

# THE ALAMANCE GLEANER.

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NO. 37.

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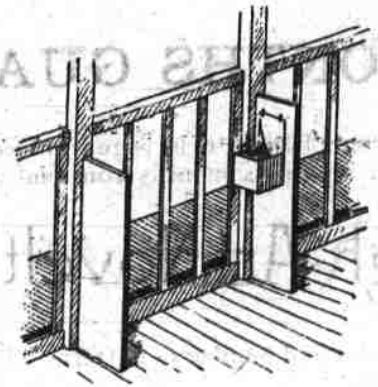
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## FARM AND GARDEN

### A COW STABLE.

With Stalls For Which Unusual Advantages Are Claimed.

A stall that will allow a cow to eat and drink as she pleases, that will permit her to lie down and yet keep clean without an unreasonable amount of



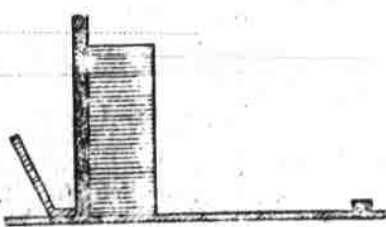
COW STALL AND MANGER.

bedding, is something which is still much needed in many stables. The accompanying cuts from Ohio Farmer show a stall which has given satisfaction.

The upright bars in front of the stall are placed far enough apart to admit the lower part of the head, but no more. By this arrangement the cow is enabled to clean out the manger as thoroughly as though her head and neck could be thrust over it, while at the same time she is compelled to stand well back in the stall.

On the floor crosswise of the stall, and just back of the hind feet of the cow when she is in place, a piece of timber is nailed. The purpose of this is to prevent the cow from stepping on the floor. The manger is placed in such a position that the cow's head and neck will be clear of it. A 2 1/2 x 4 scantling will answer the purpose very well. This induces the cow to move her body a little forward when lying down, so as to keep clear of the scantling, while the droppings fall beyond it, both when she is standing up and lying down. The bedding is also kept in place, and much less of it is saturated than in the common stall.

At one side of the water trough, which is arranged for two stalls. It is divided by a partition which is lying at



END VIEW OF COW STALL.

the top so as to allow freely. When the cow puts in her head to drink, she crosses the partition to the opposite end of the trough, which prevents the other cow from interfering. By this means a small trough may be used. At the other side of the stall is the box for salt. Of course the cow is tied with a rope or chain.

### The Wheat States.

In the United States the wheat states are those of the northwest, and first among them, in an ordinary year, with an average product of 65,000,000 bushels, is Minnesota. Then comes North Dakota, adjacent, with a product of 60,000,000, and South Dakota, with 50,000,000. The average of Kansas is about 25,000,000, and of Nebraska, 16,000,000. These are the group of wheat states, but they are not the only ones. California, producing in ordinary years wheat to the amount of 40,000,000 bushels, and Ohio, having an average crop of 35,000,000. Wisconsin, which adjoins Minnesota, produces relatively very little wheat, but Michigan has, when the farming conditions are good, a large yield. Oregon has been increasing its wheat acreage considerably.

Among the wheat states of the east Pennsylvania stands first, with an average crop of 20,000,000 bushels, Maryland following, with 8,000,000, and New York, with 7,000,000. There is comparatively little wheat raised in New England and scarcely any in the Gulf States. Missouri is a large wheat growing state, according to either Indiana or Illinois, but Arkansas, south of it, yields very little wheat.—New York Sun.

### Smutty Corn.

There is no doubt that corn smut lives in the ground or on its surface over year and is ready next season to begin its work. Says American Cultivator: "For this reason, before the corn has dried so that it can be blown about it should be plucked from the stalks and every particle of the fungus be burned. The practice of having corn on the land every other year, growing a clover crop between, sown with spring grain, is not a good one. It does not allow the clover to get growth enough to do the soil the good that a clover crop should do. Besides, we have learned a belief that corn smut and also the fungus of a rot might live in dry, rich soil that was sowed with clover. We have heard farmers say that potato rot was worse where clover preceded it. This, however, may only mean that the soil was enriched by the clover and that, therefore, some of all kinds propagated in it more rapidly."

### Sowing Tomato Seeds.

Separate the seeds into clean water, wash them free from any dirt, although it may require several washings, and put them in green's butter trays to dry. Turn the trays over and they dry quickly. They can then be put away, as other seeds are, in paper.

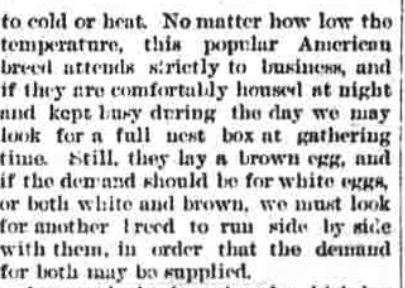
## ROCKS AND LEGHORNS.

Why They Are Among the Best of All Breeds of Poultry.

Mr. E. O. Roessle, the well known poultry breeder, says in an exchange from one end of the country to the other is the Barred Plymouth Rock. There is not a farmer, amateur or fancier who does not at once recognize the sterling qualities of this most popular of all breeds. It is almost useless to enumerate their qualities, they are so well known. Yet they live up to these qualities in their own right, and they are the foundation of the excellence which is the foundation of their popularity. For egg producers, when eggs are highest in price, they are reliable. For good, large bodied specimens, when meat is demanded, they seldom fail, and for hardness and general health they have no superiors. They are not beautiful, except in the eyes of the admirers, yet there is a certain sturdy businesslike air about these plain specimens which appeals to all classes and stamps them the great money makers of poultrydom.

It is safe to say that the demand for Plymouth Rocks is far in excess of that for any other breed. This does not reflect unfavorably on the other breeds. It simply shows that they are the public's favorites.

The very best quality any breed can have is hardiness. A vigorous constitution in fowls is the first thing to consider. With it we may expect a good growth, an early maturity, a good egg yield and a fine carcass; without it we cannot depend upon any of these results with certainty. Health and prime condition go hand in hand, and both mean the best results obtainable in poultry. The healthy hen is the egg type and the showman's specimen. Condition should be the first consideration. Where can be found a healthier, stronger and more reliable breed than the Barred Plymouth Rock? Climatic conditions do not affect them. They are bred in all sections of our country. They are alike indifferent



## EUROPE'S HIGHWAYS

### SPLENDID SPECIMENS OF THE ROAD-BUILDER'S ART.

Object Lessons of the Value of Good Roads. Built For Pleasure as Well as Utility. Much of Our Labor and Money Expended on Roads Is Wasted.

To the advocates of good roads the progress made in Europe is full of encouragement. It was about 1820 before Macadam was able to arouse Scotch and English sentiment in favor of his project. He had no army of wheelmen at his back to encourage him and to compel the public to listen, but wherever a mile of macadam road was built the sharp contrast between it and the wretched roads about it compelled public attention and approval. Telford, the Scotch engineer, turned aside from his great engineering projects and gave the movement his powerful support. In less than 60 years the gospel of good roads was spread not only throughout Great Britain, but through all the settled districts on the continent. Now good roads of the macadam or telford type are everywhere, writes C. M. Dickison in Home Magazine. Every day in the year the present farmer of Europe can haul to market as heavy a load as he can draw across his thrashing floor. He makes one trip instead of two or three. There is no mud, no stone working up to the surface. His best of burden animals along easily instead of the fret and strain from stone and rut and wabbling wagon and would doubtless sing his master's praise if he had the power of speech given to the beast ridden by Balaam.

Nor is the good roads movement in Europe confined to highways that are strictly necessary. It is as contagious as measles. The governments are taking it up and building expensive roads, which must be largely for the special delight of tourists. A splendid road has just been finished from Sorrento, Italy, to Salerno, fully 30 miles. Except for a few inconceivable villages it runs along the rocky and uninhabitable coast of the gulf of Salerno, and much of the road is cut through the almost perpendicular limestone cliffs that rise from 1,000 to 2,000 feet above the sea.



A DIRT ROAD IN ILLINOIS.

In many places there are long tunnels through the rock, and in others the mark of the blasting drill where the rock has been torn from the face of the cliff is to be seen fully 60 feet above the road.

This is one of the most stupendous specimens of modern roadbuilding in Europe, but something hardly less difficult and expensive is the road now in course of construction by the Swiss government from the Rhone glacier over the Grindel pass to the lake of Brienz. The road is already completed from Meiringen to Haudegg falls, perhaps 15 miles—as fine and difficult a specimen of macadam as can be found anywhere—and from Haudegg to Rhone glacier hundreds of men are at work cutting their way through the rock, over barren summits which are always in or above the clouds whenever clouds are in the sky.

With the object lessons in roadbuilding which Europe presents, why should not public sentiment in this country be appealed to through every medium in favor of good roads? What Europe has done in the last century America may do in the next. The obstacles of cost and "magnificent distances" will look less formidable as we approach them. In the state of New York alone, outside of villages and cities, more than \$3,000,000 is expended annually in the so called repair and construction of roads. The most of this immense sum is thrown away. Expended under the direction of competent engineers, it would build from 650 to 800 miles of the best macadam pavement.

At this rate how many years would it take to embrace Macadam and Telford and all their wisdom under every highway and cowpath in the state of New York? And the increased value of farms brought nearer to market in wet weather as well as dry, the saving of time and wear and tear on men and horses and wagons, would more than offset the entire cost. And why should not the state prisons be opened and the convicts taught roadbuilding on the European plan? Superintendent Lathrop reports that over 1,000 prisoners are still out of employment. What wretched work could be given them than the building of good roads?

The agitation for good roads should not be confined to the several states. Persistent appeals should be made to the general government. Congress has a special warrant under the constitution to build roads. In 1796 an act of congress authorized a national road from Baltimore to the west. It was built for 650 miles, 80 feet wide, with benches some 30 feet in width, on a stone foundation, through Pennsylvania, Ohio and Illinois. Though out of repair, it is still a good road. It ought to be extended at least to the Missouri river, and the states through which it passes should build their macadam systems into this grand national artery stretching across the continent.

## GRANT COULDN'T TELL HIM.

One Thing About Which the Great General Knew Little.

The late General La Fayette McLaws enjoyed an intimate friendship with Grant, both as general and president. They were students together at West Point, and it was there the friendship that ripened in later years was first begun. McLaws as a soldier fought Indians in the west in many campaigns. He was on the frontier under Taylor during the Mexican war. When the civil war broke out, he cast his lot with the Confederate cause, and finally attained command of a division under General Longstreet. During the four years of strife Grant never forgot his friend. Likewise McLaws cherished the friendship for the Federal general.

When General Grant was elected president, the friends of McLaws urged him to apply for the Savannah postoffice. The Confederate general hesitated for a time, feeling that by doing so he would incur the censure of southerners. Like Grant, however, he was broad minded and had accepted the result of the war like a soldier and a true type of an American citizen. He thereupon decided to make the application for the office and took the train north to see Grant in person. The president had left Washington for Long Branch. Going there, McLaws sought him at his cottage. He had some misgivings as to how the president would receive him. They had not met in years. McLaws wondered if the accession to the high office of the nation had "swelled" Grant's head. Approaching the cottage, the Confederate general found the president sitting on the veranda, with his feet upon the balustrade, smoking one of those cigars which finally helped to end his life. Like all other presidents, Grant had left Washington to avoid the office seeking pest, and he did not want to be disturbed in his retreat.

"Hello, Mac! Where did you come from?" was the greeting that the president gave the Georgian as he drew near enough for recognition.

"I am truly glad to see you. I came over here to escape the office seekers. Pull up a chair and tell me how you have been getting along and all about yourself since we last met," Grant continued, with that warm, pleasant and affable air characteristic of him.

The greeting was so cordial, despite the remark about the office seekers, that General McLaws finally found it an easy thing to bring up the Savannah postoffice matter and announced his candidacy for the appointment. General Grant assured him that he should have it and that it would give him a great pleasure to make the appointment. Then they talked about their life at West Point and reviewed their experiences covering the years up to that time.

In some respects they were alike. Neither had the faculty for accumulation and saving money. General McLaws confessed that he did not have it and addressed the question seriously to the president:

"Can you tell me, general, how to make and save money?"

"My dear Mac, I have not the slightest idea in the world," replied Grant.

It was true, for Grant never could save money. He had no business instinct. Before the war he had had a hard struggle as any man in the country, and even after he left the presidency he was an easy victim for schemers, who used him in swindling schemes which he thought honest until their dishonesty was exposed.

When General McLaws returned to Savannah, he received the appointment as postmaster, and the friendship between the two lasted until death.—Chicago Times-Herald.

### Ivory on the Range.

Before the arrival of the Arabs ivory had no value. The natives often did not store it. Having killed an elephant, they took only the meat, and when the Arabs came and, pointing to the ivory, wished to buy the natives hunted about in the woods for ivory of elephants dead a long time, and big points were sold for a handful of beads or a copper or brass ornament. Kibongo was the first to settle after Stanley's passage. He is said to have bought immense stores of ivory, but all seem to have spent all they had. All the natives along here joined Tippu Tib on his way to Stanley falls to establish himself, and they fought and took part in raids for him.—Journal of Late E. J. Glave in Century.

### Still Ignorant.

"Pat! Pat!" little Johnny began. "Now, what do you want?" asked his suffering father, with the emphasis on the "now."  
"Will my hair fall off when it's ripe like yours?"  
When the fat ruler had ceased falling on Johnny, his thirst for knowledge had disappeared.—Pick & Goo.

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### Raindrops in the Sea.

Those who have observed the smoothing down of a turbulent sea beneath a pelting of rain will be interested in an English scientist's explanation of the phenomenon. Each drop, he says, sends below the surface a certain quantity of water in the form of rings, which, with gradually decreasing velocity and increasing size, descend as much as 18 inches below the surface. Therefore when rain is falling on the sea there is as much motion immediately beneath the surface as above, only the drops are larger and their motion slower. Thus, unseen by the human eye, the water at the surface is being made to continually change places with that beneath, and in this way the wave motion is destroyed.—New York Journal.

### A Quick Witted Lover.

"What would you say," asked the fond papa of the accepted suitor, "if I were to give you a block of business houses for a wedding present?"  
"That it would be a mighty square thing to do," said the suitor.  
"Such bonnets may not count for much in a social way, but in this instance they brought down the tide."—New York Journal.