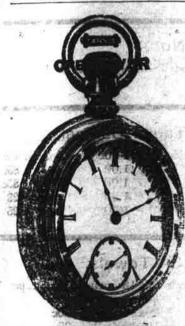
TIVER

"I used Thedford's Black-Draught for liver and sidney com-plaints and found nothing to excel a "-WILLIAM COPPEAN, Mar-THEDFORD'S



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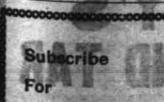
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S. COOK

MARTIN, Parkersburg, W. Va.

If your liver does not act regularly go to your druggist and secure a package of Thedford's Black Draught and take a does tonight. This great family medicine frees the constipated bowels, stirs up the torpid liver and causes a healthy secretion of bile.

Thedford's Black - Draught will cleanse the bowels of impurities and strengthen the kidneys. A torpid liver invites colds, billiousness, chills and fever and all manner of sickness and contagion. Weak kidneys result in Bright's disease which claims as many victims as consumption.

A 25-cent package of Thedford's Black-Draught should always be kept in the house.

"I used Thedford's Blacklive stock were able to talk, what a tale of suffering they would tell! Wading knee deep in mud, climbing steep hills and jumping bridges nearly ready to collapse have been the necessities of once upon a time during his life. For every road has experienced its evil days, no matter how well it may now be improved. Who suffers? The horse suffers personal injury; the farmer and other industries only suffer finan-

Bad roads stagnate business. They injure the social and educational life of the farm. They spoil the pleasure of people living in smaller towns who often wish to ride into the country and visit their rural friends. And, furthermore, bad roads are expensive. The cost of road transportation is today

POOR HIGHWAYS.

has become a habit to endure them

without comment, says a writer in the

Horseman. If the horses and other

ucts Here and Abroad.



BAD ROADS ARE EXPENSIVE.

just three times as great as it would be if we had good roads all over the United States. The average life of the farm horse is shortened several years by the bad roads; live stock in general is lessned in flesh and longevity by having to travel over miry and rut covered roads. When the farmer of today drives his fattened bogs to market over a country road he expects them to lose a great many pounds of flesh in making the trip. If the roads were smooth and hardened by macadam the loss would and smooth and the gravel will be be curtailed and his net profit that

The average speed along a country fifteen and even twenty miles an hour. water to the side ditches, and if they would range farther and forage where the roads are so winding and cut up by ruts that a lightly loaded buggy drawn by two good farm horses cannot reach over an eight mile gait. Hill climbing, as all horse owners

mow, is hard on the animal. It reduces the flesh very quickly. The made of the country should be in such condition as to do away with all steep nclines. The life of the horse might be extended by several years and the cost of his feed would also be lessened in the improvement and alignment of

The farmers of this country are losers by the bad road evil at least \$100 per capita per annum. By combining their losses and placing them at the disposal of expert road builders within ten years the roads would be in such a state of travel as to prevent the loss, every cent of it. This system of economics is beginning to dawn upon. and no use has been made of the rethe farmers, and through the state legelatures laws are being enacted to remedy the country road system.

Not only the farmers are taking an active interest in road improvement, but the wheelmen, automobilists and but the wheelmen, automobilists and the men who make these vehicles. Nearly every line of industry is affect

The cost of hauling profarm to town averages 25 cents per ton per mile, while the rate by rail is 7 cents. Thus the hauling of a load of wheat from the farm to the station often costs the farmer more than shipping it to a distant market. Common road traffic rates are higher than in any other country. In Belgium a ton of farm products can be hauled a mile for 20 cents; England, 14 cents; France, Germany and Italy, 11 cents; Switzerland, 10 cents. Our people who return from trips abroad are a unit in expressing their disgust with road con-

The cost of road building is not so enormous but that public highways can be constructed, and yet there are counties in western states where not a stroke of labor has been performed upon a country highway for years. In New Jersey stone roads are being built for \$1.500 per mile. These roads are for \$1.500 per mile. These roads are fifteen feet wide and will last twenty or more years. Macadam roads eight to the city." or more years. Macadam roads eight fact wide can be built at a cost of \$2,500 per mile. Single track gravel roads can be built for \$1,300 a mile. Telford roads, the best that can be constructed, cost \$6,000 per mile. In away the dirt, ruts form with any con derable amount of traffic, and final old are common along the roadside a most expensive roads have been

id to be the cheapest in the end.

The awakening of America to the raine of good roads is one of the most remarkable things of the last decade. For perhaps twenty-five years the voice of the new teacher.

EVILS OF BAD ROADS Foreign travel has brought acquaintance with foreign good roads, and men have come back determined to do their WHAT THE FARMERS ARE LOSING BY utmost to transform the United States from a land of highways so bad that language falls to do justice to the sub-Cost of Transportation Greatly Inject into highways so attractive that creased and Nearly Every Line of Industry Affected-Hauling Prodeverywhere there is ease of transportation and of communication and the joy of living in the country without Bad ronds constitute an evil which feeling absolutely cut off from access the rural population has grown so acto the city. customed to all over the country that it

Nowhere is this movement for good roads more remarkable, according to the Manufacturers' Record, than in the south country. This begins in the region south of the Potomac with the projection and construction of interurban trolley lines. The trolley lines, now amounting to thousands of miles in the total, are followed by the detergoing to town for every farm horse mination to make the roads suitable for travel at all seasons of the year. Nothing can be told old soldiers of

the nature of Virginia roads in winter. They simply are more famous or infamous, as the case may be, than other roads because so much more of history has been acted over them. But everywhere throughout the south, as the Record shows, there are a general awakening and a universal demand for interurban railways and with that a like demand for the highways with the hard surface-in other words, for the good road that is always ready for business and is invaluable for every

ROAD REPAIRING.

How to Keep a Highway In Good

In a paper read recently before farmers' institute Charles Williams of Connersville, Ind., gave the following interesting points on road repairing: "Now, some points on how to keep roads in good condition and how to re pair them. A road must have constant attention if it is to be of any use o

"Whenever a rut forms it should be repaired at once. The road should be graded in the spring and graveled in



the fall. The road will then be hard packed down, but not worn out, before had weather sets in. It depends on what shape the crown of the road is in "Now, I will tell a few ways to spol

good road:

"The surest way is to use the road grader and pile all the mud, sod and weeds from the sides and ditches into the center of the road. This makes the road soft and muddy, and it will be impossible for the next coat of gravel to unite with the old roadbed. The resuit is the road will be spongy. The best plan is to scrape it up into piles and haul it to some gully, of which all roads have a few, and dump it there.

"The road grader is a good road builder in the hands of a man that knows how to use it, but otherwise will do a great deal of damage.

"Another way to spoll a road is to make the crown so steep that all the travel will take the center. The result is the road is worn out in the center mainder of the road. The center is cut up by three gulleys, which hold water and cause the road to be soft and muddy when it would otherwise be in good

The President on Good Ronds. In his address before the national good roads convention President Roose velt made some good points. Among other things he said:

"It is the habit of road building that gives to a people permanent greatness "The development of the iron road has been all that one could wish, but it is mere presumption to consider good railways as substitutes for good high-WAYS.

"We want to see cities built up, but "If the winter means to the average

POULTRY HOUSES.

breeders seem to have the idea that they must have a two or three hundred dollar house if they have been success ful at some of the shows in securing s first prize and placing a value on some of their birds from \$25 to \$100. A twenty-five dollar house will protect a one hundred dollar bird just as comfortably as a two hundred dollar house. · On the other hand, some have the idea that most any old thing will do for chickens and never prepare for them; consequently they never receive anything in return. It would be very difficult to give a definite plan for a poultry house that would suit all poultrymen and circumstances, as advantages and disadvantages of locations would necessarily call for a variation of plans. But the houses most generally used among the average class of poultrymen is the single and double colony plan. We have the double colony and single colony, and to say which is best is utterly impossible, as both

For the double colony house we make them 10 by 36 feet, with a fourteen foot scratching shed in the center, which gives us a 10 by 11 foot house on each end. Roost poles are placed in the east end, and nests, grit and charcoal boxes are placed in the west end. We say east and west end because we always have our houses facing the south. The studding in rear of building is eight feet, and the front studding is twelve feet. This house can be built for \$20, all finished up in good shape. The single colony plan is just the same, only cutting off laying room on

west end. The single colony we use principally for young stock in the fall. Those houses will be found the cheapest of any houses built and are durable. Fifty bens can be wintered in them with satisfactory results. We never place more than fifty hens in them unless it is for a short time; then we sometimes place 100 hens or more in them, but for winter quarters fifty hens are enough. The roost poles in these houses are placed about thirty inches above the floor.—J. C. Clipp in Poultry Keeper.

Poultry "Stepmothers." We used to think that we could raise young turkeys better when we hatched them under good old motherly bens than when we put them under the hen turkey. Now the Maine Farmer comes out with the opinion of a poultry ex-pert who says better and larger chickens can be raised by letting the turkey hen hatch them out and care for them. Perhaps both were right, for we think the old turkey often gives the young ones too much travel, and perhaps the hen does not give the chickens enough when they are forced to get their living on an open range. Domestication and breeding have reduced the propensity if not the ability of the hen for travel and catching insects, especially if she and her parents were reared in limited yards, while the turkey is many generations nearer the wild conditions and likes to roam over many acres or, in fact, will not endure confir road today is five to six miles an hour with a farm wagon. With a good team of horses it is possible to drive crown is in good shape it will shed the may be that chickens with the turkey There are communities in Illinois are in good shape the road will remain than with the hen, thus growing more position, that we can grow chicken under proper sanitary conditions than they will grow if allowed to run at large with either their mother or the

A pullet that molts out well as a ben—that is, showing as good quality in color of plumage as when she was a pullet—is more valuable as a breeder than if she shows a falling off in quality, and if in her second year as a bea her good quality is retained her value is even greater as a breeder than the year before, as she has shown a power of retaining quality that is a very desirable element to establish in any strain. The same is true of a male bird. Too many birds fall off in quality in their second year, showing a lack of "staying quality," and are not as desirable as breeders as birds that retain a sieve or coarse cloth. Make a thin their quality to a good old age. It is true that birds showing this trait do not always prove good breeders, but the tendency is in the right direction and to the latter mixture and two pounds

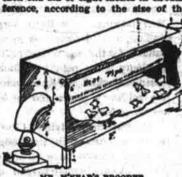
supply of green feed, with a small quantity of meat and bone and plenty of grit and shell, will produce eggs if the hens can be made to exercise, amough to keep in good health and with

Professor Pupin Buttes Good Re Professor M. I. Pupin of Colu and expending thousands of a veloping hundreds of acres and marshy land in Norfolk fered laborers there \$2 a day hours' work and \$5 a day for has few equals, say Norfol First he lays old trees across way to be improved, then a layerocks and stones, then the branchs young trees and lastly a heavy congravel and small stones, which gravel

A SIMPLE BROODER.

The Originator, Who Says It Does the Work, Tells How to Make It. H. A. McNear of Melrose, Mass. gends Poultry Keeper plans of a brood-er which is his own idea and which he claims will raise every chick put into it. It can be made any length, partitioned off, and the chicks can go

Take a box 3 feet long, 1 foot wide and 1½ feet deep. Cut a round hole in each end six or eight inches in circumence, according to the size of the



stovepipe. I use eight inch commo tin pipe, the same as they use on a furnace to heat a house. The cover and bottom can be on hinges, so they can be let down or lifted up and

cleaned in two minutes.

The pipes should have two elbows.

The one at the back should turn down, and the one at the other end shou turn up, so there can be a cover to it with two or three small holes punched in the cover so as not to waste too much heat. I use a single burner off stove. This stove will heat a brooder ten or twelve feet long.

Duck and Goose Culture. It requires twenty-eight days to hatch both goese and duck eggs. Ducks should be kept shut up over night in should be kept shut up over night in laying season, as they lay very early in the morning. Keep them in the pen until they have deposited their eggs. If permitted to have their liberty, they sometimes drop their eggs in the grass or in the water, which then cannot be found. On the other hand, geese will seek a neeting place in buildings or around stacks of straw. The early ods of ducklings and gosl broods of ducklings and goelings should be hatched under hens. After they are hatched keep them in a small yard in which you have placed a coop for shelter. They do much better if this is done for about two weeks than if allowed their liberty. See to it that if allowed their liberty. See to it that they have plenty of water while eat-ing. Feed them often, four or five times a day, when young. Keep young geese and ducks from puddling or swimming in cold water. They should not be allowed on ponds until the down has changed, and even then it is not necessary they should have a pond. When batched, feed nothing for twen-When hatched, feed nothing for twenty hours. Their first food should consist of breadcrumbs seaked in milk. Hard belied eggs mixed with cooked commeal is excellent for a few days, after which feed anything they will est. It is conceded by those who have had the experience that ducks and goese are more easily raised than any kind of positry and are quite as profit.

The government recipe for white wash, which is used on lighthouse and other government buildings where whitewash is required, is said to be the best formula there is. It is as follows: Put two palifuls of boiling water in a barrel and add ope-half bushel of well burned fresh quicklime. Put in quickly one peck of common salt dissolved in hot water and cover the barrel tightly to keep in the steam while the lime is slacking. When the violent bubbling is over, stir until well mixed together, and if necessary add more boiling water, so as to have the mass like thick cream. Strain through a sleve or coarse cloth. Make a thin

able. It is indeed surprising that so many poultry raisers are without these prediable birds as an addition to their business. J. R. Brahmann in Farm

should be cultivated to as great an extent as possible.—Poultry Herald.

The Winter Layer.

The good summer layer is the good winter layer when the conditions can be controlled. A good, warm house, with plenty of green feed, with a great state of the girture of 100 square feet of custods.

Quality is essential to securing good prices. We should aim, says Mirror and Farmer, to have the chicken as full on the breast as the turkey, and it is not at all impossible to do so, as is shown by a comparison of the Games and Dorkings with the Asiatics. As we decrease the inclination in forcis to five There is room for improvement characteristic, and it can be do careful selection without to an

HATCHING WITH HENS.

hen in her work, but when so con structed as to allow the heat to be drawn away from the eggs the chances are that you will not have so large s hatch as you will have when the nests are properly made. We know of some rho depend entirely upon the hens to do the batching. I have seen thirty and forty hens on nests of eggs in one room. all the neets built in a row and two tiers high, the nests roomy and deep and the room darkened except when

changes of the weather and assist the

in and out of the sides instead of the the hens came to feed. It is quite as easy to have them this way as any way. They can be let off at noon prior to going to your own noonday meal, and when you have finished you can see to it that all have been off to feed feeling their crops. Place all where they belong and shut them in for an-

other day.



and care for their wants, many of them will stay on the nest for two hatches

GOOD RGADS NEEDED. schools Without Them.

There is a close and permanent relation existing between good public roads and good public schools, said the state superintendent of education for Ala-bama before the Montgomery good roads convention. There can be no good country schools in the absence of good country roads. A school may be perfectly equipped as to building, fur-nishings and trained teachers and at the same time prove a failure on account of a lack of accessibility. Access-ibility depends upon the kind and con-dition of the public roads. What is the encouragement to erect good school buildings along impassable highways? We do not even build good residence in such places. Business establishments and industrial enterprises do not flourish there. Bad roads and high civilization do not accompany each oth-

Senator John T. Morgan spoke truly when in a recent letter to Mr. L. L. Gilbert, secretary of the Montgomery Commercial and Industrial association he said: "Not only are good roads pleasant and ornamental features of a country, but they are the wisest and most economical bestowal of money and labor. Every civilized country is measured by its roads as much as it is by its industries in the estimate that men place upon its value." It is possible to have good roads without good schools, but it is absolutely impossible to have the best schools without good roads. As a rule the efficiency of a country's common schools may be measured by the condition of its public

OUR COSTLY ROADS.

panaportation Over Tackways Here Hon. Martin R. Dodge, director public road inquiry, in an address re cently before a good roads convention among other interesting facts noted that while the cost of transportation over roads in this country is 25 cents per ton per mile, in France, owing to the fine condition of the roads, it is

only 8 cents. The difference between these figures represents the saving that would be made possible by good roads He stated that agriculturists have falled to maintain their standing in the financial and political world be



se of this drain upon them, their ransportation facilities not having improved as have those of other classes

Mr. Dodge also called attention to the fact that while the people of the agricultural sections pay half of the national revenues they receive but 10 per cent of the appropriations, a condition that makes just the claim of these sections that they shall receive national aid in the improvement of their lighways.

Keene on Good Roads.

Mr. James R. Keene on his return from Europe said: "Good roads will bring to Americs a large degree of prosperity. All the roads in France new are as good us the roads in Central park, New York. The Frenchman journeys about in his own land by automobile, trup or other vehicle, sees and appreciates his country and spends his morely there. Let us have such roads in America, and the benefits will be money there. Let us have such reads in America, and the benefits will be everlasting. Take the case of the farm-er. He now carries a ton of grain on a wagon drawn by two bornes. With good reads he could move four tons with the same outfit."

Editor Lynch, of "Daily Post," hillipeburg, N. J., has tested the crits of Foley's Honey and Tar in this result: "I have used a



MALTESE MILK GOAT.

Another Candidate For a Boom In Spanish Maltese goats' milk is su-

perior to that of the ordinary cow for eneral domestic purposes. Used with coffee it is delicious, giving that beverage a sich, creamy appearance, while a few drops in a cup of tea are equivalent to more than a teaspoonful of ordinary cream. When used for cakes or puddings its superiority is quickly apparent, both to the sight and taste, imparting a rich yellow color to these articles when coaked and thereby acting economically by lessening the number of eggs requisite for them. Many persons are impressed with the belief that goats' milk is possessed of a peculiar flavor. The impression is an emitted accordance on This milk resem-When this plan is in good working order, there is but little trouble in looking after the hens. Have ten or a dozen feed boxes and by each a pan of water so they may all have a chance for food and drink. Dust them all well with any good insect powder in place of the dust bath, and all will go well tirely erroneous one. This milk resembles cows' milk both in taste and color with them. If we will place our hand on the crop of each after it has been the only difference being that it is richer, thicker and alightly sweeter, containing, as it does, a larger per-centage of cream and sugar and a less off to feed, we can quickly tell those that have not fed and take them off again to eat. If we watch them well

percentage of water.

When not confined the Spanish-Maltese goat in its eating habits is and do well, thus providing a living cipally choice buds, twigs, leaves and



dergrowth. Its meat, therefor bears a close resemblance both in tasts and color to deer flesh or venison. The mutton or Angora goat meat. No meat is sweeter, healthier, more tender or palatable. It is more delicious in

favor than deer venison.

At present prices the long haired Maltese skins are worth from 75 cents to \$1 per pound for trimmings, rugs, imitation bear skins and other purposes, while the short haired are worth from 25 to 40 cents per pound to tan-ners, who use them for making the celebrated "vici kid," a quality and class of leather rivaling the French kind both in beauty and durability, which, of course, greatly enhances the

value of these skins.

Farm, Field and Fireside quotes a west Texas correspondent to the fore-

The Wood Let. Probably never before was so much thought given to the fuel and timber question as now. It is a matter that estion as now. It is a matter that neerns every farmer, and we should t stop here, but should take some action in the matter that will re in the starting of timber plantation groves and the preservation of some of the forest growth already on our farms. Most of our farms have a p farms. Most of our farms have a por-tion of land that is better adapted to the growing of wood and timber than to anything else, and care abould be exercised that such places be planted to valuable varieties of trees. It will add greatly to the beauty and value of the farm. Now is the time of all the year to make a start in this direction.

Let a few trees at least be set out, to add beauty to the landscape and value to the farm, and in very many in stances it will be advisable to plan trees on a much more extensive scal for the purpose of furnishing timbs and wood to supply needs that ar sure to come. The forests of the country are being used up very rapidit and wood and lumber are increasing to value every year. Hemlock lumbs year to make a start in this direct in value every year. Hemlock lumber has nearly doubled in price in the last ten years. Are these things not worth the serious consideration of the Amer-ican farmer?—Cor. National Stockman.

What There is in Cultivation.

We must keep in mind the fact that
when corn is a foot high the roots fill the soil between the rows, and to cultiva-them off checks the growth. Cultiva-tion after that time should always be shallow. Have the soil loose so that rains will run in instead of off and break up the crust as soon as it is dry enough to work, as this will check wasteful evaporation from the surface. A farmer with whom I was acquaint-ed incurred the wrath of his hired man ed incurred the wrath of his hired man-by having run the cultivator again and again through the corn during a severe drought, while the neighbors were rest-ing on their oars waiting for rain to come. "What, run that thing through the corn again? You might as well run it in the big road." "Well, I guess we'll work the corn a lestle mera, but"— He had the only crop of corn in that section of country. When in eorn enough it will always pay to tit a "leetle more."—Cor. Obio Far



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