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AUTONINO SXIIOI of roads that it does those of sand

Methods of an Expert In Constructing It.

NEEDS LITTLE MACHINERY.

Only Tools Necessary Are a Scraper,

roadways that is almost national. By his example all the counties of South Carolina have been enabled to undertake the building of good roads. This to at least thirty feet. man is S. H. Owens, and he recently "One thing I would like to mentioncompleted one long stretch of thirty that is, in building sand and clay roads foot wide sand-clay speedway over very little machinery is needed. I have which I have ridden in a heavy motor bever used a roller. All the tools that car at a speed exceeding fifty miles are necessary are a road scraper, per hour with scarcely a jar of the wheelers, dump wagons or carts and tion than over many of the very best The crown extends to a "jaw" at the which I have motored.

twenty-five, and they are housed in and underdrained." - E. J. Watson, comfortable tents. The food bill is Commissioner of Agriculture, Com-121/2 cents per day per man. This gives merce and Industries, in Good Roads a substantial bill of fare-corn bread. Magazine, flour bread, bacon, always vegetables in season and beef twice a week. This is accomplished by strict economy in management, and the men do not suffer for lack of sufficient food. The striped suits cost \$2 per suit, and each suit lasts from three to four months. The shoes cost \$1.50 per pair and the underwear 75 cents per suit, each last-ing about three months. Each squad tion as to where the burden of the of twenty-five convicts has one overseer, four guards and ten head of hauled over the country roads of the mules, which are usually fine animals. United States every year 265,000,000 The real cost is in the feeding of the tons of produce, equal to 30 per cent



MAKING A SAND-CLAY BOAD. [From Good Roads Magazine, New York.]

ates one road scraper, costing \$250: one dump wagon to each pair of mules, five "wheelers" (two wheel scrapers) and a supply of shovels. No roller or harrow is used, such implement having been found unnecessary. The mixing of the sand and the clay accomplished by the passage of traffic over the surface. The total cost of construction of one mile of the best thirty foot wide sand-clay road, takin; tion, is not over \$400 per mile as an average. The cost of maintenance does not average over \$10 per mile annually if the repair work is done constantly. If the season is a rainy one the repair work should be done once a month. A floating gang of two or three men, all that is necessary, is maintained for this purpose. With the two or three men four or five miles a day can be put in perfect condition.

In a personal letter to the writer Mr. Owens presents the following facts regarding his methods of constructing sand-clay roads:

"As requested, I will give you a short sketch of the sand and clay roads of Richland county. In January 1889, I took charge of the roads of Richland county, which were then in deep sand in two-thirds of the county the balance being through sticky clay hills, with the exception of about two miles of macadam road which had proved too expensive for our county to continue to build.

"I commenced covering the sand on the old Camden road with clay to about ten inches in depth. At first the people were displeased. It had rained a great deal, and they were not accustomed to seeing muddy roads. I continued to throw sand on the clay until it quit bogging and sticking to the wheels, keeping it crowned with an ordinary road scraper. After I had built a few miles of the road and it became smooth and hard the people

vere delighted. "As to the method of building, the first thing to do is to grade the road and give it a very slight crown, not over two inches to every ten feet from center to ditch. Then the clay should be put on six inches deep, then sand on the clay as clear of vegetable matter as possible. This keeps down the dust. It depends entirely on the quality of clay as to the necessary amount of sand. If it is pipe clay or chalky knolin it requires a great deal more sand, which has to be applied after each rain until the clay stops cutting or bogging. The ruts should be kept closed and the proper crown kept on the road with a road machine until it becomes hard. The important thing is the sand. It should be as clear of soil as possible. If the sand is fine

and badly water worn the result is "As to the cost, that depends entire ly on the haul of the clay. In real, genuine sand hills, like portions of Richland county and Lexington, where clay can be found by digging pits on the hillsides or in the bottoms, it costs about \$400 per mile for a thirty foot Where the clay can be found near the roadside and often in the ditches by digging two or three feet

it is very much less. "Gravel roads are often mistaken for sand and clay roads. They are as old as macadam, and it does not re-

TUTT'S PILS SAND-CLAY ROADWAY and clay, especially where the clay changes from half sand and half clay and from that to a red, sticky clay pipe clay. It requires close attention in the application of the sand where this is the case. I have had as good results putting sand on clay roads as I have clay on sand.

"As to the durability of the sand and clay roads, they will last as long as macadam. There are stretches of sand and clay roads in Richland coun-Wheelers, Carts and Road Plow. ty where they are level that are in Sand is the important Thing-Should good condition that were built ten years ago, while the macadam road built to Hyatt's park twelve years ago The father of the sand-clay road in was entirely rebuilt last year. I would America is the present county super- say my experience is that automobiles visor of Richland county, S. C., and he improve sand and clay roads. I think has a reputation for building lasting the opinion of all road experts is that they damage macadam very much. Since the automobiles are here and more are coming every day it is absolutely necessary to widen our roads

machine-indeed, with more satisfar the road plow. There are no drains. roads in England and in France over roadside which carries all the surface water better than a cut drain. Through Convicts are worked in gangs of swampy places the roadbed is raised

GOOD ROADS AND ECONOMY.

Impassable Highways Cost American Farmers Untold Millions.

There is no difference among well Informed people as to the cost of bad roads, nor is there any longer a quescost is most severely felt. There are of the railway tonnage of the coun-

try. The average haul from farm to rallway is 9.4 miles, and the cost per ton per mile is between 23 and 25 cents. In Germany over better roads the cost is 10 cents per ton per mile succumb quickly. at the maximum and 7 cents per ton per mile at the minimum. The loss consumer, figured on the basis of the German wagon road toll, is immense. If it were saved from year to year clent to improve all of the common highways of the country.

this subject and who talks about road improvement intelligently and reasonably, is not among those who clamor for the federalization of the highways. mules, this amounting to about \$16 wheel or its hand into its pocket. The states in his opinion, should take the initiative or at least prove their sincerity by setting an example for the national government.

NEEDLESS WEARING OF POADS

If Automobile Traffic Would Spread,

Highways Would Last Longer. A country surveyor pretests against the habit which many motorists have all the above items into considera- of doing the majority of their drivin on the crown or center of the rend. This method of driving means that one portion of the road takes all the wear and naturally, of course, gets worn into ruts and ridges.

If the traffic would spread itself and deal." make all that portion of the road from after declaring his passion, may regutter to the top of the crown take a share of the wear, road surfaces would last much longer and would require less frequent repair. In these days, when roads are made almost flat, there is no excuse for this habit of clinging to the crown, but where roads are made with a great deal of camber it is perhaps excusable, as driving on a continuous slope is the reverse of

Let Good Roads Come Quickly. It is planned by the good roads as sociation of Spokane county. Wash., with the co-operation of the state good roads association, county and township organizations and property owners along the route, to build a modern highway, bordered with a continuous line of shade trees, between Spokane and Coeur d'Alene. Such a road would be of direct benefit to thousands of people, urban and rural residents alike. and would also be a valuable object lesson for the people of the surrounding country, who as time passes are becoming more deeply interested in the vital subject of good and permanent highways. It is hoped the proposed road will materialize and prove the wisdom of its construction in such a way as to cause the idea to spread.

Good Roads Mean Money. The people need to be educated to the fact that money spent for good roads is not money thrown away, whereas money spent for makeshift improvements is worse than thrown away.

A Winner. An Irishman, becoming interested in the local excitement over cockfighting, decided to enter a bird in whose prowess he evidently had every confidence.

On the eventful day Pat arrived at the pit with a fat, sleek duck under his arm and, proudly setting it down before the slim adversary, remarked: "Divil a bit can you thrip him up! Lok at that futl"-Short Stories. Legical Conclusion. First Burgiar-Hark! I bear s one talking. Second Burglar-What's be saying? First Burglar-That he

never will bet on another horse as long as he lives. Second Burglar-Let's get out of this. No money here. He's lost every cent.-Loudon Tit-Bita "Ah, he," exclaimed the great exlover joyfully, "at last I have found And, erawing from under his bed, he proceeded to put the small gold af-fair in his clean cuff.—New York Jour-

TEMPERAMENTS.

They Divide the Human Family Into Five Great Classes.

The physician of a former generation used to talk much of the "temperament" of his patientsthat is to say, the predominant type of physical constitution possessed by each. He studied this permanent he did the disease temporarily present before deciding upon the line of treatment to be adopted. Even today, although the physi-

and diatheses and perhaps would be at a loss to tell the names by which they were formerly designated, he by no means ignores the physical tendencies of his patients. From the viewpoint of temperament one may regard the human family as divided into five great classes, altype. Most persons have a mixture of two or more, being classified rather by the one which predom-The first of these temperaments

is the lymphatic or phlegmatic. In this the individuals are of a quiet, rather inert disposition. They move slowly, but they move surely. They are usually dependable people, true to their word and faithful to perform the duties assigned to them. A second type, in many ways the direct opposite of the first, is the

nervous temperament. These persons are quick in their movements, energetic in work and in play, strenuous, but often without staying power. What they accomplish they accomplish quickly.

The third type is the gouty, sanguine or rheumatic. The individuals of this group are of floral complexion, frank and jovial disposition, good eaters and sleepers and pay for their previous health by gouty attacks, and when attacked

Persons of the bilious temperament are poor assimilators of food. suffered by the American farmer and They suffer from intestinal indigestion, which leads to repeated attacks of "billiousness." All the it would soon constitute a fund suffiare sluggishly performed.

The fifth temperament is the L. W. Page, who has collected a strumous. These people have poor great deal of valuable information on digestion and defective reparative power, little cuts and scratches healing slowly. They are always "catching" whatever contagious On the contrary, he deplores the all disease is about. They lack firmtoo prevalent idea that nothing can ness of texture. The glands in the be done in this country until the fed neck, in the armpits and in the eral government puts its hand to the groins frequently become enlarged. The treatment of the same dis-

ease in persons of different temperaments often varies greatly, and hence the importance of the study was all right and that she need not and power to recognize the five distinct temperaments. - Youth's

Marriage Deals In France.

French marriages turn out surprisingly successful, although they are generally arranged by the parents of the bride and bridegroom. In some parts of provincial France the wishes of a man or a maid are as often not taken into consideration by the parents "making the In one province a lover, ceive, while sitting at dinner at the house of his beloved, from her hands a plate of pea soup into which she has grated some cheese. He relishes that soup, for the grated cheese means that he has been accepted. If his addresses to the young woman are not welcome he finds that some one has placed a stinging nettle and some oats in his pocket. Another unmistakable sign s when the young woman turns the blackened end of a poker toward him.-New York Tribune.

Eastern Funereal Pomp. When a rich and important Chi naman dies his funeral is conducted with much pomp and splendor. His friends and relations instead of sending wreaths send innumerable. banners. These are made of white silk with inscriptions beautifully worked in black velvet and express the senders' good wishes to the deceased himself or to the members of his family for many generations. On the day of the funeral these banners are carried by hired men who are all dressed alike for the occasion. After the funeral is over the banners are all brought back and eventually grace the rooms of the late Chinaman's house.

"Here, you," said the conductor you rang up a fare. Do that ag'in and I'll put you off!"

The small man standing in the middle of the crowded car promptly rang up another fare. Thereupon the conductor projected him through the crowd and to the edge of the platform.

"Thanks," said the little man "I did not see any other way to get out. Here's your dime." -Success Magazine.

A Fortorn Hope. sen ?" "Yes. Perhaps if we can get the

to think more about votes they will think less about clothes. I have four

daughters who are growing up."-Chi-engo Becord-Herald.

PREJUDICES.

They Don't Mind Close Quarters-The Closer the Better.

Of all the occupations known to is almost universal.

temperament fully as carefully as his hat and coat, saunters up to the The second thing is that road dragestablishment. You entertain him royally, strain him to your bosom, exhibit him proudly to every one cian speaks less of temperaments tain a prejudice?" you say, with the road is not the time to work on the road with a drag, but any other

Birds of a feather flock together. It therefore happens that if there is one prejudice present there are unawares and take their places sihow they hang together in an argu- why we did not adopt it years ago. ment! A group of prejudices is invinci-

ble. They have never been beaten. The strange part of prejudices is that one would think they would prefer more commodious quarters. But, no; the narrower the mind the more content they are. They don't mind close quarters. The closer the

Prejudices are always busy. If they are not tampering with one's eyesight they are screening the mind from the open-putting blinds on and making it dark enough to sleep in comfortably.

A man can get insured against almost anything else but prejudices. He can insure himself against fire and water and loss of life and accidents and depreciation in his property. But there is no company so "never sick." But in later life they | fortified that it would take the risk of insuring against prejudice. And, then, no man would ever think of by serious illness they are likely to taking out any insurance against one, because he would never admit that he had it. The prejudice him-self fixes that. The first thing he does is to make the man think he isn't there.

That is why prejudices, no matter how much damage they cause to character, are never evicted. They have come to stay.-Thomas L. Masson in Lippincott's.

Just Like a Man. Mr. Hopperdyke, who had been slightly injured in a railway collision while on a trip away from home, found it necessary to make a stop of a day or two to rest and repair damages. He was not much disabled, however, and he wrote a letter to his wife, telling her of the was all right and that she need not

have a moment's uneasiness about When he had posted the letter an idea struck him, and he sent her the following telegram:

Have been hurt in railroad accident. Letter on the way, which will explain. JOHN. Two days afterward he received this dispatch from her: Why on earth did you send that horrid elegram? LUCY.

His reply was: I sent it to prepare you for the letter.
JOHN.

Dumas' Mushrooms. A Paris contemporary, commenting on the little knowledge of French possessed by some Germans, relates a story of Alexandre Dumas pere, who knew little German. He found himself at an inn in German Switzerland. He exhausted his small stock of German in trying to make the waiter understand what dishes he required for dinner. One he could not make the man understand, so in despair the author of "Monte Cristo" called for a pencil and sketched what he wanted. Some minutes later the innkeeper himself appeared bearing a large open umbrells. Dumas had ordered mushrooms.-London Globe.

Climatic Changes. There is indisputable evidence that the greater part of Europe was at one time covered with icebergs and glaciers and that an arctic climate prevailed as far south as the shores of the Mediterranean. But there is also abundant proof that at a still earlier epoch not only Europe, but the lands situated within the arctic circle, possessed a tropical climate, for the numerous fossil remains found in those regions are those of plants and animals which, according to the present state of our knowledge, must have lived under conditions now found only in the equatorial portions of the globe. -New York American.

Just the Same. District Visitor-I've just had letter from my son, Arthur, saying he has won a scholarship. I can't tell you how pleased I am.

Rustic Party-I can understand yer feelin's, mum. I felt just the same when our pig won a medal at the agricultural show. — Pearson's

the plan of sowing some clover seed with all small grain, and the idea is as excellent one. The practice is worth while even if the clover is plowed under in the fall. To give best results it should be allowed to grow the second season, a crop being taken off in June and the second growth plowed under in the fail, when the well developed root systems will add insterially to the attracem supply of the soil. the nitrogen supply of the soil.

A good many farmers have adopte

ROAD DRAGGING EXPERIENCES

Pennsylvania Supervisor Tells of Value of Using the Drag.

Supervisor Albert Groff of East men, entertaining a prejudice is Hempfield township, Lancaster counthe most absurd. Yet the practice ty, Pa., writes about the drag as follows:

"First of all, road dragging smooths The prejudice is usually uninvited. He comes in quietly, removes since we have been using the drag. guest chamber and prepares to be- ging makes the roadbed firmer and come a permanent feature of the enables it to shed water quicker than exhibit him proudly to every one, shown has been that a little dragging fight for him, defend him and per- done at the right time is worth a lot petuate him. Yet you do not even | more than dragging done in the thick admit that he is present. "I enter- | dust. This latter dusty condition of time will do, though the best time of

all is right after a rain. When we first began to drag the township roads the neighbors, many of them, were though few belong solely to one also others. They always come in skeptical. So were we. But as things went on the proof was demonstrated, lently and unobtrusively. But, oh, and now we are beginning to wonder "The principle of working up the soft, sticky mud of a clay or loam

character means that it will grow hard when left to the rays of the sun, and it is this idea of working up a soft roadbed after every rain, of smearing over the entire road surface a thin layer of soft, pliable mud which will become dry and hard, that I now realize is giving us our solid roadbeds where the drag is working. Our supervisor board pays the farmers who drag the roads by their farms 35 cents per hour for their labor. We are planning to put more drags on our township roads very soon. We have forty-four miles of dirt roads in East Hempfield township, our assessed valuation is \$3,000,000, and our road tax is 2 mills."

BOWLDER FOUNDATION.

One of New England's Most Substantially Built Highways.

If you were to try to find the most substantially built road in New Engand it would not in all probability be ecessary to go farther than Acton Center, Mass., to locate the one which would take first premium for solidity. Just beyond the town was a considerable hill, but there is not as much of a climb there now as formerly, for has been cut down very perceptibly. The old condition was far from

plensing to Augustus Conant, who lives but a short distance from the foot of the bill. He informed the town that if the hill could be cut down and slightly relocated he would put in the necessary foundation for a first class road, the town to put on the finishing touches, and his proposition was readily accepted by the

For the new basis of the new highway Mr. Conant had carted to the spot many loads of field stones and innumerable bowlders, large and small. Some of them weighed several tons, and it is asserted that there is not in all probability another road United States which can boast of such a foundation as the one which was constructed to the liking of the town's benefactor. In some parts of the road it has a solid stone foundation of sev-

TAFT ON NEED OF ROADS.

The Movement is General and of Great Value, Says the President.

President Taft has indicated his in terest in good roads, the latest expression being elicited in connection with a movement for better highways in Virginia, this taking shape in an immediate plan for a road from the national capital to Richmond. In a letter on the subject the President says: "I regard this as part of the general

good roads movement in the country. and I have pleasure in saying that there is no movement that I know of that will have a more direct effect to alleviate the difficulties and burdens of the farmer's life, will stimulate the traffic and add to the general happiness of the people more than the establishment of good roads. "I do not think that because this

may have been stimulated by people using automobiles it is to be frowned upon, for, while persons using automobiles are by no means the most important in the community, the fact that their sharp interest has focused the attention of the public on the movement entitles them to credit.

"I have no doubt that within the authority which is his the secretary of agriculture will be glad to assist by recommendation and practical advice the methods to be pursued in good road building in Virginia."

AN AUSTRALIAN TORNADO. The Show as Seen From

The tornado of Australia is related pretty nearly to the same phenomenon in this country. It is on the land what the typhoon is in eastern waters. The storm of wind and rain is preceded by an unnatural stillness and silence of the elements. Sensitive persons and animals are aware of the approaching storm. The author of "Parts of the Pacific," who calls himself "s peripatetic parson," experienced one such gale when he was at the house of a friend in the northern part of Australia, very near the equator. His account is humorous as well as instructive.

By and by there came across the night air a distant roaring noise. The stillness of the slumbering hours was broken. Something terrible was at hand, as had been foretold by the clerk of the weather. The wind began to moan, then to whistle, then to bellow. The roof rattled, the trees shrieked, rain rushed and hissed, lightning blazed,

and thunder crashed and boomed.

All the household was busy holding on to goods and catching things as they were hurled off by the violence of the storm. The roof was ripped up and carried away. Shutripped up and carried away. Shut- his brother personally, but I am told ters and doors, walls and furniture he is even a greater blackguard than off they went, and people raced fite George."—Argument. -off they went, and people raced

after them to the rescue. "All were

at work, myself included. considering the bed to be the most valuable article in any part of the house, I right manfully lay in it and so held it down. From the comfortable bed I watched the roof go off, piece by piece. From it I saw the slabs and boards go-I saw everything go until there was nothing left at my side of the house but

me and my noble bed. Together we weathered the storm bravely. Together we remained in the torrents of rain and in the blinding lightning, littered with broken timber, hornets' nests, oranges, bits of furniture from the next room, pomelos and guavas, boughs of trees and sundry other

I had never before witnessed a tornado, and the kind bed generously afforded me a front seat on the brow of the hill, from which the whole show was seen splendidly. Moreover, as you do not always require a roof over your head in that country, it was a mere trifle being left without one on a night like

When the storm ceased and daylight forced itself in a measure through the still inclement weather it was strange to see the river a long way up the lawn, spreading its turbid waters over the plain which we had traversed only the day before right up to the foot of the mountain. Two trees out of every three were blown down, and no leaves were left on any. Water was running everywhere, and the bright, peaceful scene of yesterday was now an expanse of dull gray and wholesale desolation.

Appropriate.

There was a great discussion in progress among the members of the faculty of a certain college. They wrangled long and raised their voices to too high a pitch, each eager to have the measure in ques tion embody his particular variation of the idea. Finally a professor of large mind and calm voice, who had been silent, rose and made a tactful, conciliatory speech. As the effect of his words began to show in the peaceful quiet that settled over the fidgeting members, another professor, who also took

Kipling: The oil can soothes the worrying cranks When the speaker had finished the more aggressive members took up the discussion again. Presently the professor who had Kipling in mind leaned over once more and quoted the line from "McAndrew's Hymn:

things calmly, turned to his neigh-

bor and whispered the line from

And now the main eccentrics start their

The Almanac.

The word "almanac" is derived from the Arabic "aland manah," which means to count and thus aptly applies to measurements of In ancient days almanacs were employed by the Alexandrian Greeks, but it is uncertain as to when they were actually introduced in Europe. In 1150 A. D. Soloman Jarchus issued an almanac in script but the first printed one was brought to Vienna in 1457 by the great astronomer, Purbach. The most celebrated almanac maker was an adept in the so called black art Nostradamus, and since his time somewhere toward the middle of the fifteenth century, almanacs with predictions have been in vogue and their pictorial prophecies and weather lore have invariably appeal ed to a large number of people

Scheme to Improve Roads. Under a new arrangement to sys tematically improve the roads of Atchison county, Kan., each trustee will be required to have his township of road dragged after every hard rain. It is estimated that a mile of road can be dragged once at a cost of 50 cents and that the cost of keeping each mile in good condition during a year will be The new law calls for a special tar levy to create a road fund.

Drag, Brother, Drag! If your road is soft or rough, Drag, brother, drag. Once or twice will be enough. Drag, brother, drag. Theels won't sink into a rut Every time you strike a cut. Teams won't worry if you'll but Drag, brother, drag.

Twon't take long to fix your road. Prog. brother, drag.

If you'd pull a bigger load,
Drag, brother, drag.
It means dollars in the end,
Saved on teams, my friend,
So to this your best ear lend—
Drag, brother, drag.
—Pawpaw (Mich.) Bason.

A Debtor's Stratagem

"Yes," said the business man, " have given up trying to collect that little bill from Blikins. You see, be is a pretty big fellow, and he used to throw my collectors out every time they called.

"Theu why didn't you employ a wo man collector? He couldn't do that to "That's what I thought, so I got one and sent her round, but she never

came back." "Why not?" "He married ber."-London Tit-Bits.

Pleasant Dinner Chat. A captions Englishman began hold-ing forth after dinner upon the enorThe Cause of Many Sudden Deaths



allowed to savance the kidney poison ed blood will attack the vital organs, causing catarrh of the bladder, brick-dust or sediment in the urine, head ache, back ache, lame back, dizziness, sleeplessness, nervousness, or the kidneys themselves break down and waste away cell by cell.

Bladder troubles almost always result from a derangement of the kidneys and better health in that organ is obtained quickest by a proper treatment of the kidneys. Swamp-Root corrects inability to hold urine and scalding pain in passing it, and overcomes that unpleasant necessity of being compelled to go often through the day, and to get up many times during the night. The mild and immediate effect of Swamp-Root, the great kidney samedy is soon realized. It stands the highest because of its remarkable health sustoring properties. A trial will convince anyone.

Swamp-Root is pleasant to take and is sold by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle and a book that tells all about it, both sent free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper. Don't make any mistake, but remember the name, Swamp-Root, and don't let a dealer sell you something in place of Swamp-Root-if you do you will be disappointed.

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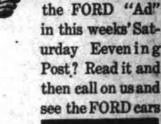
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