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GRAHAM, N.C., THURSDAY, FEBRUARY 10, 1898.

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Over heavens of blue. Little time for weeping-Skies'll weep for you! Keep the pathway steady-

Heaven is not so high.
When God calls, say "Ready!" Emile and kiss goodby.

—Atlanta Constitution

#### BILLY GORDON.

"Our mate was a man anyway!" cried Hillyard.

A NOTE OF LIFE.

"What d'you mean?" said Luker sul lenly. " 'E wiped me over the eye with a stopper and nigh blinded me. 'adn't bin a poor man, I'd 'ave 'ad the law on 'im.

"You'd 'ave 'ad thunder," said Hillyard, and he turned to the others. They were sitting in the smoking room of the Sailors' home at Hull, chewing tobacco and the cud of dismal reflection such as comes up when times are hard Hood's Pills are purely vegetable, re- and the weather beastly, for outside while rain and bitter sleet mingled upon an easterly wind fresh from the North

"Bah! Shut the bloomin door, can't you?" said Hillyard impatiently as a newcomer came in.

"I was shuttin of it," said the other "Do you want me to shut it when I'm on'v 'arf in or outside, mate?' "No, but it's that cold it would freeze the toes off of a North sea pilot, and I'm just out of the Mediterranean, said Hillyard more good temperedly than he had yet spoken, for he was evidently the boss of the crowd by right of strength and a certain savage temper. He spoke with decision, and there was the salt of the seven seas on his tanued face. Not a craft affoat but he knew her; the paint and the funnel of a tramp were common inevitable knowledge to

him. "But I was tellin you," he went on, "about Gordon, our mate in the Japan, Precice regularly in the courts of Ala-uncu county. When we went to Reval with a mixed tance county. When we went to Reval with a mixed mister, and come back with rickers. 'E was a man. Now, wasn't Gordon a man, you Thompson?"

And Thompson nodded. "You see what Thompson thinks," said Hillyard to Luker, "and what "e says goes with me. I don't care if 'e did bung up your eye. If so be 'e'd bunged up mine, I'd say the same, 'cause I knowed 'im long afore I ever clapped eyes on the Japan, with 'er bloomin old eight ton a day and eight knot an hour steady crawl. I knew 'im in the W. H. Smith, out of Frisco for Ilo-Ilo, and 'e was afore the stick with me ('e 'adn't no second greaser's ticket then), and I'm tellin you it wouldn't 'ave bin 'Tom's bound to Hile' with us if it 'adn't bin for 'im. I own that as a man in the fo'c'sle 'e was a bit of a sea lawyer; but then 'e 'ad eddication. I seed 'is sisters' photos, and the girls

was daisies-quite the lady. "But, as I was sayin, 'e was a lawyer, and when 'e shipped in the W. H. Smith 'e took it into is 'ead as she warn't seaworthy and was too deep, and 'e tried to get us to skin out.

"Oh, but if Gordon 'ad the 'eavy and (when it was wanted, Luker) 'e 'ad a tougue, and 'e could make up any kind of a yarn as easy as make senuit. and 'e'd work round of a man before 'e knowed it, and 'e'd enough brass about

im to sheet a cruisin frigate with. "Says 'e one day as we squatted in the fo'c'sle of the W. H. Smith—for "'Ow get 'em?' I

we went aboard that time three days afore she sailed, 'ell itself not bein fuller of devils than Frisco was of sailors and the skipper bein noways scared of our skippin-says 'e-Gorden, I mean, 'This bloomin old hooker is a

doomed craft, mates.'
""Ow's that?' I arsts 'im, for ' spoke serious, and serious 'e looked. 'She is,' says 'e, 'she's that deep, and they've got 'er by the 'ead now, and at this season we shall get it stiff from the northeast, and the seas out vonder when it do blow, why, they're short and steep, and she'll dive, and,

what's more, she'll never once up no "'You believe it?' says a Dutchman. "'I do, solemn,' says Gordon. 'I met man as was shipmates in 'er on'y "No; what's wrong?"

yesterday, and I says to 'im, "I'm in the W. H. Smith," and 'e says, "Do you know 'er?" And of course I anscrews 'is face up and says, "Well, she's rather a wet ship." "Wet? Is she's rather a wet ship." "Wet? In that all?" I auswers, and, then he says, She's worse than the Leander as washed over and killed more than 70 men in

"So we came on board, and out to sea we goes. "'You mind your bloomin stops,"

says the old man, 'and bygones is bygones. You was all skippers awhile back, but I'm skipper now, and I'll skip you if you ain't good and smart. So now then, my bullies, you can turn to. Calashee watch till we gets outside the gate.' For we lay off Goat island anoth-

"You'd 'ave thought Gordon would 'ave took it bad, bein so euchred. But no, 'e didn't. I don't take no back seat when sailorizin is on, not with no man, bar that I'm not so quick as I was, OBERVER is. Subscribe for it at but Gordon-Billy we called 'im then -was up to my mark at everything, and over it on navigation, for that know'd nothin of. And 'e was as quick as any cat, I'll say that, aloft as in jaw.

Howsoever, we 'ad a good' time for about three weeks, though the wind was light, and then it breezed up from the nor'-ner'east, and it began to look

"The second night was worse than the first, and never a man turned in. Leastways no man took more'n 'is boots ough what good, I dunno. If so be she 'ad done an Atalauta, we'd 'ave been left, for pothin could 'ave lived in the sea. It was get through or bust, and it looked more like bustin, I must say. For when they could 'ave 'ove her

in advance. Apply at THE GLEANER to they didn't.

"Billy and me stood most of the night just aft of the deck'ouse, and with us was the bos'n's mate. I never seed any one so 'appy as Billy was, for the worse

one so 'appy as Billy was, for the worse it got the more 's cheered up. "'Let 'er rip,' says 'e, 'there ain't nothin like excitement. It'll be the death o' me one of these days. What cheer; go it, my beauty.'
"'Oh, dry up,' says the bos'n's mate,

who 'ad the fear of God in 'is 'eart. was down with it, 'ollerin like a man 'She'll go; she'll go. And this time. with delirious trimmin's, and the third

with a plunge that made me a bit sick. And she tock it in over the 'cad, solid' green it was, and it came over from the topgallant fo'c'sle two feet deep, roaring like a cataract.
"The skipper yelled out from the

break of the poop, and the bos'n crawled aft, hanging on to the rail. "Get a couple of canvas bags and oil,' rays the old man, 'and sling them

over forward from the cut'cads. "'Yes, sir,' says the bos'n's mate. And me and Billy helps him. 'Who's goin to bell the cat'end?'

says Billy. 'For the man as goes on the fo'c'sle 'end takes 'is bloomin life in "'Yes, that's it,' says the other chap,

lookin pea green by the light of the lamp in the bes'n's locker. "And Billy laughs,
"'I'll do one,' rays 'c.

"And 'e looks at me. "He forced my 'and, mates. And though I felt rick enough to believe that even a sailorman's life was worth livin I says, 'I'm on for the other.' And then the be'sen's mate looked a bit easier and not so much like a Calashee in

cold weather. "But I'm tellin you it was a pretty job. It came cut all right for me, for we waited for a smooth, and though it was as black as the Earl of Hell's riding boots I nipped up quick and got the bag fast with no more than one small sea over me. But the way she felt and the wind and the bluckness rather cooled me down. And though I knew Billy was clese 'andy on the starboard side I couldn't see my 'and before my face. And the rear of her when she rose was deafcnin. But at last back I come. I found the bos'n's mate peenin round the deck'ouse, and when I grabbed 'old

of the rail there says 'e: 'Where's Gordon?' "And just then she yawed and caught a heavy one right on the port bow, and she rolled to port and then right over again. And near six foot of green water came over the starboard rail amidships and filled 'er up to the topgallant rail, and as she rolled again it went over the port side. I 'ung on the 'andrail aft of the deck'ouse, and of a sudden I was caught round the waist by the bes'n's mate, as I thinks, an then, though I did feel as if the W. H. Smith was a clean goner, she began to recover and got on an even keel and rose again. I catches bold of the man as 'cld me and sets 'im

on 'is legs.
"'Oh, Billy's gone,' I crics out. 'E's gone, 'e's gone!'

"And the chap gasps. And then I seed it wasn't the bos'n's mate at all. It was Billy, 'E'd been washed overboard right at the cat'end and washed aboard again when the big sea came over the starboard rail.

" 'E tells me quick in my year. "'And where's Higgins?'

"Where? says I. "But we never seed 'im again. The sea as put Billy on board took the bos'n's mate over, and 'e wasn't the only man, for the ccok's mate went, too, either then or later, and the mate

'ad 'is leg busted ag'in the signal box. "The cil for'ard did but little good. It made a bit of a smooth between the whiskers and the foremast, but not worse and worse.

Theili little bags is just like spi tin on a burnin keresene cask to put

'ad took the keys with 'im.

Billy, but 'e burst open the locker with letter by me a long time, until I got a big splice Lar, and 'e got out the cans drank and lost it. But if I did it could shoved' em in for'ard in what Eyetalians calls retreaters and turned on likeness. 'E was what I call a man, and the taps at a fair, good, steady trickle. "Now I'd 'eard tell often of oil and

what it dees, but I never believed it be- the right time drink 'ard, but 'e knowed fore. After Billy 'ad set it flowin we never took a drop aboard, and the quarter deck fair dried up. I went aft and stood under the peop ladder, and presently the second mate comes down.

works, don't it?' rays 'c. 'I believe it was just touch and go when we put 'em

"'Yes, sir, says I, but I never told im about Billy, and I alf forgot to tell im 'ow Higgins was gone.

"And about four bells in the mornin watch we was quite through with the thick of it, and the sea went down with the rain which come on then. 'But the bos'n was mad when found 'is locker burst open and the oil

cans gone. complaint to the skipper.
"'Who done it?' says the old man,

and Billy, bein then at the wheel, 8t Louis Globe-Democrat. 'I done it, sir.

" 'Then by the tail of the sacred tail, you-saved the Llocarin ship!' says the old man. 'I thought it was them bags.' "But the bags alone wouldn't 'ave fetched us into Ilo, for the difference them tanks made was enough to make a and paused to rest beneath the shudows man believe as a 'ogs'cad of oil would of the pines. "Here are your favorite smooth all that lies between the cape pines, Hayne," said Peck. "Let's dream and the south pole.

"At Ilo-Ilo Billy skipped out, and 'e 'coked it off into New Grinea and 'ad and they were soon snoring and dreamthree years foolin round. I met 'im again right 'ere in Hull, and then 'g' 'ad his second mate's ticket. We went one trip together, me bein boe'n, to St. Petersburg and back. And two years later 'e was mate of the Japan, and a ierin good man as mate 'e was.

"Work was what 'e leved, and when out of a job 'e was sick. At sea 'e was merry, but not to be played with by no means. Between this time and 'is last trip with me 'e was in several lines, stly in the Baltic, Mediterranean and Black sea trades. 'E was in every port in the Mediterrancan and to Batoum and Poti and Kerteb and Neverosisk and Sulina and Galatz and Itrail. But what I started out to tell you chaps was our trip to Reval this last time. "We left this 'ere pince just in about

time to get there when the ice broke up and there was plenty of it round. But the old Japan was built for such work, and she plowed through for that would 'ave stove the guts out of a common Mediterranean fair weather trump. She came back right enough, or methe l we came away from Reval most every one on board was queer, for that rotten 'em out in Russia like the cholera. Be fore we'd been three days at sea the old man, a thick 'eaded old morter 'e was, ROADWAYS OF STEEL

mate (she was a good boat for the officers and 'ad three watchers), he went down too. Criminy, they was bad! I 'ad a touch of it, and for three days I wanted to die and get out of such a black world. I 'adn't no more 'ope in

me than if I was in 'ell on a grid. Fryin it was, and 'elpless as a kid. Why Very Durable. man alive, I cried! And then the second mate 'e goes under, fair knocked out. A An interesting experiment with the rag of a man 'e was at 'is best, but no more in 'im when 'e 'urt 'imself than in an old soup and bully tin. So poor Billy Gordon 'ad it all to 'imself.

'You chaps-for all you're mostly chaps as never saw real tall water-knows what a blasted 'ole the Baltic is when it is bad weather. It was bitter then, and a northeaster as sharp as a razor that went through a man. There was ice about even then-ice in bergs and small floes drifted out of rivers-and it blew at least three-quarters of a gale

"So you may guess that poor Gordon 'ad an 'ell of a time on the bridge. What could 'e do with all the rest down? Why, nothin, as 'e said to me, but stick it out. And 'e stuck it out like a man as 'e was and as I told you. "Says I to 'im, 'For Gawd's sake,

sling it, Mr. Gordon!' For I could see 'e was sickenin for the flu; but 'e answers, " 'And who'll be in charge of 'er?'

says 'e. "That night the fever got 'im. After 'e'd bin six and thirty hours on the bridge, with 'ardly a get off for ten minutes all the while, 'e calls me. "'I've got it at last, ' 'e said. 'Now look you 'ere, Tom; I'm not going off. They're all down, and none of you knows nothing.

"'I knows the rule of the road," told 'im, and 'e laughed.
"'You think so, sonny, but wait till
you get into the thick of it and red lights and green lights as thick as a

chemist's shop, and your 'end'll go off, and so will the old Japan.' "And 'e stuck on the bridge till 'e just couldn't stand. All the time the skipper was as weak as a kid and would if the steward said a word to 'im 'e didn't like, and the second and I that the force required to move one ten

doubts if they was as bad as Gordon. 'For now 'e was lyin on that freezin cold bridge, wrapped up in blankets. achin in every limb and just 'orrid to look at. But 'e said: 'Don't you touch me. Just you tell me what's ahead.' I stood there most of the time watchin 'im and lookin out, and accordin as I one inch, can be used satisfactorily in told 'im what lights there was, so 'e said, 'Port or starboard.' And then I saw as my rule of the road would sometimes 'ave cured 'im and me and the

others of the flu, and any troubles, too, for that matter. "And now we was gettin down to London river, where we was bound. But sometimes I did think as Billy would go out before we ever got in sight of the Nore. For 'e couldn't hardly speak, and 'e looked just pitiful and like a ghost. But 'e was true grit, and never even mouned, unless 'e slept for a few minutes. And all the time 'e should 'ave bin in 'is blankets, and even then it was a chance for 'im. And at last 'e fainted dead away, but not till I told 'im there was a pilottoat nigh handy. The old man was a river pilot, and so enough to step the sea comin in farther | they didn't look for us to take one. But aft thick and 'eavy, and the sea got Billy says, "Signal for one," and 'e age would be enormously reduced and

fainted as I rung the telegraph for them it out, says Billy. 'I'm goin to get the took Billy in my arms—a skeleton 'e two five gallon cans with the taps and was—and carried 'im down below. I knew 'e'd never get over it, and 'e nev-" 'Ow get 'em?' I crsts, for Higgins er did. 'E died inside of a week or so. One of 'is sisters wrote and told me. "Very careless of Higgins,' says She was a regular lady, and I kept 'er not be 'elped, and she sent me Billy's not a thing in the shape of a man. 'E could 'it 'ard, and swear 'ard, and at 'is work as few bloomin officers knows theirs. And when ninety-nine men out of a 'undred would 'ave caved in 'e stuck there and done 'is duty, knowip if a man could know, as it would be 'That seleme of them oil bags death. A man, I say, 'e was. And if 'e ks, don't it?' says 'c. 'I believe it did wipe you over the 'cad with a stopper I dessay you desarved it, Luker." "I dessay, too, " said Luker. "I never

said as 'e wasn't a good man. It takes a good man to 'it me. 'I done it myself," said Hillyard. "Well, did I hever say you didn't?" asked Luker. "But there ain't no other bloom in swine in this room as can say

As they were all sober and mostly Dutchmen nothing came of the chal-"Hark! Don't it blow?" said one. And the deadly northeaster roared down

the dismal street. - Morley Roberts in

Both Made the Same Frank L. Stanton says that on one occasion when William Hamilton Hayne was, visiting Samuel Minturn Peck at the latter's home in Tuskaloos the two poets strelled into the woods a few poems beneath them." The languid summer day had its effect on them, ing away. But suddenly both awoke and started down the home road at top speed, shouting as they ran. An army of yellow jackets bad discovered them, of yellow jackets bud discovered them, and, not being partial to poetry, had forcibly and foelingly resented its intrasion on their domain. Later, at supper, Peck asked, "Did you make a poem,

"No," was the meek reply. "I made "So did I," said Peck.

Stone For Highways About 150,000 tons of broken storare needed annually by Massachusetts to keep 2,200 miles of road in good re-pair. If the roads of this country ever equal those of France, 100,000,000 sons will be required each year.-Exchange

Good reads are highway morality. Each rod in width adds to the road

There is a macedaraized road in India 800 miles to length. California has passed a law requiring the use of wide tires after Jan. 1, 1900 Road repairing is all right, but it should be preceded by roadbuilding. 'Repairing' a prochole will never make

GOOD POINTS CLAIMED FOR THIS STYLE OF HIGHWAY.

etical Test of Its Merits Gives Excellent Results-Loads and Speed Nearly Doubled-Free From Dust and Mud and

use of steel trackways is reported from Illinois, where 100 feet of steel roud was laid in the public highway and tested with all kinds of traffic for 18 months. The road was first suitably graded. The rails were a quarter inch thick, 8 inches wide, with a downward flange of 3 inches on either side and an upward flange of an inch on the outer side to keep the wheels on. They were laid on the crown of the grade and pressed into the soil to the depth of the flange until the soil supported the rail. The downward flanges held the rails in place and rendered ties unnecessary. Fishplates fastened them together, recuring continuity. For the horses' tread the soil was removed between the rails to a depth of five inches and gravel nut in. A mile of this kind of road requires about 60 tons of steel, at a cost in quantities of less than \$2,000. A cubic yard

of gravel is needed per rod. This piece of roadway gave such good results that the following claims are made for it: First, great saving of power; second, reduction of wear and tear on vehicles, there being no jolting. twisting or irregular strains; third, say ing of time, and a team can trot on it with a heavier load than they can walk with on a dirt road; fourth, it is extremely durable; fifth, it is very free from dust, as none is ground up by the whee's: sixth, its first cost is reasonable and its maintenance easy; seventh, it will facilitate traveling and make free postal delivery possible in rural districts; eighth, it is a perfect bicycle road; ninth, it is a first class motor carriage

In order to learn what resistance to the movement of vehicles steel plates would offer some traction tests were made in Pittsburg, and it was found third were real bad, too; but I'vo my on them was but 31/4 pounds. This is an excedingly low figure, being but oneeighth of the force required on asphalt, one-eleventh of that required on macadam and one-thirtieth of that requir-

ed on good earth. It is claimed, however, that much narrower rails, only three-eighths by connection with magadam, and that a simple bar guide will keep an unflanged wheel upon a one inch rail. Such rails would add but from \$500 to \$700 per mile to the cost of macadam, allowing for the stone displaced, would carry a traffic of 500 vehicles a day for eight years and reduce the cest of maintenance. The stone road could be narrower, because one line of wagons of a single track road and both lines of a double track are kept to the extreme edge of the road, and wagons on rails can vary but one-quarter inch from a straight line, while wagons guided by a driver

require several feet of sea room. The traction tests show that loads could be doubled, speed nearly doubled, and crops taken to market with about one-fifth the number of trips needed on the average at present. The cost of haulthe good reads problem solved. It is the "When the pilot came on board, I these results and makes it possible to utilize all the possible efficiency of the team. If these rails will do all this that is claimed for them-and there seems to be no reason why they should not-it is very important that it should be known and understood at the earliest possible moment in order that advantage of them may be taken another year. To this end it is desirable that exhaustive experiments should be conducted and the results published. General Stone is onderstood to be in favor of them. On his

tests, reports and recommendations much will depend. TOLL ROADS OUT OF DATE.

They Are Not In Accord With Hodern The passing of toll roads is bound to be a thing of the no very distant future. Concerning it in Canada, the Montreal Gazette says: "The movement is one founded on permanent causes and is to be commended as pointing in the right direction. The turnpike trust is an ancient corporation which has done good work in its time, but it is not in accord with modern ideas of government and administration. The plan of raising revis now recognized all the world over as wasteful and expensive and is fast going out of use. The municipalities could do the work at very much less expense. It is in the interest of all parties that the change should be made, and it will become the duty of the provincial government to enact legislation to bring the

arrangement proposed into effect." Extravagant Road Repairs. road work was lately noticed by the chicks may contain more crackajacks government road commissioners in a than do a thousand carelessly bred and Canadian town. For 75 years broken carelessly cared for There are no fowls stone and gravel had been placed on one which can bring more joy to the fanstreet until there is a depth of from two to three feet of stone. The money spent when grown to perfection and exhibited on it was sufficient to pave all the in good health and feather, which atstreets in town with asphalt, brick er

other good material. Road Briefs. The common road is to the farm

wagen what the steel track is to the locomotive. The Colorado Good Roads league will soon be actively engaged in inaugurating read improvements.

State aid in readbuilding is a system of co-operation by which good roads can be economically and rapidly constructed. Good injentique, loud professious and gilded proprises build no roads. Ther-ough organization and persistent later alone can secure them. A Good Suggestie

Complaint is made that the roads

running out of Washington are in poor

condition. Why should not the national

capital be the center of good roads, and

all streets and highways in the District of Columbia be so built and cared for that they would be of interest to innumerable visitors and perpetual object lessons?—L. A. W. Bulletin.

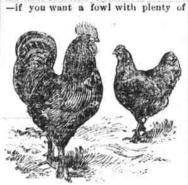
Work For Good Roads. The coming six mouths will afford a splendid opportunity to agitate for bet-ter highways, develop popular senti-ment and force it upon legislatures. THE ASIATIC BREEDS

THEIR GREAT ADVANTAGES FOR SMALL POULTRY FANCIERS.

Langshans, Brahmas and Cochins Thrive In Limited Quarters-Vigorous, Healthy and Easily Raised-The Greatest of Winter Layers-Black Langshaus.

In the Asiatic breeds we find the largest of all domestic fowls and the most quiet in habit. Slowness in motion and no desire to roam are the characteristics of temperament in these mammoth The Langshan is the most ac tive as well as the smallest of the three families of the Asiatics-Langsban, Brahma and Cochin. The Brahma come next, and then the quietest of all fowls the up to date, full feathered Cochin.

Langshan, as the most activ Asiatic, has the fullest development of wings-in fact, it is a good flier for so large a fowl, and while doing exceedingly well in confinement requires a pretty high fence to restrain it. is really not much difference between the Langeban and the Plymouth Rock in babit, and in the distance it will go from the farm buildings to roam. The larger wing of the Langshau gives it a greater breast development than have the other Asiatics. Remember this fact



A PATR OF BLACK LANGSHARS.

breast meat, you can only find it on one which has great wing development and uses the wing. The long continued breeding of fowls in confinement, with low roosts and little use made of the wings, must in time modify the breast and body shape of such fowls, for a muscle nunsed will in time become rudimentary.

weeks old will learn to work it. In The Black Langshan is perhaps by pleasant weather it can be held open to let the bedding dry by raising it and reason of its more active habit the best fastening it with a piece of wire.

A Missouri contributor to the journal farm fowl of the Asiatics. They are very fine looking fowls. The cocks are already quoted gives an illustrated devery attractive. scription of a device for watering hogs.

The Light Brahmas are the largest of the class and for many years have engressed the love and care of an army of fanciers. The Light Brahma pullet in her coming out clothes is extremely handsome. The beauty of the breed is in the females. The combination of col ors is very fetching.
In Cochius activity is first with the Black, then the White, the Partridge and the Buff, which last is the quietest

in temperament of all fowls. The townand village breeder who has but little room and must keen his fowls in close confinement should turn his attention to the Asiatics. These breeds thrive in limited quarters. Oh, what strifes what neighborhood bickerings, would be avoided if in town and village none but Brahmas and Cochins were bredand all fowls confined! An active scratching hen can disturb the peace of a neighborhood. Flower beds, straw-

stroyed by this scratching vandal. The Asiatics are not adapted for keep ing in large flocks. They do not scatter out: their very size prevents their be ing kept in great numbers in one flock. A full grown Cochin or Brahma is a big bird and occupies considerable ground. The town or village residen who wants fresh eggs for his own family use can always have them if he will keep a dozen Brahma or Cochin females As before said, there hig fowls do not scatter much. Feed them, and they will pick it up quickly and go to sun

ning themselves. In these breeds are the greatest of all winter layers, but to get the eggs the hens must be forced to exercise. This is the way to do it; Litter the feeding room or yard a foot deep, the best material being cut cornstalks. Throw the whole grain in this litter, and the hea which will not range for food will dig all day for it. Then with occasional animal food, some vegetables and warm quarters these breeds will give you lots

of eggs all through the winter. The Asiatics are the most vigorous of all fowls. The chicks are the easiest raised and the freest from disease of all enue for road repairs by means of tolls | poultry. A cross of Asiatic blood adds bardiness to any poultry, and the Asiatic cross is to be seen in all our common barnyard fowls.

The poultry fancier who wishes to

breed fowls for show, even if he lives in town and has only a city back yard, can indulge his tastes and breed winners if he selects some one of the Asiatics and does not overstock. It is not in the number hred that you get the most winners, but in a proper muting and good A sample of wasteful and extravagant care of the growing chicks. A dozen cier's heart than the Asiatic-none, tract more attention in the showroom. Whether your taste in color rests in the black and white of the Light Brahma, the brilliant luster of the Black Langshan or Elack Cochin, the spotless white of the White Cochin and Langsban, the gorgeons colors of the male of the Partridge Cochin and Dark Brahma, the delicate, bewitching penciling of the females of these last mentioned breeds, or on the rich golden color of the Royal Buff Cochia, which, in its rounded outlines and matchless coloring, is the pride of the showroom-if you breed Asiatics, any of them, you will never regret it. -Cultivator and Country Gen

At the Chicken Show low dear to my beart is the old speckled

Which fond recollection brings back to my With spure long and pointed and curving, he

Go crowing around till be made the air blue, And when some strong rocetor would come to do battle How quick would the old chap get up on his guard! He'd make the sychalls of the strunge rooster rattle

And senter his feathers all over the yard,
he old speckled rousier, the mongret her
recorder.

Judicious Advertising

lowest prices.

NO. 1.

A HOUSE FOR SWINE.

It Is Provided With a Self Closing Door

Device For Watering Hogs.

Iowa Homestead, furnishes a description

of his house for swine, which has

proved entirely satisfactory. The build-

ing is 32 feet east and west by 20 north

and south, with four farrowing pens

on each side 6 by 8 feet and an 8 foot

alley through the center, with a door on

rollers the full width of the alley, leav-

ing room to drive a team through and

to let the sun in at one end in the fore-

2 74 2 2 2 2

AN AUTOMATIC DOOR.

noon and the other in the afternoon.

On the south side there are three large

glass windows to let in the sunlight al-

so and the entrance to the farrowing

pens from the yard is by a self closing

door made as follows:
A space of 2 feet, or the distance be-

tween two studding, is cut out of the

siding where the door is wanted and 21/2 feet high, and the siding that is cut

out is battened closely together and

hung in the place it was cut from by means of two pieces of strap iron. It

will rise up when a pig rushes against

it and let him in and fall back in place

again. I give an illustration of this door.

A slot is cut in the siding to let in the

strap iron, which comes down on both

sides of the door and is fastened with

wrought nails, which go through both door and iron on each side. The door

opens from either side, and Mr. Pig

never leaves the door open after him

when he goes in or out. A pig at 2

It is not patented and will take the place

of the high priced waterers. It con-

sists of a barrel set in a water tight box.

The box should be six inches wider at

its top than the diameter of the barrel,

and its sides should not be more than eight or ten inches high. Bore a hole

in the barrel near its bottom at the

height it is desired to have the water

stand in the box and another in the top

of the barrel, indicated by A and B.

Hole B is plugged up tight, and the

A WATERING DEVICE

barrel is filled through the hole at A

When the barrel is full, the bole is

plugged up at A, and the plug in hole

B is removed. The principle upon which

it works is that as the water runs into

the box a vacuum is formed in the top

not permit the water to run over the

sides of the box so long as the upper

struction of the waterer by which hogs

in four different lots may be supplied

from it merely by the arrangement of

fences, the hogs drinking out of the cor-

When to Irrigate.

When to irrigate is a serious problem,

especially so with new settlers. The

Irrigation Age says: "To lay down au

inflexible rate would be absurd and in

fact impossible. The main point is to

watch the appearance of the crop and

Root crops will thrive best if irrigated

frequently. Corn when small should

have but little water, frequently none,

until it is several inches high, but when

it is earing out it will require a great

deal of water. This is true of all crops

when the grain is filling out and the

most rapid growth is being made. The

water should be shut off when the grain

POULTRY FEED BOX.

It Keeps the Fowls From Trampling Up-

Despite all that has ever been said to

on Their Rations.

ed to them in the simplest manner

This is a mistake. Where soft food is

given it is generally trampled upon by all the birds before it is fully eaten, and

in consequence they are compelled to

CONVENIENT FEED BOX.

laths, as shown herewith; also on the

slats, but cannot soil it. Furthermore,

a dish of water can be set within it, and

the fowls can reach through and drink,

but they cannot pollute it as they otherwise would. By this device stray cats

and dogs have no chance of getting at

nature palatable to them, and stealing it away from the fowls. The semiro-

the food, should it happen to

tendity of the roof is to keep the from roosting on it.-Frederick (

give water as the conditions dem

ners of the box.

is bardening."

plug is nirtight. Fig. D shows a cou

A Nebraska farmer, writing to the

"Keeping Everlastingly at it brings

RATES FURNISHED ON APPLICATION.

neatly and promptly executed at

Job Printing. All kinds Commercial Printing, Pamphlets, Posters, &c.,

Royal makes the tood pure,

N. C. NEWS.

Gleaned From Our Exchanges With And Without Credit.

The Zeb Vance Democratic club t Asheville has a membership of

Raleigh is agitating the abolition f hog pens. The mayor is opposed

Salisbury ministers have organ-

zed to begin a campaign against Asheville was 100 years old Jan. 28th-it having been 100 years ince the town was organized.

on week before last. R. T. Wiliamson was elected mayor. The annual meeting of the State ouncil Jr. Order United American Mechanics will be held in Salisbury

on the 22d and 23d.

urned to death.

Reidsville had a municipal elec-

Work on the link of the narrow auge railaoad to be built between Hickory and Newton began Tueslay morning a week. In the case of Lamm, who killed Eatman in Wilson county last week

the coroner's jury found that the killing was justifiable. At Holly Grove Academy, five miles east of Lexington, Monday night a week, Geo. Bryant, while under the influence of liquor, was

The State University owns \$6,000 of the repudiated Stanley county bonds, and \$8,00 of the Wilkes onds, which it is proposed to re-Rev. Robt. E. Caldwell, of Win-

ston, has been commissioned chap-lain of the third regiment of the State Guard with the rank of cap-At a negro dance in Mecklenburg county last Friday night, a week, Major Baxter shot and fatally wounded Will Fewell. Baxter is

in jail and Fewell is expected to die at any time. A mass meeting was held in the Second Presbytertian church of Charlotte last Wednesday night to. raise funds for the poor of that town. The attendance was not

of the barrel, and the resistance will large but \$315 was raised The Citizen says W. A. Boyce, W. L. Ketchem and B. G. Sanders propose to be members of a party hat will leave Asheville for the Alaskan gold fields on the 15th of

this month. W. W. Hayward, who was connected with the defunct daily Tribme at Raleigh, will organize a stock ompany and buy the Rockingham Index, formerly independent, and

conduct it as a Republican paper. The Charlotte Observer says a two-year-old child of Mr. John Parnell, of Lower Steel Creek, Meckenburg, got its finger mashed in a sausage mill. The doctor was sent for and bound up the cut artery as soon as possible. A few days later the artery burst the bands and the child bled to death before help could be gotten.

The Raleigh Post says Supt. Mewborne, of the penitentiary has declined to let Cabarrus county have the 40 convicts heretofore promised to work on the roads of that county. The convicts were promised and the contrary, the idea still prevails in Cabarrus had sent for them but

some sections that poultry can get along Mewborne says he has none to spare now-maybe he will have later on. The Record tells of an unusual case in Greensboro. A magistrate sent a young white man to the road devour a more or less amount of dirt, for 30 days for beating a woman, which is usually of such a nature as to giving him some fatherly advice be no good to them. In order to avoid along with the sentence. When the young man finished his term he called at the magistrate's office and thanked him for sending him to the roads. He said he had been taught

a lesson-one he would never for-

In Winston Sunday night a week, Morgin Hart and Len Wall, both this I would suggest that a feed box be colored, got into a row and Hart made, having a door of stats made of struck Wall on the head with his fist, knocking him down. side opposite from the door I should was rendered unconscious by the have slats, as seen from the inside of blow and died a few hours later. the box. Place the food in this, shut the door, and the fowls can reach the food from each side readily between the slate lot cannot will it. Furthermore, from the blow received from Hart. No inquest was held and Hart was

Why will you buy bitter nameating foul rhen Grove's Tasteless Chill Tunic is w deasant as Lemon Syrup. Your crugate inthorized to refund the money in every ow where it falls to cure. Price, is cents. 142

