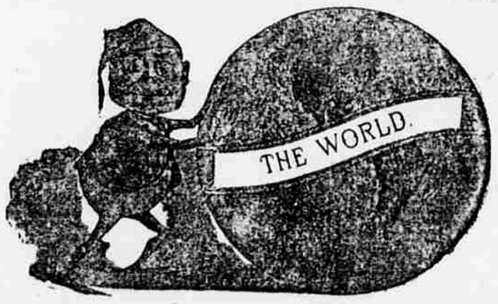

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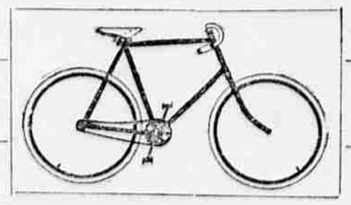
$50  $50

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