

# THE ALBANY GLEANER.

VOL. XXIII.

GRAHAM, N. C., THURSDAY, APRIL 29, 1897.

NO. 13.

## KEEP YOUR EYES OPEN!

Surely if the word **REGULATOR** is not on a package it is not

## SIMMONS LIVER REGULATOR.

Nothing else is the same. It cannot be and never has been put up by any one except

**J. H. ZEILIN & CO.**

And it can be easily told by their **TRADE MARK**—  
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Racks, harnesses, Good single or double teams. Charges moderate.

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All kinds of tin work and repairing.

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Dec. 1, 1914.

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They are all you'd expect for \$2.68. When coupled with Low Price—Fit, Material, Fit and Style are right, what more could you expect?

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WANTED—AN IDEA

Who can think of a better way of making good roads than by using the best material of all available? It is the most solid of all materials and it is the most durable. Let the farmers discuss it. Let the farmers discuss it.

## NEW YORK'S POOR ROADS.

Important Reasons for Highway Improvement Throughout the State.  
That New York is behind the times in the matter of good roads is recognized by all who have given the subject any thought. The New York Tribune, which has long been a warm advocate of highway improvement, offers suggestions which are worthy of the highest consideration. It says:

First class roads, if not built by the state, can be afforded only in regions inhabited by persons of more wealth than the average farmer. Near the large cities are great areas tenanted by those who have business in the city, but prefer to live in the country. Here the property values are much higher than in regions exclusively devoted to farming interests, and the taxes being proportionately higher, it is possible to spend more money on the roads.

Under our present law the people of the state work out their road taxes without intelligent supervision, and often not only is the labor wasted, but the roads are spoiled. The faults of the roads which could be remedied without extra expense in labor are mainly these:

First.—The roads are too narrow and too high in the center. On account of the narrowness the wheels all run in the same track, and the extreme curvature of the roadbed compels the wheels to run on the edge instead of the surface of the tires, the combination of the two faults causing the formation of deep ruts.

Second.—Loose stones are allowed to remain in the roads, and the work is not directed toward keeping the roads smooth.

The legislation hitherto proposed has only aimed at a few state roads. This is insufficient. Trained supervision is needed over all roads.

The important reasons for road improvement throughout the state are three—first, the desirability of reducing the cost of hauling; second, the importance of making most of the roads fit for pleasure driving, thereby attracting to the rural districts in summer thousands of people who create a local market for various farm products; third, the economic principle of preventing the great waste of labor which is now fruitlessly expended in making bad roads.

## PRESERVE THE ROADS.

Making the Horses Travel in the Wheel Tracks is a Good Plan.

E. D. Rightmire of Burlington county, N. J., says: "Farmers in this county will travel miles of their way to get on a stone road and save time and expense by doing. Therefore, as to the intrinsic value of stone roads, they themselves are their own vindicator. I do not think it necessary to stone all roads in the county, but the most prominent ones should be so. It is the proprietors who should be made without incalculating the county with funds."

"When a stone road is completed, the general impression is that it will last forever without any attention, which is a serious mistake. They need as much attention as a good gravel road—i. e., in the extreme heat of summer, the most essential thing to be done is to water with watering carts and follow by rolling. With wide tires and wide wheel-furrows on heavy wagons used it would not be required to roll often, as the wheels with wide tires would act as a roller instead of rutting, as do the narrow ones. The greatest wear upon stone roads is caused, first, by the calls on the shoes of the horses; second, by the wheels of the heavy wagons. But by wide tires there would be comparatively little wear by the wagon. The meat of it is caused by the horses, which can be overcome to a very great extent by the horse traveling in the wheel track."

## VALUE OF GOOD ROADS.

Their Importance is Not Yet Understood by the People.

Each succeeding year records a growth in the sentiment for good roads. A few years ago it was a subject that aroused little interest except among a few enthusiasts. Gradually there has crept into the minds of the people a feeling that our highways are not all that could be desired. The St. Paul Globe, referring to this, says:

Even yet nobody estimates truly the importance and value to the people of systematic general road improvement. The cheapening of production and the saving to the producer by a system of improved highways would be greater than all the reductions in railroad rates that have been made or can be made if they were carried down to the actual cost of operation.

The amelioration of social differences in the country, the abolition of that isolation which is the great drawback to rural life and the actual addition to the cash value of farm properties are benefits positively incalculable. To that, from the practical point of view, there is no subject relating to the development of the country and the prosperity and happiness of its people that can take precedence of the construction of good roads.

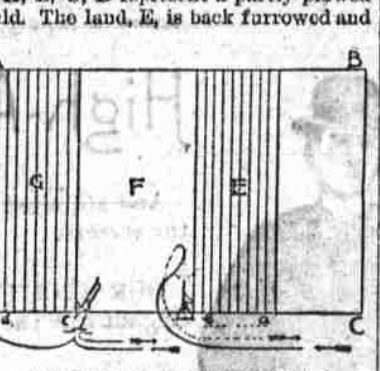
## Farmers Want Good Roads.

It can no longer be truthfully said that the farmers as a class are against the good roads movement. A goodly majority of them are exerting a strong influence for the betterment of the public ways and are laboring with their less informed neighbors to try to make them view the subject in the same light. The result of the campaign of education that has been carried on this winter will become happily apparent in the superior amount and kind of road improvement that will be undertaken in a great many localities next spring.—Exchange.

## WHEN WORKING A TEAM.

Where to Unhitch, Whether on Plow, Harrow or Drill.

It is a favorite habit with many farmers and farmhands when working a team, whether on plow, harrow, drill or any other implement, to turn around and start on a new track or furrow before unhitching at noon or at night. I have also noticed this same practice when one horse tool is used, such as cultivators, shovel plows, markers and the like. The reason for this is, as one plowman explains to me, to be ready to go to work again. This may be very commendable in the individual, but it is an expensive notion, and when circumstances are just right, it may become very expensive. A case of this kind is brought to notice, with the aid of an illustration, in Farm and Fireside:



WHEN AND WHERE TO UNHITCH.

ready to leave for the land, F, to be plowed by going around it or turning to the left. Before turning out, in coming down the last furrow, the team turns the corner a, travels across the back furrow land, E, which is about 10 paces wide, turns the corner at b, travels up the furrow until the plow is started and is here stopped and unhitched. It is then turned clear around, comes down around the plow, turns the corner at b, travels back across the same land and is then ready to start for the stable, the direction indicated by the arrow. After unhitching, when the team arrives at a, it travels across the same land and makes the various turns a third time, all for the purpose of "being ready to go to work."

The proper way would be, as shown at G, to stop and unhitch at c as soon as the plow is thrown out, follow the direction marked by the arrow, and, after taking our morning, come back to a, hitch to the plow and go to work. In comparing the two methods we notice that all the travel marked by the dotted lines at a and b is entirely useless. All that is necessary to accomplish the same object is the travel indicated by the full lines at c and d. This may seem like a small matter, but when work is crowding time is money, and these daily repeated wastes amount to something in time and help.

## Fertilizers in Connecticut.

It is reported from the Connecticut state station that during the season of 1895 cottonseed meal was the cheapest source of available nitrogen. Experiments indicate that it is as rapidly and fully available as the best forms of animal matter. It has been extensively used in home mixed fertilizers and has given perfect satisfaction. Calf manure is an expensive form of organic nitrogen and used chiefly by certain tobacco growers who set it for it to cottonseed meal. The Connecticut experiments indicate that cottonseed meal in equivalent quantity yielded tobacco of the same quality in all respects as castor pomace, and at a much lower cost for fertilizers. In acid rock phosphate available places phosoric acid has been on the average very considerably less than in dissolved bone black. Those who have tried the acid phosphate in home mixed fertilizers report very favorably, finding little or no trouble from caking or "setting" after mixing. Potash in the sulphates, both high and low grade, has cost about 1 cent more per pound than in the nitrates. The experiment of the Connecticut farmers was reported at the station was favorable to the home mixtures as regards both effectiveness and economy.

## Bordeaux Mixture and Fungicide.

H. P. Gerald of the Maine station reports on experiments with bordeaux mixture and fungicide for the prevention of potato rot. The use of bordeaux mixture as a preventive gave the most satisfactory results. Fungicide is a fungicide which, it is claimed, is a powdered form of bordeaux mixture. The total yield was less, and a greater percentage of rotten tubers were present where fungicide was used than where bordeaux mixture was employed, although fungicide gave better results than where no application of fungicide was made.

## The Moth Problem.

The city of Rochester has solved the problem of ridding itself of the troublesome moths that infest the trees and old buildings by offering prizes of money to school children for large collections, in effect placing a bounty on the pest. In two years, according to American Cultivator, about 9,000,000 cocoons have been gathered and destroyed, with the result that the city is said to be practically free from the pest.

## News and Notes.

It appears to have been conclusively proved that electricity hastens the dissemination of seeds.

Thrifty growth, frequent transplanting and careful husbandry are the secrets of strong, tough, early vegetable plants.

Professor Bailey has succeeded in grafting the tomato upon potato stems.

A contributor to The Orange Judd Farmer says that club root follows when hot manure is put upon cabbage ground.

The Jumbo pea is a main crop variety for which special merits are claimed.

Eighteen Hundred and Ninety-seven is a new early pea variety.

## TAPEWORMS OF POULTRY.

Report of the United States Department of Agriculture.

It has been known for years that tapeworms infest domesticated poultry, and that in some cases they cause serious epizootics among fowls. The outbreaks thus far recorded have occurred chiefly in Europe, and as a natural outcome almost the entire work which has been published on these parasites is the result of European investigations. The literature upon the subject is accordingly in Latin, German, French, Danish, Italian, etc., while in the English language we have only a few short notices concerning these worms. General and specific diagnoses of the parasites of this group are almost unknown, as yet we have absolutely no reliable data as to how many species of tapeworms are found in American poultry.

Several outbreaks of tapeworm disease have been noticed in fowls in different parts of the country, and upon various occasions specimens have been sent to the bureau for identification.

From a table showing 88 recorded species it was noted that 6 different tapeworms have been recorded from pigeons, 2 from turkeys, 11 from chickens, 2 from swans, 7 from geese, 16 from ducks and 1 from an ostrich. One form has been recorded as common to pigeons, chickens and ducks, 5 forms as common to ducks and geese, 1 form as common to geese and swans, 1 as common to pigeons and ducks, and 1 as common to pigeons and chickens.

The treatment of tapeworm disease in the domesticated fowls must for the present be more or less experimental, as the records in this line are extremely limited.

The first rule to be carried out in all cases of diseased animals, whether chickens, turkeys, geese, ducks or others, is to isolate them from the rest of the flock and keep them confined until they have recovered. The second rule is to destroy the droppings of all animals known to be infested with parasites, or if the manure is needed as a fertilizer it should be treated in such a manner as to kill the ova.

These two rules can be easily carried out, and if a poultry raiser or a stock raiser is not willing to set aside a small yard for the isolation of the sick animals, where their droppings can be easily collected and taken care of every day, it is almost useless for him to administer anthelmintics to his fowls or other animals.

The chief drugs used against tapeworms are: Extract of male fern, turpentine, powdered kamala, area nut, pomegranate root bark, pumpkin seeds and sulphate of copper (bluestone).

## THE BEST FEED.

Green Bones Better Than Grain to Make Meat Lay.

Green bones are not used as extensively as they should be, because grain can be obtained with less difficulty and at a low cost, but as egg producing material the bone is far superior to grain, nor does the bone really cost more than grain in some sections. The cutting of the bone into available sizes is now rendered an easy matter, as the bone cutter is within the reach of all. Bones fresh from the butcher have more or less meat adhering, and the more of such meat the better, as it will cost no more per pound than the bone, while the combination of both meat and bone is almost a perfect food from which to produce eggs.

A pound of cut green bone is sufficient for 16 hens one day, which means that 1 cent will pay for that number of fowls. If one quart of grain be fed at night to 16 hens and one pound of bone in the morning, it should be ample for each day—and the majority of fowls do—we find, in winter, in summer, the combination of both meat and bone is almost a perfect food from which to produce eggs.

The bone cutter is so necessary to the poultryman as his feed mill. It enables him to use an excellent and cheap feed, and gives him a profit where he might otherwise be compelled to suffer a loss. It is claimed that the bone cutter pays for itself in eggs and really costs nothing. Bones are now one of the staple articles of food for poultry, and no ration should have them omitted. They are food, grit and lime, all combined in one, and the hens will leave all other foods to receive the cut bone. If cut fine, even chicks and ducklings will relish such excellent food, while turkeys grow rapidly on it. To meet with success requires the use of the best material, and green bone beats all other substances as food for poultry. There is quite a difference between the green, fresh bone, rich in its juices, as it comes from the butchers, and the hard, dry bone which has lost its succulence. The value of all foods depends largely upon their digestibility, and the more this is provided for the greater the saving of food and the more economical the production of eggs.—Poultry Keeper.

## The Whole Story.

Early hatched pullets got to laying before cold weather and kept laying will be abundantly ready in March, which enables another supply of early hatched chickens, the pullets of which will be laying before cold weather comes on and lay freely all through the winter, giving us another generation of early brooders and more early hatched chickens. The whole story of profitable poultry raising can be summed up in three short rules: (1) Hatch the chickens early; (2) keep them growing so the pullets shall cease to lay maturity before cold weather; (3) keep them laying by good care and good food. The 1st of April is the best



Celebrated for its great leavening strength and healthfulness. As used the food gains in value and all forms of adulteration common to the cheap brands ROYAL BAKING POWDER CO., New York.

Danger foreseen ceases to be a danger.



When anyone says there is a better or cheaper place than CATES & CO.'S, Burlington, N. C., to buy drugs and medicines, trusses, seed, or anything in a well selected stock of first-class goods, then at once every merchant winks his eye, every drummer shakes his head, manufacturers grow weaker, hogs squeal in distress, fast horses slow down, yaller dogs howl louder because he made a mistake, yet the horses and mules rush forward at an advanced speed to carry their vehicles laden with customers to

## CATES & CO.,

BURLINGTON, N. C.



## Head-Quarters

Read what a successful Rockingham farmer says about

## Clark's Cutaway Harrow.

Deep Springs Farm, Rockingham County, N. C., Mar. 16, 1896. Messrs. C. C. Townsend & Co., Burlington, N. C.

Gentlemen:—I am very much pleased with "Clark's Cutaway Harrow" I purchased of you this winter. I have put in all my oats with it, and on the same land that was turned last summer, with perfect satisfaction. I have other improved farm implements, Mower, Rake, Reaper, Binder, etc., and I regard my cutaway harrow as fine an implement as I have.

Very truly,  
T. B. LINDSAY.

The above testimonial speaks for itself. We bought a solid car load of these harrows. Price complete \$20.00—one price to all. No up to date farmer can afford to be without this tool.

1,000 sacks corn and tobacco fertilizers at prices 10c to 85c per sack less than other dealers ask for the same goods. Some agents wonder why we can sell it so low.

We have the agency for the best makes of buggies, surreys and phaetons sold in this section and prices are lower than ever known before. Have over 3 car loads in stock to select from.

Big stock of Syracuse Chilled Plows and castings. Our sales are increasing daily on these plows.

We defy competition on all lines we handle, and pay more freight than any other retail merchant in Alamance county.

Come to Burlington and look at our stock. We are sure we can please you. Yours for low prices,  
C. C. TOWNSEND & CO.,  
Burlington, N. C.

## Banks in North Carolina.

The report of the banks in this State up to April 10th, makes the following showing. There are 49 national banks—resources \$11,083,886.41; 41 State—resources, \$6,502,900; 18 private—resources, \$1,407,930; 6 savings—resources, \$1,225,050. Grand total, 94 banks—resources, \$20,218,837. Loans and discounts are \$12,636,085; United States bonds, \$1,054,500; State bonds, \$76,500; State bonds, 76,500; stocks and other securities, \$511,286; gold, \$570,034; silver, \$264,044; all other currency, \$731,368. The capital stock paid up is \$5,483,974; surplus, \$1,178,829; undivided profits, \$505,973; individual deposits, \$10,618,805.

## Hark! Hark! the dogs do bark,

The customers are coming to town,

Some on foot, so me in wagons,

Some in silken gowns.

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