

spring frosts, it may be well to give to your newly planted-out flowers a little slight protection, such as that, for instance, afforded by peas-haulm. In a very short time there will, in this case, be no occasion for protection. As the early summer comes on, an occasional watering in very dry weather should be given, while those pinks that were planted out in the autumn might have a little top-dressing of decayed manure given to them, the soil being first stirred about with the hoe, and the hard lumps pulverised. This top-dressing of old manure had better be run through a large sieve, so that when rain comes the manure will get well and quickly to the roots. Pinks and all the carnation tribe want shading from excessive heat of the sun. And when our pinks have done blooming, we can readily propagate them by an interesting process, known as piping.

The "piping" of a pink, however, is in reality only another name for a cutting. All this comes about in this way: after blooming, the grass—which is what we call that little short foliage at the bottom of the flower-stalks—would, if allowed to remain on, send up shoots that would bloom in the following year. Now, these little pipings, or off-shoots, can readily be struck. They should not be pulled and torn ruthlessly off from the parent plant, as by this means we should certainly damage it. It is better to take off the shoots with a keen knife fairly close up to the stem, leaving on, of course, a certain number, so as not to injure the old plant.

Our little pipings, then, being taken off, remove the lower small leaves, and leave on only the few top ones, then stick them in the ordinary way into pots with plenty of sand in them, and place your pots in a frame with a little bottom heat. Some time after the grass or pipings have been taken from your old plant, you will very naturally find on this old plant that a second growth of grass has taken place. From this second growth, too, you can afterwards take some pipings; and indeed, with a little painstaking you can often rear them in pots for winter culture, only at first you will find that the second cuttings are not quite so hardy and strong as those taken earlier.

The general flower-garden, however, must have some notice this June. Our green-house we have by this time largely emptied out. Some like to have it painted

at midsummer. The only objection perhaps is that the greatest heat of the sun has yet to come, which would probably blister up our fresh paint terribly. We prefer watching our opportunity, and getting our painting done in some fine and bright week of September. Every crevice should be filled with putty then, and all ought to be made snug for winter quarters, and there is a good chance of the paint well drying before Michaelmas; whereas in July, what with first violent heat, and then as violent thunderstorm rain, much of the expected benefit of our fresh paint is taken away.

And for our flowers we still look ahead, and begin to pay some attention to our autumn-flowering chrysanthemums. These in June should be growing freely, and should stand out of doors, where they will have plenty of light and air. Some liquid manure will do them good, but they had better not yet be placed in larger pots. The camellias and azaleas will yet be making their new growth, and if possible you should contrive to let them have the proper degree of temperature suited for them while in their new wood-making stage. The way to judge fairly well as to the state into which your camellias have got, is to notice carefully whether the young shoots have ceased to elongate. If they have, and are becoming by degrees firmer and more durable in their texture, then you may consider the new growth as established, and the plants can then be removed to a cooler place; and for the matter of that, both they and the azaleas can stand out on a plank in the open, until all are housed again with the new cuttings in the fresh-painted greenhouse by Michaelmas.

In the kitchen garden, keep up the weeding, the successional pea-sowing, as well as the salads, such as mustard and cress, &c. An enormous quantity sown at one time is simply a waste of energy and of seed. Parsley is always in demand, and when transplanted it is often thought to grow finer and more curled. When you notice a fine and luxuriant growth, be sure and save some for seed.

In the fruit garden, you should be very busy thinning the wall fruit, nailing and thinning young wood, watering strawberries, and perhaps taking off a few runners for new plants as well as the rest for the benefit of the fruit-bearing ones.

HOW TO FORM A TRICYCLE CLUB.



IT is not at all wonderful, considering the many decided advantages the wheel offers, that cycling has become during the last few years a popular pastime and healthy exercise. That the tricycle will eventually supersede the bicycle, there cannot be the least doubt, owing to the former being far safer, more comfortable, less fatiguing on a tour, and possessing as it does greater luggage-carrying capability

than the latter. Nor is it a matter of doubt that the outcome of all this popularity has been the formation of an immense number of tricycling clubs in all parts of the kingdom.

Amongst the numerous advantages of membership of a club may be mentioned sociability, immediate assistance in case of accident or attack, and introduction to brother-wheelmen, which often leads to lasting friendships being formed, with those having congenial

tastes and pursuits to ourselves, but with whom we might never have become acquainted, had it not been through the medium of the club.

The first step in the formation of a club is of course to call a preliminary meeting, by sending out friendly invitations to local tricyclists, intimating to them our intentions. Having appointed a suitable chairman, the business of the evening can then be commenced.

It will be found that there are many matters to be discussed, and opinions taken from those who are present. In the first place, there are the officers of the club to be appointed—the president, vice-presidents, captain, secretary, treasurer, and committee—none of whom it will be wise to dispense with if the club is to be worked with anything like efficiency. Then there is a title to be found for the new venture, the subscription and entrance-fee to be fixed, whether uniform shall be compulsory or optional, and the design of the badge, if any, to be thought out. Having settled all these preliminary little matters, there remains the programme of weekly runs to be drawn up for the printer, with places of meeting, times of starting and returning, distances and directions, and last, though most essential of all, there are the rules of the road to be framed.

These need not be by any means lengthy or elaborate, if they are but clear and definite, and when once made they should be stringently enforced, otherwise they are worse than useless. The first rule should relate to the speed of the weekly runs. This on no account should be fixed too high, as the club may have amongst its number weak or lady riders. It is customary for the captain to lead the party in every excursion, and for him to exercise his own judgment as to the speed, but if this rule be adopted it is wise to have another to the effect that no member is under any circumstances to pass him without permission, but be requested to keep behind the member riding before him at a clear length of five yards.

Racing amongst the ambitious members should be strictly prohibited during the ordinary club ride, as well as fast riding through a town or crowded thoroughfare.

Of course, each club must frame its own conditions respecting the eligibility of members; and it will be found by experience that it is by no means the largest club which has the most successful or enjoyable runs.

There are far more points to be considered than numbers. Whatever entrance rules, however, are drawn up, it would be a wise precaution to make one condition of membership—that the proposed member shall be the owner of a machine. The reason for this is obvious. If you allow a person to join the club, with the idea of swelling your number, simply because he can borrow or hire a machine for the weekly trip, you will be sacrificing the true interests of your club. Such a member, having no regular practice, would very probably be less skilful in managing a strange machine, besides being more careless in riding, since the machine was not his own.

Members at all times should be urged to keep to the left-hand side of the road, even if there be no vehicle of any sort in sight, whilst riding on the foot-path should be instantly checked, however strong at times the temptation may be to do so.

The customary rules of the road should be strictly adhered to, such as passing a vehicle on its right, or in overtaking a led horse to take that side of the road on which the man is, who is leading the animal. Before overtaking any foot-passenger a signal should always be given either by bell or whistle, at sufficient distance to afford the pedestrian ample time to look round before the rider passes. Neglect of this simple rule has created quite a strong prejudice amongst the nervous against the silent wheel.

When meeting any carriage or horses, members should invariably adopt single file, the right-hand man falling to the rear of his companions. Great care too should be taken by members in turning corners, in moderating speed and giving a signal—unless they can see sufficiently ahead—thus preventing the possibility of any unexpected collision. Whenever the club meets with a horse which shows the slightest signs of restiveness, members should dismount and speak gently to the horse, so as to bring back its confidence. In descending hills it is requisite to exercise the greatest caution by keeping the machines well under control, and members should be particularly requested not to rush past each other at such times, as the practice is highly dangerous.

A club governed by some such simple rules as the preceding cannot fail to prove a success.

J. EATON FEARN.

MR. BROWNE'S HEIRESS.

IF you mean to go in for art, old fellow, you must make up your mind to travel by a veritable Via Dolorosa before you attain success, especially if you have to live by it," said my friend, Ted Ochre. "I have been through the whole business, and know all about it."

I have since proved his words to be true, although I have less cause to complain than many of my comrades of the brush, for a lucky accident provided my

wife and myself with the means of living till I got a fair start. But I passed through some grievous experiences before that happened.

When I had begun to make a little progress, and had saved enough money to enable me to do so, I determined to give myself several weeks' stay in the country, where I hoped to recruit my health, at the same time that I pursued my studies.

I meant to live as cheaply as possible, and work hard all the time; yet it was with a host of pleasant