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**WINE OF CARDUI**  
**MONTHLY SUFFERING.**



Thousands of women are troubled at monthly intervals with pains in the head, back, breasts, shoulders, sides, hips and limbs. But they need not suffer.

These pains are symptoms of dangerous derangements that can be corrected. The menstrual function should operate painlessly.

**McElree's Wine of Cardui**

restores menstruation regular, and regular. It puts the delicate menstrual organs in condition to do their work properly. And that stops all this pain. Why will any woman suffer month after month when Wine of Cardui will relieve her? It costs \$2.00 at the drug store. Why don't you get a bottle today?

For advice, in cases requiring special directions, address, giving symptoms, "The Ladies' Advisory Department," The Chattanooga Medicine Co., Chattanooga, Tenn.

**CASTORIA.**  
The Kidney and Bladder Tonic.  
Largest Sale in the World.

## GOOD ROADS LESSON.

GOVERNMENT SAMPLE OF HIGHWAY CONSTRUCTION.

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

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

The sample road at Geneva was planned last spring. The original estimate of its cost was \$9,000, of which the village contributed \$3,000, the township \$3,000 and residents of Castle street, in which the road is laid, \$3,000. The government furnished free of charge the roadbuilding plant, consisting of a rock crusher of a capacity of 150 tons of broken rock in a ten hour day, one set of screens, one grader, two distributing carts and one 30 ton road roller. The government also furnished the special agent in charge, while the village and town furnished material and labor.

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

The road is machine built throughout, comparatively little human labor being used. The most important machine is the roller, which may be used either as a road roller or as a permeating pick. When it is to be put to the latter use, its two rear wheels, each 6 feet in diameter and 18 inches wide, are fitted with 56 coarse hardened steel teeth 5 inches in length. The wheels make a revolution every ten seconds, and in a ten hour day do an amount of work equivalent to that performed by 500 men with picks. After the old road had been torn up by this machine the loosened material was scraped to one side by the grader. When a sufficient depth had been reached, the new surface was thoroughly rolled in order to form the base of the new road. On this base was then laid the five inch foundation course of common field rock. This foundation rock is of all grades of shales, sandstones, limestones, quartzites and granites. It was broken to a size about 1 1/2 inches square. The foundation was sprinkled and thoroughly rolled, the machine passing over it a score of times. The surfacing course of broken trap rock was then laid, thoroughly sprinkled and rolled.

When the road engineers first visited Geneva, they said that a large proportion of the ordinary roads of the field were suitable for the broken trap rock. Closer examination of the rock piles showed that it would require an expert artist to select the material which could be used. Accordingly it was decided as a matter of economy to use trap rock from the Hudson Highlands for the surfacing. Trap rock is said to be superior to most other rocks for surfacing because it is not friable or dust forming. The trap rock was crushed to the proper size at the quarries and hauled to Geneva in quantities sufficient to furnish a layer of rock that used for the foundation. Above the surfacing was added a very thin layer of trap rock dust, to act as a cushion, protecting the underlying stone from the action of wheeled vehicles and the feet of animals from the cutting action of the stone. The value of this dust filling is increased by the small quantity of moisture added from time to time by means of a sprinkling cart. After being laid the dust layer was heavily sprinkled and rolled for several days. The constant rolling forces the rocks into close contact and holds them there. The sprinkling increases the ease with which the angular pieces slip past each other. They grind together and form a nearly perfect surface when the 30 ton roller moves over them. When these angular pieces are rubbed together in this way, a small portion of the surface of each is ground into dust. When this dust contains a little clay, it becomes valuable as a cement or hold to hold the larger pieces of rock together.

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

To Improve Louisiana Roads.  
The new constitution of Louisiana allows the police juries "to set aside at least 1 mill per annum of the taxes levied by them, and to impose a per capita tax of not more than \$1 per annum upon each able-bodied male inhabitant and to levy an annual income tax not less than 25 cents nor more than \$1 per annum upon each vehicle, including bicycles, kept and used for locomotion for the purpose of "constructing, maintaining and repairing the public roads and bridges of their parishes."

## LOSS BY BAD ROADS.

FELT BY EVERY INDUSTRY IN THE UNITED STATES.

Improved Highways Would Be Profitable in Many Ways—Merchant, Mechanic and Farmer Have an Interest in This Question—Average Cost Per Mile.

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

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

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

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

The experience of other sections recommends the construction of two roads side by side, one of earth and the other of stone or gravel. Each road would prolong the life of the other. In dry weather the dirt road would be used, because it would be easier for the feet of the draft animals. In wet spells the use of the rock road would prevent the injuries which travel would inflict on the dirt road. In the longest rains one good highway would always be available. In fair weather the farmers could take their choice of a stone or earth road. The use of wide roads would lessen the cost and frequency of repairs. It is hardly worth while to build a few good highways. Systems of roads should be improved at the same time.

A draft wagon, light enough to be used on muddy roads, could not avail itself of the full advantage of a road of stone or gravel. The wheels and axle would sink into the mud and require as much force to move them as it would to haul the heaviest freight on a gravel road. Common and improved roads cannot be profitably combined. What is fit for the one is not suited to the other. Therefore the main trunk lines of any district should be reconstructed at once.

It is estimated that the average cost of good roads in the United States would be from \$1,000 to \$1,200 a mile. This, of course, implies higher taxes, but the increased gains of agriculture would reimburse farmers for their share of the expense. The economy of time and labor, the conveyance of heavier loads, the saving of perishable fruits, the marketing of products when they will bring the highest prices and the profitable use of rainy days are important advantages. To the gains derived from these sources must be added the enhanced value of real estate. The average appreciation of the lands through which good roads run is estimated at \$30 an acre. There is one instance of an exceptional rise of \$61 per acre in the value of farm land. As all the people of the United States participate in the benefits of good roads, they should all bear their share of the cost of construction and maintenance. As there is a community of interests there should be an equality of burdens.

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

Clay, Loam and Sand.  
The practice of attempting to effect a "binding" of the metal parts, or small spaces, by putting in clay, loam or sand is based upon the gross ignorance, as it falls even under innocent rolling with the heaviest steam roller to "bind" larger than the first rainstorm or first flooding from a lay spring coming along to develop its sponge power, but it actually hinders the process of removing the screenings and the dust caused by the grinding action of wheels and hoofs. "Binding" is absolutely prevented by it.

Roads as an Investment.  
When the farmers can be brought to see that good roads constructed with state aid means money in their pockets, as has been demonstrated in New Jersey, good roads will become as common as bad roads are now.—Philadelphia Press.

## BEGGAR WEED.

It is Said to Excel Cowpeas Both as a Hay Plant and a Soil Renovator.

This annual, which has recently come into cultivation, is a native of Florida and the West Indies. It is only adapted to the warm parts of the southern states, especially to Florida and the country bordering on the gulf. Florida beggar weed is closely related to the beggar weeds, or beggar's lice, of the eastern woodlands, but in its upright habit and unbranching stems resembles the prairie beggar weeds which land the growth is very rank. It thrives on the lighter sandy soils and rich clays, growing from six to ten feet high, producing a great bulk of hay or green manure. Wherever the ground has once been seeded beggar weed grows spontaneously during the months of June. In cornfields it comes up after the last cultivation. The seeds will not germinate until the ground is warm, so that this forage plant is only adapted to regions where there is a long summer season. It grows best in well cultivated lands, making as rank a growth as the sunflowers about the creek bottoms in Kansas and Nebraska.

In from three to four months from germination the plant has ripened seed and may be plowed under, adding a large amount of organic matter to the soil and at the same time reseeding the land. Where beggar weed is not spontaneous the seed should be sown broadcast at the rate of 12 to 18 pounds per acre and covered lightly. A high seed is better for hay than a thin one, as in the latter case the stems become coarse, woody and indigestible.

According to analyses of beggar weed made at the Florida experiment station, 100 pounds of hay consisting of the upper portion of the plant, mainly leaves and branches, contained, before maturity, 19.42 pounds of crude protein and 85 pounds of carbohydrates, and when seed was ripening, 15.75 pounds of crude protein and 69.15 pounds of carbohydrates. Analyses at the department of agriculture gave as high as 21 per cent of crude protein before flowering. Digestion experiments have not been made, but as the hay is readily eaten by horses, mules and cattle, and seems to be relished by them it is undoubtedly a desirable soil renovator. This plant, like other legumes, takes a part of its supply of nitrogen from the air and does not depend wholly on the nitrates in the soil. It produces a greater bulk of feed than the cowpea and grows without much care on cultivated lands, but rapidly degenerates into an insignificant weed if the field is no longer cropped.

The department of agriculture, authority for the facts here given, pronounces beggar weed one of the most valuable forage plants of subtropical regions on rich lands, excelling cowpeas both as a hay plant and soil renovator. Yields of from four to six tons of hay per acre are not unusual.

Linseed Meal, Etc.  
Linseed meal is the ground residue remaining from the flaxseed after the oil has been removed. The larger part of the flaxseed used in this country is grown in North and South Dakota and Minnesota. The seeds of the flax plant contain in their natural state from 30 to 35 per cent of oil. Twenty to 28 per cent of the oil of the seed is removed by warm pressure. This oil is known as linseed oil, and after being refined is used in the preparation of paints, varnishes, printers' ink or in the manufacture of soap. The pressed cake remaining is dried, cracked and ground and furnishes the oil process linseed meal.

The Velvet Bean.  
A cut of the velvet bean is here reproduced from The Rural New Yorker. It is from a photograph sent by a Georgia correspondent. The bean is described as a strong vigorous grower, the blossoms attractive to the eye, but of an odor objectionable to most people. According to seedsmen and others, a large acreage has been planted in Florida.



Velvet Bean Flower.  
ids and the gulf states, and small plantings for experiment at the University of Florida. The bean is described in a bulletin of the Florida Station as follows: "The pods are very thick and leathery, do not crack open when ripe and are difficult to open by hand. The pods contain from three to five large, plump, seed-bearing beans, irregularly colored with purplish and brownish patches. The foliage is much like that of other beans. The vines grow from 10 to 20 feet in length."

To Cure A Cold in One Day.  
Take Laxative Bismuth Quinine Tablets. All druggists refund the money if it fails to cure. 25c.

WATERBURY—Trustworthy and active Green and Ladies to travel for a responsible established house in North Carolina. Monthly \$20.00 and expense. Position, Monthly Reference. Enclose self-addressed stamped envelope. The Dominion Company, Dept. B. 200000.

One Minute Cough Cure, cures. That is what it was made for.

## HOUDAN CHARACTERISTICS.

A Fowl Which Appeals to Both Poultrymen and Marketmen.

It will be many a day before our French friends send us a better all round fowl than the Houdan. As a utility fowl, a fowl for egg and meat production or for cross breeding, it is better than some breeds and inferior to none. As a fancier's fowl it is worth our best attention, for while it breeds very fairly true, it is difficult to produce a first rate bird, and it requires considerable judgment and skill to show and keep in tiptop condition.

The Houdan nowadays is more fixed in type and points than it used to be, or, rather, the ideal of the breeder has been definitely settled and generally accepted. The term "leaf comb" conveys a definite meaning. The crest must be large, and, above all, "smooth"—that is, the feathers must all trend in the same direction. The body should be large and massive, back broad, breast long and deep, giving a broad and full chest. Black and white are the colors, and no other color should appear. There should be more black than white, and the black should be the green, glossy black, not a dull, rusty shade. The Houdan is a mottled or speckled bird, the mottling is produced by white tips on the ends of black feathers and should be scattered evenly all over the bird. Such markings usually show more white than black after each molt. Consequently chickens are permitted to wear a darker suit of feathers than their parents. All the same, some strains vary very little after molting. I am perhaps rather singular in preferring those glossy



green dark birds, evenly and slightly mottled with white, just as if a black bird had run through a snow shower, but to my mind they are handsomer than the lighter colored ones, which are really—let me examine them—white birds mottled with black.

With the darker color of feather we undoubtedly have got a darker color of leg and foot, which we don't want. The Dorking has had much to do with the making of the Houdan. When it comes to the white skin and juicy flesh, and we should try to preserve the white legs, mottled though they may be with black.

We have none too many hardly fowls running about on light colored or mottled legs, and as the Houdan is a hardy fowl it should be a point in its favor if it can be bred with the same perfection of head and body, with dark hooded plumage and yet with light colored legs.

The Houdan improves with age. Its points only fully develop after a molt or two, as chickens have little change in competition with adults. On the other hand, it must be recorded that as the chickens usually alter very much in color after molting the hopeful expectations based on a youngster's performance are often unfulfilled in the future.

The Houdan can by no means rank as a neglected breed. It has too many friends for that in this country, who, on account of its excellent attributes, gallantly stick to it through thick and thin. Moreover, it offers a splendid opening for the enterprising breeder of crested poultry, and I strongly commend it to the care of those fanciers who have a partiality for this peculiar tribe.—J. P. W. Marx in Feathered World.

Advantages of Uniformity.  
There is an advantage in having a uniformity in the flock besides their beauty in the show. It is necessary to kill for market, almost any dealer will pay more for a lot that is uniform in shape and weight than he would for a mixed lot. We remember calling upon a shipper of Rhode Island turkeys one time, and being asked to look at a lot he had just received from a farmer. "Look at them," he says. "Don't they look as if they were run in a mold? All the same form and almost the same weight. I like to buy his turkeys. I can pack a box from them that will bring a cent a pound more than a box of what I might pick as the best out of a half dozen lots." Whether he paid any more for them or not we cannot say, but if the grower did not profit by having his turkeys uniform he might have done so by taking them to the city himself.

Geese For Chickens.  
For young chickens when large enough to be taken from the care of the hen it is a most excellent idea to have a number of small coops, not more than four or five feet square and perhaps three feet high, or even less, in which they can easily be taught to stay nights, and if the floor is kept well covered with dry and clean straw they will do much better than they would in the larger coop.

Whims of Hens.  
The whims of hens in selecting a nest are unaccountable. While some like a dark corner and will go far to seek it, others choose an open box in plain view of a window and door.

A Cure for Neuralgia.  
I was for some time a sufferer from Neuralgia. I tried nearly everything I could hear of, but nothing did me any good until I purchased a box of Ramon's Liver Pills & Pellets and began to use them. They relieved me at once. That was over a year ago, and I have had no return of it since.—Mrs. Willie Rees, Garley, Ala. For sale by J. C. Simmons.



Royal makes the food pure, wholesome and delicious.

**ROYAL BAKING POWDER**  
Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

SHE MUST SAY.

Sweet Husband, indeed, some of These Men Do Make.

"Where you going?" asked Mrs. Nagg the other evening when her husband took his hat from the rack in the hall and began fecting the dust from it with his handkerchief. "Oh, I'm just going out for a little while!"

"Where?"  
"Nowhere in particular."  
"Oh, any place or anything to get away from home, I suppose! It seems to be an actual trial for you to stay ten minutes under your own roof. It's a compliment to a wife, I must say, when her husband takes his hat and streaks off anywhere and everywhere in the evening instead of staying at home with her, and here I work and slave from morning till night trying to make home a cheerful, pleasant place for you, but I might as well—"  
"My dear, I—"  
"Don't be guilty of the sin of perjury by calling me your dear! You act as if I were very dear to you, I must say! Racing and running off all over the country and leaving me alone with my children. If it was not for them, I'd be only too glad to die, and—"  
"I wish, my dear, that—"  
"Oh, yes, of course you do! You would be only too glad if I did die! If you do feel so, I'd try to have the decency and the manliness to keep it to myself. Much real mourning you'd do for me if I did die! It's pleasant for a wife, I must say, to have her own husband, that she's worked and slaved and had four children for, stand up and tell her to her face that he wishes she would die! I suppose if I did you'd up and marry again in six months, and—"  
"Not by a— slight, I wouldn't!"  
"There, swear at me! I suppose you'll be knocking me down next and dragging me around the house by the hair of my head! It's a compliment to a wife, I must say, when her husband swears that he wouldn't marry again if she died! It's pleasant for a wife to be made to feel that she has made married life so unpleasant that he'd rather die than marry again! That's my reward for years and years of patient self sacrifice and true devotion! If you had married a woman who had not cared anything about your comfort and happiness and who had not tried to make your home a cheerful, happy, restful place, you might have been justified in the conduct you have been guilty of for so many years, but I must say that—"  
"You've been saying it for 20 years, and—"  
"Oh, never! Abuse me to everything you can! Abuse me to my tongue! The time will come when you'll know just how nice and cheerful and pleasant your home was as compared to what it will be when your open cruelty has made you a widower, and—there, he's gone and banged the door hard enough to break the hinges! Well, I must say, if these men ain't hard to get along with, I don't know who is! Sweet husbands they make, I must say!"—New York World.

In Place of a Cuckoo.  
Boys who think it hard to be compelled to turn the grindstone should instead be thankful that they have things so easy as they do. The Six Towns Times, in its sketches from Windham Times, tells how Duncan McIntosh, who settled somewhere about 1790, brought with him from Portland a new scythe which he neglected to sharpen before he left that place, and when his first crop of hay was ready to harvest he found that there was no grindstone nearer than the old province fort at South Windham, a distance of four or five miles. Not wishing to spare the time to go that distance he decided to do the next best thing, so he made a dozen flat pine sticks, took a pot of grease and scythes down to the beach in front of his house, ground the sticks, sprinkled them liberally with sand and actually rubbed his scythes to a sharp edge. Afterward when questioned as to the amount of labor and length of time required for this unique operation he replied that it was no great affair, as it took him only one day to get his scythes into a good cutting order.—Kennebec

Hops For Hatching.  
Too much care cannot be exercised in the selection of eggs for hatching. Only those from strong, well mated fowls should be used, for upon this depend the fertility of the eggs and the vigor of the young chicks.


For broken surfaces, sores, insect bites, burns, skin diseases, and especially piles, there is one reliable remedy, DeWitt's Witch Hazel Salve. When you call for DeWitt's don't accept counterfeits or fakes. You will not be disappointed with DeWitt's Witch Hazel Salve. J. C. Simmons.



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Travel Towards  
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**FISHBLATE - KATZ CO.,**  
High Art Clothiers,  
OPPOSITE McADOO HOTEL,  
GREENSBORO, N. C.

Sole Agents  
For this line of  
Pants  
And  
Overalls.



**Dutchess Trousers**

Fit and Workmanship Perfect.  
The Appearance without the Cost.

Sole Agents for PEARL and ECLIPSE Shirts.

All the Leading  
Clothing Lines  
Are confined to  
Our House.  
Our guarantee is  
"Your Money Back  
If You want it."

**Fishblate-Katz Company,**  
GREENSBORO, N. C.  
Salesmen:—Dolph Moore, C. W. Lindsay, W. L. Cranford,  
T. B. Ogburn, L. C. Howlett.

## 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 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.

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

## Suppose--What?

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?

For broken surfaces, sores, insect bites, burns, skin diseases, and especially piles, there is one reliable remedy, DeWitt's Witch Hazel Salve. When you call for DeWitt's don't accept counterfeits or fakes. You will not be disappointed with DeWitt's Witch Hazel Salve. J. C. Simmons.