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DR. J. R. STOCKARD, Dentist,







use's provision for the regu-of the monstrust function. es all "female troubles." It usily effective for the girl in-sona, the young wife with do-o and maternal cares, and comes approaching the period in as the "Change of Life." all need it. They are all

PHOSPHORIC ACID.

Phree Forms of Phosphates and Their

A series of experiments has been carried on at the Maine station to deter mine the relative value of three forms of phosphatic materials to cight common crops, and also at the same time to determine the varying ability of different crops to appropriate phosphoric acid from the same source. The phosphates

 Acidulated Plorida rock—that is, a rock phosphate that had been treated with sulphuric acid, a large part of its phosphates being thereby converted into the available form.

2. Crude, finely ground Florida rock (floats), containing 32.38 per cent to-tal phosphoric acid, none of which was soluble, with only 2.46 per cent soluble in ammonium citrate.

8. A phosphate of iron and alumina (redonds), containing 49.58 per cent phosphoric soid, a large part of which was soluble in ammonium citrate.

The plants grown were peas, clover, turnips, ruta bagas, barley, corn, potatoes and tomatoes.

In these experiments the effect of the

acid rock was very marked with all the plants grown, those receiving it in nearly all cases at once taking the lead and keeping it to the end. The plants were dark green in color, and the tu-bercles, which were developed on the roots of nearly all the leguminous plants, were larger and much more nu nerous. It was noticeable, however that in some cases, especially with the clover, turnips and ruta bagas, the good effects of the acid rock were more marked during the first few weeks of growth than at a later stage, when the roots had become more fully developed and had begun to forage for themselves. It would appear that the young plants eed but little upon the insoluble phosphates, but that the organic acids present in the sap of the roots exert a solvent action upon the insoluble phos-phates in the soil, gradually converting

them into available forms.

In this work only the immediate ef fect of the phosphates has been taken into consideration, no mention being made of the unusual phosporio acid remaining in the soil at the close of the experiment. In actual field work the good effect of the ground rock would of course be far more lasting than that of

the acid rock. Box experiments were made at the New Hampshire station in 1893 with winter rye, the phosphoric acid being largely supplied by roasted redonda, ground bone and basic slag. The result showed that the rye gave nearly as good results with the roasted redonda as with the other phosphates. This result confirms the Maine report that the corn and barley, plants closely related to rye, gave better results with the redonda phosphate than with the finely ground Florida rock.

A Troublesome Weed. Among weeds increasingly com-plained of is the field bindweed or small flowered morning glory. This is men-tioned in the Obio experiment station's weed manual as a somewhat recently imported pest of the most serious sort from Europe. Its small flowers, an inch or less in diameter at the top, are cer-tain characters of recognition. It grows with stems several feet in length, twining about themselves or about any other plants which may happen to be near. Underground it has extensive stems,



FIELD BINDWEED. plant, and by this means it sproads year by year or is scattered by cultivating

ugh the infested patel The eradication of the field bindween is a very difficult task, yet as with Canada thistle nothing short of eradication when found in small areas will serve the purpose of thedandowner. A liberal use of hoe and salt would seem the best means of destroying it. True, other vegetation will chiefly be destroyed, but this may be endured for a time if the bindweed is also exterminated. The work should begin on the outer fringes of the patches and let nothing escape there. The infested spots should not be cultivated with the surrounding land because of dragging the roots on the plow and tools.

News and Notes. The United States has been invited by the Bussian government to take part in an international horticultural expo-sition at St. Petersburg in May, 1899, by sending exhibits and special commiseending exhibits and special commis-ners to prepare the American section. All inquiries relative to the exposition should be addressed to Privy Counselor Fischer von Waldheim, director of the imperial botanical garden at St. Peters-

at experiment stations in all parts of the country it appears that heavier yields of corn can be secured from white than from colored varieties.

om colored varieties.
Nitrogen exists in fertilizers in three distinct forms—vis, as organic matter, as ammona and as nitrates. It is the most expensive fertilizing ingredient.

Professor Jones of the Vermont sta tion, having experimented largely with salt for the orange hawkweed, claims that it will destroy the weed and is beneficial to the grass, nearly doubling the yield.

The agricultural exports of last year are reported as greater than ever before.

The importance of wide tires for ve hicles is not sufficiently realized. They save expensive stone roads from being worn into ruts, cut up and ruined by traffic, and they improve dirt roads by wearing them down to a smooth surface. Experiments show that a loaded wagen with two inch tirer will soon form had and deep ruts in a dirt road, while the same load on a wagen with four or five inch tires will roll a compact surface. The power required to hand the load in the latter case is bedroed by one-half.

Bessens For Road Improvement.

The three most important reasons for road improvement are, fart, the desir ability of reducing the cost of handing; second, the importance of making most of our roads fit for pleasure driving, thereby attracting to the rural districts in summer thousands of people who create a local market for various farm products; third, the economic principle of preventing the great waste of labor which now is fruitlessly expended in making and roads.—Frofessor F. J. H. iferrill.

COUNTRY ROADS.

The Cost of Their Construction Should Be Borne by the Whole Community. A fact yet to be generally appreciated better roads tend toward the greater prosperity of the whole commu-nity and are for the benefit of the publie in general, as is now held by the courts of Pennsylvania, says Engineering News. This means that the cost of the control o their construction should be equitably distributed among all the people bene-fited. A decided state interest in such development also favors what is quite as essential, the intelligent planning and supervision of new construction and repairs, for the state can better provide

the necessary machinery for this work than any county or isolated community. But what the people want, and what is needed to encourage development in road construction and to provide the object lesson in actual benefits to be derived which will lead to further de velopment, is a type of ordinary high-way that is intelligently designed and yet cheap to construct. A country road posting \$5,000 or more per mile is simply prohibitory in price anywhere except in the immediate vicinity of large cities and in wealthy communities. A road nine feet wide, covered with a well rolled four inch layer of good hard rock and dirt from along the road, costs only from \$600 to \$1,000 per mile and is sufficient for the mass of country travel. Roads of this type can be built by the public without imposing undue taxes.

THE TELFORD ROADBED.

It Should Be Shaped and Bolled B-the Metal Is Laid. The telford road differs materially from the macadam, for it has a founda-tion of stones laid down singly, with the broad side down and the spaces between the stones filled with smaller rough, wedge shaped stones driven in

Originally the telford foundation was 'convexed' by laying the largest stones to form the crown in the center of the roadway and then grading down to the gutters with smaller stones, but this practice is no longer followed, for the earth is graded to form the crown as it is done in a macadam road.

The earth foundation is well rolled,

and then the subpayement is laid on

with the long side of the stone set transversely. Between these stones stone chips are packed firmly, and then broken stone is placed over the subpavement in two layers, the first layer being rolled and packed before the second is laid on. This layer of broken stone forms the intermediate course, for the surface is made of stone broken in smaller pieces and packed under a light roller. Sand is swept over the surface, and another rolling with a heavier roller completes the pavement. The sand is moistened, and the rolling is continued until the sand can no longer be driven in between the broken stone. Drains are laid, as they are for macadam roads, before the

subpavement is built. POINT FOR GOOD ROADS. the Weather Is Bad, the Farmer

May Go to Market. That good roads will bring prosperity

Through all the panic and depression of the last three years the farmers in the few good roads district of the country have gone on making money and improving their farms, and they have not troubled themselves much about politics or finance.

It is enforced idleness that makes farmers poor, and no farmer need be idle a day on account of bad weather or wet fields if only his roads are good. On a good road there is always paying work of some kind, and wet weather is just the time to go on the road. The French farmer never loses a good day n his fields, for he can do all his mar-

What prosperity would burst upon the country if every farmer and farmer's boy not at school and every farm hand and team could earn a full day's wages every day in the year, rain or shine.—General Roy Stone.

Width of Roadways,

The cost of building roads in thinly ettled districts can be materially less ened by using only a narrow width of hardened surface. The roadbed should be protected by shoulders at a width of t, so that in case of need pense of changing over to the full width of hardened surface would not be very great. There are some parts of our coun-try where the chief thing is to get length way, and it would be waste of money to build in such districts a macada oad of the usual dimensions.-Ex-Nostracking Wide Tires.

Wide tires are not only good things but their value is much increased if they are used on axles of different lengths, so that four distinct tracks are made by the wheels instead of two. A concern in central New York does much eavy hauling with four inch front and five inch rear tires and rear axles 15 inches longer than the front ones. It carries four and five ton loads and keeps the road surface good and smooth.—Ex-

The state organizer of the Missouri Good Roads, and Public Improvement ciation is a woman. She visits all

the county seats, organizes road im-provement societies, sees all the voters and secures a good membership list. Her work is reported to be very success-

Road Hotes. A good road is one that is easily riditation for us to see the sights it leads

WORKING FOR RESULTS.

Purpose In Poultry Culture and Effort Toward Perfection. Every poultry breeder should have a definite purpose in view. It is not enough to breed for the best which may come from present matings. There should be an outlook toward the future.



PRIZE BARRED PLYMOUTH BOCK.

er, but it is not what any good should be satisfied to do. He should strive to improve. Each year he should expect his birds to be a little nearer perfection than they were the year before, and if his expectations are not realized he should not be dis-couraged and should not abate one jot or tittle from them. He should work for

To work successfully for results one should have in the first place a clearly defined ideal. If his ideal is hazy, it will lead him a long journey before its attainment, because, not knowing just what he wishes to accomplish, he will be drawn sometimes in one direction and sometimes in another. If one starts for a given place, the best way to get there is to keep going in one direction. If one travels five miles one day and retraces his steps the next day, he will not progress very far in a year.

Not only should the ideal be well de-

fined, but it should be a worthy one. A breeder of my acquaintance, whose specialty is Barred Plymouth Rocks at one time determined to produce birds with good red eyes. Every bird with a pale eye, no matter how good it was otherwise, was to be rejected. Good syes were the one consideration. He succeeded. But as the point was of trivial value the result was not worth the effort. The character of the ideal will determine the value of the result. It becomes, then, very necessary to se-cure a worthy ideal in order that the labor may be well rewarded.

If a breeder has a well defined and

worthy ideal, he next asks himself the question, "How is this ideal to be made And this is a very important query. We can only generalize upon the answer because each separate ideal requires separate treatment, but every ideal has this in common with other ideals, that its attainment requires a careful study of the material with which one has to deal. One needs to know the exact results already attained, and then he knows the distance between what is and what is desired. He needs to know the breeding tendency of his birds, for then he can prognosticate the direction in which variation will ap-pear. Every breeder therefore should make a careful study of his birds, learn not only what they are, but how they were produced, and be keen to notice very small things. With such knowledge he will be able to mate them more suc cessfully to produce favorable varia-tions—that is, variations in the direction of the improvement sought.—H. S. Babcock in American Poultry Journal.

Early Molting Desirable.

It is a very important point at this time of the year to have stock molt early, says Country Gentleman. Of course it is well understood that the younger the bird the earlier she molts. This pertains to last year's pullets, and they will, if properly fed during the winter and spring, be inclined to molt during July. Still, valuable assistance can be given them to compel them to The new shed their feathers early. feathers cannot grow until the old ones is necessary to compel an early molt. The soft morning mash become here, and it can be safely fed every other morning, and a portion of linseed meal introduced, making the component parts as follows: One-quarter bran, one quarter ground corn and oats, one-quarter comment and one-quarter lineed meal. About twice a week add a small portion of ground beef scrap to this ash, and it will be found to form a good balanced ration.

Flies For Poultry. The Mark Lane Express tells of the Insectivora Food company of London, which is selling a new food product called preserved tropical files. These files are caught in the swamps and lakes of South American countries by spread ing nets over the water du night. The flies are then dried, pr and shipped to England to be sold as and stripped to England to e sold as poultry food. The eggs of these flies, which are about the size of poppy seeds, are also collected and sold as chicken food. It certainly is a remarkable state of affairs when English hens are fed upon flies taken from South America. Bural New Yorker.

Clean Eggs. Nice clean eggs always find ready mle. If they are dirty, they should be

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

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DeWitt's Witch Hazel Saive

GOLD IN THE GOOSE.

PARADE. Plenty of Pure Water and the Best of Food-Healthy Geese Fatten Rapidly and Are Easily Marketed-An Ideal Goos

There is a growing impression that American poultry raisers have been neglecting the goose. Of the seven standard breeds the gray wild variety is extensively raised. These geese have a rather small head, small bill, sharp at the point and long, slender neck, snaky in appearance. The back is long and rather narrow, and is arched from neck to tail; breast, full and deep, and body long and somewhat slender. The wings are long, large and powerful, and the thighs are rather short. The head of the wild goose is black with a white stape nearly covering the side of the face The breast is light gray, which grows darker as it approaches the legs; the plumage of the underparts of the body from the legs to the tail is white. The wings are dark gray; primaries dusky black, showing only a dark gray color when the wing is folded; secondaries are brown, but of a lighter shade than the primaries. The tail feathers are glossy black, and the thighs are gray. The shanks, roes and webs are black The eyes are black.

A goose farm of unusual interest is that of Sol Renaker of Cynthia, Ky., on the Licking river, says a correspondent of the New York Sun. Mr. Renaker has orected a large wooden building about 80 feet wide and 150 feet long. It is two stories high. The floors slant gradnally to the center so that they can be flooded and thus kept clean. There are troughs placed at convenient points to hold the food for the geese. At present there are 5,200 geese in this building in "W different stages of the fattening process. They are gathered from all parts of the state, and when they arrive their average weight is from four to eight pounds. They are first placed in the large yard



GRAY WILD GOOSE in which the building is situated, and there they find abundance of water to that they can clean themselves. After a few days they are placed in the house in the fattening pens. It requires four or five weeks of careful feeding to fatten the geese. The establishment has a steam corn mill and corn sheller. The corn is purchased from the farmers in the neigh-borhood and is shelled and ground into meal. The cobs run down a shoot to the furnace and make enough fuel to run the machinery. The meal is mixed into a dough and in that form fed to the

"A goose is the cleanest fowl alive," says Mr. Renaker. "I have been in the poultry business since 1871, have handled all kinds of domestic fowl and have studied their habits closely and have never seen anything which equals the goose in cleanliness. They are constantly at work keeping their feathers clean, and if they have plenty of water they are never seen except when fit for dress parade. They are equally careful rebought a lot of corn which had musted and the geese would not eat the dough made from it, nor will they eat dough after it has soured. On this account we have to be very careful to mix up no more dough than the geese will eat in

"Another peculiar thing about geese is that they eat a great deal more some days than they do on others. For innce, it frequently requires 80 or 40 buckets of dough a day to a given per se. Then for a few days they will probably not eat more than a dozen buckets. When they have plenty of water and wholesome food, geese fatten rapidly and have no disease, but unless they have an opportunity to keep clean and have pure food they die rapidly. "They are sold by the brace and aver-

age when fat from 14 to 38 pounds a e. We sell our geese in only one market-New York city. They are shipped in poultry cars and are furnished with an abundance of water and cornmeal dough while they are on the way. The reason they are shipped alive is that Hebrews may not purchase them after they are killed. Last year we shipped about 12,000 geese to New York city, and this year we will handle 18,tween 5,000 and 6,600. It reoffres three men to attend the corn sheller and the mill and to feed the geese. We bave waterworks connections and keep the bouse nice and clean by flooding the floors, and we keep the geese supplied with all the fresh water they need."

Fat Hens' Eggs Seldom Hatch. A correspondent of The English Fanciers' Gazette says he has been watch-ing his hens and their eggs and the ring of their eggs and has discovered that the eggs of the abnormally fat hen seldom batch. The chicken dies out the tenth or twelfth day of incusale. If they are dirty, they should be washed with warm water. A southern exchange says that if this does not take off all the stains cider vinegar will. It will pay to try this if you have a nice lot of fresh eggs that by accident or notherwise have become stained, for a dirty egg is distasteful, even if the egg is distasteful even in even if the egg is distasteful even in even in

English Spavis Liniment removes all Hard. Soft or Calloused lumps and Biemishes from horses, Blood Spavins, Curbs. Splints, Sweeng, Ring-Sons, Stilles, Sprains, all Swellen Throats, Conghs, etc. Save \$50 by use of one bottle. Warranted the most wonderful Hemish sure ever known. Sold by T. A. Albright, druggist, Graham, N. C.

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NEBRASKA. fully Withstand Frosts of Winter and Thaws of Spring - Smooth, Hard Roads Take the Place of Mudhole

Method of Construction.

The members of the board of county supervisors are taking a deep interest in the public road work that was done last summer on several of the main county highways and have started a systematic inquiry with a view of as-certaining how the roadbeds have withstood the spring thaw, says the Omahs Bee. Colonel Baker has perhaps taken more interest in this work than almost any other member of the board. He

"We have every reason to congratu late ourselves and the people of the county who use the roads that the effort to construct modern highways was begun last summer. Of the 24 miles of roadway we constructed last summer our reports do not show a mile that is not in good passable condition. In many places where at this time last year the mud was axle deep to the ve-hicles that attempted to traverse the public highways immediately after the frost left the earth we now have firm, dry roadbeds over which heavy loads can be hauled. There has been more rain this season than last. The work we did has certainly demonstrated the wisdom of the board in investing a considerable sum of money in the roadmaking machinery we purchased and put into operation. We were considerably handicapped during a portion of the season on account of the excessive dryness of the soil, which could not be per fectly compacted by our system of har rowing and rolling.
"At all points where the new road-

ways are not up to the standard it will be found that the work was done when the ground was powder dry. Wherever we had moist earth to work upon we gave a firm and solid basis for the road that has not been affected by the weather The old Chautauqua road, where we did

A CONNECTICUT HIGHWAY.

some good work early in the season, is in a high state of efficiency, and the farmers are pulling the heaviest loads over it. This road was almost impassable for heavily laden wagons until this year. We are fully satisfied with the work we did and shall continue on the same lines this season and reconstruct many miles of the principal highways in the county." The new method calls for the use of

a 12 horsepower grader which is used for removing the earth from the sides of the roadway and piling it up in the center. As fast as it is deposited there it is spread out and thoroughly polyerwhich is followed by a roller weighing several tons. The loose earth is put on in layers of only about an inch in thickness, each subjected to repeated rolling. In this way a roadway, often several feet in thickness, is built up, firmly compacted from top to bottom. The surface has an oval form which sheds the water readily. Formerly in the public highways a short distance from the city there was only one narrow roadway where all of the vehicles traveled, turn-ing out only to pass each other. On the w roadways a surface of from 20 t 40 feet is used. The roadmaking committee in the

county board announces that the same general plans of last year will be folwed this year and that all of the taxes realized from the 1 mill levy in the devoted to the work. This fund has yielded about \$20,000 a year for many years, and it has been the practice. general road fund of the county will be years, and it has been the practice here-tofore to apportion it to the several townships and permit it to be used under the direction of the township road supervisors, who have expended it, to-gether with the additional township levy, to defray the cost of annually plowing up the roads. The board will eavor to induce the city to consent this year to the relinquishment of its share of this foud to be used in making permanent roads in the immediate vicinity of town.

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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.

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