DUNNITE'S VAST POWER

Government's Secret Explosive Crumples Armored Target.

DEADLY TWENTY FEET AWAY

Trial at Sandy Hook Shows That the United States Has Most Powerful Explosive Known That Can Be Used to Wreck Inside of Warship—Bursts Into Large Fragments.

That a twelve inch shell loaded with only a small charge of dunnite, the world's most effective explosive, will crumple in the side of the heaviest armor clad vessel, though the shell fall short of its mark by twenty feet, was recently demonstrated at the beginning of a series of tests at the United States government's proving grounds at Sandy Hook, says the New York Herald. Accompanied with a secrecy that has made the discussion of the result almost prohibitive, the first test was solely for the purpose of determining the safe distance that a huge target, built to represent a section of an armored side of a modern battleship, could be moored from the shore and the observers assured of freedom from harm from fragments of the exploding shells.

For some time experts of the ordnance department of the army have known of the destructive effect of the explosive substance, which, named after its inventor, Major Beverly W Dunn, U S. A., is a closely guarded government secret. Foreign nations have sought in vain to learn its composition. Meantime the manufacture of armor piercing shells filled with the explosive has gone on until now the arsenals of the United States are filled with them, and almost all the ships of the navy and the seacoast fortifications have a battle supply on hand and ready for any emergency

What the government experts did not know, however, was the probable effect if a shell should fall short of its mark. The shot fired within the last few days has gone far beyond the expectations of the experimenters.

To those who were fortunate enough to witness the recent trial the affair was intensely spectacular A floating mass of woodwork, in dimension the side of a battleship at its water line, was moored offshore Then delicately the 1,000 pound projectile, with a scant charge of twenty pounds of dunnite, was submerged four feet in the water and approximately fifty feet from the floating structure. Then all scattered to a place of safety, an electric button was pressed, those on shore felt the ground tremble, while a column of water shot up into the air 250 feet. When the target was again brought to shore the effect of the explosion was plainly manifest and of such a nature that the deductions were readily drawn.

Major Dunn when seen at the proving grounds at Sandy Hook refused to discuss the outcome of the trial, saying it was a government secret at the present time, although the trials to come, which would cover a period of time, would no doubt be conducted more openly.

"As to the explosive that bears my name," said Major Dunn, "I believe it in the opinion of the ordnance department that they have a destructive material that is the best in the world. Its composition is known only to this government. It is not the highest explosive—not by any means—but it is the highest explosive so far invented that, contained within the chamber of an armor piercing shell, will contain itself until after the shell has passed through the armor. Then its destructive work, actuated by a primer, takes place.

"Its effect has been accurately described since the tests in 1901, when the Gathmann gun failed signally with its gun cotton loaded shell to injure armor plate representing the turret of the battleship Iowa. At the same time the ordnance department fired a shell from a twelve inch coast defense rifle The projectile was in reality a cored shell, its small chamber loaded with but a twenty pound charge of dunnite. The armor plate was pierced and the backing behind it wrecked.

"The advantages of an armor piercing shell over the ordinary bursting shell can be readily understood by a layman. To inflict the most damage on the ship of the enemy we desire to have our shells enter his ship and then, bursting into large fragments, carry destruction to its machinery and vital parts. A shell bursting into small fragments would not do that. Tests have shown that the dunnite will do all of the things most desired in actual warfare."

A New Water Sport.

The inventive genius of American girls has done much to relieve the monotony of ocean travel. During a recent trip of the Cedric from the Mersey one of the sports introduced by a New York girl was a water bucket race that resulted in much splashing and profanity, says the New York correspondent of the Pittsburg Dispatch. Each contestant was obliged to carry on his head a bucket seven-eighths filled with water and to run 100 yards, the use of the right hand alone being permitted in keeping the pail steady. The contest seemed like a free for all bath, and the spectators gave the contestants a wide berth as they came rushing along the deck.

[illegible]

Young [illegible] who have some smattering of English are opening what they call Anglo-Chinese schools in Shanghai and neighboring towns, says the Missions Bulletin. One of these schools frankly advertises its limitations, "English taught as far as the letter G."

FOR JEWISH CONFEDERATES

Monument In Their Honor Suggested by Southerners.

A writer to a Baltimore paper suggests that the Jewish soldiers of the confederacy ought to be honored with a monument as well as those of the federal army, a memorial to whom was lately unveiled in New York, says the Baltimore Jewish Comment. That there were many Jewish soldiers who served in the southern army is well known, though it is not so well known that, according to a speaker at the memorial exercises held lately at the Jewish cemetery in Richmond, [illegible] General Cooper had said that there were between 10,000 and 12,000 Jews who wore the gray, and this statement was made during the war in explanation of his refusal to grant them leave to observe the fall holidays. The army could not spare such a large number.

Ten or twelve thousand may be an exaggerated estimate, but it shows conclusively that they were so numerous that the commanding officer had notice of their numbers. Jews were well scattered through the south during the civil war, and the communities at Richmond, Charleston and Savannah were quite large for those times. They bore their share of the battle, fought with bravery, died on the field and suffered the loss of their property along with the impoverished of other creeds. There is absolutely no ground for the statement lately made in an illustrated New York weekly in an article telling of the development of the south that the war left all southern people except the Jews poor

In his address at the meeting in Richmond John S. Eggleston said that there were twenty-four Jewish staff officers in the Confederate army and eleven officers in the navy, and the first surgeon general of the Confederate army was a Jew—General David de Leon. So the Jewish soldier of the south has a right to recognition, and, though he fought for a lost cause, his memory should not be lost too. It is quite possible that when the records are made up the southern Jewish soldier will have quite as proud a record as his brother of the north, whom prominent men took pains lately to honor. Wherever the Jew heard the call for duty he answered, and it is a wonder that in the south, where old time loyalty and consideration still hold sway, some attempt has not been made to do justice to the memory of those men who took the field at the call of their state

BLAST FROM LAWSON.

"I'm Leader In Holy War," He Says. "Our Jerusalem Is Wall Street."

Thomas W. Lawson, the Boston copper magnate, and his party recently arrived at Kansas City and attended the annual dinner of the Knife and Fork club. In discussing "Frenzied Finance" Mr. Lawson said.

"John D. Rockefeller has the surplus that belongs to the people. Then I came along, and I said 'I know how this trick is done. I have shown the American people how it is done, and I am going to show them how to stop it Five million policy holders of America have been robbed by the Equitable every year.

"I'm educating the people in life insurance and Wall street. They are being robbed by Wall street all along the line. The robbers have abused me for my exposures, but have never replied to them. I have tested the power of people working in combination against Wall street, and we have dropped the value of securities held by the system $4,000,000 in one day.

"I say to the people of America 'Keep out of Wall street. Sell out at Wall street. Get clear of your stocks and bonds. Buy government securities, and the stock of the system will drop 75 cents on the dollar. Then the system is broken.'

"How long will it take me to smash John D Rockefeller? It's liable to come any minute. It's coming, coming And the difference between John D and me is that I can stand the racket and he can't. He's shell now; I'm a man.

"And I'm going to smash them, smash them, smash them! I can't do it myself; I'm nobody, but the people of America are with me they're joining me daily in fresh thousands. It's a new holy war that we're making, and I'm the leader of it, and our Jerusalem is Wall street."

A Postal Card Race.

With a view to testing the time required by a postcard to go the round of the world and to ascertain also the route which the card should take to accomplish its journey in the least possible number of hours an interesting experiment in the form of a competition is being made in Paris, says the London Globe. At 3 o'clock one afternoon at the central postoffice and in the presence of a number of witnesses 470 postcards sent by an equal number of competitors who had beforehand secured the services of correspondents in America and the far east were handed in after examination by and on the certificate of a sheriff's officer. Some will go by the Havre route, others by Marseilles, by Cherbourg, by Southampton. After a few brief resting places, necessitated by the time taken by the correspondents in the United States or in Asia to report them, the postcards will return to Paris, when the sender of the one that arrives first will receive a prize of money.

[illegible]

Paris possesses a curious social organization with an odd purpose, says the New York Tribune. It is formed of prosperous tradesmen [illegible] agree to trade with one another [illegible] utmost extent possible and [illegible] help one another with [illegible] without interest. The [illegible] calls itself [illegible] tranquil fathers.

SCHODACK LANDING.

Charles Franklin will run the meat market here after August 1st.

Zebeth Peaslee went last week to Montgomery county to spend two months with friends.

The barge "Baldwin" is engaged almost every day taking excurisons from Albany.

The crops in this section are better than it was expected they would be.

Dr. Peaslee's health is much improved so that he is able to attend to the sick.

L. Requa and family attended the services at the Reformed church at Kinderhook on Sunday.

Rev. Charles W. Pitcher, of Middleburgh, preached as a candidate in the Reformed church at Castleton on Sunday. Mr. Pitcher is an eloquent preacher and a polished writer and that church would make no mistake by extending him a call.

REMEDY FOR HAY FEVER.

After Trying Other Treatments, Hyomei was used with Perfect Succes.

J. F. Forbes, a well known Western railroad man, whose home is at McCook, Nebraska, writes, "I have never had any relief from any remedy for hay fever, even temporarily, until I discovered the merits of Hyomei. I always recommend it when occasion requires."

There is no offensive or dangerous stomach dosing whed Hyomei is used. The reliable remedy for the cure of all diseases of the respiratory organs is breathed through a neat pocket inhaler that comes with every outfit, so that the air taken into the throat and lungs is like that of the White Mountains or other health resorts, where hay fever is unknown.

The fact that R. W. Seymour agrees to refund the money to any hay fever sufferer who uses Hyomei without success, should inspire confidence in its power to effect a cure. A complete outfit costs but $1.00 and extra bottles but 50 cents.

THIRD JUDICIAL DEPARTMENT.

Pursuant to the provisions of section 282 of the Code of Civil Procedure, the undersigned Justices assigned to constitute the Appellate Division of the Supreme Court, in and for the Third Judicial Department, do hereby appoint the times and places for holding the Special and Trial Terms, within the several Judicial Districts comprising such Department, for the years 1904 and 1905, as follows:

FOR THE THIRD JUDICIAL DISTRICT.

Assignments of Terms and Justices for the Years 1904-1905.

TRIAL TERMS.

Albany.
First Monday in January, Betts.
First Monday in March, Herrick.
First Monday in April, Betts
First Monday in May, Cochrane.
Fourth Monday in September Herrick.
Second Monday in November, Howard

Rensselaer
First Monday in January, Howard.
First Monday in March, Cochrane.
First Monday in May Herrick.
First Monday in October, Betts.

Ulster
First Monday in February, Betts.
First Monday in April, Howard.
First Monday in October, Cochrane
First Monday in December, Herrick.

Columbia.
First Monday in February, Cochrane.
First Monday in May, Betts.
Third Monday in October, Howard.

Sullivan.
Third Monday in May, Howard.
Third Monday in September, Cochrane.
First Monday in December, Betts

Schoharie.
Third Monday in January Herrick.
First Monday in June, Cochrane.
First Monday in October, Howard.

Greene.
Third Monday in February. Howard.
Third Monday in June, Cochrane.
Second Monday in November, Herrick.

SPECIAL TERMS.

First Saturday of every month, except August and September, at Hudson Cochrane
Second Saturday of every month, except August and September at Albany Herrick
Third Saturday of every month, except July and August, at Kingston Betts
Fourth Saturday of every month, except July and August, at Albany - Herrick
Last Saturday of every month at Albany as follows:

When the fourth Saturday is also the last Saturday of the month, Justice Herrick is designated to hold such terms, except in the months of July and August, as hereinbefore designated. The following named Justices are designated to hold the other of said terms, viz.:

1904-1905.

April—Cochrane.
July—Howard.
August—Cochrane.
October—Betts.
December—Herrick.

Special Terms are always open for ex parte business at the Judges' Chambers at Albany, Kingston, Hudson and Troy, when a Justice is present. Special Terms will be held in connection with the Trial Terms, subject to the limitations of Rule 88.

Equity causes may be noticed for trial in the county of their venue at any Special Term appointed to be held by a Justice resident in such county.

Dated Albany, N. Y., Nov. 17, 1903.

CHARLES E. PARKER,
Presiding Justice.
WALTER LLOYD SMITH,
EMORY A. CHASE,
ALDEN CHESTER,
JAMES W. HOUGHTON,
Associate Justices.

Endorsed: Filed Nov. 18, 1903.
JOHN F. O'BRIEN,
Secretary of State.

THIRD DEPARTMENT.

Times and Places for Holding Terms of the Appellate Division of the Supreme Court for the Third Judicial Department, 1904.

Pursuant to section [illegible] of the Code of Civil Procedure, the undersigned Justices assigned to constitute the Appellate Division of the Supreme Court, in and for the Third Judicial Department, do hereby appoint the times and places for holding the terms of such court in said department, for the year 1904, as follows:

On the first Tuesday in January, in its court rooms, on the corner of State and Chapel streets, in the city of Albany.

On the first Tuesday of March, in its said rooms, in the city of Albany.

On the first Tuesday of May, in its said rooms, in the city of Albany.

On the second Tuesday of September, at Convention Hall, in Saratoga Springs.

On the third Tuesday of November, in its said rooms, in the city of Albany.

Dated Albany, N. Y., Nov. 19, 1903.

CHARLES E. PARKER,
Presiding Justice.
WALTER LLOYD SMITH,
EMORY A. CHASE,
ALDEN CHESTER,
JAMES W. HOUGHTON,
Associate Justices.

Endorsed: Filed Nov. 20, 1903.
JOHN F. O'BRIEN,
Secretary of State.

Traveling at Night

ON THE

LAKE SHORE RAILWAY

is not a hardship. The perfect roadbed and magnificent sleeping-car service assure a good night's rest. Indeed, the comfort and convenience of *Lake Shore* trains is equaled by but few of the best hotels.

FAST THROUGH TRAINS BETWEEN

Chicago, Toledo, Cleveland, Buffalo, St. Louis, Cincinnati, Pittsburg, New York and Boston.

For full particulars regarding stop-over privileges, routes and service, address

J. W. DALY, Gen'l Eastern Agent, Buffalo, New York

Flour Talk

We have the Marvel Flour, and, true to its name, it is a marvel to all who have used it. Only $6.85 per bbl.

The Daisy Patent at $6.50.

And the old reliable White Chief Flour, $7.25. Pay your money and take your choice. Flour will be higher.

All kinds of Grain and Feeds.

American Seal Paints, Oils, Brushes, Nails, Coal, etc.

BUG DEATH

Kills the Bugs and Feeds the Plant.

W. J. LORD

Custom Grinding a Specialty. | Canaan 4 Corners.

Are You Satisfied WITH THE Life Insurance YOU NOW HAVE?

If not, then inquire about the New York Life POLICIES.

Cheap as Assessment Companies offer but Superior in in Every Particular. "No strings on a New York Life Policy."

SEE ME! or write

W. P. Darrow

Special Agent
New York Life Ins. Co.
Chatham.

SPECIAL NOTICES PAY

If you doubt it, invest 25 cents in one the first time you want to sell a horse, cow, farm or something else or if you want to buy something, hire a man, get a servant or do some other seemingly impossible thing.

ONE CENT A WORD.

ADVERTISE! SUCCEED!

These two words go together! Good advertising invites trade! Good business ability holds it!

Does Your Business Grow?

No business is a success that doesn't grow! No business can grow that isn't advertised! If you don't believe that, look around!

Let Us Help You!

If you think you can't write up an attractive ad. let us help you! It is in our line! Give us the facts; we will formulate them for you attractively.

Circulation!

That is the Important thing! A fine adv. in a paper with small circulation won't bring business! Our papers have, by a good many hundreds, the largest circulation of any published in Columbia County, and if you have to pay us 5 cents an inch more and you get 2,000 or 3,000 more circulation thereby, isn't that a good business investment? Evidently a good many business men think so!

Look Over Our Columns.

America's Greatest Railroad

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE.
VIA NIAGARA FALLS.

HARLEM RAILROAD.

In Effect June 18, 1905.

GOING NORTH.

	A. M.	A. M.	A. M.	P. M.	P. M.
New York	6 17	9 06	11 39	[illegible]	5 04
Millerton	[illegible]	11 55	[illegible]	[illegible]	[illegible]
		p. m.			
Boston Corners	[illegible]	12 07	[illegible]	[illegible]	[illegible]
Copake Iron Wks	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hillsdale	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Craryville	[illegible]		3 40		[illegible]
Martindale	[illegible]		[illegible]		[illegible]
Philmont	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ghent	10 45		4 00		[illegible]
Chatham	10 57	12 56	4 05	[illegible]	[illegible]

SUNDAYS leave New York at [illegible] a. m. arrive at Chatham 1.35 p. m. no stop at Martindale or Ghent. Leave New York at 5.22 p. m. all above stops; arrive at Chatham 9.35 p. m.

GOING SOUTH.

	A. M.	A. M.	P. M.	P. M.	P. M.
Chatham	6 10	8 00	12 30	[illegible]	[illegible]
Ghent	6 15	[illegible]	12 35		[illegible]
Philmont	6 24	8 12	12 36	3 17	5 14
Martindale	6 31		12 46		[illegible]
Craryville	6 37	[illegible]	12 53		[illegible]
Hillsdale	6 43	8 26	12 58	[illegible]	[illegible]
Copake IrnWks	6 50	8 36	1 06	3 40	5 41
Boston Corners	6 58	8 43	1 14	3 48	[illegible]
Millerton	7 14	9 01	1 30	4 01	[illegible]
New York	10 19	11 22	4 35	6 31	[illegible]

SUNDAYS leave Chatham 6, 10 a. m. all above stops, arrive in New York 10.18 a. m. Leave Chatham at 4.10 p. m. with no stop at Ghent Martindale or Craryville. Arrive in New York 7.57 p. m. Berkshire special leaves Chatham Sundays 6.35 p. m., Philmont 6.47, Hillsdale 7.03; Copake 7.10. Arrives in New York 10.01 p. m.

Milk train arrives at Chatham 12.10 p. m. Sundays 11.50 a. m. Leave 2.10 p. m. Sundays 3.00 p. m.

Saturdays only train leaves New York 2.20 p. m. Millerton 4.55, Boston Corners 5.07, Hillsdale 5.22. Arrive Chatham 5.45 p. m.

B. & A. RAILROAD.

Albany to Pittsfield.

	a.m.	a.m.	p.m.	p.m.
Albany	7.00	11.33	[illegible]	[illegible]
Rensselaer	7.08	11.36	[illegible]	[illegible]
Brookview	7.17	11.51	[illegible]	[illegible]
Van Hoesen	7.22	f	[illegible]	[illegible]
Niverville	7.32	12.03	[illegible]	5.44
Chat Centre	7.38	f12.08	[illegible]	[illegible]
Chatham	7.48	12.18	2.57	[illegible]
East Chat.	8.01	12.30	[illegible]	6.13
Canaan	8.18	12.40	[illegible]	[illegible]
State Line	8.24	12.51	[illegible]	[illegible]
Pittsfield	8.52	1.20p.m.	[illegible]	6.57

Train leaves Albany at 8.16 p. m., Niverville 8.48, Chatham 9.05, East Chatham 9.16, Canaan 9.25, Pittsfield 9.57. This train also stops on signal or to leave passengers at any other station not named.

Train leaving Albany at 10.30 a. m. stops at Chatham at 11.12 a. m. Pittsfield 11.57.

Train leaving Albany at 11.40 p. m. stops at Chatham at 12 25 a. m. and will stop on signal or to leave passengers at Brookview, Van Hoesen, Niverville, Chatham Centre and Canaan.

Train leaving Albany 10.30 a. m. Sundays will stop at Brookview, Van Hoesen, Niverville, Chatham Centre, East Chatham and State Line, on flag. Stops regularly at Chatham, 11.17 a. m. and Canaan 11.41 a. m.

Train leaving Albany at 2 55 p. m. daily, will only stop at Chatham to leave passengers from Albany.

Harlem trains leave Chatham 12.55 and 7.10 p. m., arrive at Pittsfield 1.56 and 7.52. Sundays only leave Chatham 1.40 p. m. arrive in Pittsfield 2.22. These trains stop at any station to leave passengers from the Harlem division. Saturdays only 5.50 p. m., arrive at Pittsfield 6.32 p. m.

Pittsfield to Albany.

	a.m	a.m.	a.m	p.m.	*p.m
Pittsfield	4.52	6.55	10.11	3.10	5.10
State Line	—	7.15	10.34	[illegible]	[illegible]
Canaan	—	7.28	10.44	3.45	5.44
E. Chatham	—	7.37	10.53	[illegible]	[illegible]
Chatham	5.39	7.56	11.06	4.06	6.06
Chatham Cen.	5.49f	8.07	11.13	4.15	6.12
Niverville	5.55f	8.13	11.17	4.20	6.17
Van Hoesen	6.05f	8.22	11.27	4.30	[illegible]
Brookview	6.10f	8.26	11.32	4.34	[illegible]
Rensselaer	6.22	8.38	11.46	4.45	6.42
Albany	6.26	8.42	11.50	4.48	6.45

* Runs Daily.

Trains leaving Pittsfield at 1.11 and 8.18 p. m., State Line 1.29 and 8.38, Chatham 1.54 and 9.06, arrive in Albany 2.36 and 9.45 p. m.

Train leaving Pittsfield 2.34 p. m. daily, stops at Chatham 3.15 p. m., arrives in Albany 3 50 p. m.

Harlem trains leave Pittsfield at 7.12 a. m., 2.20 p. m., and arrive at Chatham 7.55 a. m. and 3.01 p. m. Sundays leave Pittsfield 3.25 and 5.51 p. m., arrive in Chatham 4.05 and 6.30 p m. These trains will stop on signal at any station to receive passengers for the Harlem division

Chatham to Hudson.

	A. M.	A. M.	P. M.	P. M.
Chatham	8 03	11 25	2 00	[illegible]
Ghent	8 07	11 30	2 05	6 17
Pulver's	f	f	f	6 26
Mellenville	8 18	11 43	2 18	6 30
Claverack	8 26	11 53	[illegible]	[illegible]
Hudson Upper	8 32	12 00	[illegible]	6 46
Hudson Lower	8 36	12 05	2 40	6 50

Hudson to Chatham.

	A. M.	A. M.	P. M.	P. M.	P. M
Hudson Lower	7 10	10 15	1 05	1 45	4 30
Hudson Upper	7 15	10 20	1 10	1 50	4 35
Claverack	7 21	10 27	1 16	[illegible]	[illegible]
Mellenville	7 29	10 37	1 24	2 18	4 41
Pulver's	f	f	f	f	4 46
Ghent	7 40	10 50	1 35	[illegible]	4 54
Chatham	7 45	10 55	1 40	[illegible]	4 59

THE ALBANY & HUDSON RAILROAD COMPANY.

In effect Oct. 21, 1903.

Read Down			Read Up
6 00	Lv.	Albany	Ar. 8.00
6.14	"	Rensselaer	7.41
6.21	"	Clinton Heights	7.37
6.30	"	East Greenbush	7.30
6.38	"	East Schodack	7.21
6 45	"	Siding 125	7.15
6 49	"	Nassau	7.12
6.54	"	North Chatham	7.06
7 00	"	Electric Park	7.00
7.05	"	Niverville	6.55
7.10	"	Valatie	6.50
7 13	"	Kinderhook	6.47
7.17	"	Sunnyside	[illegible]
7.21	"	Stuyvesant Falls	6.40
7.26	"	Rossman	[illegible]
7.30	"	Stockport Centre	6.30
7.36	"	Stottville	[illegible]
7.41	"	Hudson Car House	6.16

Table indicates running time between stations.

Car leaves Albany daily at 6, 7, 8, 9, 10 and 11 a. m., 12.01, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11.30 p. m.

Cars leave Hudson daily at 6, 7, 8, 9, 10 and 12 00 a. m., and 2, 3, 4, 5, 6, 7, 8, 10 and 11.10 p. m.

Fast Train, Hudson Limited, leaving Hudson 9.30 a. m., Albany 4 p. m. daily, making the following regular stops: Stottville Kinderhook, Valatie and Nassau, and stops on signal at Stockport Center, Rossman, Stuyvesant Falls, Niverville, Electric Park, North Chatham, East Schodack and East Greenbush.

Sundays, first car leaves Albany and Hudson 7 00 a. m. Last car leaves Albany and Hudson 10.00 p. m.

A. P. DEEDS, G. P. A.

The Hen Business,

BY MRS. MAY TAYLOR.

This book tells the story from A to Z, being chapters from practical, everyday experience with poultry, covering a long period of years. The book has [illegible] chapters, each one of which may prove worth the price of the book to amateurs. Mrs. Taylor is a practical writer for the poultry press and in this book has condensed the experience of a lifetime in poultry raising. Price 25 Cents.

J. W. Darrow, Pub., Chatham, N. Y.