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has also brought happiness to  
thousands of homes for years.  
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joy to loving hearts that long  
for a healthy baby. No woman  
should neglect to try it for this  
trouble. It cures nine cases out  
of ten. All druggists sell Wine  
& Cardui. 50c per bottle.

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is doing me good, I feel that I  
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Beware of cheap imitations.  
The Signature of *Dr. J. C. Watson*

**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 Won  
Honors Amid the Carriage of War.  
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 4800 B. C.—  
contain more representations of domesti-  
cated 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 probable that he was ever mounted  
on the name of his three favorite horses,  
Poderos, the cream colored Galatho and  
the fiery Ethon. But the horse of Alex-  
ander the Great, Bucephalus, is an indi-  
vidual as historically real as his master.  
This famous horse was slain at the  
battle of Issus, in 333 B. C., and was  
buried with the greatest honors at the  
age of 30, but he 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, but he was buried with the same  
honors as his master, and his manes  
were blown by the wind of the city of  
Bucephalia.

Readers of Macaulay will remember  
the famous black steed, the horse of  
Mormonia, and the dark gray charger  
of Mamilius, whose sudden appearance  
in the city of Tuscumum without his  
master brought the nations of the  
allies to the battle of the Marston. Con-  
necting with that battle, too, were the  
horses of the great "twin brethren," Cæsar  
and Pompey, coal black, with white legs  
and tails. But those are legendary. Not  
so, however, the well known horse of  
Caligula, Incitatus. This animal had a  
stable of marble, his manger was of  
ivory, his clothing of purple and his  
halter stiff with gems. 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 imag-  
ined, the finest grapes that Asia could  
provide being reserved for him. Versus,  
another Roman emperor about a century  
later, treated his horse almost as extra-  
vagantly. He fed him with raisins and  
almonds with his own hands, and when  
he erected a statue of gold to him, while  
all the dignitaries of the empire attend  
ed the funeral.

As we come to later times, so we get  
more examples of favorite horses. Wil-  
liam the Conqueror had one which he  
rode at the battle of Hastings, about  
which almost every legend 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's horse was called  
Malock, and was jet black. He bore his  
master through the holy war and ar-  
rived in England before him. In fact,  
he survived the king several years. The  
second Richard, too, had a favorite  
horse, called Ron Barbary, which was  
supposed to have been imported in  
Europe at that time, and it was on Ron  
Barbary that the young king was mounted  
when the incident wherein Wat Tyler  
was slayed by the mayor of Walworth  
took place.

About a century later we get the  
War of the Roses and in the many  
battles of that civil disturbance a couple  
of horses played important parts.  
Those 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 which he named "the  
diamond," and he was quite as com-  
petent to give an opinion, if not more  
so, as any of the present day—to be ab-  
solutely without blemish and to be se-  
cure to none. Another famous horse,  
or rather mare, was Black Bess. Her  
owner, Dick Turpin, or, to give him his  
correct name, Richard Child, was a  
robber 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 accom-  
plished his ride of 800 miles in 18 hours  
on one horse. At least so says the  
Standard, and this is certain—that on his  
trial he was acquitted, the jury consid-  
ering it impossible that he could have  
got to York in the time.—London  
Standard.

Fontenelle listened to everything  
and he offered 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 observing two  
maxims, "Everybody may be right" and  
"Everybody may be so."  
Road Notes.  
The common road is to the farm  
wagon what the steel track is to the  
locomotive.  
The Colorado Good Roads League will  
soon be actively engaged in inaugurating  
road improvements.  
State aid in roadbuilding is a system  
of co-operation by which good roads can  
be economically and rapidly constructed.  
Good intentions, good professions and  
glided promises build no roads. Thorough  
organization and persistent labor  
alone can secure them.

**DIRT ROAD THE BEST**  
IN GOOD WEATHER IS SUPERIOR TO  
ALL OTHERS.  
In Conjunction With Marrow Paved High-  
way It Fills All Requirements of Con-  
veyance—General of Roadbuilding Dis-  
cussed by Science of Good Roads.  
General Roy Stone spoke on the sub-  
ject of good roads at a banquet tendered  
him recently by the Commercial club  
of St. Louis. He said:  
"It was once thought that in the gen-  
eral government taking up this ques-  
tion there might be some unfavorable  
sentiment in some of the states owing to  
an impression which might possibly  
prevail that it was an interference with  
a state's sovereignty over its own do-  
main. I am glad to say that, on the  
contrary, the government's aid and  
counsel on the subject of roadbuilding  
have everywhere been received in the  
spirit in which they have been offered,  
and the interest which has been devel-  
oped through the government's policy is  
one of the most encouraging signs for the  
future of the work. At the meeting of  
the good roads convention in South Car-  
olina the work of organizing the move-  
ment was placed largely in my hands.  
"The science of roadbuilding is steadily  
developing, and so far experience  
has shown that the very best road  
in the world in good weather is the dirt  
road. When it is either dry or frozen,

it makes the best road known. For this  
reason it is the rule on the most modern  
roadways to have a dirt road running  
alongside of the paved roadway, and  
some instances the paved roadway has  
a dirt road on each side of it to be  
used in good weather. It is remarkable  
on roads built in this fashion how many  
days in the year the dirt roads do the  
best possible service, and the wear and  
tear on the paved portion of the road is  
thereby lessened. Besides this, wet weather is  
the time when travel over the paved  
road does it the least harm, for the ve-  
hicles then press down the rock and  
stone into a place instead of scattering  
them, and by being used only in bad  
weather it lasts much longer.  
"There is another argument in favor  
of building roads in this way, and that  
is instead of a paved or gravelled  
roadway 10 or more feet in width it is  
only necessary to build it 8 feet wide.  
This reduces the original cost of build-  
ing the road just one-half, and it has  
been found to answer the purpose just  
as well. If not better, than a road twice  
the width. How about wagon passing  
each other? That is a natural question  
and simply answered. One wagon turns  
out on the dirt road where two wagons  
meet, but as two wagons seldom  
never meet in exactly the same place,  
there is no danger of wearing a deep  
hole or rut in the dirt road.  
"The cost of building a first class  
road of this kind recently in Philadel-  
phia, with inexperienced hands and  
other rather unfavorable conditions,  
was \$1,800 a mile. The same road, if  
built in the ordinary way, would cost  
as low as \$600 a mile. The railroads  
everywhere appreciate the direct benefit  
that good roads are to the freight traffic  
on their lines and have in nearly every  
instance, when called upon, given the  
movement their hearty aid and have  
assured me that it would be glad to haul  
the rock needed for constructing the  
roadways to stations along its lines at  
the bare cost of hauling the cars.  
"In collecting data on the \$900,000,  
000 annually which had been expended  
in road building in this country and abroad,  
both in this country and abroad, and  
the figures are given only after a very  
careful estimate. In the state of Iowa  
the farmer hauls 80 bushels in a load,  
when, if the roads were good, he ought  
to haul 100 in one load. That single  
instance tells the story in a greater  
degree of the bad roads throughout  
the country. That \$900,000,000 loss  
every year through bad roads is a tax  
not only on the farmer, but on every-  
body. I find in my experience that one  
of the most difficult things which do  
not get the attention of good roads is  
and especially those who live in the  
cities, is to prove to the farmers that  
their interest in good roads in the coun-  
try is real and a personal one. The  
farmer has paid the tax of bad roads  
and has suffered from it for so long that  
he finds it difficult to believe that he is  
to receive aid from people who have  
formerly believed that very little  
interest in them."

**Good Roads in Missouri.**  
The Missouri good roads convention  
at its session in St. Louis adopted res-  
olutions asking that the 90 counties in  
the state authorized to levy a tax of 40  
cents for county purposes be asked to  
set aside one-third for road improve-  
ments, requesting the governor to call  
an extra session of the legislature to  
consider the question of good roads,  
and recommending that the state  
should increase the tax levy for road  
purposes and recommending that the  
most general assembly appoint a state  
road commission.  
By All Means.  
Now if any toll roads are maintained  
in good condition. While they exist  
compel the corporations controlling  
them to make them first class.  
A Good Suggestion.  
Complaints are made that the road  
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 im-  
mense numbers of visitors and perpetual  
objects of admiration.—L. A. W. Bulletin.  
Work For Good Roads.  
The coming six months will afford a  
splendid opportunity to advance for  
better highways, develop popular senti-  
ment and force upon legislators.

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The Signature of *Dr. J. C. Watson*

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**BALLADE OF A CITY BOWER.**  
If hokey dolls with brown and silver brooks  
Pipes numberless personally shrill,  
For publication belimes in slightly hokey,  
Some breathing righteous praise of bough  
and rill,  
These are fair spots, but here God's grandest  
is full.  
A stone's throw from the city's heart and din  
Gives me as fair—let us describe it still—  
My upper window where the elm looks in.  
They love dark things who celebrate the roots  
That build in woody places stark and chill.  
My neighbor, too, misad, on sturdy boots  
A pointed case hangs from his neck and still  
Pleas for the liberty he may not win.  
These are free, lusty throats with tones that  
fill  
My upper window where the elm looks in.  
A glit'ring, turquoise bay it overlooks,  
My pleasant bower, and a gentle hill  
Gilt with wild mustard blossoms. There are  
nooks  
Beyond them doubtless which a little skill  
In ballad making must misapprehend. To thrill  
The world with perfect lays let them begin  
Who can. This theme befits a humbler quill—  
My upper window where the elm looks in.  
When day is over at the rambling mill  
In ballad making must misapprehend. To thrill  
Here is an exordium for 'erly ill—  
My upper window where the elm looks in.  
—Edward W. Curran in Lotus.

**THEATRICAL RECEIPTS.**  
Charles Reade Wondered Why They Were  
So Large In America.  
"Edwin Booth in London" is the title  
of an article in The Century by E. H.  
House. Mr. House tells of an interest-  
ing meeting between Booth and Charles  
Reade and reports the following conver-  
sation relating to the appearance of  
Booth and Irving together:  
"It is true that the price will be  
changed."  
"Doubled, I believe. Irving says they  
must be. That is one of the risks I  
speak of, but he is full of confidence.  
He does it more for my sake than any-  
thing else."  
"When I hope it will turn out well."  
"What are the indications?"  
"Very good, I hear. I cannot judge  
myself. The conditions are all different  
from what I am used to."  
"I understand. We are too slow—  
and thrifty, I suspect—to run the swift  
American pace. But I am sure that  
there should be such an amazing differ-  
ence in your theatrical business and  
ours. The stories we hear of New York  
profits sound fabulous. I should say they  
were fabulous if I had not seen the re-  
turns of Wallack's when one of my  
plays was produced there. A hundred  
pounds a night is nothing to you, it  
seems."  
"Two or three hundred would not  
stagger us," said Booth, smiling, "nor  
four or five for a very great and special  
attraction. For several years the pro-  
prietors houses in New York would  
pay \$1,000 a night for the average road  
show traveling through the country,  
for whom the regular prices were raised,  
could sometimes draw much more."  
"Were you at all prepared for the  
lower receipts here?"  
"Not really prepared. I was told  
what to expect, but paid no attention.  
Charles Reade I should get nothing at the  
Princes", but I did not take his 'nothing'  
literally. I thought I might count  
upon \$1,000 a month at the very worst.  
He was right, however."  
"I can't make it out," said Reade.  
"Your theatres are not larger than ours,  
and the prices of tickets are about the  
same, yet I see the Adelphi or the St.  
James' packed, without about one-half  
the result that Wallack's shows. It  
beats my arithmetic. You can't get  
more people into a place than it will  
hold."  
"We do that, too, sometimes,"  
laughed Booth, "but, as I say, you meet  
and find out all about it for your-  
self, Mr. Reade. Your audiences will be  
larger than the halls can hold, so you  
can study the problem under the best  
conditions."  
"No. You tempt me to my de-  
struction." But the compliment greatly  
pleased the author, who liked to hear  
such things said, though he affected a  
lofty indifference to praise.

**Scotching Under Difficulties.**  
A church gathering some time ago  
a number of dear members were present  
and refreshments were served during the  
evening, and in handing a cup of coffee  
to one of the guests a deaf mute gentle-  
man happened to spill a few drops on  
his wife's skirt. The wife is also a deaf  
mute, and it was evident that she took  
the mishap in a rather irritable way.  
She wrinkled up her forehead and at  
once made a series of remarkably swift  
movements with her nimble fingers.  
The husband, looking exceedingly apolo-  
getic, made a few motions in return.  
One of the guests who had noticed  
this little byplay slightly opened a  
bit of paper and scribbled something on  
it handed it to a friend.  
"This is what the latter said."  
"No matter how tediously afflicted, wo-  
man can still scold."  
The friend scribbled this in return:  
"Yes, but in the present case the man-  
dand is looking after the woman's  
and have to look."—Cleveland Plain  
Dealer.

**Married Women Teachers.**  
Of all the causes now tending to keep  
women out of many of the professions  
and the discrimination against mar-  
ried women teachers in the  
public schools. Malden, Mass., is the  
latest to declare that the marriage of a  
public school teacher shall be regarded  
as a resignation of her office. Mark the  
pronoun "her." No such discrimination  
is made against men.—Woman's Tribu-  
ne.

**Picking Ducks and Geese.**  
The best method of picking ducks  
and geese is to steam them. If this is  
impracticable, they may be dipped into  
very hot water the same as chickens  
and turkeys, but they must be kept in a  
trifle longer, as the feathers are more dif-  
ficult to loosen. It does not pay to pick  
them alive for the sake of saving the  
feathers, as the small profit derived  
from them is lost in the cost of the  
birds, the result being so to in-  
crease the skin as to greatly injure the  
meat. Leave the head and upper portion  
of the neck unpecked and the legs and  
feet intact. Never stoke ducks and  
geese, as it leaves the skin city and un-  
salvageable.  
As double yolked eggs are found,  
it is to be regretted, as they invariably  
indicate that the hens are out of condi-  
tion—too fat. A hen in good laying  
condition will never produce an egg  
other than the normal size peculiar  
to her breed, and if fat she is usually  
unfit for laying. If a fat hen is killed,  
she will be found full of eggs, so to  
speak, but they will be noticed to be  
of all sizes, and the poultryman will  
be amazed over the fact that she did  
not lay, but examination will show  
that obstructions of fat were the cause,  
and in this case it is then more profit-  
able to sell than to raise.

**POULTRY THAT PAYS**  
MONEY IN RAISING DUCKS AND GEESSE  
FOR MARKET.  
Duck raising has been developed within  
the last ten years into a flourishing  
industry—Ten Standard Breeds—Advice  
and Suggestions.  
A recent bulletin of the department  
of agriculture states that there are ten  
standard breeds of ducks raised in this  
country. These are the White Peking,  
White, Aylesbury, Colored Rouen,  
White Cayuga, Colored Muscovy, Gray  
Call, White Call, Black East Indian  
and Crested White. The standard breeds  
are considered most profitable to raise.  
The two breeds of Calls and the Black  
East Indian are bantams, which are  
bred more for the showroom. The  
Crested White is almost wholly orna-  
mental.  
Duck raising has been developed within  
the last ten years into a flourishing  
industry. Prior to that time the duck  
was not considered a profitable fowl to  
raise. Its flesh was never prized very  
highly by the masses. Ducks were raised  
without constraint in waterways, feed-  
ing mostly on fish and water insects.  
This food gave them a strong fatty  
lard content, it was not particularly  
sought after save by a few who were par-  
tial to that class of diet. The duck  
counters of Long Island and New England  
were then producing a limited number  
each season, and it was with difficulty  
that these were sold at a profit. There  
had been some of the most prominent  
duck raisers may be quoted as saying that  
he was obliged to visit the city markets  
personally and team the dealers to pur-  
chase his birds in order to secure any  
thing like satisfactory prices.  
Artificially limited breeding,  
combined with judicious feeding, have  
been instrumental in the development  
of the industry. Machinery has enabled  
the duck raiser to accomplish his ambi-  
tion of having his stock in the markets  
when prices are the best, and also of  
raising large numbers of birds in a  
limited space of land. The season for raising  
ducks is about six months—from  
February to July.  
Duck raising is to be recommended  
to farmers as a profitable source of re-  
venue, and by careful attention to the  
work, as knowledge increases the scope  
of the industry may be extended. There  
are numbers of farms in this country to-  
day that are devoted exclusively to raising  
ducks, averaging from 5,000 to  
20,000 ducks as an annual output. An  
idea of the proportions of the business  
may be had from the fact that as high  
as the ten of feet are raised daily by  
a single raiser during the busy season.  
The profits are the very best, and  
good incomes may be made when once  
the business is thoroughly mastered.  
But the reader should not jump impru-  
dently to the conclusion that these re-  
sults can be easily obtained. Duck rais-  
ing is an arduous task, one that re-  
quires an apprenticeship and absolute  
knowledge of the business before suc-  
cess is reached. Those who have been  
successful in raising ducks have learned  
the business much as one does any  
other vocation. The beginner should  
start modestly and increase his plant as  
his knowledge of the work increases.  
The average farmer has all the facili-  
ties for raising a goodly number of  
ducks and may with a little outlay add  
considerably to his income.  
It is not at all necessary that ducks  
should have access to water to be raised  
successfully. They grow and thrive as  
readily without. There are successful  
plants where thousands of ducks are  
raised that have no water save that  
which is given them as drink.  
Geese raising is not so easily en-  
gaged in as duck raising. The conditions  
under which they are successfully reared  
are almost entirely different than those  
necessary for the ducks. Being smaller,  
the duck can be raised in a more limited  
space than can the goose. The latter  
needs free range and water. The duck  
has been proved to do equally as well  
without water. There are many places  
on a farm that are worthless for cul-  
tivation that could be utilized with excel-  
lent results in raising geese. Many  
farmers profit by this and add to their  
income annually. There are but little  
care and expense necessary for raising  
geese, and the cost of food is also pro-  
portionally small.  
The Supply of Eggs.  
Not many American eggs are exported,  
and not many eggs are imported,  
none except in seasons when eggs here  
run very high. The imported eggs come  
from France, Germany and Austria.  
They come in boxes containing hun-  
dreds of dozens each, packed in chopped  
straw. A few eggs in this country are  
still packed in straw in barrels, but the  
now well high commonly used Ameri-  
can egg packages in a box containing 30  
dozens. The eggs are packed in the  
now familiar strawboard racks, which  
are called fillers. The eggs are stood on  
end, each in a pigeonhole by itself, six  
dozens eggs in a layer. There are sheets  
of strawboard between the layers, and  
eggs are packed seven five and some six  
to the box. Eggs are most costly in  
winter, but cold storage has done  
much to equalize the price of eggs the  
year round.—New York Sun.

**ROYAL BAKING POWDER**  
Royal makes the food pure,  
wholesome and delicious.  
ROYAL BAKING POWDER CO., NEW YORK.

**BLUSHING.**  
Physicians Who Make a Specialty of Re-  
lieving the Embarrassed.  
Perhaps there is no question which  
doctors have to deal with more fre-  
quently than the cure of blushing. It  
is not to be wondered at, therefore,  
that there are now in London two or  
three ladies and gentlemen who have  
made this interesting ailment their  
special study. As to the actual  
mode of cure we will say nothing,  
but undoubtedly among the patients  
of the "blushing doctor" there are  
some sorely afflicted and yet without  
interesting individuals in all classes  
of society.  
Let the doctor speak for himself:  
"One of my first patients was a  
captain of a crack cavalry regiment,  
who, though perfectly at his ease  
when conversing with men, was in  
the presence of ladies covered with  
confusion and color. This, as you  
may imagine, was a constant source  
of grief to him, and he actually de-  
clared that if he were not cured of  
blushing he should have to resign his  
commission.  
"Of course I number scores of  
clergymen among my patients. One  
—a curate—plaintively said that  
when called upon to read the lessons  
he invariably stood before his con-  
gregation with his face the color of  
grapefruit. His white surplice  
heightened the effect, and frivolous  
members of his congregation had  
not hesitated to compare him to a  
candle that had just been blown out,  
leaving a glowing red spark at the  
top. Instead of being edified by his  
discourse, therefore, the members of  
the congregation were in sore dan-  
ger of being led into levity. And  
this thought gave him great pain.  
"Even more serious, in a certain  
sense, was the case of a young man  
employed in a large draper's shop,  
who was actually discharged by his  
late employer simply because  
whenever asked by a lady customer  
to show goods he was in the habit  
of blushing and stammering violent-  
ly. Furthermore, in the case of cer-  
tain goods, he was wholly unable to  
transact any business at all. Sev-  
eral complaints had been made of  
his weakness on the part of the  
young man, and the matter culmi-  
nated in his receiving a week's  
vacation, and his dismissal, to say  
nothing of a torrent of abuse from  
his late master.  
"A very interesting case was that  
of a young lady who recently wrote  
to me in great distress. She, too,  
was in the habit of blushing to the  
roots of her hair whenever spoken to,  
and her chief trouble lay in the  
fact that, owing to this same blush-  
ing habit, several young men of her  
acquaintance—with the consent of  
youth—rather fancied that she was  
in love with them, whereas she re-  
garded them with perfect indiffer-  
ence. This was a really difficult  
case.  
"You would think that commu-  
cial travelers were the very last men  
in the world to need my treatment,  
yet I number among my patients  
several knights of the road. Now  
clearly the persuasive tongue and  
alluring smiles of the traveler  
avail him nothing if he cannot re-  
frain from becoming a lively crim-  
son directly he confronts a possible  
buyer."  
It is an interesting fact that the  
number of "blushing" doctors is in-  
creasing, and it is undoubtedly a  
better paying profession than that of  
the ordinary medical practitioner.  
—London Mail.

**Cottonseed Oil Meal.**  
The oil meals, gluten meal and bran  
are materials which may be used as  
sources of fertility to the soil. Cottonseed  
oil meal is thus used to quite a large ex-  
tent in the southern and Atlantic coast  
states, and the Connecticut experiment  
station has repeatedly called attention  
to it as a source of nitrogen for the  
New England states. The following  
paragraph is from a report of that sta-  
tion:  
"Cottonseed meal has been by far the  
cheapest source of available nitrogen  
during the past season. Experiments  
indicate that it is as rapidly and fully  
available as the best forms of animal  
manure. It has been extensively used  
in home mixed fertilizers and has given  
perfect satisfaction."  
The New England Crop Report  
states point to an increase of 10 to 20  
per cent over last year—occasionally  
more than this—while others an acreage  
about equal to last year and some to a  
decrease. In the western states, where  
the crop is nearly all prairie hay, the  
amount cured will depend to some ex-  
tent upon prices in July. In many of  
the older central and eastern states,  
given over largely to timothy and clo-  
ver hay, there will be an increase  
owing to the cheapness of potatoes and  
grain.

**Look At This!**  
For 30 days we will sell you this  
Organ DELIVERED AT YOUR  
HOUSE, with nice stool and book  
for only \$55.00—generally sold at  
\$75.00  
We have secured three counties  
for the celebrated Standard  
Rotary Sewing Machine  
—the lightest running and most  
useless machine made. We have  
sold ALL KINDS (now have all  
kinds in stock) but the standard  
downs them all. 75c a week buys  
one from Ellis.  
ELLIS FURNITURE CO.,  
Burlington, N. C.  
C. B. ELLIS, Manager.

**INSURANCE!**  
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 low-  
er 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 profit-  
able investment, to confer with me before giving their applica-  
tions to other agents.  
Very respectfully,  
**JAMES P. ALBRIGHT,**  
BURLINGTON, N. C.

**ROYAL BAKING POWDER**  
ROYAL BAKING POWDER CO., NEW YORK.

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Suppose you had a nicely displayed  
advertisement in this space, then what?  
Why the 2,500 eyes that scan these  
pages every week would see it and  
would know of your business, and when  
something in your line was wanted they  
would naturally look you up.  
See? Had you ever thought of it?

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THE Standard Railway of  
THE SOUTH.  
The Direct Line to all points  
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Florida, Cuba and  
Porto Rico.  
Strictly first-class equipment on all  
through and local trains; Pull-  
man Palace Sleeping Cars on all  
night trains; fast and safe sched-  
ules. Travel by the Southern and you are  
assured a safe, comfortable and  
expedient journey.  
Apply to ticket agents for time ta-  
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