

THE ALAMANCE GLEANER.

VOL. XXIII.

GRAHAM, N. C., THURSDAY, JANUARY 13, 1898.

NO. 49.

Help

Is needed by poor, tired mothers, overworked and burdened with care, debilitated and run down because of poor, thin and impoverished blood. Help is needed by the nervous sufferer, the man and woman tortured with rheumatism, neuritis, dyspepsia, scrofula, catarrh. Help

Comes Quickly

When Hood's Sarsaparilla begins to enrich, purify and vitalize the blood, and sends it in a healing, nourishing, invigorating stream to the nerves, muscles and organs of the body. Hood's Sarsaparilla builds up the weak and broken down system, and cures all blood diseases, because

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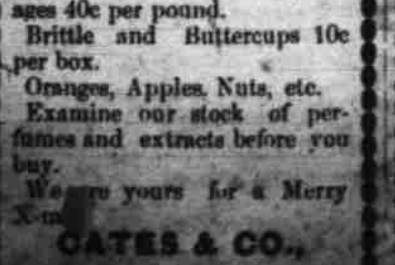
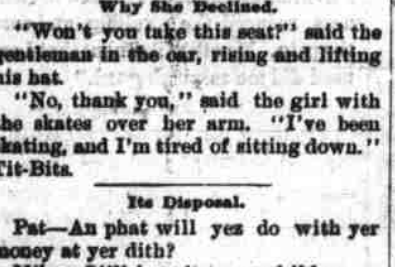
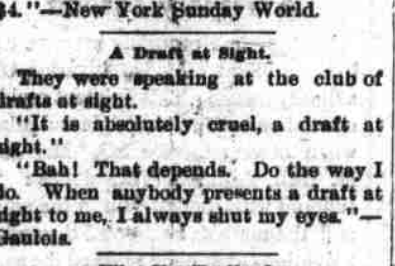
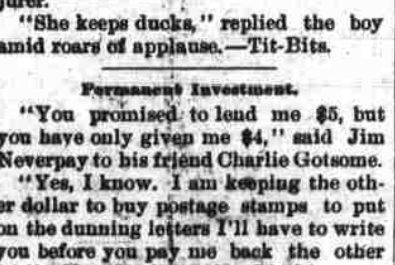
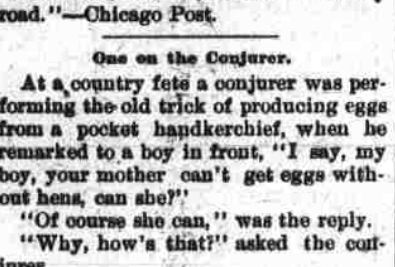
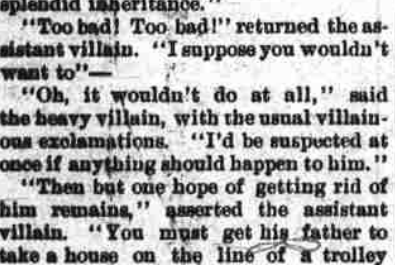
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NEWS & OBSERVER PUB. CO., CHARLOTTE, N. C.

A RISE IN TROUSERS.

By Two Ballrooms, Two Red Boys and a Persecuted Washerwoman.



GOOD ROADS LESSON.

GOVERNMENT SAMPLE OF HIGHWAY CONSTRUCTION.

Three Kinds of Roads Shown at Geneva, N. Y.—Most of the Work Done by Machines—Varieties of Rock Used—Preparation Foundation, Rolling and Sprinkling.

The road inquiry division of the department of agriculture was organized under the direction of General Roy Stone and has continued the educational work on the subject of roads by means of bulletins issued from time to time and by the construction of sample roads in different parts of the United States. The first of these sample roads was completed at New Brunswick, N. J., last June. The second was started at Geneva, N. Y., and is by far the longest yet built. Others are planned, in course of construction or completed at Evansville, Ind.; Lynchburg, Va.; Illinois, N. Y.; Kingston, R. I.; Orono, Me.; Warren, Pa., and Columbus, O.

The sample road at Geneva was planned last spring. The original estimate of its cost was \$9,000, of which the village contributed \$3,000, the township \$3,000 and residents of Castle street, in which the road is laid, \$3,000. The government furnished free of charge the roadbuilding plant, consisting of a rock crusher of capacity of 150 tons of broken rock in a ten hour day, one set of screens, one road grader, two distributing carts and one 20 ton roller. The government also furnished the special agent in charge, while the village and town furnished material and labor.

The sample road as constructed is about 1 1/2 miles in length. For the first half mile the roadway is 18 feet wide and 8 inches deep, the 8 inches consisting of a foundation of 5 inches of broken field stone with a surfacing of 3 inches of broken trap rock. For the next three-quarters of a mile the roadway is 14 feet wide and 8 inches deep, while the final quarter of a mile is 8 feet wide and 6 inches deep. The first portion is a sample of a macadamized village street, the second is a first class country road for general use in thickly inhabited sections, while the third is a very cheap but serviceable road for more thinly inhabited regions. None of these is suitable for the heavy trucking of cities. On each side of these sample sections is an ordinary dirt road thoroughly rolled, intended for light driving in dry weather.

The road is machine built throughout, comparatively little human labor being used. The most important machine is the roller, which may be used either as a road roller or as a perambulating pickax. When it is to be put to the latter use, its two rear wheels, each 6 feet in diameter and 18 inches wide, are fitted with 65 cast-iron hardened steel teeth 5 inches in length. The wheels make a revolution every ten seconds, and in a ten hour day do an amount of work equivalent to that performed by 500 men with pickax. After the old road had been torn up by this machine the loosened material was scraped to one side by the grader. When a sufficient depth had been reached, the new surface was thoroughly rolled in order to form the base of the new road. On this base was then laid the five inch foundation course of common road rock. The foundation rock is of all grades of hardness and friability, and includes shales, sandstones, limestones, quartzites and granites. It was broken to a size about 1 1/2 inches square. The foundation was sprinkled and thoroughly rolled, the machine passing over it a score of times. The surfacing course of broken trap rock was then laid, thoroughly sprinkled and rolled.

When the road engineers first visited Geneva, they said that a large proportion of the ordinary roads of the field were suitable for the surface layer of the road. Closer examination of the rock piles showed that it would require an expert worker to select the material which could be used. Accordingly it was decided as a matter of economy to use trap rock from the Hudson highlands for all the surfacing. Trap rock is said to be superior to most other rocks for surfacing because it is not friable or dust forming. The trap rock was crushed to the proper size at the quarry and hauled to Geneva in canal boats. The size is somewhat smaller than that used for the foundation. Above the surfacing was added a very thin layer of trap rock dust, to act as a cushion, protecting the underlying stone from the action of wheeled vehicles and the feet of animals from the cutting action of the stone. The value of this dust filling is increased by the small quantity of moisture added from time to time by means of a sprinkling cart. After being laid the dust layer was heavily sprinkled and rolled for several days. The constant rolling forces the rocks into close contact and holds them there. The sprinkling increases the ease with which the angular pieces slip past each other. They grind together and form a nearly perfect union when the 20 ton roller moves over them. When these angular pieces are rubbed together in this way, a small portion of the surface of each is ground into dust. When this dust contains a little clay, it becomes valuable as a cement or bond to hold the larger pieces of rock together.

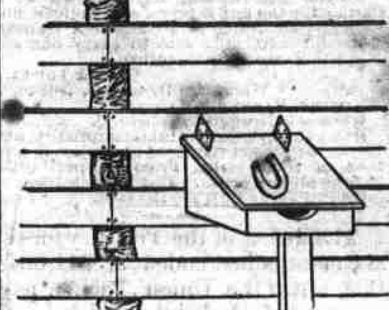
To increase the educational value of the work, two days of each week, Wednesday and Thursday, were designated as visiting days, when special attention was given to every one interested in road construction. On the days mentioned either General Roy Stone, chief of the division, or E. G. Harrison, special agent in charge, was present, and explained in detail the construction of good roads. Many persons, road engineers, mechanics and others, availed themselves of this opportunity and were taken from distant parts of the country to study the construction of the

FARM AND GARDEN

FARM CONVENIENCES.

Can Be Made in Stormy Weather and Are Useful at All Seasons.

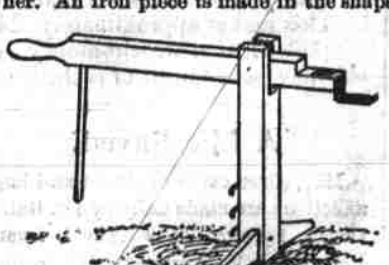
Farmers and stockmen agree that stock ought to have either a quantity of salt mingled in their feed or else fed to them direct. A writer in The Iowa



SALT BOX FOR COWS AND HORSES.

Homestead who has experimented with several kinds of salt boxes gives the following illustrated description of one that is especially designed for horses and cows. The illustration here reproduced requires but little explanation. It may be placed upon the fence or on the side of the barn or shed. It is filled with salt, and an opening placed in the front as will be seen from the sketch. The lid is hung on hinges and is kept weighed down by an old horse shoe, which is for the horse. The stock soon learn to lift up the lid and help themselves, and as soon as they are done it will return to position again to exclude rain. This is a much better plan than to salt stock at stated periods, or, what is worse, semistarved periods, or not at all.

Another useful article seldom found on the farm is a wagon jack. Many farmers content themselves lifting their wagons, taking the wheels only partly off to grease, and often a good job of greasing cannot be done in this manner. A very convenient wagon jack is the subject of the second illustration, which the authority already quoted describes as doing its work in a satisfactory manner. An iron piece is made in the shape



CONVENIENT WAGON JACK.

shown in the cut, to put on the end of the lever to lift axles of three different heights. Instead of a rather heavy hook for the link to hitch in to hold the lever down while greasing is being done. Any farmer can make one of these without any outlay of money.

Protecting Late Sown Grain. "We doubt whether it is practically possible to protect late sown grain by any covering whatever in the climate of western New York," says American Cultivator. "If you have manure, however, that you can spare to top dress the wheat after the ground has been frozen, that is another matter. The manure, unless in greater amounts than we should advise for wheat, will amount to very little as protection. What effect it will have is as manure after the growing season begins, and especially to make a vigorous clover growth for the young clover. Five or six loads per acre thinly spread will be sufficient for this, and that of course means that much of the surface will have only a very small amount of manure on each of the 43,500 square feet surface that an acre contains."

"The notion that grain straw scattered over the fields will be of any benefit whatever is an absurdity. The straw cannot prevent the soil beneath it from freezing. But in spring it acts as a mulch just at the time when the young grain needs all the sunlight it can get to warm the soil. So the mulch in spring will do as much harm if not more than it gave of benefit during the winter. In most cases, however, fall mulching with straw results in the straw being piled next the fences by winds blowing across the fields. In such case it does no good at any time and is simply a waste of the straw."

New Way of Securing Ice. Most people have well water near the house and can easily have ice made in the following manner, according to a correspondent in American Agriculturist: On a very cold day pump up some water and let it stand until it commences to freeze, then take a pailful and wet the bottom and sides of ice-house thoroughly. A coating of ice will soon form. By repeating this a few times a water tight tank will be formed, into which water may be poured, and it will freeze solid in a short while. At night several barrels of water can be poured in and will be found one solid block in the morning. It will be quite a surprise to see what a large quantity of ice can be made in this way by a person on a very cold day.

Rotary Spade Plow. The exchanges are noting the test of a rotary spade plow, the invention of a Massachusetts man. According to report the plow is ridden like a mowing machine. The spades are attached to two very wide wheels and the depth to be plowed is regulated by the weight which can be increased when necessary. A quarter acre, all mowed, was plowed in less than three-quarters of an hour. It is claimed that this plow will turn three acres a day and no harrowing is necessary.

BLACK JAVAS.

Hardy, Active Fowls That Yield a Good Egg.

We consider the Black Java the most neglected of American fowls when its merits are considered. We spoke recently of the great difficulty of breeding the fine Silver Wyandottes, commending them to the ambition of fanciers on that account. The Javas are exactly the reverse. They breed almost as true as ducks. Just a little attention to the rejection of birds with poor combs and of birds inclined to "show the white



BLACK JAVAS.

feather," and you are quite likely to get 90 per cent of birds that will score above 90 points.

Almost the only objection that can be raised to the Black Javas is that they are black. This is a defect in the eyes of market purchasers, especially of young birds, because the pin feathers are more likely to show, but this objection diminishes as the birds grow older, and the deep yellow color of the skin and the large meaty carcasses of the Java makes it a profitable bird to produce for sale dressed by the pound.

The standard requirements as to size are ten pounds for males and eight pounds for females. The plumage is a glossy black and fits the rectangular frame of the fowl almost as firmly as does that of the game. They are hardy, fairly active birds, easily managed and able to rear their own young with but little assistance. Two years' know of another breed that two years hence would show so large a number of standard birds as a cock and a half dozen hens turned loose alone on an ordinary farm and allowed to shift for themselves.—National Stockman and Farmer.

Turkeys For Market. People, as a rule, do not want banquet turkey at one time to lay a banquet spread, and consequently they pick for something small or not exceeding medium size.

The hen turkeys always sell first, simply because they are more suited in size to the wants of the ordinary family. Then the smaller gobblers go, and lastly the pride of the flock—the biggest tom in the lot—and he usually goes at a discount of 2 or 3 cents a pound less than the lesser weights.

A turkey that weighs from 10 to 15 pounds dressed is plenty large enough. The people don't want a turkey as big as a hog, but they do want a fat turkey. It seems to us that there is a good deal of room for improvement in breeding turkeys for the market, that a bird shorter in legs and neck and very full in the breast would be more desirable—one that would be meaty and plump and capable of taking on a great deal of fat.—Midland Poultry Journal.

Rooster Changes Color. Mr. Frank C. Alvord of Gloverville, N. Y., has a White Creve-Coeur cock. Two years ago this bird was as black as coal. One year ago he molted into a mottled bird, and at his last molt he put on a coat of solid white. Only a few years ago we knew of a White Face Black Spanish hen that went through the same change and in a similar manner. Both of these birds were confined in small city yards, and we think the change was brought about by not being provided with proper food. The system becomes weakened by too close confinement, improper food, a lack of change in surroundings, all of which affects the health, and the blood lacks color pigment. We do not believe there would have been any such change had these same birds been allowed their liberty on a farm or been properly provided for where they were.—Poultry Monthly.

Money in Green Ducks. Poultrymen who make the raising of ducks a specialty and who have advanced ideas are reaping a harvest from the demand for "green ducks" as a table delicacy. The green duck is simply a duckling not over 2 months old or less than four pounds in weight, that has never seen water—to swim in, at least. They are the product of the incubators and brooders and are made ready for market by a system of forced growth and fattening, which is the secret of the half dozen firms producing them by the thousand for the markets of New York, Boston and Philadelphia. Green ducks, after leading their wholly artificial life, leave it for the table, with a flavor all their own. They are probably the most profitable development of the poultry trade, for the supply has never yet equalled the demand.—New York Times.

Scaly Legs in Poultry. Scaly legs can be cured readily. Put a little soda into warm water. With this wash the legs thoroughly by the aid of a stiff brush and some good soap. Do this daily and after each washing dry the legs thoroughly and rub on a mixture of vasoline and zinc ointment or use a mixture—viz., three ounces of sweet oil and one ounce of sulphur. Follow this up until the legs are cured.—Rural World.

American Turkey Abroad. American turkeys, either from Canada or the United States, are preferred by the British to continental birds, their flesh being considered whiter, sweeter and higher flavored, and are in demand from the middle of November to April. At Christmas large cock turkeys sell well, but at other times birds ranging from 5 to 12 pounds are preferred.

A BEAUTIFUL CITY.

60 BRUSSELS IS CHARACTERIZED BY AN AMERICAN TOURIST.

Some of Its Most Attractive Features—A Handsome Boulevard in Place of the Old City Wall—The Immense Town Hall. How the Tram Cars Are Operated.

Brussels is a beautiful city and owes its beauty in a large measure to the good sense and public spirit of its citizens or a ruling king who rules in the interest of the people.

One good thing comes of a fortified city, or at least has come to Paris and Brussels, and that is when by expansion it has become necessary to tear down the fortification it has left the boulevard. Brussels is now about three times as large as the original walled city, and this boulevard forms a broad street around between the center and the outside from 200 to 300 feet wide. It is more than a street or avenue; it is a street and a park. It goes by different names at different parts, and Boulevard Waterloo—the widest—is first a sidewalk, then a paved street perhaps 15 feet wide for business purposes, then ground with two rows of trees, 80 feet wide, for horseback riding, then 40 feet or so of asphalt or macadam for carriages, then 80 feet (at a guess) with four rows of trees for pedestrians, with seats for resting; then another paved street for business and street cars, and, lastly, the other sidewalk. At different places are booths for selling papers, etc., waiting rooms for the street car service and public conveniences. Through the town there are two broad avenues and many outside, like the Avenue Louise, which leads out to the Bois, and, like the boulevard, has the same combination—part street and part park of itself. The other streets are neither wide nor straight, but cool in a hot day and likely warm in winter.

The buildings are not whole blocks from street to street as in Paris, each separate house or store varying somewhat one from the other, but they are all in a locality or block about of the same height and degree of finish—all kept clean and bright—the telegraph and telephone wires all over the tops strung from roof to roof and the whole city supplied with street car service. One of the lines is supplied with cars that run on the track where there is a track and turn out on the pavement where there is none. This is done by using common omnibus wheels for the carriage and two leading wheels which drop into the grooves in the rails—when in line—which keeps the car on all right. By custom, law or common sense none of the carriages has tires less than about two inches wide, so that the ground rail does not interfere at all with the common street traffic. The king, either by his power or influence, sees to it that the companies give the worth of the money. The fares are very low—only a cent for short rides, varying according to the distance—and the companies are no doubt managed on economical lines. As an example, the tickets or receipts are printed on paper and are canceled by the conductor tearing off the corner. How simple compared with the thick ticket and punch! The street cars, or tram cars, have many of the route over which they travel posted so one who can follow a map can see where the special line he is on goes, what main streets it crosses and where it connects with other lines.

Probably nothing has been said about Brussels for the last 800 years that did not include the Hotel de Ville, or town hall, with its openwork spire. Inside it is a museum, with many curiosities and noted paintings. Surrounding it and throughout the old part of town there are many ancient Flemish buildings, and in the new part is the Hall of Justice, one of the largest buildings in the world, if not the very largest. It is larger than St. Peter's, and though Philadelphia claims to have the largest this is 500 by 600 and 400 feet high, as against the Philadelphia structure's 400 feet square by the same height, and the Philadelphia building has a large open court, which the Brussels Hall of Justice has not. Anyway there is an awful lot of stone and architecture about it.

I do not know whether they deal out justice on the same scale as the building, but the affairs of the city seem to be well managed, and one would think, from the talk of the people, that the king has a good deal to do with it. He is greatly liked, is around the streets and in the exhibition every day and stops to talk to the exhibitors and workmen. We had the honor of meeting him two or three times. He was going one way in the aisles of the exhibition and in the street, and we were going the other. "Long live the king!"—John E. Sweet in American Machinist.

Such is France. A Prussian officer in the German army has been in the habit of questioning raw recruits on simple matters of national history. Here are a few replies to his question, "Who is Bismarck?" "Bismarck was emperor of the French." "Bismarck is dead." "Bismarck is a pensioner and lives in Paris." "Bismarck took part in the campaign of 1870 and received a medal for good conduct." "Bismarck descended from the Hohenzollerns and was born on April 1." "Of 96 recruits whom the officer had to instruct, 21 had never in their life heard the name of the Iron Chancellor.

Disputed. "Is young Hopley much of a lawyer?" "No, he isn't any good at all. I employed him in a case a short time ago, and he didn't say a thing to the court for the other side that a gentleman could object to."—Chicago News.

According to Dr. W. J. Reel, the active grasses of North America number about 1,375 species, included in about 140 genera, while in Europe there are only 41 genera and 270 species.

Royal makes the food pure, wholesome and delicious.

60 BRUSSELS IS CHARACTERIZED BY AN AMERICAN TOURIST.



The Raleigh Post says that Mr. Sol. C. Weil, formerly of Wilmington, reported elected to the New York Assembly on the Tammany ticket, has been knocked out by the Supreme Court of that State, which declares that his election was illegal, and has ordered that his opponent Perez M. Stewart be seated.

Relief in Six Hours. Distressing Kidney and Bladder disease relieved in six hours by the "New-Game" Sorely Assisted Kidney Cure. This cure remedy is a great surprise on account of the exceeding promptness in relieving pain in the bladder, kidneys, back and every part of the urinary passages in male and female. It relieves retention of water and pain in passing it almost immediately. If you want quick relief and cure this is your remedy. Sold by T. A. Albright, Druggist, Graham, N. C.

It will require \$100,000,000 to pay the pensions during the present year.

A Cure for Heartburn. That burning sensation in the stomach, which I experienced for five long years, brought on by continued constipation and biliousness, are almost indescribable. I tried every known remedy without effect. Finally I tried Ramon's Liver Pills & Tonic Pellets, following the directions carefully. After taking a few doses I began to improve. I have not used more than three boxes and feel as well as I ever felt. My restoration to perfect health I attribute solely to the use of Ramon's Liver Pills & Tonic Pellets, and I only wish I could persuade others to do as I did and be cured.—Logan M. Nalls, Amsterdian, Va. For sale by J. C. Simmons.

Judy Shepherd, a Tacoma negro woman, has been sent to the asylum because she persisted in eating soap.

Miss Allie Hughes, Norfolk, Va., was frightfully burned on the face and neck. Pain was instantly relieved by applying Chamberlain's Eye and Skin Ointment. Many very bad cases have been permanently cured by this equally efficient for itching piles, a favorite remedy for sore nipples, chapped hands, chilblains, frost bites and chronic sore eyes. 25 cts. per box.

Dr. Cad's Condition Powders are just what a horse needs when in bad condition. Tonic, blood purifier and vermifuge. They are not food but medicine and the best in use for a horse in prime condition. Price 50 cents per package.

For sale by T. A. Albright & Co.

While surveying some land that he inherited from his grandfather, with the view of selling it, Max Duke of Bridgeville, Del., found and dug up \$5,000 in Spanish coins, that had been buried in old pots.

When in need of a remedy to relieve pain you want the surest, quickest and best, such as one is Bismarck's Gooze Grease Liniment, it relieves all pain at once, it cures croup, cough and colds as soon as used. For sale and guaranteed by all druggists and general stores. It relieves whooping cough.

James G. Blaine, Jr., is once more a newspaper man, having just been enrolled on the staff of the New York Tribune. It is said that Whitelaw Reid has issued orders that "Jimmie" be treated kindly.

Why will you buy better newspaper than when "Green's" Publisher, Child Young is pleased as Lemon Syrup. Your druggist is authorized to refund the money in any case where it fails to cure. Price, 10 cents.

The Chronicle says that the report that an attempt was made to blow up the court house at Wilmington during the holidays is an error. Some fire works were exploded in the court house yard and some window glass was broken and cracked, but this was all the damage.