

THE ALAMANCE GLEANER.

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GRAHAM, N. C., THURSDAY, JANUARY 27, 1898.

NO. 51.

Scrofula

Makes life misery to thousands of people. It manifests itself in many different ways, like goitre, swellings, running sores, boils, salt rheum and pimples and other eruptions. Scarcely a man is wholly free from it, in some form. It clings tenaciously until the last vestige of scrofulous poison is eradicated by Hood's Sarsaparilla, the

One True Blood Purifier. Thousands of voluntary testimonials tell of suffering from scrofula, often inherited and most tenacious, cured by Hood's Sarsaparilla, perfectly and permanently cured by

Hood's Sarsaparilla

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Hood's Pills are the best after-dinner pills, aid digestion. 25

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LOSS BY BAD ROADS.

FELT BY EVERY INDUSTRY IN THE UNITED STATES.

Improved Highways Would Be Profitable.

In Many Ways—Merchant, Mechanic and Farmer Have an Interest in This Question—Average Cost Per Mile.

The economic importance of good roads has been demonstrated by startling statistics. It has been shown that the traction force required to move 2,000 pounds at a speed of three miles an hour over a level road of iron, asphalt, loose gravel and soft sand is respectively 8, 17, 320 and 448 pounds. From this statement it may easily be inferred how costly bad roads are. Iron and asphalt are mentioned for the sake of comparison. They could not, of course, be used as the constructive materials of country roads. But the difference between poor and good roads is so great that the team which can only draw one ton on the former will, according to the character of the improvement, haul from three to five tons on the latter.

The improvement of our highways would be variously profitable. Now farmers lose many days in the year waiting for good weather and dry roads. But the support of men and animals is as expensive when they are idle as when they are engaged in lucrative work. With good roads the farmers need never lose any time. In wet weather, when they could not work on the land, they could carry their products to market. No rains would compel them to spend valuable time in idleness. Independent of climate, they could deliver their produce whenever it suited their convenience or enabled them to secure higher prices. Foul and fair weather would be equally profitable.

The utilization of stormy days would prevent losses from idleness and enable farmers to avail themselves of the highest rates which the market ever offers. Perishable fruits cannot await favorable conditions of weather or of roads. If they are not sold at maturity, they often become a total loss. Farmers, disheartened by such losses, are unwilling to raise crops which, with better means of transportation, would be very remunerative. Therefore the occasional inability of cultivators to market their perishable products at the right time deprives them of a fruitful source of profit.

It takes a much longer time and requires a far greater tractive force to haul light loads over bad roads than it would to draw heavy loads over good roads. The unnecessary strains to which bad roads subject teams, harnesses and wagons are very wearing. Rough usage seriously injures the farmer's equipment. Improved highways would prevent avoidable depreciation of property and increase the gains of producers.

The experience of other sections recommends the construction of two roads side by side, one of earth and the other of stone or gravel. Each road would prolong the life of the other. In dry weather the dirt road would be used, because it would be easier for the feet of the draft animals. In wet spells the use of the rock road would prevent the injuries which travel would inflict upon the dirt road. In the longest rains one good highway would always be available. In fair weather the farmers could take their choice of a stone or earth road. The use of wide tires would lessen the cost and frequency of repairs.

It is hardly worth while to build a few good highways. Systems of roads should be improved at the same time. A draft wagon, light enough to be used on muddy roads, could not avail itself of the full advantage of a rock road. The wagon used on hard roads weigh from 2,500 to 3,000 pounds, and they carry loads of three or four tons. Such wagons could not be employed on soft roads. They would sink into the mud and require as much force to move them as it would to haul their heaviest freight on a gravel road. Common and improved roads cannot be profitably combined. What is fit for the one is not suited to the other. Therefore the main and tributary highways of any district should all be reconstructed at once.

It is estimated that the average cost of good roads in the United States would be from \$1,000 to \$1,200 a mile. This, of course, implies higher taxes, but the increased gains of agriculture will reimburse farmers to their share of the burden. The economy of time and labor, the conveyance of heavier loads, the saving of perishable fruits, the marketing of products when they will bring the highest prices and the profitable use of rainy days are important advantages. To the gains derived from these sources must be added the enhanced value of real estate. The average appreciation of the lands through which good roads run is estimated at \$9 an acre. There is no instance of an exceptional rise of \$83 per acre in the value of farm land. As all the people of the United States participate in the benefits of good roads, they should all bear their share of the cost of construction and maintenance. As there is a community of interests there should be an equality of burdens.

Merchants and manufacturers are deeply interested in good roads, because it would frequently happen that without them the supplies with which country customers pay their bills could not be brought to market nor could the wares which their patrons purchased be quickly or cheaply transported to the points of consumption. But with good roads producers and consumers could carry on their exchanges irrespective of bad weather.—Professor S. Waterhouse.

Roads to Improve.

The avenues that make possible pleasant communication with the mill, factory, market, railroad, ferry, fair ground, school, church and neighbor and unite town and country are the ones that need to be always clean and

well kept.

MUD AND SAND TAX.

South Carolina Annually Wastes an Enormous Sum.

Professor Holmes told the people of South Carolina some wholesome truths at the good roads convention at Columbia. Here are some of them.

Bad roads have retarded our development along every line. They have interfered with our schools and with our churches and with the pleasures and the comforts of our people in many other ways. Their blighting influence bears heavily on all, and especially on the farming classes, but what is of more vital importance is the fact that these bad roads constitute an enormous mud and sand tax of not less than \$5 per capita per annum on every man, woman and child living in the southern states. In South Carolina alone this terrible burden amounts to not less than \$5,000,000.

It is hard to say with any near approach to accuracy how long the horse has been a domesticated animal. We can only say that he has been so from time immemorial—that is, from the earliest times of which we have any records. The Assyrian sculptures—and they are about the most ancient of which we know anything, for some of them are estimated to date from 4200 B. C.—contain mere representations of caparisoned horses than even men. Still, we do not get any examples of favorite horses until a long time after this.

Even the first examples, indeed, are only legendary, for, though there is no doubt that Hector of Troy existed, it is not improbable that Homer invented the names of his three favorite horses, Podarge, the cream colored Galgathe and the fiery Ethon. But the horse of Alexander the Great, Bucephalus, is an individual as historically real as his master. This famous horse was, says Plutarch, captured by Philip for 13 talents (about \$3,618), but he displayed so much viciousness that Alexander's father was about to send him away when the young prince offered to tame him. He agreed, in the event of failure, to forfeit the price of the horse and began by turning his head to the sun, as he observed that the horse was frightened at his own shadow. In the end he completely tamed him—so completely, indeed, that Bucephalus, though he would permit nobody except Alexander to mount him, always knelt down for that purpose to his master. He died at the age of 30, and his master built as his mausoleum the city of Bucephalia.

Readers of Macaulay will remember the famous black Anster, the horse of Merminius, and the dark gray charger of Mamilius, whose sudden appearance in the city of Tuscum without his master brought the news of the defeat of the allies at Lake Regillus. Connected with this battle, too, were the horses of the great "twin brothers," Caesar and Pollix, coal black, with white legs and tails. But these are legendary. Not so, however, the well known horse of Calligala, Incitatus. This animal had a stable of marble; his stall was of ivory, his clothing of purple and his halters stiff with gold. He had a set of golden plates and was presented with a palace, furniture and slaves complete, in order that guests invited in his name should be properly entertained. His diet was the most costly that could be imagined, the finest grapes that Asia could provide being reserved for him. Verus, another Roman emperor about a century later, treated his horse almost as extravagantly. He fed him with raisins and almonds with his own hands, and when he died erected a statue of gold to him, while all the dignitaries of the empire attended the funeral.

As we come to later times, so we get more examples of favorite horses. William the Conqueror had one which he rode at the battle of Hastings, about which almost everything seems to be known except his name. He was of huge size and was a present from King Alfonso of Spain—"such a gift as a prince might give and a prince receive." This gallant horse, however, did not survive the battle, for Gyth, Harold's butcher, "clove him with a bill, and he died." Richard I's horse was called Malcock and was jet black. He bore his master through the holy war, and he arrived in England before him. In fact, he survived the king several years. The second Richard, too, had a favorite horse, called Roan Barbary, which was supposed to be the finest horse in Europe at that time, and it was on Roan Barbary that the young king was mounted when the incident wherein Wat Tyler was stabbed by the mayor of Waltham took place.

About a century later we get the Wars of the Roses, and in the many battles of that civil disturbance a couple of horses played important parts. These belonged to the great Earl of Warwick, the kingmaker. His first was Maleck, a beautiful gray, which he rode at the battle of Towton. It was this horse whose death turned the fortunes of the battle, for Warwick, seeing that his men were giving ground, deliberately sprang from his favorite horse and killed him. Thus his men knew that the kingmaker was prepared to conquer, but not to fly. They rallied and fought the battle.

There were two horses belonging to highwaymen which were famous in their time. One of them belonged to the celebrated knight of the road, Paul Clifford. He was called Robin and was Irish. In color iron gray, he was reputed by judges of horsemanship—and there were some who were quite competent to give an opinion, if not more so, as any of the present day—to be absolutely without blemish and to be second to none. Another famous horse, or rather mare, was Black Bes. Her owner, Dick Turpin, or, to give him his correct name, Nicks, committed a robbery in London at 4 o'clock in the morning, and, fearing discovery, made for Gravesend, ferried across the river and appeared at the bowling green in York the same evening, having accomplished his ride of 90 miles in 16 hours on one horse. At least so says the legend, and this is certain—that on his trial he was acquitted, the jury considering it impossible that he could have got to York in the time.—London Standard.

To Listen to All.

Francis listened to everything and he offended no one by disputing anything. At the close of his life he was asked the secret of his success, and he replied that it was by "listening to two maxims. 'Everybody may be right' and 'Everything may be so.'"

HORSES IN HISTORY.

SOME OF THE NOBLE STEEDS THAT HAVE ACHIEVED FAME.

The Four Footed Friend For Whom a City Was Named—Roman Horses That Lived Like Princes—Chargers Who Were Known Amid the Carnage of War.

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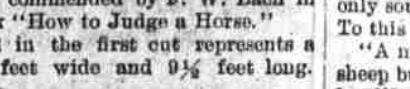
FARM AND GARDEN.

STABLE FLOOR DRAINAGE.

Iron Gutters Which Carry the Liquids Away as Fast as They Fall.

In reply to the request of a reader for a plan for good stable drainage the Ohio Farmer illustrates and describes a method commended by F. W. Bush in his book "How to Judge a Horse."

Fig. 1 in the first cut represents a stall 5 feet wide and 9 1/2 feet long.



FLOOR WITH IRON GUTTERS.

C C C are three planks in front, laid crosswise of the stall. There are 14 inches wide, making 3 1/2 feet. B B are two planks on each side of the stall, each 10 inches wide and 6 feet long.

Between these planks are the drain gutters and lath. D being the drain and L the lath. These laths are 2 inches thick, 3 1/2 inches wide and 6 feet long. They are rabbeted out underneath three-sixteenths of an inch, so that the iron drains or gutters just fit under them. They are rabbeted up from the bottom 1 1/2 inches.

The method of fixing the drains and laths is shown in the end view, second cut, Fig. 2, L being the lath, with gutter between. The laths are fastened down by long screws, the heads well sunk in. They can be removed easily, if desired, to renew the lath or make any repairs. The iron drain or gutter is shown in Fig. 3. G in Fig. 1 is the rear gutter into which the liquids flow to be carried off. This gutter can be made of cement. The iron drains are 1 1/2 inches high, an inch wide inside, about one-eighth inch thick and 6 feet long, closed at the front or head end and open at the other. The laths and gutters project over the gutter G an inch or more. The incline of the floor from manger to gutter should not be over three inches.

The Marston Process.

The Marston process consists in saving the waste of dry cornstalks. They are ground. The cellulose or pith is then separated, leaving a residuum of ground meal. The ratio in bulk is about one part of meal to one of cellulose. The ratio in weight is said to be seven parts or more of meal to one of cellulose. This dry meal has been fed to live stock for a long period at the Maryland experiment station. It proves to be equal to if not better than the best of hay in the production of meat and milk in combination with other food to make it complete—that is to say, used in the same manner as hay is used as a part of a ration.

The cellulose will have a vast number of uses. The most conspicuous use will be in the construction of naval vessels. For this purpose it is compressed to 4 1/2 pounds to the cubic foot, in which condition it will absorb 20 times its volume of water. For naval purposes it is made into large blocks each of which is placed in a cell in the steel hull of the ship, notably at the bow and stern, and between decks so as to protect the deck over the vital points of the ship, the center of the vessel being protected with steel plates. Such a vessel has great power of flotation. The center of gravity is altered so that the gun deck has very much greater stability in action. It is claimed that such a vessel is unsinkable.—Country Gentleman.

Making Sugar From Beets.

Much has been said nowadays in agricultural newspapers about making sugar from beets. The experience of France and Germany long ago showed that this can be done profitably where labor is cheap enough. It is in this connection that American Cultivator says:

"There is much land in all our northern states which good beets for sugar making can be grown. In New York state, under the influence of a state bounty on beet sugar, several beet sugar factories have been started this year. While the sugar making experiments have been entirely successful—it is not yet certain whether the sugar can be produced at a profit to the manufacturer. But as the price paid for the beets is only \$5 per ton it is doubtful whether many farmers who live near markets can grow and haul their beets to the factories for the price. Farther from the factories there would be increased cost of transporting the beets to the places where the sugar is to be manufactured. The farmer who grows beets at this price gives much labor and gets very little for it."

Wintering Bees.

An Ohio correspondent of The Farm Journal drops the following hints: Use only good collars for wintering bees. A good collar is one that is dry and well ventilated. Such a collar will keep bees from freezing and be of great advantage to them.

Each hive should have 30 pounds sealed stores, honey or sugar syrup. A draft should never strike a hive in the cellar. Keep the cellar dark.

The thermometer should be kept at 35 or 40 degrees if possible. Keep out of the cellar as much as you can. Have a hole in the floor to let the thermometer through for observation. Regulate ventilators also from outside.

SHEEP IN NEW ENGLAND.

A Vermont Farmer Tells About the Profits of This Industry.

A Massachusetts correspondent writes as follows to The New England Home-stead: "Kindly inform me whether a man with a fair knowledge of sheep could make a success of the business here in New England by leasing two or more all farms, stocking them with from 300 to 500 ewes and devoting all time and labor to them and such crops as it was practical to raise for the consumption of the sheep, thus making the sheep the only source of income from the farm."

To this query a Vermont farmer replied: "A man with a fair knowledge of the sheep business could lease a farm in any locality that would carry 300 ewes for \$125 cash yearly rental—a mountain farm, I mean. He could do the work on the farm with, say, \$50 for help in haying and in the cut harvest. He would not be so likely to succeed with two farms. The question of personal supervision would enter into the problem to his disadvantage with two farms unless they were situated so as to be the same as one farm. If he should get one farm that would carry 400 or 500 ewes the question of hired help would trouble him, and we must assume that your man is a poor man, with a family to bring up and not going into the business to demonstrate a proposition, but to get a living. So he should get a farm that will pasture 300 sheep and cut hay enough to winter them, say 45 tons. If the fences are good—and he must look out for that—he can do the work himself, with the exception of the \$50, and raise two acres of rutabaga, five acres of oats and five acres of rye. This would keep a pair of horses, two cows and the sheep.

"The 300 ewes should clip 1,400 pounds of wool, which would bring to day \$300. If he does his duty by his sheep, he should have 200 lambs to sell and leave 20 of his best ewe lambs in the flock. If he raises his five acres of rye and takes care of the lambs, he will get \$5 each for them the 1st of November, which would amount to \$1,000. Allowing for losses, which should not exceed 10 ewes, he would have 10 ewes to sell fat, at \$5 each, for \$50. Now we have \$1,350 income from the sheep. His outgo would be: Rent, \$125; wages, \$50; tools and repairs on tools, \$75; feed, \$25; repairs on buildings to make them comfortable for lambing first year, \$75; total, \$350.

"Now, without looking ahead to see where my figures would land I have hit upon an even \$1,000 with which to pay taxes, interest and support the family. To this should be added the income from the two cows and the poultry and pigs.

"I speak with confidence in the above statement from the fact that I have a farm nine miles from home that I carry on as a sheep farm pure and simple and know what it costs. I get much better prices for my sheep, however, than those above. I make my wethers yield me about \$12 each, dressed. For 14 years my average was about \$15, but you asked what a man with a 'fair knowledge of the business can do.'"

Pennsylvania's Abandoned Farms.

Last spring there were scores of abandoned farms, which had not been cultivated for several years, all over eastern Pennsylvania. In Berks county alone these farms numbered about 100. They ranged in size from 10 to 75 acres. The average was 40 acres. Today few of these properties are idle. They have been rented and are producing crops. This is one of the most noteworthy evidences of an improvement among the agricultural classes. The demand for farm real estate has for the last three months been steadily increasing. Both buyers and tenants are much more numerous than a year ago, and the price of land has increased at least 15 per cent. One cause of this increase is the advance in the price of grain. Continued hard times in cities and boroughs have caused some town homes and families to leave their homes and settle down on small farms, where they expect to be able to live well without the exertion that is required in the city or borough to support a family, and they can keep all their children at work and yet have them at home. It is predicted that by next spring the "abandoned farm" will be entirely a thing of the past. In this section of the state, according to a communication from Reading, Pa., in the New York Tribune.

Easy Way to Cook Feed.

It sometimes becomes necessary to cook a mass of feed for the poultry or pigs in the winter time, and to do so sometimes requires a fire when it is not convenient to build one. Following is a plan suggested in the Iowa Home-stead: Place an old iron boiler or a large tin barrel in a box and pack around it with straw or chaff. Provide

KEY WITHIN A BOX. Both barrel and box with tight fitting lids. Then, having mixed the feed with hot water, put it in the inner receptacle and place both lids in position. The mess will cook in the time elapsing from one feed to the next. It is surprising how long the water will remain hot, even in very cold weather.

Anderson & Anderson's large three-story tobacco pipe house at Wilson was burned Tuesday night a week. Loss \$15,000, fully covered by insurance. The origin of the fire is unknown.

Why will you buy bitter smelling foot-worn Grease's Tinsolene? Child Tinsolene is pleasant and leaves a fresh, clean, healthy odor to refuse the money in every case where it fails to cure. Price, 10 cents. Sold

Elisba Burris, a young man from Southport, N. C., blew out the gas in his room at a hotel in Washington, D. C., Monday night a week. He was found dead in his room next morning.

President McKinley on Wednesday of last week nominated C. M. Bernard, of Greenville, to be U. S. attorney; T. J. Glen to be postmaster at Greensboro, and W. H. Chadburn to be postmaster at Wilmington.

Rev. Baylus Cade has resigned as chaplain at the U. S. penitentiary at Leavenworth, Kansas, at \$1,000 a year, and it is learned that Rev. Dr. T. T. Speight, of Halifax county, is tendered the position thus made vacant.

The Journal says Mr. David A. Coon, of Howard's Creek township, Lincoln county has an Indian game hen that is a curiosity. Beginning at the root of its bill and continuing to the tip of its tail, the feathers on one side are as black as a crow, while the feathers on the other side are yellow.

Senator Butler in his paper last week editorially calls on the governor to remove Robert Hancock as president of the Atlantic and North Carolina railway, saying if the facts are as reported Hancock is not fit to hold any public position, and that he is sure if the governor, upon investigation, finds the facts to be as stated he will remove Hancock at once.

Lincoln Journal: Lincoln can just walk all around any other county when it comes to fighting wren. The latest fight among the ladies was one that occurred one day last week between Mrs. Mary Moore and Mrs. Sallie Starnes, near Maj. Blackburn's. They fought desperately for half a mile along the public road. It was a "master fight" and the courts will tackle it.

A negro named Gus Harman attempted an assault on Miss Minnie Cuthbertson, a beautiful and popular young lady, of Nebo, McDowell county Sunday a week. She ran and the negro pursued her, but was frightened off by some boys. The negro escaped to the woods but the people turned out in great numbers to search for him and he was captured, after receiving a load of bird-shot in his back. He is in jail.

Tetter, Salt-Rheum and Eczema.

The intense itching and smarting, incident to these diseases, is instantly allayed by applying Chamberlain's Eye and Skin Ointment. Many very bad cases have been permanently cured by it. It is equally efficient for itching piles and a favorite remedy for sore nipples, chapped hands, chafed babies, frost bites and chronic sore eyes. 25 cts. per box.

Dr. Cody's Condition Powders, are just what a horse needs when in bad condition. Tonic, blood purifier and stimulant. They are not food but medicine and the best in use to put a horse in prime condition. Price 25 cents per package.

For sale by T. A. Albright & Co.

Raleigh cor. of the Messenger: It is said that Robert Hancock has written to relatives of his wife's niece, Miss Annie Abbott, of New York, for proof that she was with them during their stay in that city and that they accompanied her to Jersey City upon her departure and that she was in fine spirits.

When in need of a remedy to relieve pain you want the surest, quickest and best, such as one is Rice's Gooose 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.

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