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Washington News Notes

On account of timber frauds discovered in Montana and Idaho, Commissioner Hermann of the General Land Office has suspended all proofs made during the present year under the timber and stone act, pending conclusion of the full investigation and inquiry begun some time ago. This action applies to all States where government timber land is purchased, and involves thousands of cases. Many of the large companies and speculators who, it is alleged, have had "dummies" as agents make purchases of these lands from the government, are in Michigan, Wisconsin, and Minnesota.

The President has issued his proclamation establishing free trade between Porto Rico and the United States, and declaring the organization of a civil government for the island. The proclamation is purely formal, and only in the body of the resolutions adopted by the Porto Rican legislature does it appear that the island was set free commercially in commemoration of the anniversary of the planting of the American flag on the island.

The Secretary of the Interior has announced the committee to supervise the drawings for the lands of the Kiowa and Comanches as follows: Ex-Gov. Richards, of Wyoming, chairman; ex-Chief Justice Frank Dale of Oklahoma and ex-United States District Attorney D. P. Dyer of St. Louis. This committee has been instructed to report at El Reno not later than 26th inst. to arrange details for the drawing to begin on the 29th inst.

On Monday last the Bureau of Printing and Engraving impressed the hundred million bill of the \$1 silver certificate of the issue of 1899. The numbering machine will now be turned back to No. 1, as more than eight numbers takes up too much room upon the face of the bill.

Furnishing fresh beef to the army at distant stations continues to bother the subsistence officers. The difficulties in transportation have added to the scarcity of the provision in some quarters, and the demand for meat to be used by our troops in the tropics has naturally had the effect of increasing the price of such provisions.

Delegates of the United States to the international conference of American States, to assemble in Mexico next October, consisting of John Barrett, Henry G. Davis, W. F. Buchanan, Volney W. Foster, and Charles M. Pepper, will hold their first meeting in Buffalo on July 26. While this will be an informal gathering, important preliminary work will be outlined and sub-committees named. Luckily, the places carry no pay and consequently excellent men have been selected instead of broken down politicians.

Suggestions made looking towards the selection of Admiral Dewey to represent this country at the coronation of King Edward have aroused a general wave of enthusiasm for the hero of Manila Bay. From all quarters letters and telegrams have come approving the idea, and, while unforeseen circumstances may prevent, the sentiment about the department is decidedly in favor of sending the Admiral abroad as the most distinguished American.

There has undoubtedly been a great deal of unreasonable complaint about the heat in the Census Bureau building. Last year it was a favorite device of clerks who wanted to stop work to be prostrated; this year, with a large reduction of force in prospect, the clerks show less desire to "soldier." Actual thermometer readings show that the census rooms, with their glass roofs and all are 5 to 8 degrees cooler than ordinary office rooms in the city.

General A. W. Greely, chief officer of the army, who is now in Manila, besides being head of the signal corps and in charge of the War department library, has found time to devise a telegraph cable code for the use of business houses, and hopes to derive an independent income from his invention.

The latest Washington crank is a man who goes about button holding government officials and seeking to impress them with the merits of "The Greatest Scheme of Government in the World," invented by himself, which he seeks to have substituted for the present Constitution of the United States. The favorite

way of dealing with such individuals is to refer them to some other officer, who in turn sends them on further.

Exports from the United States to all American countries and islands south of her boundaries show a marked increase in the fiscal year just ended and exceed those of any other year in the history of our commerce. This statement, just announced by the Treasury Bureau of Statistics, is especially encouraging in view of the various efforts being made for closer business, commercial, and transportation relations between the United States and her neighbors at the south.

The government of Nicaragua has recently put in a claim to sovereignty over several groups of small islands, including the Mangle Islands, lying off the Atlantic coast of the Isthmus of Panama. The islands are unimportant except for their strategic location off the easterly entrance to the Panama Canal. For this reason the controversy has received the attention of the Isthmian Canal Commission, which has not, however, had occasion to take definite action on the subject.

The status of the Porto Rican regiment has been fixed. Judge Advocate General Davis says: "The Porto Rican command is to be considered legally as such a part of the regular army as the First Infantry or the Fifty Cavalry, or any other regiment of the army, and its officers are quite as much officers of the regular establishment as those graduated from the Military Academy and holding commissions on the active list."

Lieut. Gen. Miles, commanding the army, has issued an order announcing that authorized adults and children over twelve years of age traveling as first-class passengers on army transports will be charged \$1.50 a day for subsistence while on shipboard. The rate for children over five and under twelve years of age is 75 cents a day. No charge is made for children under five years of age.

Naval Constructor Gilmour has been ordered to Havana to look over the floating dock just purchased from Spain, and make preparations for towing her to the naval station at Olomague, Philippine Islands. Mr. Gilmour will stop at New York and take along a party of workmen to put the dock in shape for the long trip. It is the intention of the naval authorities to invite proposals from large towing concerns for the contract of taking the dock to its new destination.

Don't be satisfied with temporary relief from indigestion. Kodol Dyspepsia Cure permanently and completely removes this complaint. It relieves permanently because it allows the tired stomach perfect rest. Dieting won't rest the stomach. Nature receives supplies from the food we eat. The sensible way to help the stomach is to use Kodol Dyspepsia Cure, which digests what you eat and can't help but do you good. J. C. Simmons, the druggist.

The Second regiment, now in camp at Camp Aycock, at Wrightsville, makes a good show in point of attendance, having 534 officers and men present for duty.

P. T. Thomas, Sumterville, Ala., writes: "I was suffering from dyspepsia when I commenced taking Kodol Dyspepsia Cure. I took several bottles and can digest anything." Kodol Dyspepsia Cure is the only preparation containing all the natural digestive fluids. It gives weak stomachs entire rest, restoring their natural condition. J. C. Simmons, the druggist.

It is stated that the huckleberry crop of Sampson has netted something like \$100,000 to the county this year. This will in some measure supply the deficiency occasioned by poor corn and cotton crops.

In cases of cough or croup give the little one One Minute Cough Cure. Then rest easy and have no fear. The child will be all right in a little while. It never fails. Pleasant to take, always safe, sure and almost instantaneous in effect. J. C. Simmons, the druggist.

Near Mt. Vernon Springs Monday afternoon a week, while carefully handling a pistol, John Poe, a 16-year-old boy, shot and instantly killed his brother Orion.

Mrs. S. H. Allport, Johnston, Pa., says: "Our little girl almost strangled to death. The doctors said she couldn't live but she was instantly relieved by One Minute Cough Cure." J. C. Simmons, the druggist.

WASHINGTON AGRICULTURAL LETTER.

Experts from the Agricultural Department are engaged in preparing regulations for the inspection of dairy products intended for exportation, the Department having been authorized by the agricultural appropriation bill to apply the law for the inspection and branding of cattle to such products. The purpose is to enable exporters to give foreign buyers the assurance of certification by the government of the United States of the purity, quality, and grade of dairy exports. Secretary Wilson decided to exercise the authority conferred on him by establishing a system of inspection in the custom districts of Boston, New York, Chicago, and San Francisco. A beginning will be made in a tentative way, with the purpose in view to bring about a practical and an honest system by which all persons may be properly protected. It is stated at the department to be "probable that at an early date the owners or shippers of products for export may, upon application, have the same marked and certified as to purity and quality, provided they are above minimum grade, yet to be fixed."

Live stock receipts at the five principal markets of Chicago, Kansas City, Omaha, St. Louis, and St. Joseph during 1901 show remarkable gains over last year, but as regards April and the four months ending with April, the official receipts of cattle, hogs, and sheep in the four months just ended showing an increase of 359,417 head, as compared with the corresponding four months of 1900. The rise in the price of corn is pointed out as being largely responsible for this increased movement of live stock to market, it having become more profitable to sell corn at 25 per cent. above last year's price than to keep the stock on such high priced feed.

Statistics have been compiled by Mr. Frank H. Hitchcock, chief of the foreign market section of the Department of Agriculture, showing the agricultural exports of the United States for the years 1896 to 1900. The figures show that during the year 1900 there were twelve countries to each of which the United States exported over \$10,000,000 worth of domestic farm products. A total of \$408,000,000 was purchased by the United Kingdom, the largest on record except that of 1898, while Germany bought \$134,000,000 worth, an increase of about 100 per cent. in the past five years. Other large importers were the Netherlands, France, Belgium, Italy, Canada, Japan, Denmark, Cuba, Spain and British Africa. Other countries took less than ten millions worth.

Consul Mahin, of Reichenberg, reports that it is intended this year to essay the cultivation of the cotton plant in Hungary. It is said that it will ripen in the southern part of that Kingdom, efforts to grow cotton in the lower provinces of Asiatic Russia, in the same latitude as Hungary, having been successful. It is probable that bounties will be paid the cotton planters, in keeping with Hungary's liberal treatment of the founders of factories. More or less success is now attending the culture of cotton in Spain, southern Italy, Macedonia, and Malta.

Consul Hughes at Colurg, attributes a notable increase in the cotton production of Russian middle Asia, Bokhara and Khiva during 1900 to the use of fine American cotton seed.

Extraordinary stories are coming in as to the profits of truck farming in the south for northern markets. The fertile peninsula which lies between the Cooper and Ashley rivers, of which Charleston, S. C., is the apex, for instance, is divided up into little truck farms, which produce fruits, strawberries and early vegetables for the northern market. Train loads leave every day in the spring for Washington, Baltimore, and New York, and there are two lines of steamers sailing twice a week filled with garden truck, which sells at high prices. The farmers grumble about the freight rates, but nevertheless they do very well. One of them cleared \$4,000 last year from his strawberry beds. One makes \$10,000 a year from a little farm on which he grows lettuce, tomatoes, early peas and beans. Last year he cleared up \$900 an acre. From 250 hills of cucumbers he received a revenue of \$1,934; from his potatoes, turnips, beets and other stuff he got \$4,758, and from his fruit \$4,138. Another man gets from 10,000 to 15,000 quarts of strawberries an acre between April 15 and May 15, and sells them at a profit of 1 cent a quart net. He has an orchard of 1,500 peach trees, which last year paid him an average of \$6 a tree. His profits from truck gardening have increased \$125 an acre for his fifty acres during the last few years. He is a yankee, and plows deep. Similar stories come from all over the south.

U. S. Consul John C. Cover, Lyons, France, in a report to the State Department, gives the following information in regard to agricultural organizations in France:

Associations of farmers, called "syndicate agricoles," have been organized all over France since the passage of the law of March 21, 1884, their aim being to further the economic, industrial, commercial, and agricultural interests of their members and to attach the farmer more closely to the country. They are organized under a general law which authorizes any twenty persons of one trade, or several similar trades, to combine in a society. The dues are fixed at from 10 cents to \$1. per month. According to the latest reports there are now in France, 2,067 societies of farmers with 512,794 members. These societies are combined in ten unions which have representatives in Paris, who watch the course of legislation in the interests of the members.

Secretary Wilson of the Department of Agriculture and party have returned from a trip in the mountains of North Carolina. The trip was to observe the country, with the view of including it in the proposed national park for the protection of forests, the preservation of natural waterways and the prevention of the erosion of soil and filling up of the river channels. This movement for the formation of such a national park is especially strong in Virginia, North Carolina, South Carolina, Georgia, Kentucky, Tennessee and West Virginia. Advocates of such a park desire to include in it 5,000,000 acres, embracing the high mountains from Virginia to Georgia and the main chain of the Appalachian system. While other countries are spending large sums of money in order to add to their forests, it is only necessary in the United States to preserve what is already provided by nature in abundance.

POINTING A MORAL.

This Father Had a Good Cure For His Catechized Son.

When our heads reach that stage when a foot tub will about fit us for a hat, it's a mighty good thing to have some wise friend or relative to put them under the pump and hold them there until the swelling subsides. A nice young fellow here married into a society family. His father was one of that blunt, honest sort of men who have accumulated a pretty good fortune by hard labor and who have no nonsense in them.

The young couple began soon to put on fancy trimmings with the old man. He was not invited out when they had a pink tea or green breakfast, but was used to fill in the chinks. Well, the old man wouldn't have enjoyed it anyhow, for he was used to plain, substantial cooking, and a supper of little cakes, ice cream, a croquette, a dab of salad and a glass of frappe would floor him. When he had suppers, there would be a big dish of birds, hot biscuits, pickles and preserves, old style chicken salad and a hot punch afterward.

But the old man stood the change in the boy for awhile until one day he came down home and asked him to give his wife a chiffonier, pronouncing it "chee-foon-ee-yay."

This was too much. "Get in the buggy with me," said the elder sternly. "I want to drive you to see something." The son complied, and the two drove up Green street until they came to a little, old tumble-down cottage, much the worse for age. "There, sir," said the irate parent, "these's where you were born. Don't forget it again and be talking to me about your wife's shoe-frog-years." There is no place like home, but we don't care to be reminded of the earliest one we had.—Washington Star.

Roads of Mississippi.

Dr. J. A. Rowan, a prominent physician, has the following to say about the roads of the state:

"From my experience as a country physician in traveling over the roads I am convinced that the present system of working roads in Mississippi is a farce. The experience and spathy on the part of overseers and the indifference on the part of hands should convince any ordinarily intelligent person that new methods will have to be adopted. The contract system, with improved implements, is the remedy. In my opinion broad-axed wagons would go much toward keeping roads in good repair, and our legislature should enact a law requiring the narrow tire to be replaced by the broad after three or four years or one allowing parties using them a credit on their road tax. I often go double the distance over our best roads rather than go half as far over the average, saving time and comfort thereby. The people will have to be educated along the lines of better roads, and new methods will have to be forced upon them."

What Good Roads Mean.

Good roads mean to us both profit and pleasure. They will enable us to own better vehicles and take pride in them. They will help the churches and schools in every locality. Good roads mean a saving of time, the value of which, as a whole, can hardly be estimated. They will increase the average life of our vehicles probably a third and the saving of wear and tear on our teams probably more, to say nothing of the increased loads that can be hauled with the same team.

Good roads will be a benefit to everybody except the wagon shops and carriage makers.—Cor. New Orleans Times-Democrat.

DRAINAGE OF ROADS.

THREE SYSTEMS NECESSARY FOR A PERFECT HIGHWAY.

Object of Underdrainage Generally Misunderstood—Foundation Must Be Kept Firm—Getting Rid of Surface Water—Value of Tiller.

In a bulletin issued by the Illinois experiment station Professor Ira O. Baker treats of earth roads and their drainage. "By earth roads," says Professor Baker, "is meant roads built of loam and clay," and he continues:

Drainage is the most important matter to be considered in the construction of earth roads. No road, whether earth or stone, can long remain good without drainage. Drainage alone will often change a bad road to a good one, and the best road may be destroyed by the absence of proper drainage. Water is the only agent that destroys earth roads. Water and dirt make mud, and mud makes bad going. The dirt is always in the road, and the water comes



SAMPLE OF AMERICAN ROAD.

at unpropitious times, as rain or snow. The water softens the earth, the horses' feet and wagon wheels mix it, and it soon becomes impassable mud. Finally the frost freezes it, and the second state of the road is worse than the first, for a time at least. Further, if the water is allowed to course down the middle of the road it will wash away the earth and leave gullies in the surface that must be laboriously filled up by the traffic or the hand of man. No road, however well made otherwise, can endure if the water collects or collects on it. Prompt and thorough drainage is a vital essential in all road construction.

A perfectly drained road will have three systems of drainage, each of which must receive special attention if the best results are to be obtained. This is true whether the trackway be of stone, broken stone, gravel or earth, and it is especially true of earth. These three systems are underdrainage, side ditch, and surface drainage.

Many if not most country highways could be considerably improved by thorough underdrainage. Most roads need underdrainage even though water does not stand in the side ditches.

The most important object of underdrainage is to lower the water level in the soil. The action of the sun and the breeze will finally dry the surface of the road, but if the foundation is soft and spongy the wheels wear ruts and horse's feet make depressions between the ruts. The first shower fills these depressions with water, and the road is soon a mass of mud. A good road cannot be maintained without a good foundation, and an undrained soil is a poor foundation. A dry subsoil can support almost any load. A friend of mine has an excellent claim that even in a dry time the earliest digging on or around a farm is just under the surface of a road having no underdrainage. His theory is that except in the road vegetation is continually pumping the water up from the subsoil and giving it out into the air, while in the road the compact surface prevents evaporation of the water in the subsoil. Therefore the road needs underdrainage, more than the field.

A second object of underdrainage is to dry the ground quickly after a freeze. When the frost comes out of the ground in the spring, it thaws quite as much from the bottom as from the top. If the land is undrained, the water when released by thawing from below will be immediately carried away. This is particularly important in road drainage, since the foundation of the road will then remain solid, and the road itself will not be cut up like untiled roads.

A third and sometimes a very important object of subdrainage is to remove what may be called the underflow. In some places where the ground is comparatively dry when it freezes in the spring when the frost comes out, the water from the frost comes out, surfacing. The explanation is that after the ground freezes water rises slowly in the soil by hydrostatic pressure of the water in higher places, and if it is not drawn off by underdrainage it saturates the subsoil and rises as the frost goes out, so that ground which was comparatively dry when it froze is practically saturated when it thaws. The underdrainage of a road not only removes the water, but prevents or greatly reduces the destructive effect of frost. Frost is destructive only where there is moisture. The upheaving action of frost is due to presence of water. Water expands on freezing and loosens the soil. When thawing takes place, the ground is left spongy and wet, and the roads "break up." If the roads are kept dry, they will not break up. Underdrainage helps to keep them dry.

It is the universal observation that roads in low places which are tiled dry out sooner than the untiled roads on the high land. The tiled roads never get so bad as those not tiled. There is no way in which road taxes can be spent to better advantage than in tiling the roads.

When I was going home in a crowded street car one day, I was crowded by a man who was holding a large piece of wood over his shoulder. "How was that?" said one of my friends. "Had you got some pity for dot man?"

"Not a bit," says I. "I simply got off my seat to revenge on my fellow man. Does you see dot he takes off twice my room and squeezes twice as many folks together?" M. Q. B.

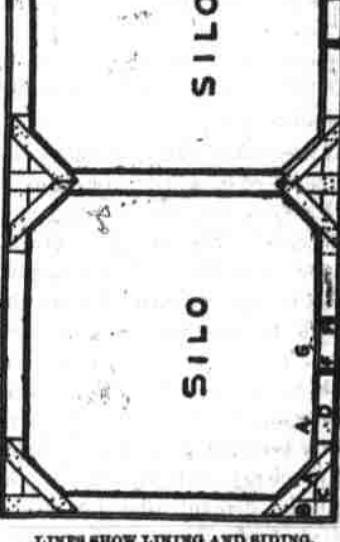
RECTANGULAR SILO.

Suitable For a Small Number of Cows—Contains Two Pits.

The plans here shown are, from Hoard's Dairyman and represent a rectangular silo with two pits suitable for a small number of cows or for use during the summer drought.

In this style of silo the pits may be made of any required size and their number added to at will. The tie across the corners so increases the angle that it offers but little more resistance to setting than a straight wall.

Make a foundation wall coming up above the surface sufficiently so that



LINES SHOW LINDING AND SIDING.

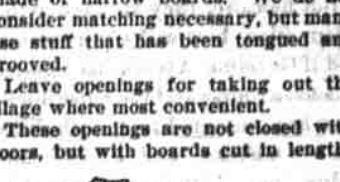
the ground may be graded to carry all water from rains and melting snow away from the building. On this foundation lay the first frame, which may be doubled if desired and secured by bolts set in the wall. At each corner of this frame and in the middle set up blocks 19 inches long and on these build the next frame, setting it exactly above the first. On this second frame set up other blocks upon which to build the third frame, making these blocks long enough to space these frames two feet from centers. Continue on in this way, adding frame above frame, increasing the distance between, until at the top they may be four feet or even more apart. These frames for pits not exceeding 14 feet on a side may be made of 2 by 8 inch stuff. Above 14 feet use 2 by 10. Use spikes freely.

When the third frame is in place, commence to stay lath and brace. If the outside is to be covered with clapboards, road siding or ship lath, nail on one inch furring strips. This will leave a space for circulation of air from top to bottom in summer and prolong the life of the silo. Use building paper under the siding.

Finish the interior with two thicknesses of boards, with best quality of tanned building paper between them. The first course of boards may be of cheap lumber and should be put on diagonally, each board constituting a brace. The second thing should be free from sap and loose knots and made of narrow boards. We do not consider matching necessary, but many use stuff that has been tongued and grooved.

Leave openings for taking out the silage when convenient.

These openings are not closed with doors, but with boards cut in lengths



to fit and put in as in drawing, two thicknesses with paper between, same as the lining. Doors hung with hinges may be used on the outside.

The carrier goes in at the door in the corner, and a short turn the silage into either pit as desired.

Care of Pasture Lands.

William Ernst of California says in Prairie Farmer: "When I came out west, more than a quarter of a century ago, it did not take many years to find out that it was more profitable to pasture the grass around me than to burn it in the fall. This pasturing of the grass was done so successfully that none was left to burn or to pasture. Finally I was compelled to break up the land and farm it. I raised large crops of small grain, but soon saw that it was a money losing game and tried to seed my land back to grass. I found it very difficult to get tame pastures to stick, and if by accident I got a good stand of timothy or clover the latter would not last, and the former after a good crop or two would get what I called sod bound and would not produce a load of hay to the acre. I know now why the timothy did no good after a year or two. It was because we pastured it to the roots, thinking it economical to let stock eat the last spear of grass that showed up in the fall. Land having by that time advanced in price, I could not afford to own pastures of that kind, and so I overworked it to make both ends meet. I made up my mind to own less and better stock, and this change, in no time, made a great improvement in my pastures. I soon saw that a growth of grass covered the pastures in dry weather when all the rangelands in short pastures were burned.

Big Canning Industry.

The canning and packing of fruits, vegetables and preserves in Maryland is the largest industry in the state, employing more hands and money than does any other industrial enterprise. The Maryland bureau of statistics is authority for the statement that in 1900 there were packed in the state 23,000,000 cans of tomatoes of an average of three pounds each, 11,400,000 cans of corn of two pounds each, 11,200,000 cases of peas of two pounds each and 19,500,000 cans of peaches of three pounds each. It is stated that the total pack of fruit and vegetables in the state for the year amounted to at least \$15,000,000.

Summons by Publication.

North Carolina, Superior Court, Alamance County, v. Superior Court, Maggie C. Crabtree, v. Superior Court, Robert A. Crabtree.

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