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THE ALAMANCE GLEANER.

VOL. XXIV.

GRAHAM, N. C., THURSDAY, JUNE 30, 1898.

NO. 21.

Judicious Advertising
—AND—
"Keeping Everlastingly at it brings success."
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All kinds Commercial Printing, Pamphlets, Posters, &c., neatly and promptly executed at lowest prices.

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Buy this (exact) Baking Powder, the largest size ever made; per pound, 14¢. It is a new 112-grain package containing 14 ounces. It is made in the best way, and is the only one that will keep its strength for a long time. It is the only one that will keep its strength for a long time. It is the only one that will keep its strength for a long time.

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Buy a made-to-your-measure All-Wool Cheviot Suit, expressed and pressed to your liking. Write for free catalogue and samples. Address (as above).

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Full Line of Trusses,
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Combs, perfumes,
Artist's Colors,
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Fine Candies,
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Cold Drinks.
Come and see us.

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\$2.68 PANTS
None Better For the Money, Very Few As Good.



\$2.68 PANTS
We try to do but one thing, but we do that one thing better, do more economically and more expeditiously than anybody else does it. The lowness of our price and the high value of our pants are convincing proofs.

25¢. That's All
but you've often paid \$4.00 for pants not near so good.

You'll Always **Get** If you wear wear Noell's **Good** them once.

HOLT & WHARTON,

NEW YORK'S ROAD LAW.

By its Provisions the State Will Aid in Highway Construction.

In spite of opposition, mostly from rural districts, the state of New York has placed a road law on the statute books.

The measure is not mandatory. It carries no appropriation and there can be no cost to the state unless an item of \$50,000 or \$100,000 be placed in the supply bill to carry out the provisions for state aid. If no county in the state wants good roads, then even this appropriation will be returned to the treasury of the state.

In other words, the law will depend for its operation on the desire for good roads. If a county wishes to take advantage of its provisions, the law directs that the board of supervisors shall adopt a resolution asking the state engineer for plans and estimates on the work of constructing certain improved highways.

When they get this information, the supervisors are to adopt a final resolution, declaring their intention of going on with the work. This done, the state engineer is authorized to take charge and build the highway. The state pays one-half the cost of the improved road, the county 25 per cent and the locality benefited 15 per cent.

The whole matter of acting under the law is left with each county to decide for itself. The only mandatory section of the bill is one providing that if a majority of the property owners along a highway petition the supervisors for an estimate of what it would cost to improve that highway, then the supervisors must adopt a resolution asking such information of the state engineer. The second step is left permissive, and the supervisors can refuse to order the building of new roads.

The opposition to the bill meant simply that a considerable number of the farmers of New York do not know what a good road is, remarks the New York Times. If they did, they would not continue to believe that a dirt road made with a scraper was "good enough." Nothing is good enough for traffic that becomes a bog for several months in the year. In every community in which good roads have been introduced they have been found to more than repay the expenditure upon them, and no farmer who has used them would think of going back to the old system or want of system. A few sample miles of good road in every county would form an object lesson that would convert the community. Such an object lesson will be provided under the new law, and after that the cause of good roads will take care of itself.

GOOD ROAD WISDOM.

How to Improve the Highways at Small Increase of Expense.

It is constantly being remarked in conversations and printed in interviews and editorials in the papers that better roads are very necessary, but that they are too expensive. The community is too poor to do anything, and there the matter ends.

This need not be so, says The L. A. W. Bulletin. There is hardly a town or county in this country in which the money now annually expended is not sufficient to procure much better road surfaces than now exist, while a very slight increase in expenditure would make great improvements possible.

Road taxes must be paid in money, and not in labor. Good results have never been obtained by working out road taxes, and it is not in the nature of things that they should be. What ever is to be spent on the roads must be available for use in the employment of experienced help under intelligent supervision.

Proper grading must be secured, hills reduced and fillings made until no steep hill exists that the farmer must "load for" every time he has to cross the road.

The bed must be thoroughly drained or a good surface will be impossible, and the surface must enable the water to flow off readily. Nothing ruins a road so quickly as water standing on it or soaking into it.

The roadbed must be crowned enough to shed the water and must be kept in condition by a system of regular repairs and continuous oversight.

After a good surface is secured by the above methods it must be preserved and maintained by permitting only the use of wide tires on heavily laden vehicles, thereby continually rolling and improving it.

Kentucky Road Law.

To protect and preserve the highways by withdrawing them from public use at times when they are likely to be injured by heavy travel is certainly a unique method of providing for the public welfare, but this is what the Kentucky statute says:

"Any corporation, company or individual who may, by unusual use of a road, materially damage the same, shall repair all damages caused by the use of such road or roads. The supervisor or overseer of roads shall, at any time when necessary, notify and corporations, companies or individuals of their duty as provided in this section, and should the said parties so notified fail, in a reasonable length of time, to be filed in the notice, to make such repairs, such parties shall be deemed guilty of obstructing the public roads, and shall be subject to a fine of not exceeding \$100, to be applied to road purposes."

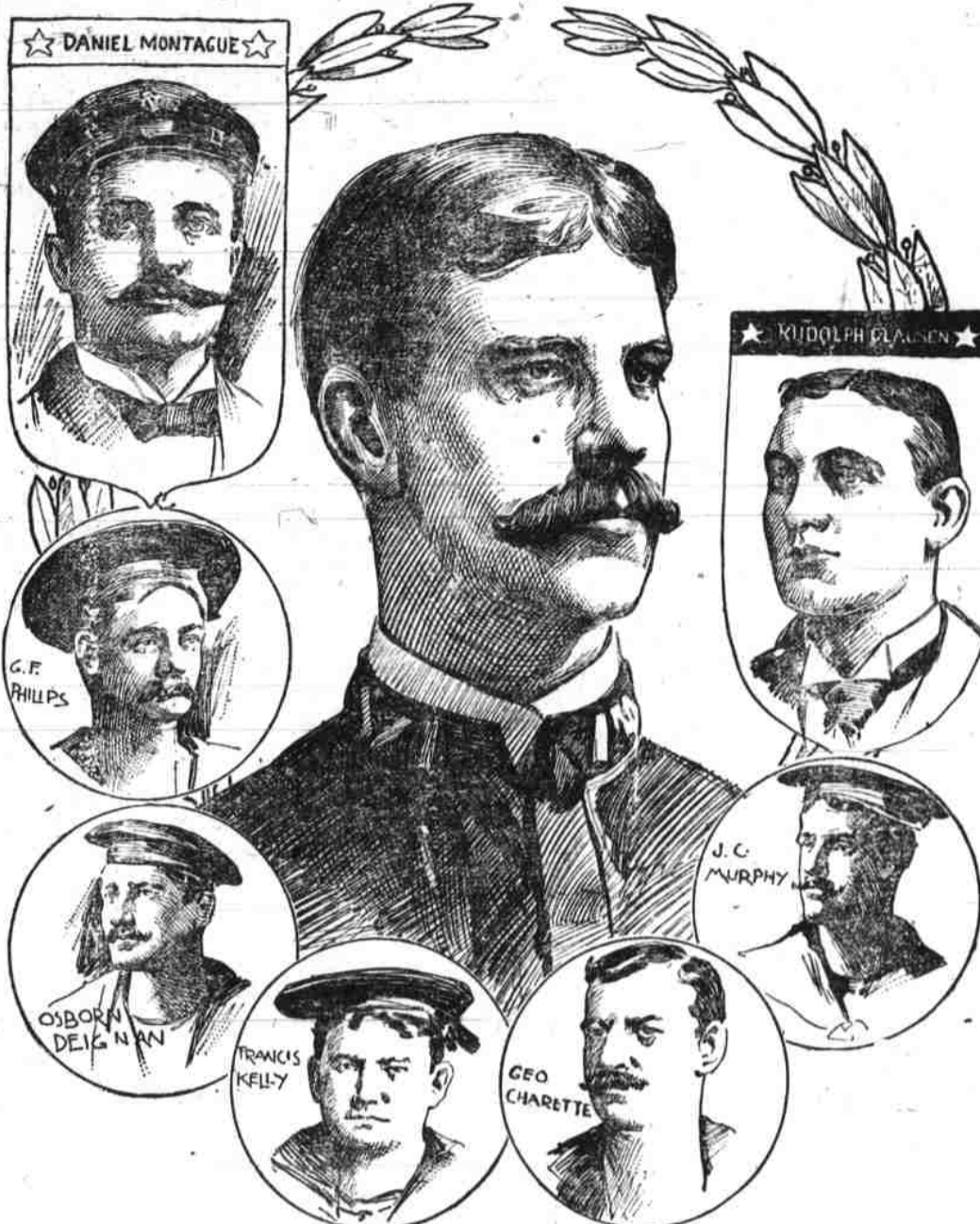
Good Roads Ever Spreading.

The good roads fever has extended to even Central America. The Nicaraguans some time ago took quite a fancy to the wheel, and a large number of American makes are shipped there. There are no southern republics, and the natives are confined to cycling on a few of the streets in San Juan del Sur and the beach, but they like the exercise so much that they are demanding better roads to use their wheels on, and they are likely to get them.

The great Ottoman empire, which at one time threatened the civilized world, sprang from a band of 400 wandering Turcoman families.

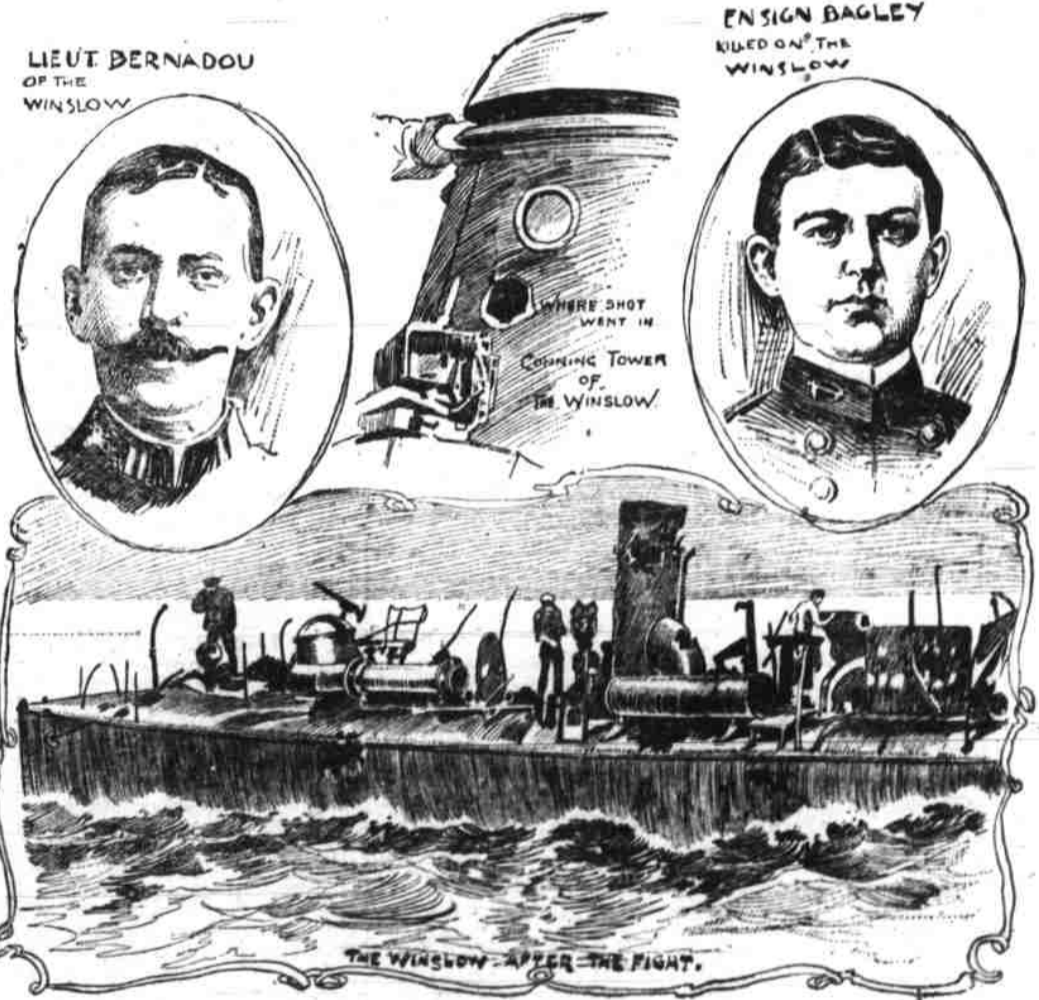
In the gardens around London there are more specimens of the cedar of Lebanon than on Mount Lebanon itself.

It is claimed that Lake Erie produces more fish to the square mile than any other body of water in the world.



LIEUTENANT HOBSON AND HIS HEROES.

Naval Constructor Richmond Pearson Hobson, who, with his gallant associates, covered himself with glory in the sinking of the Merrimac in the harbor of Santiago, is a native of Alabama and the son of a brave Confederate officer. He is now in his twenty-eighth year and was graduated at the Naval Academy at the head of his class in 1889. He entered the construction corps, and after a cruise with the squadron of evolution he took a special course abroad at the National School of Mines and the School of Maritime Science in Paris and received a diploma for distinction in naval construction and science. His expert knowledge of naval construction fitted him well for the dangerous and difficult task of sinking the Merrimac so that the vessel would prove effective in blocking the narrow channel at Santiago. Hobson is six feet high, of athletic build, and so unassuming and modest that he would never be expected to perform such a deed of daring. Of the heroes who accompanied Hobson, Rudolph Clausen, the cockswain of the New York, practically deserted his ship that he might accompany the Merrimac what occurred the very jaws of death. The other heroes are Daniel Montague of Brooklyn, George Charette of Lowell, Mass.; J. C. Murphy of the battleship Iowa, Osborn Deignan of Stuart, Va.; Francis Kelly of Glasgow and George F. Phillips of Boston. Montague is a native of Ireland, 29 years old. He is a first class machinist and enlisted in December, 1896.



TWO OF THE HEROES OF THE WINSLOW.

The officers and crew of the torpedo boat Winslow on May 11 displayed the most heroic courage in their daring attack on Cardenas, Cuba. The Winslow, under the command of Lieutenant John B. Bernadou, with Ensign Worth Bagley as second, steamed into Cardenas harbor in the face of a heavy fire from the forts and Spanish gunboats protected by the guns of a masked battery on shore. The Winslow, leading, was accompanied by the Wilmington and Hudson, and during the engagement bore the brunt of the fire, being hit 15 times. After doing great execution upon the forts and the Spanish gunboats the Winslow was permanently disabled by a shot that went through the boiler room. While the Winslow was helplessly drifting near the fortifications the gallant crew of the Winslow, after several efforts, succeeded in towing her beyond the range of the murderous Spanish guns. While Ensign Bagley was on deck with four men endeavoring to catch the towline a shell exploded over them, killing Bagley and one of the crew instantly and injuring three others, so that they died soon afterward. At the same time Lieutenant Bernadou was hit by a piece of shell and severely though not dangerously injured. This brief resume of an exploit that for daring and cool courage has perhaps never been surpassed in the annals of naval history conveys a very inadequate idea of the hazards involved in this heroic episode. Both Ensign Bagley and Lieutenant Bernadou are natives of the south, the former having been born in Raleigh. Ensign Bagley was the first man on the American side in the present war who lost his life in action. Only a few weeks before his death he said to a comrade, "It is the ambition of my life to have a shot at Spain." He had that one shot, and it cost him his life. When the plucky little torpedo boat steamed into Cardenas on her perilous enterprise, the brave young ensign, as he had written his mother, "enjoyed the excitement, felt that, but nothing more." The Spanish gunboat lay temptingly near—the mission of the Winslow was to bring her out. Suddenly from a hidden battery on shore came a shell and shot, and the little vessel, torn by the shot, plunged helplessly. The guns of the Winslow sent back a thin stream of shot, but she was not meant for work like this. Then there came another volley from the masked battery, and gallant Worth Bagley had given his life in the cause of Cuban freedom. Mayor Ross of Raleigh broke the news of her son's death to Mrs. Bagley, who is a widow and an invalid. Half an hour before she was informed of his death Mrs. Bagley had received a letter from her son, dated "On the Winslow, May 8, 1898," in which he wrote, "Do not be uneasy about me." Hardly had she finished reading his words, "I am in perfect safety," when the sad news came that the war had claimed its first victim, Worth Bagley. They wrapped his body in the stars and stripes and placed his sword upon his coffin. Thus they carried him home to his waiting mother.

English Sparrow Liniment removes all Hard, Soft and Calloused Lumps and Blisters from horses, Blood Spavins, Curbs, Splints, Swellings, Ring-Bones, Stiffness, Sprains, all Swollen Throats, Coughs, etc. Have \$50 by use of one bottle. Warranted the most wonderful Remedy ever known. Sold by T. A. Albright, Druggist, Graham, N. C.

At the commencement of Cornell University the faculty bestowed the degree of M. E. on David Clark, of North Carolina, who had left last month, at the risk of losing his diploma, to become an adjutant in the Second North Carolina Regiment.

CASTORIA. The Kind You Have Always Bought. Beware the Signature.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER
Absolutely Pure

FARM AND GARDEN

THE GRAPE BERRY MOTH.

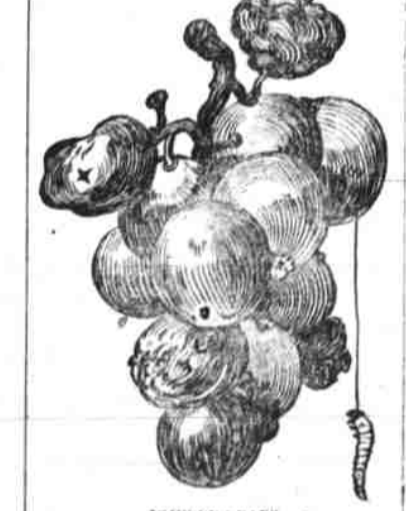
A Widely Distributed Pest Which Damages the Ripening Grapes.

As grape berries become full grown and begin to ripen many of them will often be observed to be discolored, and if these be examined a burrow will be found eaten through the pulp from the discolored spot and within it a whitish larva. Those injured berries begin to appear while the fruit is young and green and as it ripens they increase in number. Frequently several of these discolored and shriveled berries will be fastened together by silken threads interwoven with the excrement of the larva and the sticky grape juice. The appearance is not unlike that of black rot. When full grown, the larva attains a length of about one-third of an inch, and abandoning the grape, cuts out of a grape leaf a little flap which it folds and fastens with silk, forming a little oblong case in which it changes to a chrysalis, a little slate colored moth appearing in 10 or 12 days.

Our grape berry moth is widely distributed, occurring probably wherever the grape is grown to any extent, from Canada to Florida and westward to California. It attacks all varieties, but is especially destructive to grapes with tender skins and such as grow in compact bunches. It is probably three brooded, except in its more northern range, the first brood developing on the leaves in May and June, the second brood on green grapes in July, and the third brood on ripening grapes in August and September. The early brood of this insect is so scanty that it is rarely noticed, and hence protective steps are seldom taken. Later in the season it multiplies with great rapidity, and particularly does it become numerous and destructive if grape-gathering be deferred until a late period.

In a bulletin of the department of agriculture, from which these facts are

learned, C. H. Marlatt, entomologist, says the use of poisons is not practicable as a remedy except against the first brood. Bagging as soon as the first grapes set is recommended, but of greater value is the prompt collection and burning of all fallen leaves in an farm, thus destroying the hibernating larvae and also the collection and destruction of diseased fruit.



The Ficus a Black Number.

H. W. Collingwood, in an address at the recent meeting of the New Jersey State Horticultural society, remarked: I believe that a great many farmers and fruit growers have come to the conclusion that the old fashioned plow is a black number. On my farm I plowed only two acres last year and I was sorry I did that. On a light, sandy loam the cutaway harrow does better work than the plow, because we do not want to plow so deep. Our land has been plowed to death. We use the disk harrow and the ordinary cutaway harrow, instead of the plow. We concluded that there was something the matter with our soil, or with the wood-ashes, as it did not bring a good crop. My experience has convinced me that the ashes contain lime and that the stable manure is alkaline, which acts contrary to the soluble in the soil. I don't believe in turning it from the bottom side up. I believe that those disks and cutaway harrows are better than plows.

Southern and Western stock men know a good thing when they see it therefore for scratches, sweeny, ring-born, strains, sprains, bruises, saddle and harness galls and ailments of horses, they use Rice's Goose Grease Liniment. It is good for man as beast. Sold and guaranteed by all druggists and general stores.

CASTORIA. The Kind You Have Always Bought. Beware the Signature.

Look At This!

For 30 days we will sell you this Organ DELIVERED AT YOUR HOUSE, with nice stool and book for only \$55.00—generally sold at \$75.00.

We have secured three counties for the celebrated **Standard Rotary Sewing Machine**—the lightest running and most noiseless machine made. We have sold ALL KINDS (now have all kinds in stock) but the standard downs them all. 75c a week buys one from **ELLIS**.

ELLIS FURNITURE CO.,
Burlington, N. C.
C. B. ELLIS, Manager.

TWO BIG STORES
Under One Management.

SAMPLE BROWN MERCANTILE CO., of Greensboro, want the people of Alamance to know that they now have an immense stock of NEW SPRING GOODS, embracing as nice, stylish, up to date stuff as is kept by any house in N. C. In their dry goods house, 234 South Elm St., you will find everything in

Dress Goods, Trimmings, Notions, Hosiery, Silks, Carpets, Mattings, etc.

At 225 South Elm St. they have by far the largest stock

OF FINE SHOES

carried by any house in the State. You are earnestly requested to call on us when in Greensboro or order what you want with the understanding that if goods and prices are not satisfactory money will be cheerfully refunded.

Sample Brown Mercantile Co.,
GREENSBORO, N. C.

INSURANCE!

I wish to call the attention of insurers in Alamance county to the fact that the Burlington Insurance Agency, established in 1893 by the late firm of Tate & Albright, is still in the ring.

There is no insurance agency in North Carolina with better facilities for placing large lines of insurance, that can give lower rates or better indemnity. Only first-class companies, in every branch of the business, find a lodgement in my office. With a practical experience of more than ten years, I feel warranted in soliciting a share of the local patronage. I guarantee full satisfaction in every instance. Correspondence solicited upon all matters pertaining to insurance.

I am making a speciality of Life Insurance and will make it to the interest of all who desire protection for their families or their estates, or who wish to make absolutely safe and profitable investment, to confer with me before giving their applications to other agents.

Very respectfully,
JAMES P. ALBRIGHT,
BURLINGTON, N. C.

Suppose--What?

Suppose you had a nicely displayed advertisement in this space, then what? Why the 2,500 eyes that scan these pages every week would see it and would know of your business, and when something in your line was wanted they would naturally look you up.

See? Had you ever thought of it?