The Alamance Gleaner The Oldest Newspaper in the County. Established in 1875.

\$1.00 per Year--In Advance.

Large and increasing circulation in Alamance and adjoining counties-a point for advertisers. VOL. XXIV.

CE \$2.25-READ ON

be maker and save the mi

ulius Nines & Son

BALTIMORE, MD.

Flower and Garden Seeds.

Large lot of

Few days.

Flower Bulbs

To arrive in a

න න න න න

SCHOOL BOOKS.

Don't fail to try Holmes' Pills.

න න න න න න

Drugs, fine candy, &c.

CATES & CO.,

Burlington, N. C.

STABLES.

HVERY STABLE

amed White and a in 54, 48, 48 and a in 54, 48, 48 and

freight this

Circle



WIDE TIRES TESTED.

PROVED SUPERIOR TO THOSE OF STANDARD WIDTH.

the Draft of the Wide Tires Materiall Lighter Than the Narrow on Nearly All Winds of Roads - Broad Wheels Better on the Farm-Cost No Greater.

Just as the farmer was the pioneer set Elaborate tests of the draft of wide tler in most of the states, so he has been the pioneer readbuilder. At his town and narrow tires, extending over a period of 1 1/2 years, have recently been completed by the Missouri agricultural meetings he has determined where new roads should be laid out, which of them experiment station at Columbia, writes correspondent of the St. Louis Globe-Demograt. These tests have been made on macadam, gravel and dirt roads in all conditions, and also on the meadows and plowed fields of the experimental

Contrary to public expectation, in pearly all cases the draft was materially lighter when tires 6 inches wide were used, than with tires of standard width. The load habled was in all cases the same, and the draft was most carefully determined by means of a self recording dynamometer. On macadam streets, bard and

smooth, as an average of all tests, the difference of draft was in favor of the inch tire, and the same draft required to haul a ton load with narrow tires over this street hauled more than 11/4 tons with the broad tires. On gravel be undertaken in the way of construct ing permanent highways should be done coads the results show that the draft reat the expense of those who are to reap quired to haul \$,000 pounds with nar-row tixes hauled \$,610 pounds on the their benefits. True it is that the saving in the cost of hauling crops would be considerable, and this saving would reroad tires.

sult almost entirely to the farmer. On dirt roads, dry and hard and free This is, however, no reason for asking him to pay the entire cost of building such roads. He is not the only one to from ruts, the broad tires pulled more than one-third lighter, since 2,766 pounds could be hanled on the broad tires with the same effort required to haul 3,000 pounds on the narrow tires. dity people and city products into the On a dirt road out into ruts by the narcountry as much as they serve to bring the farmers with their products into the city. The merchant who has business row tires in the ordinary travel, with hard surface, the results are in favor of with the farmer is as much benefited through a good road to travel over as is the broad tire, after the second ran, even when the broad wheels are run over the ruts made by the narrow tires. the farmer who comes to town on busi-On mud roads, spongy on the surface and soft underneath, the broad tires ness of any kind. Nor is the use of the roads limited to

those living in the near vicinity. The travelers from a distance share the bendrew one-half lighter than the narrow tires. Three thousand and sixty pounds on the broad tires pulled as light as efits resulting from the improvements. 2,000 pounds on the narrow. On the It would be the height of injustice to same read, when soft and sticky on top the farmer if he were asked to stand the same read, when soft and sticky on top and firm underneath, the narrow tires pulled materially lighter, the difference oost of good reads. This is the system by which the macadamized highways of New Jersey have been built.

HARD ON HORSES. rom L. A. W. Bulletin.] amounting to an average of one-third, or a load of 2,660 pounds could be drawn with the narrow tires as easily

Livery, Sale AND Feed Read When this same road had been wet to a When this same road had been wet to a great depth by continued rains, and the mud had become stiff and sticky, so that it would gather on the wheels, the difference was aggin largely in the difference was aggin the difference was again largely in fa-vor of the narrow tires. In this case a than 12,000 miles of free gravel roads have been constructed. The toll roads, load of 8,200 pounds was drawn with with but few exceptions, have been the same draft on narrow tires as a purchased and made free. Good roads

THE WEEDER. GOOD ROADS PROBLEM. The State Should Aid the Farmer In the Construction of Highways. The Bight and Wrong Soils on Which to Use II-Its Twofold Advantage. From east and west come good re-ports of the weeder. Bural New Yorker With all the advances made within

ecent years in the direction of better contains the following from Professor nighways there are still many who pro-W. P. Brooks of the Massachusetts Agfess to believe that the cost of these im provements must necessarily fall upon ricultural college : * the agricultural portion of our people.

I consider the weeder one of the most aluable inventions in the line of agricultural implements of recent times. There is, naturally, a right and wrong way to use it; right and wrong condi-tions for the accomplishment of the ob-jects in view. These objects are, briefly, should be "worked," or improved, and how much of a tax should be expended upon each section. As it was left to expense has rested to a great degree upon his shoulders. Now, however, when the call for macadamized highways is to be heard in him to plan this important work, so its which will act as a mulch, serving to

The weeder does the best work on city and town alike, farmers are prone soil of light or medium character, and

city and town alike, farmers are prone to believe that they are called upon to share the larger expense of their build-ing. Farmers reply that they have al-ready enough in the way of taxes to pay without undertaking the building of claborate systems of gravel or stone roads. It is unfair, they contend, that such a burden should be added to their already heavy load, and whatever may be undertaken in the way of constructthoroughly compacted, the weeder may do very good work, even upon soils which are quite elayey. But upon such soils the harrow is often used with advantage alternately with the weeder. Weeders are effective mainly in de-stroying annual weeds. The myriad

seedlings which start in many fields can be effectively destroyed when the weeder is used aright. It must be used, to prove effective, just as these weeds are breaking the ground. If the use of the weeder is delayed until such weeds have made deep roots, it will have com-paratively little effect upon them. To prove most effective as a weed destroyer, the weeder should be employed when the soil is comparatively free from wafer and when the weather is hot, clear

fancier does not produce. These, like

soils will almost entirely obviate the necessity of hand hoeing for all our large growing crops. In my opinion, the weeder can be made even more valuable as a means of conserving soil moisture than as a weed destroyer, and, for this purpose it should be used often. Whenever a crust is seen to be forming upon the surface of the soil, the weeder is called for, even though no weeds are apparent, and the drier and hotter the

eather the more frequently it should

The Worker Bees. The worker bees are the smallest in the hive and are those we most frequently see, the number in each colony being from 10,000 to 50,000 as a rule. After a severe winter there may be only a few hundred in a hive and still build up to a colony, while it is possible for a colony to contain from 90,000 to 100,-000 of these workers.

In the spring of 1872 I had so few as 85 workers and the queen, by actual count, left in a hive on May 10, yet colony in an experiment, containing 32 and feather, but the inward racial feathers used today where 50 pounds could get at it, 99,500 bees. This cold ing absolutely essential to the higher gave 566 pounds of surplus honey that ment socially, intellectually and inancially, therefore road improvement season. The worker bees have a length ened proboscis and their rear legs are o is indicative of substantial growth, and no state in the Union can point with liar construction so formed as to hold "pollen baskets." The proboscis is greater pride to her roads than Indiana. not tubular, as some naturalists have "The good work has only just begun long supposed, to be used like a suction pump for sucking honey, but is rather In every county in the state the farmers are awakening to the necessity of better of a flat shape and is used for lapping or licking the honey up. The worker has two stomachs, the first of which is used for receiving honey for the time being from the flowers, which is emptied to its full capacity, and then hatching highways. They realize the advantages of good roads, and in almost every community they are lending their co dial support to any plan which provides for improvement of the roads. Hunas soon as it reaches the hive. Dig stio dreds of miles of dirt roads in this state never takes place in this stomach. The second stomach is the one used for diare now being made into graveled turnpikes, and as this work goes on and the estion and to sustain the life of the different communities are connected one with another by good graveled roads, so ee. The sex of the workers was so long in doubt that they were called nonters. will Indiana develop all of her boundbut it is now fully proved that they are undeveloped females. - Progressive Bee-

THE LAYING BREEDS. of Pincking the Birds - Fewer GOOD POINTS OF THE SPANISH AND Feathers Used Now Than Form POLISH CLASSES. "The feathers aren't alive, but the geese they were plucked from were," said a depler in live geese feathers. ment Must Be Con-"And the geese they were plucked from never once squawked nor squeaked dur--Form and Feathers May Be Im-

roved, but Racial Traits Cannot Be ing the operation. Not because it didn't ated-Evils of Overcrowding. hurt the geese, though. It hurts a goose like the mischief to pull its feathers Theodore Sternberg, in The Country Gentleman, speaks of the Black Span-ish Minorcas and Andalusiens as among out, but the reason a goose doesn't hol-

ler and make a fuss over it is that it doesn't seem to know chough. A goose will squawk and clatter and cackle as the best laying breeds. Where one lives in a location free from hawks and does not care to keep large flocks, but desires a strictly egg breed, also at liberty, the if it were suffering more agony than a horse with the colic just at the sight of Polish class opens up a wide list of beau-tiful, ornamental and most excellent layers. The list of these attractive fowls person, but if you cover it up and pelt it with stones it seems to forget that it has a voice and will take all the is a long one, and no fowls excel them as layers—the White Polish, the Black punishment you give it without uttering a bit of protest.

"Never saw a goose plucking, ch? Well, it isn't a sight that would give with white crest, the Golden and Silver Spangled; these last in the same colors, with muffs and chin whiskers. The vayou much pleasure. On the day set for stripping gcese of their feathers they are entired into some airtight outhcuse. rieties must be nearly a dozen. In reard to the size and temperament of The pickers, who are always women or

fowls, Mr. Sternberg says: "As a general rule size and quietness girls, go among the geese with their heads and faces entirely covered with run along in parallel lines, the little breeds being the most active, the most hoods fastened round the neck with a shirr string. There are holes for the mpatient of restraint, and this habit eyes, and also little holes at the nose being modified in the proportion that size increases. All breeds do best when for fresh air. "From the neck down the picker is

at liberty, but some breeds thrive better covered with a glazed muslin garment, in confinement than do others. All breeds thrive best in small flocks, but to which no feathers or down will adhere. The pickers sit on low stools some breeds thrive better in large flocks around a large and perfectly dry tub. than do others. Of course it is under-There is generally a man or boy in the neighborhood who is an expert at getstood that the fancier can and does breed all breeds in confinement. "But I must confess that for the purting the geese ready for picking. Every-body can't do that. The wings of the

pose of the farmer, either in eggs or in ment, for sale in the ordinary market, goose have to be locked together by a peculiar arrangement of them near the shoulders, and while the wings are not it will not pay at all to keep any fowl in confinement, and he must select his breed with reference to its habit and tied or fastened in any other way the lock is such that no goose can open it. comperament and capacity to thrive in The fowl's feet are tied together with large flocks. We know that fanciers broad bands of soft muslin or flannel. When a goose is thus made helpless, it have by selection made changes in the shape of old breeds, have made the colis taken upon the picker's lap, and she ors brighter, markings more distinct, plucks the feathers out rapidly, but with such skill that she seldom breaks but the peculiarity of the nonsitting kinds is old, older than we have any the skin or causes blood to flow. Feathrecord. Habit and temperament the

ers fill the air during the process of plucking, but all settle gradually down into the tub at last.

"Before beginning on a goose the picker brushes the feathers the wrong way, exposing the skin. An expert can tell at a glance by the color of the skin whether she must exercise more than ordinary care in plucking it, or whether t is not better to let the goose go without plucking at that time. In every case the picker must be careful and not plack the feathers too close under the goes with it.

"It is necessary that the feathers should be taken from live geese-that is, if the comfort and pleasure of people these built up to a strong colony by fall and actually gave five pounds of section boney. Again, in July, 1877, I had a colony in an experiment, containing 82 and feather, but the inward racial feather need today where 50 and feather bels and pil-lows are to be studied. Dead feathers are no botter than husks and are un-whole some boney for a pound of the feather bels and pil-section where they were implanted we do not know. Man selects and improves form and feather, but the inward racial feathers used today where 50 and feather bels and pil-lows are to be studied. Dead feathers are no botter than husks and are un-whole some. But there isn't a pound of 0

o

õ

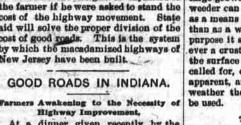
0

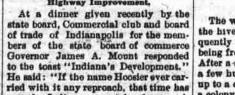


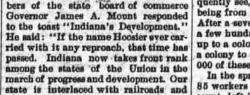
Judicious Advertish

I wish to call the attention of insurers in Alamance county to the fact that the Burlington Insurance Agency, established in 1893 by the late firm of Tate & Albright, is still in the ring.

There is no insurance agency in North Carolina with better facilities for placing large lines of insurance, that can give lower rates or better indemnity. Only first-class companies, in every branch of the business, find a lodgement in my office. With a practical experience of more than ten years, I feel warranted in soliciting a share of the local patronage. I guarantee full satisfaction in every instance. Correspondence solicited upon all matters pertaining to insurance. I am making a specialty of Life Insurance and will make it to the interest of all who desire protection for their families or their estates, or who wish to make absolutely safe and profitable investment, to confer with me before giving their applications to other agents.







and dry. The weeder judiciously used on most



W. C. MOORE, PROP'R. GRAHAM, N. C. Teams meet all trains. Good single or dou-ble teams. Charges moderate. 2-28-0m

PROFESSIONAL CARDS.

+> JACOB A. LONG, + Attorney-at-Law,

GRAHAM, - - - - N.

Practices in the State and Eederal courts. Office over White, Moore & Co.'s store, Main Street. 'Phone No. R.

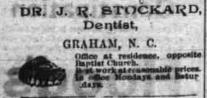
* J. D. KERNODLE, * . I PTORNEY AT LAW GRAHAM, - - - N. C.

IOHN GRAY BYNUM. W. P. BYNUM, JR.

BYNUM & BYNUM,

Attorneys and Counselors at Law GREENSBORO, N. C.

Practice regularly in the courts of Ala-suance county. FAug. 2, 94 1y.





\$2.68 Pants Exclusively.

We try to do but one thing, but we iss does it. The lowp. or price and the high value of ou

\$2.68, That's All. but you're often paid \$4.86 for Par thos mas

You'll Alway \$2.68 M'T'S by Notil Bro

HOLT & WHARTON.

the same draft on narrow tires as a 2,000 pound load on the broad tires. These two are the only conditions of the dirt road in which the narrow tires showed to advantage-viz: When the surface is too wet, soft or sloppy to compress under the bread tires, and is underlaid with a hard, dry substratum.

In the nature of the case this condition of road surface is of short duration. If the rains cense, a few hoars of sun in the spring, summer or fall will dry the purface materially, cr so that it will compress and pack under the broad tires, enabling a given load to be drawn over its surface with the wide wheels with much less draft than on the narrow ones. If more rain falls, this substratum is softened, and the narrow tires cut deeper, resulting in a greatly increased draft, compared with the broad tires. The second condition of dirt roads fa-

orable to narrow tires is when the mud s deep and stiff, and sticky enough to gather cu the broad wheels. A careful bservation for the last two years has abown a stiff, peorly drained clay road to be in this condition but a few times, and then for but a short while,

find that the most important part of the work is in the reduction of the bills, as On meadows and pastures the results have been strikingly in favor of the the draft over any road is, of course, broad wheels. When the mendows are measured by the power necessary to sur-mount the grades. This explains in part the policy of the commission in doing seft, from 3,000 to 4,000 pounds may be hauled on the broad wheels with the same draft as that required to hanl a load of 2,600 pounds on the narrow wheels. On stabble land and plowed its work in small sections, the 45 miles constructed during the past year be-ing scattered over 80 towns. The other ground the results are favorable to the on for thus scattering the new pieces

wheels. of good road is to give an important ob The experiments practically demon lesson to the authoritics of the sev strate that the impression that the broad wheels in the average condition of road will increase the draft is wrong.

eral towns. This policy is having the lesired effect. The officials of the different munici-In round numbers the sum of \$20,-600,600 is paid out each year for the palities have been compelled by public opinion within their own towns to appropri-better roads from the money appropri-ated by their towns. The townspeeple, seeing the high type of roadbuilding by seeing the high type of roadbuilding by inion within their own towns to build mintenance of our public roads outside of the citics. This estimate docs not pelade the cost of permanent improveseeing the high type of roadbuilding by the state, can more readily discern poor grade road within their township nents. All improvements must come from expenditures above this amount, It is well known that the narrow tired

less resources."

STATE ROADBUILDING.

allent Results.

In scientific construction in Massa

Work Done In Massachusetts Produc

chusetts the highway commis

As a result of this observation 25 towns have appropriated fairly liberal sums of money, with which they have constructed roads of the same type as the roads built by the state. One posiwhicles are among the most destructive agents known to the public highways. These public reads may be maintained at a preatly reduced expense by substi-tuting 6 such tires for the 1% inch tires tuting 6 inch tires for the 1 ½ inch tires new used. Inazmach as the cost of the wide tired wheels is not greater than that of those new in use, also consider-ing that they are as durable as the mar-row tire wheels, and the fact just dem-custrated that the firstfi is not in-meased by flielr use, but in the average case materially decreased, remove the iast objection against the gradual adop-tion of the broad wheel on the farma, the country roads and city streets. For the farm and country roads the tires should not be less than 6 inches wide. For the city streets 4 inches should be the minimum width.

ers For Fickles.

Commbers for pickles may follow a crop of early peak. It is best to delay plauting until the peak are harvested. These plow and plant 5 by 5 feet with rotet mow, so The Farm Journal tells about it: Make the hills low, scrape of the surface soil until you reach moint carth, deposit the seed, press it down fromly with the foot and caves with about an loch of moist earth and press this granty wills the hoe. Good seed so plauted will comminate quickly. ecording to a writer in The Farm

seeper. Richness In Sugar Boots

When beets were first used as a source grass for her own support. A pasture of sugar, the amount of sugar contained in them averaged about 6 per cent. As which will support 10 cows and enable them to make a profitable return of ment of caveful selection and breed ing during a period of many years the milk will fail to pay if stocked with 20 amount of sugar has been increased to an average lying between the limits of create. She is a machine, and as some 12 and 15 per cent. Many crops of beets show a sugar content of over 15 per cent, while in some exceptional cases machines are better for some parposes than are others, so some fowls are better

the sugar has been reported as high as 80 per cent and even higher. Farmers must avoid the mistake of regarding ional cases as typical. When all

interest to each farmer pertains to the results he can secure on his farm, working under the conditions involved in growing beets on a commercial scale.-

Fertilizer For Stra

Nitrate of soda is a valuable fortilizer

phate of lime. This application to strawberries will This application to strawberries will constitues trobis the yield. The herries are larger in size, handsomer in color, more solid and finer in favor. Ordinary manure will not produce such peoils, as it is not converted into plant food putil after the demand of the fruit. Nigrate of solia and pewdered place-phate of lime are assimilated by the plant st once, and appropriated at a cost of less than \$10 per scre, using 400 pomple of the mixture which contains the road suilt by the state. One pos-tive proof of the extent of the work done within the towns, outside of the state work, may be found in the fact that, whereas in 1892 there were 27 steam rollers in use, at the end of the year 1897 there were 125 of the some kind, and the number of stone crushess has increased in the same propertiest.

Cost of Old Roads. poinds of the minister which to con-the three ingredients considered neces-sary to use for feeding plants, nitrogen, phogehoric sold and an alkali. So mys A. H. Ward in Mohan's Mouthly.

Roads which follow old routes and travel from hill to hill wear out wagons and horses at a rate that taxes farmers and all others who use them more than good roads would cost them.

field Rays at Home. ers should never ship aggs unti first endeavored to get bette them neaver home. If the s for them notice home. If they d retail their eggs and seek custom-large sum would be added to the pits from positry. Fresh eggs are re salable, for every family must mes have them. It frequently hapwhen eggs are scarce, that one must buy them from another, every village and town will be those who prefer to buy from the than from the dealers.

ing the grounds beyond the limit. This fault is also a grievous one with fanciers and with breeders for sale. Overcrowding is the most common and the most dangerous to health, and the most profitiess fault in all poultry culture. "Overcrowding hens on the farm is much pasture, but before you get any milk at all the cow must have sufficient

MINORCA COCKEREL

cows. So it is in a general way with bave carried on their log cutting indus-ponitry on the farm. The bon does not try on its banks and tributaries.for for some purposes than are others.

the stock is to buy enough common hens enforced by other, bubbles on the way which are brocdy and get them, and kill up. Contact with air seems to be as deexceptional cases as typical. When all the details are known about remarkably higb yields of sugar in beets, it is asual-iy found that special conditions exist which cannot rendily be doplicated in commercial operations. The question of interest to each farmer pertains to the interest to each farmer pertains to the

poultry for eggs I believe it wise to have a place purposely fixed to keep the cocks separate from the heas all the

nands of society."

The Cost of an Bgg-The cost of an egg in the castern stat estimated at I cent, but this dep on the prices of grain. If ment, milk, cut houe, chopped clover and cooked po-tatoes are given, the cost will be less, not because the meat can be purchased at less than the grain, but because the feeding of a variety and a balanced ratending of a variety and a balanced ra-tion will induce the heas to lay more eggs. The greater the number of eggs hald the lower the cost proportionately, and it is possible to produce eggs at a cost of only half a cost each --P. H. Jacobs in Parse and Pirasida captain on board Admiral Sicard's flagship, the New York. All told, Cap-Jacobs in Farm and Firesido.

esent commission

Barblen's Arnien Baire. The Best Salve in the world for see it therefore for scratches, Cuts, Bruises, Sores, Ulcers, Salt sweeny, ring-born, strains, sprains, bruises, saddle and harness galls and Rheum, Fever Sores, Tetter, Chapailments of horses, they use Rice's ped Hands, Chillblains, Corns, and Goose (rease Liniment, it is good all Skin Eruptions, and positively for man as beast. Sold and guarcures Piles, or no pay requied. It anteed by all druggists and genera

is guaranteed to give perfect satis- stores. faction or money refunded. Price 25 ce ts per box. For sale at T. A. Albright & Co.'s drug store.

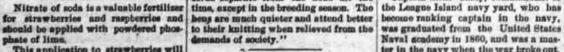
"As the breeds I have referred to are fever have done a great deal to lessen the demand for feather beds and pilnsitters, in order to keep up the stock some sitters will be required. On strict, lows, for it was discovered a few years ly egg farms I am very sure that it does ago that feather beds and asthma loved not pay to raise chickens, except to the to consort, and that nothing would extent necessary to keep up the stock to start au asthmatic to wheezing so quick-the required number. One of the most ly and positively as a couch of geose feathers would. The discovery spread, serious faults in poultry keeping is stocking the farm with hens for laying and the patient and uncomplaining goose owes a great deal of its latter day comout a great lot of chickens, thus crowdfort to the asthma."-New York Sun. Sawdust Explasions In Water. Who everscheard of sawdust explosions? They are common enough in

Canada. Navigation on the Ottawa river has been seriously impeded at times by explosions of snwdust. One would similar in egg results to overstocking a hardly suppose that sawdust dumped pasture with dairy cows. You get your milk from the grass, the cow is only a reform itself into a gas generator which machine for converting grass into milk. would keep the surface of the stream in You can only get so much milk from so a constant state of upheaval. But it is true to such an extent that small boats injured by the submarine convulsions.

have been capsized and large vessels The bottom of the Ottawa river is covered with a deep layer of sawdust dumped there by the lumbermen who years. The dust, becoming water soaked, sinks to the Lottom and in the course of time rots and generates a highly exaf some purposes than are others. plosive gas. The latter rises to the "As good a way as any to keep up surface, each butble being joined or reenforced by other, bubbles on the way

these months. I am very sure that in all millions of tons already there will take these breads hens are useful and profit-able up to 8 or 4 years old. In all farm along time to work off their gas gener-ating qualities.—Denver Republican.

Captain Casey. Captain Silas -Casey, commandant of



ter in the navy when the war broke out. From 1870 to 1873 he was on the Colorado, then attacked to the Asiatic squad ron. He was in command of the battalion of milors from the floet in the Korean expedition and the assault on Fort McKee, Seoul river, in June, 1872. Since that time he has held many im-portant places. Before taking command of the League Island navy yard he was

tain Casey's actual sea service covers a period of 19 years and 0 months, 3 years and 1 month of which were under his



CASTORIA.

Very respectfully, JAMES P. ALBRIGHT, BURLINGTON, N. C.



