JUST ONE WORD that word is Tutt's refers to Dr. Tutt's Liver Pills or 1EANS HEALT

Are you constipated? Troubled with indigestion? Sick lache?

Virtigo?
Billous?
Insomnia?
Ny of these symptoms and many othe

You Need

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This time of the year are signals of warning. Take Taraxacum Compound now. It may ave you a spell of fever. It will regulate your bowels, set your

liver right, and cure your indigestion. A good Tonic. An honest medicine

terial with which to construct a subsand or gravel. Disintegrated cock, with an admixture of light loam, makes a capital sub-grade. Sprinkling the sand before rolling, result.—James H. MacDonald, State Highway Commissioner of Connecti-

MEBANE. N. C.

Indigestion Dyspepsia USE Kodo

When your stemach cannot properly digest food, of itself, it needs a little assistance—and this assistance is readily supplied by Kodol. Kodol assist the stomach, by temporarily digesting all of the food in the stomach, so that the stomach may rest and recuperate.

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once return your money. Don't healtater any
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ORO, N C.

Mrs. S. Joyce, Claremont, N. portant of all things connected with H., writes: "About a year ago I bought two bottles of Foley's Kidbey Remedy. It cured me of a severe case of kidney trouble of

several years standing. It cer-tainly is a grand, good medicine, and I heartily recommend it." Mothers—Have you tried Hol-lister's Rocky Mountain Tea? It's a great blessing to the little ones, keeps away summer tree has a general proposition, in accom-plishing a well built sub-grade it is al-plishing a well to remove all loam, roots

SUB-GRADE MAKING roadway that will be i settle and fill all su clean sand or gravel.

Treatment of This Important I have found in my practice where the Factor In Road Building.

That Demands Strict Attention.

is not so much the expense, for the struction of a road.



GETTING THE GRADE READY FOR STONE. [From Good Roads Magazine, New York.] ways been my practice when making a same principle can be adopted in the simple turnpiking of a road as that which will have to be employed in the most expensive construction that we are called upon to build today.

case is to properly drain the section of The first principle to follow in every road to be improved, after which you then take up the question of sub-grade, or foundation upon which to build your road. I have found the best ma-

using a light roller before using the steam roller or lightening the roller by relieving the boiler of one-half its water capacity is a great assistance in firming the road, as the sand will not then creep before the roller, thus make ing the sub-grade firm. A little subsoil placed on top of the sand is a very good practice. This will prevent the material from being pushed ahead fast being converted from veritable of the roller, and it will make a good sand beds into beautiful turnpike clay sustainment for the stone or gravel. If something is not done to make a is now about fifty strong, including

sandy foundation firm it will shift. Slighting the sub-grade is sometimes practiced by contractors, with the result that they do not gain anything, for the creased expense owing to the fact that building. there will be a greater shrinkage in the

The wisest contractor is the man who and thereby require less stone or gravel and other incidental expenses. This often the reason why the tonnage ceeded over the original estimate of the contractor. This is very easily demonstrated by taking the cost of the tone per ton, with freight, the baul from the cars, the time consumed in applying the stone on the road, to say nothing about the expense of watering and rolling required to get the road into a perfect bond-firm and unyield-

But you will ask naturally, "Is not the road better by reason of the fact that more stone has been used?" Not at all. This would be true if a uniform depth of stone were on the road. But it is an intermittent depth. In some places there may be four inches of stone, while in other places there may be eight inches. The influence of the roller is not uniform where the sub-grade is not sufficiently hard and firm. Wherever there is an intermittent depth of stone the road will develop a weakness because the pressure of the roller on the road has not been

uniform You must have a good, well built, good surface—a roof to your road. I substantial foundation as well as a not and never have believed that the surface of the road can ever become an accomplished fact until this all important and necessary adjunct to a good road-the foundation-is taken

Antedating the surface must come directness to your road, then the reduction of these grades to a minimum, then the question of drainage. Of these the most important is under and surface drainage, after which comes the question of surfacing, the least important of all things connected with your road to shorten the distance and minimize the danger and to carry the surface water to its nearest and exit point. It is not enough to get the water of and out from the road, but it must be got away from the road. When we have done this we can com-

nations of old, nor has it ever been found mummified in the tombs of Egypt. Most likely the ancients thought it an uncanny bird and also a dangerous one, with its capabilities of repeating what is heard. ways well to remove all loam, roots and vegetable matter from the proposed travel part of the road; also keeps away summer troubles.

Makes them sleep and grow. 35
Souts. Tea or Tablets. Graham

Drug Co.

ways well to remark from the proand vegetable matter from the probeautiful from the proand vegetable matter from the proand vegetable matter from the probeautiful from the proand vegetable matter from the probeautiful from the proand vegetable matter from the proand vegetable matter from the proand vegetable matter from the probeautiful from the proand vegetable matter from the proposed travel part of the road; also
posed travel part of the road; al

roadway that will be liable to heave or settle and fill all such places with Where it is necessary to fill to bring

the sub-grade up to the height required filling exceeds one foot in depth that the filling should be deposited in courses not to exceed twelve inches in depth, loose measurement, and require KIND OF MATERIAL TO USE, that each course shall be extended across the entire fill and completed before commencing another course, no Nothing but the Best Obtainable, matter if the fill be two or twenty Says Highway Commissioner-Sur- feet. And this method should be folfacing Is Also a Prominent Feature lowed with each succeeding course until the established grade is reached. A well built road's chief characteris- the courses by the teams employed in The constant traveling over each of tic is not unlike a well constructed handling the material will remove the house, at least in one respect. Both possibility of ever having a cracked will have a similarity-namely, a tight fill or one that will slide after the road roof and a dry cellar. Such a road has been constructed. This is a very must have the ability to sustain and important matter, I find, and I have hold up into position it should occupy used it in my work in the cuts it is well whether it be two inches or two feet that is to be the finished grade of the not to plow down below that point in depth. Any yielding of the sub-grade sub-grade, but to keep it a sufficient will be fatal to the road. The whole height above that so that when the question of dust laying and road pre- roller is placed on the work it will servative requirements of the hour is make a good solid foundation, and you simply relegated to a secondary posi- will not have to resort to filling in the tion when compared with this very im- cut to bring the sub-grade up to the portant feature of the construction, grade desired. These two principles and the remarkable aspect of this im- of cut and fill will be found to work portant part of road building is that it to great advantage in the proper con-

The shape, or contour, of the subgrade has been somewhat a matter of controversy, some engineers holding to the level line foundation and putting on an extra depth of stone or material in the center to make the contour or shed from the center line of the road to the berms, or shoulders, while other engineers have given the sub-grade or foundation upon which the wearing material is to be placed the same contour as the finished road. I have used this latter method in my own work in my state by reason of the fact I be lieve it makes a better foundation and that the uniform depth of stone at the shoulders will assist in holding the crown of the road in shape and furnish a sustainment at the shoulder line better than to have a less depth of stone at the shoulders and a greater depth at the center of the road. It also assists in case of a breaking up of the road or a fracture or other developments in draining to the side, or

shoulder, of the road. The forming of the shoulders is a very important matter. They are really the support of the road. It has alshoulder in the fills to lay out my road and put the newly added material ten or twelve inches into the new travel path, tamping it down firmly and then cutting back to the line, thereby making a good, firm shoulder to work to

It is a difficult matter to treat this question as intelligently through the medium of the written word as it would be with charts, but if these cut, in Good Roads Magazine, New

CONVICT ROAD BUILDERS.

Inmates of Georgia Prisons Beautifying

Highways. The roads of Swainsboro, Ga., are roads. The county chain gang, which thirty felony convicts, Emanuel's quota of the state convicts, is doing fine work in road building, under the supervision of M. B. Boatright, who has contractor has to pay in the end an in- had much experience in practical road

However, the people of the county, while awakening somewhat to the fact that they must be up and doing will spend more time with his 15 cents in matters pertaining to roads if they an hour help in forming the sub-grade would keep apace with their neighboring counties, still do not show the proper interest in the construction of their roads, or, rather, in the keeping of stone per mile has been largely ex- up of the roads after they are built by the chain gang. There seems to be an idea should that it is the chain gang's province to keep up the roads as well as to construct them, and this idea must be eliminated before a thorough good road movement can be installed and substantial improvements made on the county's highways.

Object Lesson In Good Roads. A Glastonbury (Conn.) rural free delivery carrier became tired of traveling the dirt roads on his route and, finding that he had no right to dictate to road officials in regard to needed repairs, took a little of his spare time and had the fourth postmaster general advised on the subject. That official replied that if the roads were not put in repair at the esrilest possible date-thirty days-the carrier can deviste from those portions of his route that are out of repair and inform the families residing on these roads that the department will not main tain rural service over any road that cannot be traveled by the carriers with facility and safety at all seasons of the year.

Amply Protected. Lord Alvaniey was siways ready with a joke. Once traveling with Berkeley Craven in a post chaise and four they were upset. Naturally very indignant at the catastrophe, Berkeley Craven determined to give the first postboy a "taste of his quality," but finding him an old man simply remarked, "Your age protects you."

Lord Airaniey "went for" postboy the second, but, finding him young and determined looking, wisely retired with "As for you, sir, your youth protects With the ancients the parot was t a bird to be revered, so far as can be learned. It is not depicted on any of the sacred scenes in stone that tell the strange stories of the religious of the

CONSCRIPTION.

European Peasants Imagine That All Countries Enforce It.

Conscription is so universal throughout Europe that the French or Italian peasant cannot imagine the struggles of some Italians to istinarianologist." comprehend our army system is found in an article by H. A. Fouck in Harper's Weekly.

hostess wandered in and sat down tarian." given in his diary. before the register in which I had written my autobiography. Her eyes fell on the figures indicating my age. "Aha!" she cried, jabbing the number with a stubby forefinger and winking good humoredly. "Soldiering is hard work. I don't blame you any. Officers are hard mas-

I had too often been accused of running away to escape military service to be at all put out by this familiar accusation.

"Many a boy I know," went on the woman, "who has run away to America just before he reached his majority and the beginning of his three years in the army. How strange you Americans should fly over here to Italy for the same rea-

"Well, I don't blame them, growled the innkeeper. "But military service is not re-

quired in America," I put in. "Eh?" cried my hearers in

"We don't have to be soldiers in America," I repeated. "What! You have no army?" shouted the host.

"Yes. But the soldiers are hired, as for any other trade." "But who makes them go?" de-

manded the blind musician. "No one. They are paid to go." The audience puzzled over this strange arrangement for several moments. Suddenly the landlady

burst out laughing. "You think to fool us!" she cried. "How, if there is nobody to make them go, can there be soldiers to pay?"
"Ah! That's it!" roared the

"They go because they want to," explained.

"Want to be soldiers?" bellowed the innkeeper. "What nonsense! Who wants to be a soldier and work three years for nothing?" "But you don't understand.

Those who want to be soldiers are paid wages." "Ah!" cried a musician, with sudden burst of inspiration. "When

your name is drawn you pay a man wages to go for you?" "No, the government pays him. Our names are not drawn.

"How much money the king must spend, paying all the soldiers! "Ah! They are strange people, the Americans," sighed the host.

And he cast upon me a glance that seemed to say, "And liars, too, very

A Question of Usage.

The choir began the hymn. When they came to the line, "Neither are they afraid," the composer of the music had so written it that it had to be repeated first by the soprano, then by the alto and finally by the bass. The soprano seemed to be of conservative taste and sang the line, 'Nee-ther are they afraid." parently the alto had departed from the usage of her forefathers, for when she brought out the words they became "Ni-ther are they afraid," and it became a serious question which side the bass would take. The bass was an Irishman. Out rolled his rich voice, "Nay-ther are they afraid."

So the question of usage still remained unsettled .- London Stand-

The Roots of Altruism. The three eternal roots of altruistic energy are these: First, the principle of justice-that there is a noral law before which all men are equal, so that I ought to help my neighbor to his rights; second, the principle of charity-that I owe infinite tenderness to any shape or kind of man, however unworthy or useless to the same; third, the principle of free will-that I can really decide to help my neighbor and am truly disgraced if I do not do so. To this may be added the idea of a definite judgment—that is, that the action will at some time terribly matter to the helper and the helped.-G. K. Chesterton.

Flowers as Food.

The old time epicurean was as enthusiastic over flowers and herbs as is the modern vegetarian over a cabbage. He mixed all kinds of buds, leaves and flowers with loving care and gave them all the common name of "sallets." Violets and cowslips he put into custards. Elder tops, burdeck roots, broom buds and marshmallows he used for pickling. For concecting coloring sirups all manner of flowers were used. Today a cooked flower is a curiosity.

The Origin of Easter.

The word Easter, derived from the Angio-Saxon "Eastra," or, in Teutonic, "Ostara," the goldens of dawn or spring, whose chief feetival was calebrated about the time of the vernal equinor. is probably of the same root with East, signifying "bright" or "shin-ing." The Germans to this day call

THE LONGEST WORD.

A Short Cut to Some English Claimants to the Honor.

This moot point has never been satisfactorily settled. About 1870 the Liverpool Daily Courier came a government which does not en- out with a new word of gargantuan force it. This amusing account of dimensions, "velocipedestrianistical-

An Edinburgh journal followed with "ultradisestablishmentariasts," At one of my stopping places the son's previous "antidisestablishmenan extension of Archbishop Ben-

A junction might be effected if one is anxious to see a friend carried out in a state of collapse (to the refreshment room) that a good, long word is "ultrantidisestablishmentarianists" (only thirty-three letters).

Then there is another short jawbreaker, "antitranssubstantiationistically," which appeared in a highland paper. It is highland enough in all conscience. Sir Walter Scott has in his jour-

nal a word, "floccipaucinihilipilification," "which, like a wounded snake, drags its slow length along." Then Rabelais takes some doing with his "antipericametanarbeuge-

damphicribrationis." Wyntoun in his Chronicle supplies us with "honorificabilitudinitatibus," which Shakespeare uses in "Love's Labour's Lost" (twentyseven letters). Dante also has it in the ablative singular form in his "De Vulgari Eloquentia."

Byfield in a treatise on the Colos sians (1615) wrote "incircumscripti-

bleness." But the Englishman's real jawbreaker is a Welsh word over which Mr. Justice Lawrence once at the Anglesey assizes asked an explanation from Mr. Bryn Roberts, M. P., "What is the meaning of the letters P. G.' after the name Llanfair?" The answer was, "It is an abbreviation for the village of Llanfairpwllgwyngyllgogerychwyrndrobwilandysiliogogoch. How is this pro-nounced? It will take some beating. This word of fifty-four letters if repeated often enough is said to be an excellent cure for the tooth-

ache. But the jocular man will tell us there are longer words, "smile" and "beleaguered," for instance, because one is more than a "mile" and the other more than a "league," and another will insist that the longest word in the English language is "longer," for, however long any other word may be, it is always "longer." This is on the principle of the wily Scot who bet his chum that Glasgow was not the biggest town in Scotland. "How's that?" "What is it?" "Biggar," was the prompt reply.-London Academy.

Tied It Down.

Joseph Chamberlain in one of his political speeches said: "Many of my opponents are as ignorant of my proposition as was a certain farmer many years ago of the umbrella. This farmer had made a journey of some twenty miles on foot to a small town. As he was about to set off for home again a hard rain came up, and his host lent him an umbrella-a novelty at the time-opening it himself so as to save his friend all possible trouble. A week later the farmer brought the umbrella back. The weather was bright and fine, but he held the contrivance open over his head. 'This instrument,' he grumbled, 'is more trouble than it's worth. There wasn't a doorway in the village I could get it through, and I had to tether it all the week in a field."

Mother's Experience. Fond Mother-Now, look here, George! I want you to break off with that girl. She is very pretty, and all that, but I know her too well to want you to risk your life and happiness by marrying her. Why, she knows no more about housekeeping than I do about Greek-not a bit!

George-Perhaps not, but she can learn. Mother-After marriage is rath-

er late for that, George. George - But you said yourself that you did not know a thing about housekeeping until after you were married.

Mother-Very true, George, and your poor father died of dyspepsis twenty years ago.

A Possible Explanation. There is a certain clergyman who has a hapy way of enjoying his

Never a handsome man, Mr. C. was severely battered in a railroad wreck, in which he suffered the loss of a foot.

Soon after marrying a beautiful woman the ill used minister met an old friend on the street, who banteringly asked, "C., how in the world did such a pretty girl come to marry you?" "Oh, ladies like remnants," was

the cheerful reply.

Pelican and Flamings.

The hook of the pelicun's bill is red, and undoubtedly the fable that the pelican teeds its young with blood from its own breast originated in the from its own breast originated in the bird's hebit of pressing the bill upon the breast in order to more easily empty the pouch, when the red tip might be mistaken for blood. Another explanation is that the pelican became confused with the flamings, which discharges into the mouth of its young a secretion which in color resembles blood.

OIL MADE EARTH ROADS.

4ew Product Which Will Keep Dirt Highways Hard and Smooth.

Now it is possible to make smooth boulevards out of rough country roads at a comparatively small cost. Protracted rainy weather may prevail or regular "gully washers" may come, but the roads treated by the new process will keep hard and smooth even though mud is knee deep in the ditches and in the fields. A prominent oil company asserts it has solved the problem. The general manager of the fuel oll department of that company in New York city states that for several years his company has been making tests to perfect an oil which would serve the same purpose on the earth roads in the country and small towns as the asphalt road oil does on the macadamized boulevards. In April the company placed on the market the standard macadamized asphalt binder oil for earth roads. Tests have been made in different parts of the United States, and the general manager says it has been thoroughly demonstrated to be a complete success. To show his confidence in the oil, arrangements have been completed to build a small section of road at Independence, Mo.

The process of making good roads with this new brand of road oil is very simple. First the road must be plowed thoroughly and then run over several times with a harrow, after which it should be rounded with a grader and dragged to make it hard. After this it is ready for the road oil.

"The cost of this process is far less than the rock or macadamized roads. of course," said the manager. "It will cost from \$500 to \$600 a mile to thoroughly oil an earth road the first time. The cost after that is far less each year to keep it oiled.

"It is expected that this new process will revolutionize road building. We receive thousands of letters from all parts of the country asking for complete details. The demand has been so strong it has been necessary to have printed matter prepared on the subject. The good roads movement is spreading rapidly. It is one of the nost striking evidences of continued and substantial prosperity. Good roads enhance the value of property and the leasure of living in the community."

CONCRETE BLOCKS FOR ROADS

Only the Wheel Track Is Paved, Re-

ducing Cost of Construction. Orlando H. H. Dickson of Jackson ville, Fla., one of the most active champions of good roads in Duval county for many years, has received word from his attorney at Washington that a patent has been allowed on his concrete block for constructing roads. The authorities at the patent office at first refused him a patent because the method was, they thought, in conflict with other similar roads that had been patented but Mr. Dickson employed a first class attorney, who fought the matter through to a successful issue. The road as patented consists of heavy concrete blocks in shape not un-

like common T rails laid on their sides except that they are much larger and only three or four feet in length. They have a mortise on one end and a tenon on the reverse end and so are locked together, making them a continuous road, but easily repaired if broken, as one block can be taken out and another one inserted in a few moments' time. The groove is large enough to easily carry an automobile tire, and such a road can be built will a double track at less cost than ordinary first class country roads cost. Mr. Dickson is in correspondence with several manufacturers of machinery for concrete work, who assure him that a machine can be constructed to turn out several hundred blocks in a day at small cost for labor. A short piece of the road is now in use between Jacksonville and Apoka and has been tested enough to prove its complete adaptability as a first class road for farm vehicles or automobiles

MENACE OF ICEBERGS.

One Danger of Sea Against Which

Wireless Is of Little Avail. The fear of icebergs has been partly removed in recent years by wireless telegraphy, but their presence on the seas is still menacing enough to cause anxiety.

The government every summer and fall makes out an iceberg guide, When some ship reports an iceberg in a certain latitude and longitude a little red dot is placed on the iceberg chart.

It is drifting in a southerly direction, and allowances are made for so many miles of advance every twenty-four hours. So the red dot is moved slowly forward. But adverse winds, seas and currents may change the course of til, berg, and this sort of reckoning may prove

all wrong. Later another ship reports the same or another iceberg in a different place, says Harper's Weekly. More red dots appear on the chart, and as the season advances the danger points increase. These charts are issued as warnings to mariners. Ships sailing in certain northern latitudes must study the location of the icebergs, and for the sake of safety the captains provide themselves with duplicates of the charts. Icebergs are dangerous obstructions to navigation on clear, dark nights as well as in times of fog. They carry no lights, and they can-not be detected in the dark until

close upon a ship.

Experienced sea captains possess a certain instinct for detecting the presence of icebergs. Some cap-tains claim that they can smell an iceberg miles away. Something in the atmosphere warns them of the danger, and they double the watch and reduce speed until out of the danger zone. Then, again, when near an iceberg the air grows suddenly cold and chilly, and sometimes there is a drop of several degrees in the temperature. grees in the temperature

tributed to collisions with icebergs,

ships and all on board going to the bottom without so much as a remnant left to tell the tale.

Bidding In a Bride. While some furniture was being sold at auction at Orkellyunga, in Sweden, a curious incident occurred. A young girl pushed her way through the crowd until she was quite close to the auctioneer, so close indeed that she somewhat impeded him when he desired to make effective gestures. Being a man of humor, he resolved to get rid of her in a novel manner, and therefore, taking her by the arm, he shouted: "Here, now, is an excellent bargain—a young girl, aged nineteen, very pretty and well educated! What am I offered? Come; we'll start it a habit as most people suppose."

weak kidneys. If the child urinates too often, if the urine scalds the flesh, or if, when the child reaches an age when it should be able to control the culty is kidney trouble, and the first culty is kidney trouble, and the first protection of the kidneys and bladder and not to a habit as most people suppose. am I offered? Come; we'll start it at 3,000 crowns!" At once there was brisk bidding, which continued until an elderly bachelor farmer offered 10,000 crowns. The auctioneer tried to get a higher bidder than this, but failed, and so he declared the farmer to be the purchaser of the girl. All those present thought that it was a good joke, but it was more than that, for a few days later the farmer and the girl were married in the presence of the mayor, and before the ceremony the farmer presented the young woman, an orphan, with 10,000 crowns, the exact amount which he was willing to pay for her at auc-

Victim of a Soft Heart. The prison visitor looked at the occupant of cell 49 through eyes that were dim with tears and passed a few more fragrant blossoms be

tween the iron bars. "You poor unfortunate!" she exclaimed. "So you were brought to this through sympathy for another. Tell me all about it. Perhaps something can be done to set you free."

"Well, mum, 'twas this way," exclaimed the convict. "When me an' my mate cracked the crib we found the bank watchman asleep, an' we tied an' gagged him. It was him as arterward identified me."

"Yes, and the sympathy for another?" asked the visitor. "It was fer him, mum. My mate wanted ter stick a knife in him. If I hedn't been a fool an' done it I wouldn't be here a-talkin' ter you now."-Boston Traveler.

His Luggage.

An Aberdonian went to spend a few days in London with his son. who had done exceptionally well in the great metropolis. After their first greetings at King's Cross station the young fellow remarked: "Feyther, you are not lookin' weel. Is there anything the matter?" The old man replied, "Aye, lad, I have had quite an accident." was that, feyther?" "Mon," he said, "on this journey frae bonnie Scotland I lost my luggage." "Dear, dear! That's too bad. 'Oo did it happen?" "Aweel," replied the Aberdonian, "the cork cam' oot."

Crushed Coral For Roads. General Carlos Garcia-Velez, minister from Cuba to the United States, who has been traveling in the west to promote reciprocity sentiment, says that Cuba boasts of more than 1,300 miles of the most excellent macadam

roads in the world.

"We used crushed coral in our roads in Cube," said be, "and there is no better medium for road building known. It is practically impervious to water and when rolled smooth preserves for many years its continuity. Our government has expended \$15, 000,000 in the past three years in this kind of improvement and will continue until we have a perfect system of roads."

Good Roads Would Help Everybody. The good roads movement is an economic movement, a thing that omewhere and at some time touches the "pocket nerve" of every produces and every consumer in the land, a factor as indispensable as navigable inland waterways to the fundamenta settlement of all freight rate questions A real and stable macadam highrond between Denver, Kansas City and Chieago, for instance, would be of more benefit to the economic development of Colorado than forty successful appeals to the interstate commerce comm

Good Road Campaign. The chamber of commerce Wichita Falls, Tex., bas engaged in a campaign of education on good roads subjects. It is sending out speakers with stereopticon exhibits to lecture in county schoolhouses on the advantages of improved roads and to secure signatures to a petition to the county commissioners to call an election to vote on a \$100,000 bond issue for the construction of good roads in the precinct or district.

It Was Funny. "Something very funny happened the other day," said O'Beetle to his friend McFoo. "I was downtown and found myself without car fare. Before I bad a chance to worry over the thought of walking a few miles in the bot sur along comes Binker, who writes jokes. I know him very well, and yet I had the nerve to ask him to loan me a quarter. He told me be was glad to accommodate me and handed over the

"la that all?" asked McFoo.

"Well, what's the joke?" "Why, the fuony part is that a man who writes jokes should have a whole quarter with him at one time."—New York Times

More Than He Deserved, Jones-What did your rich leave you when he died? Smith-Nothing.

nes-Didn't be my enything pon before he passed away? Smith-Yes; he said nothing good for me.-London Th-Sit

Wemen as Well as Men are Made Miss

Kidney trouble preys upon the m vigor and cheer ness soon disappe when the kidneys as out of order or disappe when the kidneys at the kidneys a

mon for a child to be born afflicted with weak kidneys, If the

habit as most people suppose.

Women as well as men are made n
able with kidney and bladder tro
and both need the same great ren
The mild and the immediate effe

and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a pamphlet telling all about Swamp-Root, including many of the thousands of testimonial letters received from sufferers who found Swamp-Root to be just the remedy needed. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

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