

FEEDING YOUNG COLTS.

the owner to wean it more easily and For this reason it is best to let the colt get a chance to nibble oats from the mare's feed box, and also pick at hay. In a short time the colt will be eating oats regularly, and will require less milk from its dam.

When it is time to turn the mares and fosls out to pasture, the colts should still be supplied with grain, so as to keep them growing. To do this John Splan, and he is quite good authority on any subject connected with the raising, breaking or training of colts, suggests the following plan:

"After the colts are all out to grass and are in good condition, it is well to separate the oldest from the younger ones and commence feeding them grain. Build a pen in some suitable place most convenient, high enough so that the mare will not attempt to jump it, and have the space from the bottom rail or board to the ground sufficient to allow the foal to pass under. Put in a handy gate or bars, and then an ample feed trough. Lead your mares and foals singly into this inclosure and let them eat together two or three times, and they will soon learn where the food is. Take out the mares, shut up the gate and leave the foals in. Keep a supply of oats there and the foals will run in and out, regularly getting their rations. To induce the dams to tarry around this vicinity, place a large lump of rock salt near by, and occasionally a mess of oats will accomplish this end. In this way at weaning time, which is at the age of five months, the colts have learned to eat, and the result is that when they are taken away from their dams they do not miss them so much.

"The foal should be led more or less while weaning, and after weaning a halter should be put on and kept on. Give the colt oats mixed with bran and sorghum cut up fine, and in a few days more turn them out into the fields, away from their dams and where there is plenty of grass and water, and a large trough with feed in it constantly. This is important. because they have been in the habit of taking milk many times a day, and they need feed just as often. A mixed feed of cracked corn and oats, and also unthrashed oats run through a cutting box, then mixed with bran and water, just enough to moisten it and make the bran adhere to the oats, are excellent feed at this time.

"Colts should be kept together while being weaned, because the companionship helps them sooner to forget their dams and prevents them Journal.

## THE CORN CROP.

Just at this time the corn crop may require considerable labor. If corn is to be pushed forward it must receive that care necessary to assist it to mature before the frost comes upon it. One of the difficulties is to give it a good start when it is young. Many adopt the plan of manuring in the hill, forgetting that corn is a gross feeder and runs its roots over a large surface of ground. To keep corn in a growing condition it should not only receive a liberal application of stable manure whenever possible, but the fertilizers used should be applied frequently instead of at the time of preparing the soil. Not that it is to be implied that heavy expense must be applications of fertilizers, but to so divide the amount required as to aptime the corn is in tassel, and the can be done. The object is to keep make a special fertilizer for celery. the roots always supplied with available food, as heavy rains during a wet season often carry away the soluble matter before the corn is ready to fill out. It is the most critical period with corn when the seed is filling or maturing, and it is then that the roots should have the appropriate matter within reach for the nourishment of the crop. A little fertilizer when the corn has made considerable growth gives it new life, and the increase in the yield pays well for the extra care.

CHICKS NEED ASH AND GRIT.

The importance of animal matter and the value of grit for growing chicks have been thoroughly investigated by W. P. Wheeler, of the New sults published in a recent bulletin. As chicks often show a gain of 1,500 ducks may add from 50 to 100 per cent. to their weight weekly, it is patent to every one that they need the proper kinds of food in order to develop properly. Something like 10 per cent. of the body of an average fowl is made up of mineral matter or "ash," Grain foods do not supply more than 3 to 5 per cent. of ash, hence the needed amount must come from other sources.

The test shows that unless sufficient bone-making material is provided, the bones will be small, soft and weak, resulting often in lameness and deformity, or Wie development will be

building material is easiest supplied It is best to get the colt eating grain in fine raw or cooked bone. Clean as early as possible, as it will enable grit and sharp sand are also very useful and should always be provided prevent the loss of flesh and condition in abundance. For ducks, the fastest that frequently follows that operation. and most profitable gains can only be made where animal matter is supplied in addition to grain.

#### DESTROYING THISTLES.

Thistles may be destroyed, provided thorough work is given the field. It cannot exist long when deprived of foliage. A crop of early potatoes, the ground cultivated every time weeds begin to appear, and the potatoes followed by turnips, will keep the thistles down, while corn or potatoes the next year will further reduce them. A crop of Hungarian grass will not only crowd them, but, as Hungarian grass may be mowed three or four times during the season, and makes rapid growth, the thistles do not have an opportunity to get a start. The thistles may get a fresh start from seeds remaining in the soil, but some kind of hoe crop, or a rapid grower, like Hungarian grass, will exterminate them. By this plan the extermination of thistles will not cost anything, as the crops grown will pay for the work. Hogs will also root them out if the ground is freshly plowed. As long as the fence corners are not cleared, however, the work of destroying thistles will be time thrown away in that direction.

#### DAIRY NOTES.

The restive cow is seldom a profit-

Do not let other farm duties interfere with the care and milking of the

You must keep the cows comfortable and happy if you expect good returns from them.

The dairyman must provide good milk-producing food for his cows every day in the year. Do not expect to get something for

nothing in the dairy business. You are doomed to disappointment if you Good dairy cows deserve to have good, intelligent care, and this can

only be insured by having the right

kind of attendants. If you cannot afford a good bull of a dairy breed, get some of your neighbors to club in with you and get one. It will pay you.

#### THE CABBAGE FLY.

The cabbage fly (Anthompia brasslcae), which deposits its eggs on the stems of young cabbage plants, is often very troublesome. The maggots, when hatched out, work into and from fretting.-Farm and Live Stock downward through the stem, or groove along the bark until they reach the root, upon which they feed when the plant dies. One of the best remedies proposed is to scatter slaked lime, ashes or coal dust along the stem of each plant, leaving a few plants here and there unprotected, in order that the flies may visit them and lay their eggs. These plants the flies will seek out and leave the others untouched. The plants that have been visited will soon show the effects of the insects, and can be pulled up and burned.

## FOR GOOD CELERY.

If good celery is desired, water the plants with soapsuds and keep the ground clean of grass and weeds. The watering of a large crop with soapsuds is impracticable, but where one incurred to give the crops successive has a small planting in a garden, and will give five or ten minutes' work to the plants twice or three times a ply soluble fertilizers just before the week, the results will be very gratifying, as something better than the fertilizer worked into the soil, if it average may be secured. Soapsuds

## Telephone Development.

According to the latest figures procurable the telephone industry of the United States represents a capital of slightly more than \$450,000,000, including more than 4,000 systems, with 2,371,044 telephones of all kinds, over which were exchanged during the year 1902 the extraordinary number of more than 5,000,000,000 telephone conversations. This industry employed 64,628 wage-earners, to whom was paid \$26,369,735, and 14,124 salaried officials and clerks, who received \$9,885,886.

The revenue derived from the industry reached the total of \$86,825,-536. The expenses for the year were York Experiment Station, and the re- \$61,152,823. The interest on bonds was \$3,411,948 and the dividends paid were \$14,982,719. It would appear per cent. in weight in ten weeks, and that, exclusive of the interest on bonds, the expenses were just about

70 per cent. of the income. There are in the country 994 rural systems of telephones, with 89,316 instruments and 70,915 miles of single wire. In addition to these the commercial companies operate 15,598 rural lines, with 138,426 miles of single wire and 121,905 telephones. In adition there are 4,985 independent farmers' lines, with 49,965 miles of single wire and 55,747 instruments. These figures added to the others quoted above give a grand total for the United States of 9,136 systems and lines, 4,900,451 miles of single slow. The necessary amount of bene wire and 2,371,044 telephones.

# How Star-Distances Are Measured.

By Prof. Harold Jacoby, of Columbia University HAT is the length of this room? Any one can make this simple measurement with a two-foot rule. How far is it from this house to the end of the street? This question also can be answered easily with a surveyor's tape-measure. But how many people ever think of the possibility of measuring the distance of an inaccessible object? To discover how far away a thing is, when we cannot reach it in order to measure the distance-

this is a problem of a very different kind. And when the distant goal of measurement is one of those luminous stars from which we are sundered by the profound depths of space; when that object is not only supremely inaccessible, but also remote to a degree as nearly infinite as human mind can grasp-in such a case the problem of distance is not merely one of attractive difficulty; it is one that stirs the imagination strongly.

Bessel was the first to solve this observational problem. simple enough. We have seen that the actual quantity of parallactic change in a star's position diminishes with the star's distance. have but to measure the amount of this change in order to have at once an

estimate of the star's distance. So Bessel selected his star on account of its large motion, as indicated by the older star-catalogues. His method of observation, like every method destined for conspicuous success, was perfectly simple. Two small auxiliary stars were selected near the one under observation for parallax. Every observing night Bessel measured the exact distance on the face of the sky be; tween each small star and the parallax star. He judged quite correctly that these two insignificant objects must really be almost infinitely far from us. If such was the case, they must be perfectly free from any appreciable parallactic changes; and these must make it appear to swing back and forth during

the year between the two auxiliary stars. Bessel did not depend upon the ordinary astronomical telescope. He was provided with a more accurate measuring contrivance than had ever been used before his time. This instrument called a hellometer, is especially adapted for the most precise determination of short distances on the sky -such distances as those separating his parallax star from the two auxiliary With it he was able to determine exactly the parallactic changes in his star's position; and he proved that these changes satisfied perfectly the mathematical conditions that govern motions of this kind.

# The Latest Word About Submarine Mines.

By Park Binjamin.



SUBMARINE is simply a charge of explosive inclosed in a case and moored under water in the river harbor, or channel to be pro tected. Between two hundred and three hundred pounds of gun cotton is enough to blow a hole in the bottom of most vessels even at a distance of 20 feet. The mine either rests directly on the bottom or it is anchored by a cable so as to float a certain "buoyant mines," and differ among themselves mainly in the way in which

they are fired. The simplest and oldest form, equally dangerous to friend and foe, is the contact mine, which explodes only when a vessel actually strikes its projecting firing pin. This was used by the Confederates during the Civil War, and also by the Spaniards at Guantanamo, where adhesive and friendly barnacles fortunately made them harmless. A safer and better ar rangement depends upon the closing of an electrical contact by the vessel colliding either with the mine itself or with a buoy connected to it, thus es tablishing a circuit through which the charge can be fired either automatically or at the will of a controlling operator. This is the usual expedient. The wires are led to a shore station or a ship. When not automatic, the electrical arrangements are such that each mine, as soon as struck, signals that fact to the operator, usually by lighting an electric lamp. He then presses a key which closes the firing circuit and explodes the charge. He may be far inland and entirely safe from hostile fire, and, of course, it is not necessary for him actually to see the devoted vessel which thus sends in a signal for its own

Ground mines, which rest on the bottom, are fired in the same way, and especially employed when there are swift currents which would teat buoyant mines from their anchorages, or where the water is shallow and there is not much rise and fall of tide. All mines are usually laid in groups, so as to form a so-called "mine field" of sufficient area to prevent vessels reaching the harbor or other place to be protected without encountering or passing over them; and a great deal of ingenuity has been expended in devising contrivances whereby one mine of a group or any number of them, or one group or any number of groups, may be controlled as occasion may require .-- Fro "Battleships, Mines and Torpedoes," in the Review of Reviews.

# Panama's Health.

By Col. William C. Gorgas.



HE attempt to riee the whole population from the malarial infection so that they could not infect the mosquito, has never been tried on any large scale. Koch, in Africa, reports some success on this side alone in small communities. But on the scale on which we shall have to use it at Panama we have no precedent to guide ua The Panama strip is now about as healthy as the ordinary tropi cal country. The death-rate is a great deal higher than in New York, but this would be the case almost anywhere in the tropics. About

twenty people per thousand in New York die every year, and about fifty per thousand at Panama. The general idea about Panama seems to be that we shall suffer as the French did, and that, instead of dying as we do in New York at the rate of twenty per thousand per year, we shall die, as sometimes on curred to the French and others at Panama, at the rate of five or six hundred per thousand a year. Other men of experience in the tropics, and who have been at Panama for some time, maintain that the matter of sanitation is ex ceedingly simple and easy, and that the health of the Panama strip ought to be as good as that of most parts of the United States. Both opinions, it seems to me, are extreme, and the truth will fall somewhere between the two. Any health officer, with experience in dealing with a practical question of this kind will know how exceedingly difficult it will be, in a population of about fifteer thousand people infected with malaria, to devise and apply any system by which the cases can be individually recorded and treated. proach the problem with hope, and the expectation of having, approximately, the same success that rewarded similar efforts applied by our military authori ties in Cuba. But it is no simple matter. We shall, no doubt, meet with many disappointments and discouragements and shall succeed in the end only after many modifications of our plans and after many local failures .- From "Solving the Health Problem at Panama," in the Review of Reviews.

# Thibet: A Cross Between Sahara and Siberia.

By W. C. Jameson Reid.



ibet is the least known region on the habitable globe, though teeming with features of interest for the scientist, the ethnolo gist, and the student of aboriginal mankind in general. For many years this great "closed land" has possessed extraordin ary fascination for travelers and explorers, but the well-night insurmountable physical barriers and the barbarous hostility of the Thibetans have often frustrated the most indomitable and persevering explorers.

Forming a high table and almost in the very centre of the Asiatic con tinent, thousands of feet above the sea level, surrounded on all sides by mountain ranges among the highest in the world, and covered throughout its whole extent with appailing deserts, vast salt-swamps, and immense ice covered plains; Thibet is not a land which would attract the traveler it search of beauties of landscape. When one has traveled through its ark wilds the impression left on memory is that of a combined Saharan deser and Anarctic ice-plain. Never a tree is seen, and scarcely a flower, except a few months in the year. Mountains covered with soil which by thrift and industry might be made productive, are left in their wild state for the growth of coarse grasses, furnishing scanty pasturage for the small herds of scrawny cattle. More favored regions are inhabited by small herds of wild asses, antelopes, and yak, affording subsistence to a sinister and uncoutt to romp with and ride on him. population.

The sterility of the landscape is reflected in the natives. It would be impossible to imagine a people more unenlightened and barbarous. No spart of civilization has yet made itself felt.—Booklovers' Magazine.

The youngest Vice-President was Two crops of strawberries have John C. Breckinridge, who was thirty- been made possible in Texas by irrigation. six when he was inaugurated.

#### PENNSYLVANIA R. R. Philad. & Erie R. R. Division and Northern Central Ry.

Time Table in Effect May 29, 1904.

TRAINS LEAVE MONTANDON, EASTWARD 7.38 A. M. Train 64. Week days for Sunbury Harrisburg, arriving at Philadelphia, 11.48 a. n., New York 2.63 p. m., Baltimore 12.15 p. m., Wasi, ington 1.30 p. m. Parlor car and passenger coaci to Philadelphia.

9.22 A. M.—Train 30. Daily for Sunbury Wilkesbarre, Scranton, Harrisburg and intermediate stations. Week days for Scranton, Harrisburg and Pottsville. Philadelphia, New York Baltimore, Washington. Through passenger coaches to Philadelphia.

1.24 P. M.—Train 12. Week days for Sunbury Wilesbarre, Scranton, Hazelton, Pottsville, Harrisburg and intermediate stations, arriving at Phicadelphia at 6.23 p. m., New York, 9.30 p. m. Baitimore, 6.00 p. m., Washington at 7.15 p. m. Parlor car through to Philadelphia, and passen ger coaches to Philadelphia, Baltimore and Washington. 4.45 P. M.-Train 32. Week days for Wilke-

barre, scranton, Hazelton, Pottsville, and dain for Harrisburg and intermediate points, arrivle at Philadelphia 10.47 p. m., New York 2.53 a. m Baltimore 2.18 p. m. Passenger coaches to Philadelphia and Baltimore.

8.10 P. M. - Train 6. Daily for Sunbury, Harrisburg, and all intermediate stations, arriving at Philadelphia 4.23 a. m., New York at 7.13 a. m. Battimore, 2.20 a. m., Washington, 3.30 a. m. Puliman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleepers undisturbed until 7.30 a. m.

WESTWARD.

5.33 A. M.—Train 3. (Daily) For Erie, Can-andsigua, Rochester, Zuffalo, Niagara Felis and intermediate stations, with passenger coaches to Erie and Rochester. Week days for DuBois-Bellefonte and Pittsburg. On Sundays only Pullman sleeper to Philadelphia. 10.00 A. M. Trein 31 (Daily) For Lock Haves and intermediate stations, and week days for Fyrone. Clearfield, Philipsburg, Pittsburg and the West, with through cars to Tyrone.

1.31 P. M.—Train 61. Week days for Kane, Tyrone, Clearfield, Philipsburg, Pittsburg, Canandaigna and intermediate stations, Syracuse, Rochester, Buffalo and Niagara Fais, with through passenger coaches to Kane and Rochester, and Parlor car to Philadelphia. 5.36 P. M.-Train 1. Week days for Renovo Elmira and intermediate stations.

10.07 P. M.—Train 67. Week days for Williamport and intermediate stations. Through Parlos Car and Passenger Coach for Philadelphia. 9.10 P. M. - Train 921. Sunday only, for Williamsport and intermediate stations.

# BELLEFONTE CENTRAL RAILROAD. EASTWARD. WESTWARD 12 | 8 | 2 | STATIONS. | 1 | 7 | 11 P.M. P. M AM Ar. Lv. AM AM 6 30 1 10 8 45 Bellefonte 6 30 10 30 10 30 6 16 12 58 8 40 Coleville 6 37 10 37 6 16 12 58 8 37 Morris 6 40 10 42 6 10 12 54 8 35 Whitmer 6 44 10 47 6 65 12 48 8 31 Hunters 6 50 10 53 Hunters... Fillmore...

6 65 12 49 8 31 Hunters 6 50 6 02 12 46 8 28 Fillmore 6 53 5 57 12 41 8 24 Braily 7 00 5 53 12 37 8 20 Waddle 7 05 5 36 12 26 8 07 Krumrine 7 17 5 33 12 24 8 04 Struble 7 20 6 31 12 22 8 02 Inn 7 26 5 30 12 20 8 00 State College 7 20 Morning trains from Montandon, Williamsport Lock Haven and Tyrons connect with train No 7 for State College. Afternoon trains from Montandon, Lewisburg and Tyrone connect with Train No. 11 for State College. Trains from State College connect with Penn's R. R. trains at Bellefonte.

F. H. THOMAS, Superintendent CENTRAL BAILROAD OF PENNSYLVANIA.

o. 1 Nos Nos June 15, 1904. M. PM PM Lv. Ar	Nos Nos No
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7 00 2 30 6 40 BELLEPONTE 7 11 2 41 6 51 Nigh 7 16 2 46 6 56 Zion 7 23 3 53 7 09 Hecla Park 25 2 55 7 05 Dunkles 7 29 2 59 7 09 HUBLERSBURG 35 3 03 7 14 Snydertown 7 35 2 05 7 16 Nittany 7 37 3 07 7 19 Huston 7 41 3 11 7 23 LAMAR 43 2 13 7 25 Clintondale 47.2 17 29 Krider's Spring 51 3 21 7 33 Mackeyville 57 3 27 7 39 Cedar Springs 50 3 30 7 42 Salona 50 5 30 7 42 Salona	PMPMAA 9 35 5 10 9 3 9 22 4 57 9 2 9 16 4 51 9 1 9 10 4 45 9 1 9 08 4 42 9 0 9 04 4 38 8 9 9 01 4 34 8 5 8 59 4 31 8 5 8 51 4 25 8 5 8 57 4 07 8 3 8 35 4 07 8 3 8 35 4 05 8 3

(Philad. & Reading Ry.)
6 50 PHILA 8 36 11 30
9 92 NEW YORK 4 25 7 30 (Vin Philad.) P. M. A. M. A. M. P. M ...Ar New York ...... Lv .... 4 00 (Via Tamaqua)
J. W. GEPHART,
General Superintendent.

LEWISBURG AND TYRONE RAILROAD. WESTWARD. A.M. STATIONS. 5 40 Montandon 6 30 Lewisburg 5 40 Siehl

6 30 Lewisburg 9 05
6 38 Siehl 8 58
6 42 Vicksburg 8 53
6 50 Miffinburg 8 45
7 92 Millmont 8 33
7 99 Glen Iron 8 26
7 40 Paddy Mountain 8 90
7 50 Coburn 7 50
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7 50 Coburn
7 57 Zerby
8 05 Rising Springs
8 11 Penn Cave
8 18 Centre Hall
8 24 Gregg
8 31 Linden Hall
8 35 Oak Hail
8 39 Lemont
8 43 Dale Summit
8 52 Picasant Gap
8 55 Axemann
9 00 Bellefonte

Additional trains leave Lewisburg for Montandon at 5.20 a. m., 7.25 a. m. 9.45 a. m., 1.15, 5.25 and 7.55 p. m., returning leave Montandon for Lewisburg at 7.46, 9.27 a. m. 10.03 a. m., 4.50, 5.46 p. m. and 8.12 p. m.

On Sundays trains leave Montandon 9.23 and 10.01 a. m. and 4.46 p. m., returning leave Lewisburg 9.25 a. m., 10.03 a. m. and 4.48 p. m.

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Famous Dog.

A deservedly famous dog was Walf,

the "nigh leader" of the dog team that drew the sledges in the Greely Arctic expedition. The off leader was Tiger, who fell a victim to starvation's demands; but Wolf lived for a number of years after the rescue. Wolf had a history. He was the only dog that ever enlisted in the United States navy, and, after the close of the expedition, Wolf was given his regular papers of honorable discharge from the government service. Work was born in the North many years ago, and taught to draw sledges across the frozen sea by his Eskim? master. Lieut. Greely chose Wc'l for his superior strength and wonderful intelligence, and he and Tiger led the team that dragged the unfortunate band of explorers northward. He was a large animal, with long, gray, silky hair; and although of grave demeanor allowed children

Dogs in Seatskin Shoes.

Sealskin shoes for dogs are made in Labrador. The dogs attached to sledges travel at great speed over the rough ice, and some protection for the feet is necessary.

# Spring Mills Hotel

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to sell them?