Nevel Methods Whereby Extra Cash May Be Accumulated.

THE PROFITS OF THE CATERER OF THE MESS - A SHIP'S TAILOR OFTEN BECOMES WEALTHY IN MAKING NATTY UNIFORMS FOR JOLLY JACK TAR - THE SHIP'S BARBER, HOWEVER, IS THE CROS-

The average person ashore looks upon the pay received by the enlisted men In the navy as being so small that a cruise is three years practically thrown away. He may be astonished, says the New York Times, at the variety of means resorted to by thrifty men aboard ship to add an honest dollar to their income, and still more so by the really snug sums with which many in even the lowest grades are paid off at the end of a cruise.

The variety of ways by which extra money is earned on board every manof-war can be but briefly described in one article, but even a bare enumeration is interesting as showing how thrift and ingenuity has its rewards even under ordinary adverse circum-

As the same means are resorted to on every vessel, and by the same class of men, those of energy and resource, it is only necessary to take as an illus tration one of our big cruisers, whose crew really corresponds to a small village. On such a vessel the crew is divided up into a dozen or more "messes," in which a certain number of men in the various grades, corresponding to a family ashere, mess together for the three years. Each man is allowed by the government 30 cents per day, or about 39 per month, known as a "ration." A certain number of these "rations." instead of being paid in staple food by the paymaster, are "commuted," that is, paid in money to the "caterer" of each mess, with which to buy extra food and delicacies

This "caterer" is chosen by his fellow-members of his mess generally for a period of one month, and has the handling of the general funds of the mess, which are augmented by menthly subscription of from \$2 to \$5 per month. The ship's cook has nothing to do with the preparation of the dishes of the messes, but is in reality a kind of lord high admiral of the galley, receiving the various catables already prepared in the pans and pots, from the "berth deck cooks" at the galley door, and announcing the fact when the food is cooked and ready for serving. So, really all the important functions of a cook, such as preparing the dishes, setting the tables, washing up, etc., are performed by the "berth

#### THE SHIP'S COOKS.

These latter may belong to any branch of the service below the grade of petty officer and above that of an apprentice. Such positions are generally taken by men in the grade of coal passer or landsman. Such men are relieved from all other duties, except the necessary drills, and besides receiving their own ration, are generally paid one and sometimes two extra rations in money. So that a cook whose rating is that of a coal passer, and who receives as such \$22 per month from the government, receives besides at least \$20 per month from which swells his pay to from \$42 to \$50 per month. Many of these men develop into surprisingly good cooks, and us such are eagerly sought after by the "caterers" of messes. They can easily save three-fourths of their salary, and in hundreds of cases are paid off at the end of three years with more than \$1,000, a showing which is not often made by men of their standing

in civil life. The natty uniforms in which Jack appears on shore is never from the stock of the paymaster on board ship. Ready-made uniforms are served out to those who desire them, but they are rather ill-fitting affairs, and after a man has passed the recruit stage and begins to "draw his pay" he invariably has his clothes made by one of the innumerable tailors on his vessel. These men are called "Sheenies" by their patrons. In the dim past some really good naval tailor must have shipped on a cruiser and there plied his trade, and since then the art has been handed down until on every vessel there are from six to a dozen men who in leisure moments ply their trade, and it is a well-known fact that not even the best tailors ashore can give to a bluejacket suit that swing and flow that is

characteristic of a true sailor's "rig." The man-of-war tailor may belong to any grade or department. Sometimes he is a coal passer, fireman or oiler, but more often a scaman, gunner's mate or quartermaster. If he has proved a good tailor he is allowed his hand sewing machine, and after the decks have been cleared up and he is off duty he takes himself to some fa vored corner of the deck and, spreading his mat, places his machine on a ditty box before him and begins his work. His patrons draw sufficient cloth for a uniform and the "Sheeny" ceives \$5 for making it up, with all the trimmings and gill-guys about the flaps and pockets, so dear to a sailor's heart. Some of these men who are known to be especially expert have such a rush of business that they pay regular assistants from among the ship's company. These men and boys are the 'apprentices," and upon becoming probuy a sewing machine and launch out into business for them-

selves. There is always mending to do for both men and officers, and the business is extremely profitable. These tailors are the most prosperous of all the extra-money-making class

# **FOR LIFE**

dur note gir's humor commenced with a tiny sore on one nostril, but it kept on spreading till we thought she would never get it cured. We tried everything we could get, but it kept getting larger all the time, till both nostrils, the upper tip, a part of the lover lip, and up one side to the eye, were a solid sore. We thought there was no cure, and that she We-flought there was no cure, and that she would be disfigured for life. Finally we tried Curicura Riskinus. We used Curicura Riskinus and nearly a box of Curicura (ointment), and in a short time she was entirely well, with no scar or trace of the humor.

Mrs. WM. CHICHESTER, Plainville, Ct.

SPERRY CURE TREATMENT FOR TORTUBING, DISPIG-TRING HUMBER, WITH LOSS OF HAIR.—Warm baths with Currects Boar, cente anointings with Curreura, and mild doses of Curreura Resourant. Sold throughout the world. Povysk Dayn Asn Cukw. Cour., Props., Boston. How to Cure Beby Humors, free.

on board ship, and some of them add as much as \$50 per month to their wages. A fireman's monthly pay is about \$35, a quarter-master gets about the same, according to his class, and a seaman \$26, so it can easily be computed how much he increases his sal-Many of these men have been been known to leave a vessel at the end of a three years' cruise with from \$1,500 to \$1,800 clear money. One quartermaster was paid off from the cruiser San Francisco a few years ago with \$3,000 representing a clear saving of \$1,000 per year.

THE CROESUS OF THE SHIP.

The Crossus of the crew, however, the ship's barber. This was a one time a regular rating in the service, but was abolished, and now the office is usually held by a "landsman." The holder of this valuable privilege is excused from nearly all duty, and is allowed some little unused quarter about the deck, where he can set up a couple of chairs. In a crew of 500 men he is sure to have a couple of hundred customers. His rates are 25 cents per month for two shaves a week and a hair cut once a month. This money is paid out each month by the paymaster, and taken from the count of the customer. The barber is kept pretty busy, of course, but he keeps an assistant, paying him about \$5 a month. There is also about \$2 per month received from each customer among the officers, so that a barber on the average man-of war receives from \$75 to \$100 per menth to be added to his official salary of \$16. It is safe to say that few, if any, barbers in

civil life receive such pay, Another lucrative business which is metimes, but not always, added to that of the tailor is capmaking. As in the case of clothing served out by government, the ready-made caps are but poor affairs, indeed, in the eyes of the well-trimmed sailer, and nearly the caps, especially those intended to be worn on shore leave, are made by the makers of caps on board. These men will make a cap, including the fanciful embroidering about the top and band, for \$150, and can easily complete one or, at a pinch, two in a day. This work simply requires a special skill in embroidering, and is taken up by mer in various ratings. A popular cap maker adds \$15 to \$20 per month to his regular pay.

Then there is the lanyard knitter. His work requires a special gift, and he gives more value for the money than any other member of the "sheenying" fraternity. He will weave a lanyard containing fifteen or twenty strands of thread for \$I, a work that costs him several days of spare time But the representative of this ancient and honorable craft is usually a plodding, saving fellow, and can add several dollars per month to his pay.

Of course there is on every vessel one or more "tattooing artist," and as the fashion of dermatological adornment is not extinct by any means on board ship the tattooing man carns many an honest dollar.

carpenter's mates, or shipwrights, as they are officially known, receive from \$25 to \$25 per month. Many of these men add \$10 or \$15 to their monthly salaries by making ditt; boxes, which are small boxes in which the sailor keeps his trinkets of various kinds.

Somewhere about the vessel can be found in the long afternoons and evenings the maker and mender of shoes and there is always a good business ner in which the shoemaker sits is

THE HAMMOCK SCRUBBERS.

To the thrifty souls who have no particular trade to rely upon, a dozen different avenues are opened for earning extra money. One profitable business for a man of energy and muscle is the scrubbing of hammocks. Once a month regularly every canvas hammock in the vessel must be washed. Two hours of a certain day are given over to this vast work. Every available inch of the decks are flooded, and in this time every man is expected to scrub his hammock. It happens that at that time many men are on duty and are compelled to hire their work done. There are besides many of the chief petty officers who hire the work done. The invariable price paid for scrubbing a hammock is \$1, and there are always a dozen or more quick, active fellows ready to undertake this work. These men can and do serub from fifteen to twenty extra hammocks on every washing day, and thereby earn as many dollars in two hours. During long trips at sea and in outlandish foreign ports these same men and others not so strong embark in a general laundry business, and a man who is fairly proficient in this work need never have an unprofitable spare hour.

The officers' cooks during the sea trips do a land office business in cakes outrageous price to the apprentices and to many of the men.

The steward and others who have charge of the storerooms traffic in cigarettes, tobacco, jeilies, jams, pickles and fancy canned goods, on which they make enormous profits. There are many other strictly legitimate ways of adding to one's income aboard a manof-war which are taken advantage of The man who tries can easily leave the service at the end of three years with \$1,000, and hundreds go out with twice

There are many other ways of making money, and some of them not so straightforward as those enumerated.

### MOTHER GOOSE AWHEEL.

Little Miss Muffet oncluded to bluff it, So in bloomers she left her abode; Along came a flyer, And then she went higher For wings, as she no longer rode.

There was a man in our town, He bought himself a Just-as-good, And thought he had a prize. When from the wreck he cleared himself With all his might and main to swore and swore, but couldn't get

> To market, to market, And dedge a read hog; In the ditch, over ruis,

Little Jack Scorcher Sat on a porch a-Swearing at his punctured tire; Then he put in a plug And once more the road set on fire.

The Queen of Hearts. She made some starts. But couldn't get away; And those who laushed, She called upstarts. And thought what she daren't say,

Little Bo Peen O'er any high-geared tandem: To pedal home,

Then gave 'em a drink and fanned 'em.

#### ADMIRAL DEWEY UNDER FARRAGUT

Received His Baptism of Fire on the Mississippi in 1863.

HIS CAREER A FINE ONE-RESOLU-TION AND COURAGE HAVE AL-WAYS BEEN MARKED TRAITS OF OUR NAVAL HERO-FORMER MESS-MATES EXTOL HIM - PERSONAL REMINISCENCE.

"I always said that the ship that Dewey surrendered wouldn't be worth d-n to the enemy. It would be just a lot of old junk."

This is what one of the old shipmates of the victorious American naval commander said in Boston when he had read of the triumph of our fleet at Manila. This, too, is the opinion of all of his other former messmates.

Commodore George Dewey received his "baptism of fire" aboard the old steam sloop Missisippi, under Parragut, in the early days of the civil war. He now about 61 years old and belongs in Vermont, from which state he was appointed to the Naval academy in September, 1854. Four years later, when e was graduated, he was sent to the steam frigate Wabash for a cruise in the Mediterranean

Dewey got his commission as lieuenant on April 19, 1861, eight days after Mississippi and do duty with the West Gulf squadron.

He was on the Mississippi when she took part with Farragut's other vessels in forcing an entrance to the Misissippi river, and again when the fleet ran the gauntlet of fire from the forts elow New Orleans in April, 1862, and orced the surrender of that city. ship he was in belonged to Captain Bailey's division of the fleet which attacked Fort St. Philip.

ONE OF THE FIERCEST OF BATTLES.

The hottest fight that the Mississippi ver engaged in was her last one, and this was perhaps as hot as any of the war. In March, 1863, the fleet tried to run by the Confederate batteries at Port Hudson. Some of the ships got is far as a narrow part of the channel, where they met land batteries almost nuzzle to muzzle and then they were forced to retreat.

The Mississippi did not get as far as this. A foggy day had been chosen for the attempt, and amid the fog and the smoke of battle, which redoubled the obscurity, the Mississippi lost her bearings and ran ashore. Her officers found that she had struck just under the guns of a battery in the middle of the line of fortifications, and one of the strongest of the lot.

In half an hour 250 shots struck the essel, and she was riddled like a sieve. There was no chance of holding her, to her crew took to their boats and landed on the opposite side of the river, after setting her on fire.

Soon, lightened by the departure of ier crew and by the fire, she drifted Blazing and saluting with her shotted guns, she drifted down the river, until finally the fire reached her magazines, then her career ended in a great explosion.

HELPED ATTACK FORT FISHER. Dewey was next attached to the steam gunboat Agawan, of the North Atlantic blockading squadron, and he ook part in the two attacks made on 1864. and January, 1865. In March, 1865, he got his commission as lieutenant commanler, and as such served on the famous old Kearsarge and on the Cilirado, the

in the Naval Academy. His first command was in 1870, when he had the Narragansett doing special service. He became a commander in April 1872, and, still on the Narraganett, was engaged in making surveys of the Pacific until 1876, when he was made a lighthouse inspector and later

flagship of the European squudron, un-

the secretary of the Lighthouse board. He commanded the Juniata in the Asiatic station in 1882-83, and in Sepember, 1884, was made a captain and put in charge of the Dolphin, then brand new, and one of the four yessels which formed the original "White Squadron." The following year he was sent to command the flagship Pensacola, of the European squadron, and he stayed there until 1888, when he became chief of the bureau of equipment and recruiting with the rank of commodore. This place he held until 1893, when he was made a member of the lighthouse board. He got his commission as commodore on Feb. 28, 1896. and at about the same time was made and pies, which they dispose of at an president of the board of inspection and survey. This place he held until he was put in command of the Asiatic station, in January of this year,

> MOST DETERMINED OF MEN. At the very outset of his naval career e exhibited the characteristics which made it impossible for him to meet de-Throughout his early manhood his Vermont training was more than once made manifest.

It was thirty-nine years ago-1859that he entered on his first naval duties, as midshipman of the United States steamer Saratoga. He had just duated from the Naval Academy at Annapolis, and was ordered to the Sarstoga when she started on one of her practice cruises. The men who slung their hammocks beside the redoubtmidshipman now congratulate each other and say; "I told you so. Dewey just couldn't help it."

ey was a positive man, even as a middy. He was positive in appearance and positive in action. Discipline was one of the things that to him was requisite above all other things on a ressel of the United States navy. So he began, when just out of the naval academy, to show that he knew what was needed on shipboard and he was espected for it. His old comrades say he was popular, too, both in his class and aboard ship. They say he was a thorough scholar and a good student. In his early days his former shipmates all remark that resolute, firmly

set jaw and those eyes that flash deter mination gained a reputation that has followed him through all his career as a naval officer. Those who knew him as a boy and man, as middy and commodore, say over and over again as the news becomes more and more com-"I told you so. That's the way

Dewey always did everything." A PERSONAL REMINISCENCE.

"Saxty" Fisher, a gray-haired veteran, who served twenty-nine years in the navy, and who has been at the naval home for the past eight years, knew Admiral Dewey on the Pacific station after the war, as well as during the struggle. Regarding the latter, he

in '54 and was with Farragut at the taking of the forts at New Orleans and dobile. I was then on the Cherokee, a big sailing ship, which put into Pensacola harbor soon after its capture and remained there as a base of supplies for marines going into the Mississippi river fights. Our boat didn't have any steam power, and, as she drew twenty-seven feet of water, couldn't get over the bar at the mouth of the river. There was only twenty-four feet of clear water there at the best. Without steam we weren't of any use at any rate, so we were kept out of the fight, which young Dewey got into goon

"He was a lieutenant then and was on the Mississippi, one of the boats which was to run the blockade. The erew numbered 380 men, all told, and they were ready for whatever might come. I remember well how we heard of the daring exploit when the fleet ran the gauntlet of the forts. The Mississippi had to be burned to escape capture and the crew were told to save themselves.

"Lieutenant Dewey could have es caped easily, as he was a bold, powerful swimmer, but he was too unselfish to think only of himself so long as any of his comrades were in danger. Not far from him he spled a seaman who was trying his best to keep above water after his right arm had been paralyzed by a bullet. Dewey struck right out for him and gave him a lift, till they reached a floating spar. Then the wounded man was towed under cover of the shore in safety.

'Johnny Rebs' on the bank, and they did deadly work. So, whether they Fort Sumter was fired upon, and he was immediately assigned to Join the spared young Dewey and his wounded shipmate because of the act of mercy be was doing or whether the floating spar concealed them somewhat we never knew. At any rate there were so few who escaped when they swam the service said right away when they heard the story: Well, I'll be durned if that young Dewey ain't being kept alive for something better than trying to sneak by old rebel forts. He'll live to show the stuff that's in him so day, if I know what I'm saying.' We never thought he'd ever get such a high-sounding title as 'the hero of Manila;' but I'll be gosh durned if he don't deserve it for licking those sneaking Spanish."

Officials of the Cramps' shippard are watching the developments at Manila with intense expectancy. Aside from their general interest in the comparative architecture the Cramps were personally interested in the clash of the Spanish and American squadrons because two vessels of Commodore Dew ey's command were built at the Cramps' yard. These are the cruiser Baltimore and the revenue cutter Me Culloch. The Baltimore was finished eight years ago and the McCulloch left the yard only last year. Officials of the yard were delighted with the American victory and praised the American

ships with enthusiasm. Said one officer: "We must await further information before we can learn all the points of superiority of the American vessels. But, so far as the information we have goes, it looks as though our ships had outclassed the Spaniards in all respects. The Baltimore, which we finished several years ago, seems to have been in the thick of the fight, and the little revenue cutter McCulloch did remarkable service for so small a craft. We are pretty well satisfied here with the outcome of the

League Island Navy yard was in a ferment of excitement over the victory. The officers for the most part observed the reserve characteristic of he service at all times and particular was eagerly discussed, but their comment, in most cases, was reserved for the inner circle of fellow officers. The men, however, were not so reticent, and eagerly manifested both their joy at the news and their hunger for details.

til 1868, when he was sent for service This curiosity was especially remarked on board the receiving ship Richmond. Stalwart tars surrounded disitors suspected of having information on the subject, and they were formally "held up" before being allowed to proceed. On every hand were heard expressions of satisfaction and joy.

#### MONEY FOR SEA CAPTURE.

Bonanzas for Officers and Crews of Blockades in Civil War. the Boston Journal.

In the civil war many of the Union cruisers and blockaders made captures which enriched their officers and gave real bonanzas to their crews. Thus, the gunboat Amanda, when she captured the Swan, made \$202,298 available for distribution. The gunboat Augusta netted a round \$400,000 by making a prize of the British blockade runner Princess Royal; the brig Banbridge also took a hand in the capture of the Swan, when \$202,298 was set aside for distribution. The cruiser Bienville earned \$292,000 for her lucky officers and crew in the capture of the Stettin and \$150,000 more in the capture of the Patras; the frigate Brooklyn, one of Farragut's fighting fleet, got \$167,404 for catching the blockade runner Magnolla; the sloop-of-war Canandalgua aught \$147,774 with the slippery Cherokee: the gunboat Cimerone was in great luck with her \$450,000 prize Atalanta; the Circassian, a captured blockade runner herself, earned a cool quarter of a million when with Uncle Sam's bluejackets on deck she overtook and selzed the Minna.

The sloop-of-war Cumberland, that ill-fated but glorious ship, which afterward fell a first victim to the Merrimac, was one of the six craft which shared the capture of the \$239,000 Hiawaths. The smart little gunboat Flambeau took one \$100,000 prize. The gunsoat Huntsville shared in the \$167,000 Magnolia; the Iron Age captured \$280,-000 in the Robert E. Lee; the Iroquois share of \$200,000 in the Merrimac. The Magnelia took the Memphis, which, ship and cargo, made \$510.915 available or distribution

The Mercedita, now an ungainly coal arge out of Boston, shared in the \$167,-000 distribution due from the Magnolia as her Confederate prize. The doubleender Octorora netted \$320,000 when she brought the Victoria under her guns; great swift side-wheeler, the Quaker City, one of the best ships which the Union navy absorbed from the merchant marine, carned \$138,000 in the capture of the Amy Warwick, \$150,-000 in the Douro and a share of \$145, -000 in the Lily; the Rhode Island, another fast other fast side-wheeler merchant cruiser, took \$290,264 out of the blockide runner Cronstadt. There were few richer prize funds than the \$356,000 which the R. R. Cuyler, another merchant cruiser, captured in the Kate

The Santiago de Cuba, still another famous merchant fighting ship, and one of the fastest of the Union cruisers, was an especial terror to our blockade running British brethren. She took about a dozen prizes. The richest of them were the \$136,000 Columbia, the \$174,000 Britannia and the \$330,000 Vic-"The present hero entered the service | tory. When the Somerset captured the

Circassian, a fine fast iron craft, the courts decreed \$300,000 for prize money. The South Carolina, built at South Boston, a stanch iron propeller, which before the war used to run between Boston and New Orleans, helped in the capture of the \$167,000 Magnolia and a dozen other lesser prizes. Even the lumbring old Supply, a store vessel, and a sailing ship at that, made a prize of the Stephen Hart, a \$250,000 capture. The sloop-of-war Susquehanna earned \$300,000 in the Ann; the double-ender Tioga shared in the \$330,000 Victory; the 90-day gunboat Unadilla caught \$231,000 in the Lodona and a share of the \$400,000 prize money due for the Princess Royal. The Vanderbilt, which that patriotic millonaire gave to the Bervice-his own private vacht-took \$373,000 in the Peterhoff; \$560,000 more was earned for distribution when the swift Atalanta fell a prize to the stout monitor Weehawken.

INCREASE OF THE NEW NAVY Our Guns Can at One Discharge Throw 122,260 Pounds of Metal.

From the Washington Post.

Captain Boutelle gave some figures in the house sate Saturday afternoon that show clearly the growth of the new navy, and shed some light on the work that the house committee on naval affairs has ac-complished in this direction. He pointed out that fifteen years ago there was not a single modern ship of war that flew the Star Spangled Hanner. "We had not a There were picked shots among the modern gun affoat in the navy of the United States," said Mr. Boutelle; "we ild not make a ton of armor in this ntry. In fifteen years, while we have done all that we cught to have done in that direction, we have at least ac-complished a notable work for the charoter of which we have ry reason to feet

> He then demonstrated that the total appropriations for the naval service, in-cluding the construction of ships and ord-pance and the appropriations carried in o present bill, have amounted to \$387,-7.810. During the period of tive years valle Mr. Boutelle has been chairman of committee, the house appropriated whole amount which has been appropriated for this purpose in one-third of the whole period. "During that time," added Mr. Boutelle, "we have increased the au-thorization of vessels for the new navy, cluding those in the present bill, by 208 04 tons, and of that amount it has pleasure to introduce bills that have arried 130.860, nearly 51 per cent., in three cars. The appropriations for the inase of the navy during that period of fifteen years, including the present bill mye been \$151,117,597, and the bills re norted from the committee, of which I have been chairman, have in five years arried \$73.862,647, or nearly one-half." Mr. Boutelle showed further that in hree years he has introduced bills that ave provided for increases of 4.750 en disted men in the navy, where the total umber of enlistments in fifteen years have been but 5,500. He pointed out that the increase in the armament of the navy us been such that at present our navy capable of throwing at every discharge its guns, 122,160 pounds of metal, and of that amount, the ships that have been authorized by the committee during the five years of his chairmanship have put affoat and will put affoat, in the vessels completed and authorized, guns capable 63.928 pounds of all round fire at every discharge, or more than one-half. A similar good showing is made regarding the construction of the 114 ships during the past lifteen years, and of the construction of battleships and torpedo

'ONAS LONG'S SONS, JONAS LONG'S SONS. Fighting For the Right

While our country battles for the freedom of the oppressed, we battle for the right in merchandising. We demand the best stocks that money can buy. We sell them at honest prices, that our public may be pleased with what they get here-and come again. That's what forms the bone and sinew of this growing business. Every day larger and better-and the ship sails on-for your benefit in economy; for ours in growth.

Warm weather | 9 and fly time. Unhappy, una-voidable combiscreens. They'll take care of them ordinarily. This the flies to perfection. They'll take care of them week, here at......... 59c

Window Screens, adjustable, 30 inches long. 10c worth 25c.,

Screen Doors, full size, nice stained, the \$1.00

Fly

Screens

made, fancy trimmings, 97c nicely boned and very 39c the \$1.50 kind,

Ever notice how Bicycles a good thing gets talked about. Take our Anthracite Bicycle, for instance. It embodies every im- Cambric edges, one to four provement of the \$100 wheel. We know it's just as good. Did we tell you the maker's name you'd agree with us. And yet we sell the Anthracite for

\$35 Instead of \$100.

Come in and take a look at it. We've other kinds to show you,

About 500 more Brooms good quality, 3 Corset clasps thread brooms go on sale today Knitting cotton, ball . . at the absurdly little price of 7 Cents.

A lot of good for-Bicycle tune brought us Waists these waists. They're of twobination. There's but one toned boucle in every nobby solution to the problem-get effect. You'd pay \$1.00 for

Summer weather Corsets - summer corsets. We have them in all styles-a particularly Screen Doors, elaborately nice one, made of fine web, serviceable.....

Embroideries

vards of inches wide, all new patterns, cut and ready for use. To be sold not at 10c a yard—what 5c they're worth—but at.....

There are

about 400

News of some Notions special things for this week, well worth reading:

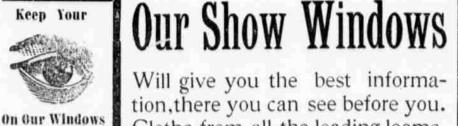
Sewing silk, spool 20 of those extra Basting cotton, 12 spools . Swell hump hook and eyes, 2 dozen for

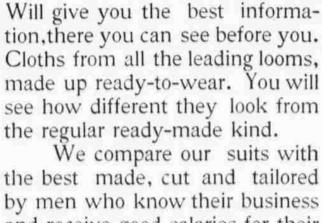
## People Ask Why

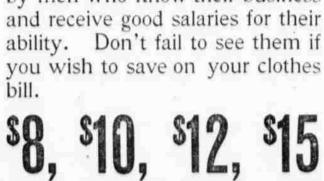


We talk about our Clothing so much. A good thing is worth talking about. And we have the best thing in Spring Suits that was ever shown in this or any other city. We are proud of them, and many that have already purchased their Spring Suit here tell us they have given their custom tailor the slip and saved a good many dollars on their clothes













SAMTER BROS..

Leading Clothiers, Hatters and Furnishers.