

THE ALAMANCE GLEANER.

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NO. 25



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This great stock medicine is a money saver for stock raisers. It is a medicine, not a cheap food or condition powder. Though put up in coarser form than Theodor's Black-Draught, renowned for the cure of the digestion troubles of persons, it has the same qualities of invigorating digestion, stirring up the torpid liver and loosening the constipated bowels for all stock and poultry. It is carefully prepared and its action is so healthful that stock grow and thrive with an occasional dose in their food. It cures hog cholera and makes hogs grow fat. It cures chicken cholera and roop and makes hens lay. It cures constipation, distemper and colds in horses, murrain in cattle, and makes a draught animal do more work for the food consumed. It gives animals and fowls of all kinds new life. Every farmer and raiser should certainly give it a trial.

It costs 25c. a can and saves ten times its price in profit.

Pennsylvania, Kas., March 25, 1904. I have been using your Black-Draught Stock and Poultry Medicine on my stock for some time. I have used all kinds of stock food but I have found that yours is the best for my purpose. J. H. HANSON.

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OUR COUNTRY ROADS

THEIR IMPROVEMENT TOO EXPENSIVE FOR THE FARMERS ALONE.

A State and National Proposition, Says C. F. Miller of Kansas—Good Highways of Dirt—Wide Tires on Vehicles.

At the Kansas good roads convention C. F. Miller, secretary of the Southeast Kansas Good Roads association, delivered an interesting address on highway improvement. He said in part:

We, as Americans, are justly proud of our great railway and electric lines, for America today leads the world in her great modern lines of transportation. But when it comes to our common highways and country roads, no one will deny that they are not in keeping with the progress of our modern institutions and development nor to be compared with the highway systems of our sister nations.

This is the one great problem affecting our commercial, industrial and social welfare today that is not in keeping with the movement of the wheels of progress in other lines of national development. The bad and deplorable condition of our common highways is admitted and undisputed by all. It is no longer a question for argument. The people want good roads. It is simply a question of ways and means.

Our present system of road laws and roadmaking is adequate. We depend almost wholly on the farmers for our roads. It is too great a burden to be borne by any one class when all derive benefits alike from good roads. It is a state and national proposition, and the great and important question before us is to arouse the people to a realization of their responsibility to favor and work for legislation that will secure state and national aid. This is the only solution to this great question.

And now I want to speak of a seeming misunderstanding of this good



A ROUGH TRIP TO MARKET.

Roads question in the minds of some people who are inclined to oppose it because they think that good roads, as advocated, mean the macadamizing of all roads, main roads, crossroads and all, and on account of the expense they naturally oppose it. This is a mistake, for good roads can be made out of dirt as well as other material, and of necessity dirt roads or improved dirt roads will continue to be used for many years to come on crossroads and the less traveled roads. The good roads movement is only in favor of hard roads on the main thoroughfares and heavy traveled roads, where dirt roads would not stand the travel in other words, the construction of roads adapted to the needs of the travel over them.

In my judgment, I think that the ideal country road is a hard road center, with dirt road driveway on either side. This presents advantages for both wet and dry weather, and when- ever practicable and possible, by mill- ers and the construction of good roads should favor the construction of good roads in this way.

The subject of good roads is a very important question and one that is truly worthy of our effort and careful study. There are many important features to be brought out in a discussion of this question, one of which I am pleased to present as "wheels of progress" in this movement. I refer to the use of wide tires on vehicles. They are road- makers instead of road breakers. Al- ready a number of the eastern and central states have enacted legislation favoring the use of wide tires. England, France and Germany have all recognized the benefits of wide tires as road maintainers and prohibit the hauling of heavy loads without the use of them, the width to be in proportion to the tonnage, and the govern- ment is encouraging the use of wagons built with the rear axle extending wider than the front wheels, for the purpose of giving greater rolling surface.

In this way two feet or more is rolled by the travel of the wagon, and it has been proved that very heavy loads can be hauled without injury to the roads. It has also been demonstrated by tests that the draft of wide tires is equal to that of narrow tires on hard roads, making their use a double advantage to good roads.

Some one asks, "If wide tires are such a good thing, can't they be used to im- prove our present bad roads?" Wide tires, although useful, are not prac- ticable on bad roads, especially in mud- dle seasons, on account of the increased draft. Under such conditions, where the narrow tires carry it, making the heavier draft. I speak from practical experience, being a dealer in the im- plement and wagon trade and having observed closely the progress of the wide tire movement in our community, and believe that the use of wide tires should be advocated along with the building of good roads, and that favorable legislation should be enacted in Kansas with the encouragement of the same, for narrow tires and poor drainage are surely the greatest ene- mies of good roads.

ATTRACTING THE TOURIST.

The Secretary of Georgia, while ad- dressing the Georgia Good Roads Convention, said in part:

With the winter season begins the usual season of American tourists in foreign and other countries in- search of their winter vacation. Our- selves, no doubt, is largely responsible for the popularity of this season, but there is also another reason for it. The beautiful scenery is made accessible by good roads, thus making touring a pleasure rather than a hardship. So much value is attached to securing

the patronage of tourists from this and other countries that foreign govern- ments spend vast sums of money in improving their roads as an attraction, says Good Roads Magazine. It is keen business acumen on their part, and few people probably realize the great amount of money that travelers leave annually in such countries.

In Switzerland it is estimated that there are 3,000,000 visitors annually who spend a sum aggregating \$30,000,000. Italy, Bavaria and Spain, it is said, receive \$90,000,000 from their visitors. Great sums are received from visitors by all the large capital cities.



TOURING IN AMERICA.

including Paris, London, Vienna, etc., while the seaside and lake resorts re- ceive upward of \$10,000,000 from their visitors. Every point is easily reached, even to the small villages and forest countries, by good roads.

It is granted that some of the finest scenery in the world is to be found right here in America, but the fact that we have not yet built roads to make it accessible to tourists results in a great loss each year to this country. We are glad to note, however, that there are indications that leading men in some of the states are becoming alive to the possibility of keeping the tourist in this country and attracting others from foreign countries.

The opportunities are truly great in those states where touring can be made popular simply by opening up and building good roads.

Maintenance of Earth Roads.

Townships which are compelled for the present to use earth roads only, because of the absence of a local supply of gravel or stone, should not think that the more primitive means of mak- ing these roads and the old time sys- tems of road management are still suitable for them. If this class of road is to be maintained, there is all the more reason that they should be kept in good repair and that the most efficient and economical system of doing this be adopted. To this end road management should be placed in the hands of one or two commissioners, who should have charge of all road machinery and who should send the graders and planers over the roads as often as necessary to keep them smooth, to keep the ruts and wheel tracks filled up and holes from form- ing. In all respects the model system of road management being adopted in numerous townships is fully as well adapted to common earth roads as to the more permanent gravel and stone roads.

Bring Trade to a Town.

Every farmer, every business man, it matters not in what part of the United States he resides, should take a lively interest in the good roads movement. There are few matters of such vital im- portance to the farmers, and the merchants of each and every town are just as much interested. Good, well kept roads leading to a town are sure to bring trade that would otherwise go to some other place. Then good roads mean economy; cost less for repairs, consequently lower taxation; mean that teams can haul loads of 250 to 300 per cent greater, and mean less wear and tear on horses and wagons. If there are poor roads in your section start a movement to im- prove them and you are doing the community a service worthy of highest commendation.

To Protect the Highway.

To prevent destruction of roads Commissioner Hunter of Pennsylvania recommends that it be made a misde- meanor, punishable with a heavy fine or imprisonment, for drivers to injure or impair, by the use of rough, ice or drag- sicks or by plowing a gutter along- side the macadam with a heavily load- ed wagon or otherwise. He recom- mends that narrow tires on heavy wagons shall be abolished.

A TRIP TO A STAR.

The Age of Time It Would Take One to Reach Centauri.

"Let us suppose a railway to have been built between the earth and the fixed star Centauri," said a lecturer. "By a consideration of this railway's workings we can get some idea of the enormous distance that intervenes between Centauri and us."

"Suppose that I should decide to take a trip on this road, and let me to the fixed star, I ask the ticket agent: 'What fare is, and how answers: 'The fare is very low, sir. It is only a cent each hundred miles.'"

"And what, at that rate, will the through ticket one way cost? I ask. 'It will cost just \$2,750,000,000,' he answers."

"I pay for my ticket and board the train. We set off at a tremendous rate. 'How fast, I ask the brakeman. 'Are you going?' 'Sixty miles an hour, sir,' says he, and it's a through train. There are no stoppages."

"We'll soon be there, then, won't we? I resume. 'We'll make good time, sir,' says the brakeman. 'And when will we arrive?' 'In just 45,000,000 years,' Philadelphia Bulletin.

Bright Man. "There wouldn't be so many am- teur hunters lost in the woods," said Jenkins, "if they'd only carry pocket compasses."

"Why?" asked Dumley. "What good is a compass?"

"You can't get lost when you have one. The needle always points to the north, and"

"But suppose you want to go to the east, south or west?" Philadel- phia Ledger.

The Brood Sow And Her Litter

In writing this article I do not wish to have you think that I know all about hog raising and care of brood sows, says G. W. Sequist in Farmers Advocate. I am just giving my own experience. We usually breed our sows for March farrow or as near March as possible, so as to have plenty of size on our pigs.

The thirty days before farrowing we feed the sows only oats, with bran and shorts apls. We also have a large pasture of forty acres that is hog tight, and the sows are at liberty to roam over it. They have access to charcoal, wood shavings and salt. About three days before farrowing time we take the sow out of the herd and place her in a pen in our hog house. We cut down the feed of oats and make the sow warm with water and add on the dry set for farrowing, a little oil meal. This has a tendency to loosen the sow and make her farrowing easier.

As fast as a pig is born we dry it with a piece of burlap and give it a teat, and so on until the mother is through farrowing. After the sow gets easy offer her some warm water, and don't give her any feed until after twenty-four hours. Then add a single handful of bran to the water and give her some oats. Don't try to crowd the mother on full feed, because as sure as you do you will have a nest of scouring pigs.

When your pigs are about three days old take a pair of pluckers and cut the eye teeth from the little fellows, to prevent the sores on the mouth caused by pigs fighting for a teat. It often causes the death of the pig affected, and by a little time it can be prevented. When your pigs get old enough to run it would be wise to turn the sow out and give the pigs exercise.

If your little pigs begin to get fat and thumpy it would be best to take them away from the mother and put them off where they would work to get to the sow.

As soon as the pigs begin to nibble at the feed we raise the pen door high enough to let the little fellows in the alleyway and have a small trough where we place skim milk, with a lit- tle shorts and bran. They will soon begin to come to our call, and as the pigs grow older we feed bran and shorts with oats, making it damp with water, and also give our pigs a drink of skim milk. We keep corn away from the pigs until they are three months old or older. We use plenty of oilmeal in the mixture, which keeps them in good condition; also make it a point to wear our pigs at about two months old, and then we in- crease the feed of bran and shorts, feeding it about an hour ahead of the oats. We can't get along well without oats, as it puts the growth there.

A Fine Berkshire Boar.

The fine Berkshire boar L. V. Victor Premier, Jr., whose picture is reproduced from Farm and Ranch, was bred and is owned by George P. Lillard of Sequin, Tex. At the Texas state fair



L. V. VICTOR PREMIER, JR.

and Dallas exposition in 1903 he was awarded first prize for best Berkshire boar under one year old in competition with Illinois, Indiana, Iowa and Tex- as. He weighed 480 pounds at just ten months old.

Working Brood Mares.

When brood mares are ready for spring work begin by keeping the mule or horse out at the barn or lot after the first week, says Farm and Ranch. The colt may not agree to this, but it is better for him and for the mare. Less time and labor is an item, but the profits are more important in this case. The mare will suckle the colt sufficiently at noon and again at early taking out time, before light. Permit the colt to stay with mare at night and give it the run of a tight lot clear of tools and rubbish in the daytime. It is unfair to shut the colt up in a closed stall or pen.

Teaching the Horse.

As soon as the horse becomes familiar with anything and has learned to be- lieve that it will not hurt him he will stand quietly or trot along peacefully even though all sorts of noises and queer sights are about him. Thus the artillery horse will stand amid the roar of cannons, being used to the noise and not knowing that the sound predicts anguish and death. It is well to accustom a horse to unusual sounds as soon as possible after he is trained for riding or driving. It renders him safe and docile even though he be a spirited animal.

In Darkest London. "Child Savers of Great Britain," Robert H. Sherard writes: "There are thousands of our poor chil- dren in London starving not on ac- count of the poverty of the parents, but by reason of the ignorance and sloth of the mothers. They know nothing of cooking; they wish to know nothing. They do not care for the trouble. In every London slum you will find a fried fish shop or a con- cealed shop or a grocer who sells cheese and pickles and potted things. It is much easier and less worrisome to send the children out with copper for a pennyworth of fish and chips or a bit of cheese and pickles than to cook anything for them."

Use of Vaccines. "Dotty Dimples—What is your spouse vacating in for, anyway, Lily?" Lily Longlegs—W, don't you know?

Dotty Dimples—Toussie I don't, or I wouldn't be asked you.

Lily Longlegs—W, when thy teacher's taught you all she knows she lets you loose while till you forget if all she can teach it to you again an' keep school doin' that much longer— Baltimore Amer-

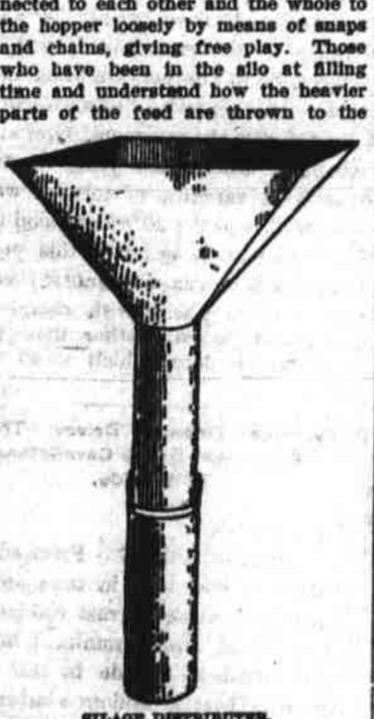
Silage For Beef Production

While most persons are now ready to admit that silage is a desirable food in the dairy, many yet question its value in the production of beef, writes F. L. Allen of Ohio in National Stockman. Theoretically the ration that will pro- duce a large flow of milk ought to produce the growth of the young beef animal. Our experience proves the truth of the theory as far as silage is con- cerned. Just as the milk cow in winter approximates summer results in milk when silage is used as a basis of the ration so the young steer approximates summer results in growth on the same ration.

We have had steers make an average gain of three pounds per day for a short time on a silage ration balanced with protein grain, such as the gluten feeds. When the protein feeds are not too high in price it usually pays to purchase them and crowd the steer from start to finish. This is pre-eminently the way to make baby beef. But at present prices for fat cattle and the purchased grains one cannot hope to much more than pay expenses.

Probably as cheap beef as can be produced today, in this section at least, is produced from silage in connection with summer pasture and clover hay in the winter. The silage supplements the pasture nicely, enabling one to pasture more steers on the same range, and keeps them growing and fattening throughout the whole summer and fall, whereas on pasture alone they will of- ten be at a standstill during the late summer and fall months.

The work of filling the silo is greatly facilitated by means of a distributor. This consists of a galvanized iron pipe and hopper. The hopper is hung to the rafters of the silo in such a way as to receive the cut corn as it comes from the carrier and conduct it to the pipe, which is twelve or thirteen inches in di- ameter. The joints of the pipe are con- nected to carry the corn and the whole is produced today, in this section at least, by means of snags and chains, giving free play. Those who have been in the silo at filling time and understand how the heavier parts of the feed are thrown to the



SILAGE DISTRIBUTOR.

farther side of the silo, while the leaves and lighter parts fall beneath the car- rier, will appreciate the value of the distributor, which enables a man simply by directing the bottom of the pipe around the silo to distribute it evenly and thoroughly mix it. Then the heavy corn, falling through the long chain, packs itself far more thoroughly into the silo than it can be tramped by men after it has been forked up loose in distributing.

Protect Cattle From Flies.

L. H. Kerriek of Illinois, the well known cattle feeder, makes the fol- lowing suggestion regarding fly time: "The best way to protect cattle from flies in the summer in a darkened barn. Have a place where the cattle can go in, with cloth hanging at the door to knock the flies off when the animal enters. Let them have free access to such a shed. I have studied the fly question and found this to be true—that the insects do not like the hot sun. Have your water tank at the neck end of the lot, and if there are no trees in the pasture nearer than the south end, which, say, is a quarter of a mile away, the flies will not follow the cattle that far, but prefer to stay behind, for they know the cattle will come back."

Choosing a Draft Steer.

The exact conformation of the stan- don is what produces the modern draft horse would depend somewhat upon the mare I had to breed. If I had a rather long limbed, long coupled dam I would choose a sire the reverse—that is, one short limbed and well- coupled. We must not forget, as so many are prone to do, that the dam is just as important, if not more important, a factor in producing a good horse as the sire. We cannot, as many hope to do, breed any kind of broken down, cry- petic and diseased mare of any or no breed to even a grand champion draft stallion and get a horse that will top the market.— R. W. Dunlap Before Ohio State Farmers Institute.

Sheep Diseases.

The best time to eradicate disease in a flock is when it is first discovered, says Sheepman's Criticism. Do not let it go. Sheep are very susceptible to in- fection diseases, and some are so in- tensive that they will spread through the whole flock. Prompt action will save the flock and also save the owner much worry.

The Use of Vaccines.

Dotty Dimples—What is your spouse vacating in for, anyway, Lily? Lily Longlegs—W, don't you know? Dotty Dimples—Toussie I don't, or I wouldn't be asked you. Lily Longlegs—W, when thy teacher's taught you all she knows she lets you loose while till you forget if all she can teach it to you again an' keep school doin' that much longer— Baltimore Amer-

CURIOUS OATHS.

Odd Ways of Swearing to the Truth of One's Statements.

When a Chinaman swears to tell the truth he kneels down, and a china saucer is even to him. The following oath is then administered: "You shall tell the truth and the whole truth, the saucer is cracked, and if you do not tell the truth your soul will be cracked like the saucer," when he breaks the saucer. Other symbolic variations of the Chinese oath are the extinguishing of a candle or cutting off of a cock's head, the light of the candle represent- ing the witness soul and the fate of the cock symbolizing the fate of a perjurer.

In certain parts of India tigers' and lizards' skins take the place of the Bible of Christian countries, and the penalty of breaking the oath is that in one case the witness will become the prey of a tiger and in the other that his body will be covered with scales like a lizard.

In Norwegian courts of law the pe- nalty of breaking the oath is a long homily on the sanctity of the oath and the terrible consequences of not keep- ing it. When the witness is duly crushed by the sense of his fearful re- sponsibility the oath is administered while he holds aloft his thumb and fore and middle fingers as an emblem of the trinity.

In an Italian court the witness, with his right hand resting on an open Bible, declares, "I will swear to tell the truth, the whole truth and nothing but the truth." The Mohammedan takes the oath with his forehead reverently resting on the open Koran. He takes his "Bible" in his hand and, stooping low, as if in the presence of a higher power, slowly bows his head until it touches the book which to him is in- spired.

In certain parts of Spain the witness when taking an oath crosses the thumb of one hand over the forefinger of the other and, kissing this symbolic, if primitive, cross, says, "By this cross I swear to tell the truth."

WILLS OF LUNATICS.

The Queer Requests That Are Made by Insane Persons.

One of the manias which are evi- denced by the insane is a desire to make a will. Of course these docu- ments are waste paper as far as their legality is concerned, but the attend- ants and doctors treat these documents with the greatest respect in order to humor the demented creature. Some of these wills would be amus- ing if it were not for the sad condition of mind of which they are the outcome. One man confined in an asylum left all his money to the mikado of Japan on condition that this dignitary should visit the grave of the testator once each year and plant chrysanthemums upon it. The remainder of the estate was to be handed over to an imaginary charity called the Brotherly Love and Bonty society.

Another lunatic in a Parisian asylum left a will devising the bulk of his es- tate to the possessors of Roman noses residing in and near Paris. The reason for this was that he had rather a handsome nose of this shape and was constantly admiring it. A similar be- quest was that of a patient who left his property to an attendant because he possessed one of the ugliest nasal or- gans the testator had ever seen.

One man, who was afflicted with the mania that he was sane, but confined in the asylum unjustly, devised a will leaving his money to the commis- ioners of lunacy to enable them to engage a large staff of men for the purpose of visiting asylums and ascertaining if any were confined in them without rea- son.—New York Times.

Distances at Sea.

That man was laughed at who on his first voyage said that the ocean did not look so large as he supposed it would, but he was not alone in ex- perience. The barometer of the baron at sea gives no idea of the lim- less water beyond. A sea captain de- clares that the average landsman can- not see more than ten miles from the ship in any direction, and it would have to be a mountain or some station- ary object for him to be able to dis- tinguish it. The masts of a ship are said to be visible to the naked eye not more than five miles.

Jenny Lind as a Child.

Jenny Lind as a child of three years was the lark of her parents' house. As a girl of nine she attracted the atten- tion of all lovers of music and entered the Stockholm conservatory as a pupil. Her continuous studies at so tender an age caused the sudden loss of her voice, and for four full years she pursued her observational and technical studies, when suddenly the full sweet sounds came back to the delight, as every one knows, of thousands for many years.

Be Mad.

Woman of the House (handing him a plate of cold scraps)—You look like a man who has seen better days. Foddy Greivis—Yes'm, thanks, I have. There was a time, matam, when I work had blushed to hand such a layout as this to a dog.—Chicago Tribune.

Reasonable.

Church Worker—Would you assist us, good sir, to send a missionary to the cannibals? Mr. Gotros—Not much! I've vegetarians. But I'll assist you to send them some easily digested cereals!—Puck.

Lived on Water.

The Tramp—I once lived on water, lady, for six months. The Lady—You don't look like it. How did you manage it? The Tramp—I was a sailor.

Great and formidable among men is the power of laughter.

No man is proof against its spell.—Leopard.

Problem of Love.

For individual and for national life, for character and for social service, for the earthly life and the eternal one, the ultimate problem of every man is simply the problem of learning to live the life of an earnest, intelligent, thoughtful love. The true and final examination in any education for life is just one question, "How much does a person mean to me?" How you really learned to be a good friend?—Rev. Dr. Henry Churchill King, President Oberlin College, Congregationalist.

RELIGIOUS THOUGHT.

Gems Gleaned From the Teachings of All Denominations.

We have passed out of the era when men think for each other, and now, conscious of his own personal power, man thinks for himself.—Rev. C. J. Harris, Universalist, Atlanta.

Be Genuine.

To be like oneself and like no one else is the most difficult achievement of civilization. Compact population is the death of individuality.—Rev. Henry Frank, Independent, New York.

Too Much Prosperity.

Prosperity is often ruinous because it is associated with a forgetfulness of God. A dependence on self is substituted. Atrophy of the finer faculties of the soul takes place.—Rev. G. B. Burns, Methodist, Philadelphia.

Love Something.

Every man has in his soul a wealth of affection—that is, a tendency and a necessity, too, to love something, to de- sire something and to strive for some- thing—and that affection is going to lay hold upon something.—Rev. M. N. Preston, Congregationalist, Chicago.

The Press.

The newspaper must give the people what they demand. It may by fact and fitness gradually guide its readers to a different point of view, but it must be to the public what a wife is to her husband—while she bends him she obeys him.—Rev. Charles Scadding, Episcopalian, Lagrange, Ill.

Tending Toward Sodom.

The world is full of men who are tending toward Sodom. They never in- tend to reach the doomed city, but they will not renounce it. It is folly to think that you can escape where others have suffered loss. It is folly to think that you can take your chil- dren into a polluted atmosphere and have them escape contamination. The man who will not overcome tempta- tion is tending toward Sodom.—Rev. Polenus H. Swift, Methodist, Chicago.

The Most Stupendous Fact.

The resurrection of Jesus Christ from the dead is the most stupendous fact in the world—the greatest and most important, the most triumphant, the most joyous, the most consoling. It is the close of the divine drama; it is the triumph of Jesus Christ; it is the foundation of our faith, the reason of our hope and the source of our con- solation. I say it is the greatest fact in the world, for it is a fact. Without the resurrection there would have been no preaching of the gospel.—Rev. Dr. Stafford, Catholic, Washington.

The Divine in Humanity.

How is that wondrous life mani- fested in man? To answer this ques- tion of all our hearts we have three words—incarnation, transformation, fellowship. All these principles stand out in bold relief on the Mount of Transfiguration. Here is God in hu- man form and flesh—incarnation; here is the Son of Man glorified with light and power—transformation; here is the communion of saints with the glorified Jesus and the unborn and resting days through which we are passing.—Rev. Dr. N. Boynton, Detroit.

More Religion, Less Theology.

Multitudes of people in the world to- day have their theology and their reli- gion all twisted up together and are unable to disassociate the one from the other. Probably there never was a time in the history of the world when it was more important for the disciples of Jesus Christ to have greater intel- lectuality than today; there certainly never was a time in the world when it was more important for the disciples of Jesus Christ to have a luminous sense of God's presence in their lives and his power over and through all things in their thinking and resting days through which we are passing.—Rev. Dr. N. Boynton, Detroit.

THE "LAZY" MICROBE.

A learned Professor claims to have discovered that "Laziness" is caused by a germ. If the Eminent Doctor is right, Rydale's Liver Tablets can rightly be termed Microbe Killers, because they al- ways remove that tired, lazy, sluggish feeling that has usually been attributed to a torpid liver or con- stipated bowels. Rydale's Liver Tablets are guaranteed to cure constipation and all liver disorders. They are small, compressed, chocolate coated tablets, easy to take, pleasant in effect. Reliable. Any dealer in our remedies will return your money if you are not satisfied with these tablets. 50 tablets 25 cts. J. C. Simmons Drug Co.

You can