WRENS, GA.

"Having obtained a box of TETTERINE of Hunter & Wright of Louisville, Ga., which I used on a case of terrible piles of five years' standing. I spent $50 for different kinds of remedies and the six for the ten, all for no good, until I got the Tetterine. I am now well. Accept thanks." Yours, W. R. King.

By mail for 50c in stamps by J. T. Shuptrine, Savannah, Ga.

The human sponge is averse to taking water.

Beauty Is Blood Deep.

Clean blood means a clean skin. No beauty without it. Cascarets, Candy Cathartic clean your blood and keep it clean, by stirring up the lazy liver and driving all impurities from the body. Begin today to banish pimples, boils, blotches, blackheads, and that sickly bilious complexion by taking Cascarets,—beauty for ten cents. All druggists, satisfaction guaranteed, 10c, 25c, 50c.

Art is long when drawn out through the Dispensaries.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All Druggists refund money if it fails to cure. 25c.

The weather never gets cold enough to nip the society bud.

Don't Tobacco Spit and Smoke Your Life Away.

To quit tobacco easily and forever, be magnetic, be full of life, nerve and vigor, take No-To-Bac, the wonder-worker, that makes weak men strong. All druggists, 50c or $1. Cure guaranteed. Booklet and sample free. Address Sterling Remedy Co., Chicago or New York.

A machine that can pay all kinds of insurance is the loan.

Life prematurely ended. Nervous prostration, loss of memory, Dr. Kline's Great Nerve Restorer $2 trial bottle and treatise free. Dr. R. H. Kline, 931 Arch St., Phila., Pa.

It seems strange that the product of the cotton mill is money.

Lyon & Co.'s "Pick Leaf" Smoking Tobacco

[illegible]

The very latest trouble with many thinks they have a poetry body (Poe-ard).

Educate Your Bowels With Cascarets.

Candy Cathartic, the ideal laxative. Tastes like candy. Cure constipation forever. 10c, 25c, 50c, all druggists.

A man should consider his new hatget and be thankful he can get it for it.

Mrs. Winslow's Soothing Syrup for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

A heating stove "Drawn Lots for War," will be in demand.

Silk Hat Fair for Fifty Cents.

One application of Lustrene makes seedy silk hats look like new. Sold by all druggists.

The [illegible] in some dispute as to who makes most [illegible] in America.

[illegible]

[illegible] Spade author, unfortunate author [illegible] in the [illegible]

The Best Constipation Cure.

[illegible]

[illegible] The Sun.

[illegible]

[illegible]

Mount [illegible]

Rose Tree.

We [illegible] Record for [illegible]

[illegible] Wheelock & Massie, Wheelock [illegible]

How Are You This Spring?

[illegible]

[illegible] Hood's Sarsaparilla

[illegible]

7000 BICYCLES

High grade, [illegible] New [illegible] $9.75 to $17.00. [illegible] $3 to $13. Elder agents [illegible] R. T. HEAD & CO. LIMITED COMPANY, Chicago.

OSBORNE'S Business College

DETECTIVES WANTED

MEN AND WOMEN WANTED TO TRAVEL [illegible]

CHARLOTTE COMMERCIAL COLLEGE, CHARLOTTE, N.C. No Vacations. Positions guaranteed. Catalogue free.

S. N. U. No. 16.—98.

RISO'S CURE FOR CONSUMPTION

GOOD ROADS NOTES.

A Millionaire Road Superviser.

The election of A. J. Cassatt for Road Supervisor in Lower Merion Township, Montgomery County, eighteen times in succession goes to prove that an entirely capable official may fasten himself to his place so that he cannot be dislodged. Mr. Cassatt is a Supervisor who has supervised. The roads in Lower Merion are models.—Philadelphia Record.

Road-Building Periods.

In an interesting article on "Ancient and Modern Highways," by C. L. Whittle, in the New England Magazine, the writer divides the history of road-building, as affected by various ages, into three periods. One, During the reign of the Egyptian and Assyrian Kings, two, Beginning with the rise of Carthage, and continuing through the rise and fall of the Roman empire, three, Beginning in France, with the roads conceived by Napoleon and executed by Tresaguet, then by Macadam and Telford in England, afterwards on the Continent, and now in the United States.

Financial Benefits of Good Roads.

The financial benefits of good roads are numerous and pretty well understood by those who have given the subject special thought, but the questions of interest and convenience and pleasure values must be considered of any more importance than the advertising effect that passable highways would bring to the community in large sums, to secure advertising enough to make them the interest which is now all paid to country for money and good government, commercially, intellectually and morally.

We can be the means of improving our highways and making them in this generation equal to any in the world, and thus leave to posterity a legacy more valuable than fortune.—Colonel Pope, in the Outlook.

Cost of Travelling on Bad Roads.

An illustration of the comparative cost of hauling over good and bad roads is furnished by Col. Pope, in the Louisville Courier-Journal. The incident cited takes place in Kentucky. He says:

A machine weighing 10,000 pounds was drawn four miles on the dirt turnpike, a macadamized road. It required four mules. Then it was hauled over a well-made, well-kept gravel road, and one mule could do the work. Then it was hauled over the best piece of macadamized road.

Now, mark the contrast. On the macadamized road the mules had to pull the load, but on the gravel road one mule could do the work. The difference between the macadamized road and the gravel road represents the difference between the cost of transportation on a good road and on a bad road. The difference represents the difference between the cost of transportation on a macadamized road and on a gravel road. It may mean the difference between the cost of transportation on a good road and on a bad road in Virginia or Kansas.

Economy of Good Roads.

New Jersey has gained an enviable reputation for the high state of her roads in improving her roads, and it is not surprising that the Secretary of State should be the Department of Agriculture in the practicability of good road building by convicts. The report of the Commissioner of Roads shows that the cost of making good roads varies from [illegible] per mile, and it is possible to travel on the roads of Essex County from Newark to the Orange River. The State Aid law of that commonwealth has been a stimulus to good roads and has caused the expenditure of [illegible] by the State and [illegible] by the counties. The State has [illegible] the work of road building [illegible] by convicts, and the [illegible] work has been carried on [illegible] Jersey Legislature will probably [illegible] a [illegible] of convicts to [illegible] the roads in other [illegible] and [illegible] the work. The use of broad tires may in time be supplemented by the laying of steel tracks, which will save hundreds of the power expended in hauling over even an improved macadamized road.

The New Jersey report should make interesting and instructive reading for the people's representatives at Albany, in view of the needed advance in the matter of good roads in this State and the introduction of the annual bill in Senate and Assembly.—New York Mail and Express.

The Tax Levied by Bad Roads.

Mr. Clarence Bolcman, an engineer who was a delegate to the Good Roads Convention held at Richmond in 1894, demonstrated the cost of the bad roads of that State to farmers, who generally expect to raise the bulk of their crops with the extra expense and inconvenience of mud roads over which they do their hauling. The population of Virginia in 1890 was 1,655,980, and it had only 637 miles of macadamized road. Said Mr. Coleman:

"I have figured from the statistical abstract of the United States for 1893 that our principal crops of corn, wheat, potatoes and tobacco amount to 1,265,782 tons of 2000 pounds each. I omit all other products, such as timber, minerals and other crops, as it is apparent that part of the crops which may be consumed at home, and taking 2000 pounds as an average load and ten miles as the average haul, we would give 12,657,820 ton miles, which at twenty-five cents per ton mile, represents $3,164,455 as the total cost of hauling all products to the railroad or market. Now if under the proposed conditions of good highways the average load can be increased to even three pounds, then we are again paying each year, $1,582,227.50 for our bad roads. But if we can haul the load of 6000 pounds then we make a saving in cost of $2,372,841, and that amount we pay for the privilege of using bad roads."

[illegible]

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Clover For Sandy Soil.

On all kinds of soil clover, when fully grown, is a benefit. Its roots break up the heavy clay soils and make them permeable to air and moisture. But on sandy soils a clover growth as often as every two or three years is a necessity. It is only thus that what vegetable matter it contains can be kept from being washed or burned away and wasted. It is often difficult to get a clover patch on sandy soil. Clover needs mineral fertility, both potash and phosphate of lime. In both these sandy soil is generally deficient. There is no better single manure for sandy soil than wood ashes. If from hard wood these will also furnish some lime and phosphate.—Boston Cultivator.

Codling Moths in Cellars.

Wherever the codling moth is prevalent something may be done to destroy it by keeping close watch of cellar windows where apples are kept. Apples in the cellar are usually kept much too warm, and this causes the worm to hatch out much earlier than it would if they were buried under the snow. We have often found these moths at cellar windows in March, and sometimes as early as February. There can be no doubt that the moth lives until the apples are set, and then deposit their eggs in them, even when they have been hatched unusually early. All the moths that can be trapped below they escape help by so much to free the fruit of this pest. In fact, it is believed by most that very few codling worms will survive the winter unless the apples in which they are housed are protected from freezing.—American Cultivator.

Angora Goats.

Angora goat growing was an industry from which much was expected only a few years ago. But in practice it was found that these animals could not be easily confined in enclosures, and proved very destructive when kept where farm crops could be reached by them. Only in localities where land is rough and poorly adapted to cultivation can the Angora goat be profitably kept. It is valued chiefly for its wool or hair, from which mohair is made. The stock now introduced has been greatly improved by breeding with our common goat, and therefore its fleece does not bring as high a price as it would if from pure-bred animals. There are more of these Angora goats in Oregon than anywhere else, and they have been trying for years to obtain a concession allowing some pure-bred Angoras to be sent here. The Italian government some years ago strictly prohibited the exportation of Angora goats. Lately Minister Angell has been able to secure a concession, allowing some to be exported to the United States. These will be carefully kept from breeding with any but the pure-bred Angoras, and thus herds of pure-bred animals may be established.

Feed and Care of Farm Horses.

It is not every farmer, whether a fortunate owner of a stable or not, but improvement in feeding which is employed to advantage for the well-being of his stock and to his very interests, who feel for the horses on the farm. Some farms consist of a team filled with big morning and night with ten or fifteen ears of corn for each feed, or perhaps a gallon of [illegible] and a little hay, and a little up with [illegible] or three times a day. This kind of feeding is generally the rule, and it is not much deviated from during the months of the year that the horses are worked hard kept in the stable, and while a good addition of food may be manifested by the practice, it is not the best for insuring good healthy digestion and longevity in the animals. In the first place, the farm horse is designed by the best that the farm produces suitable for his food; this in fact is cheapest. A variety of provender should be mixed together, and the quantity of each kind so adjusted that the mass shall contain as much of the elements of nutrition and [illegible] as possible. In England it is the custom to feed farm horses, when not at work, on cut feed and beans. Bitter crushed. These containing a excessive proportion of nitrogen, mixed with bran. This alternated with [illegible] either crushed or whole maize, [illegible] an ideal horse food. Except the bulky parts which consist of hay [illegible] cut and thoroughly mixed, it is then called chaff. To every [illegible] pounds of this chaff mixture, [illegible] pounds crushed oats and four pounds crushed beans are added, and thirty-six pounds of the compound is used for a daily ration for the horse when at work. English farm horses are proverbially sleek, fat and well conditioned.

The stomach of the horse is very small in proportion to the size of his body, and to secure the best all round results, he should never be without food for any great length of time, yet [illegible] three often with eight or [illegible] hours about a break, the stomach [illegible] empty and the intestines [illegible] filled, more or less, with gas, and when the animal comes to the stable water and food are at once given him, which he consumes voraciously to his injury, often followed by an attack of [illegible] colic.

Whenever a term of work of unusual importance is in prospect, and about [illegible] to be expected, the meal should be [illegible], and the horse given his [illegible] at the customary time.

Good hay stands probably first in importance in the list of horse foods, so far as rough provender is concerned. Many winter their horses, when standing idle, upon hay alone, others make on corn fodder and straw, and if these materials are sound, bright, free from dust, and in every way of the highest quality, a degree of thrift and health will be maintained that cannot be improved upon.

Speed if had alone, however, and for [illegible] it is given when the horse is doing no work, is not exactly the thing to insure best results, it is hard to digest, and there is danger of the horse eating more of it, while he is at rest and doing nothing, than the organs of digestion can dispose of, and then more trouble ensues.—Farm, Field and Fireside.

Plant Sugar Maples.

Should we plant maple groves? There can hardly be two opinions on this subject. The beet-sugar industry is a problem, but the maple sugar industry never was a problem. It pays better than three-fourths of our farm work. At eight cents a pound maple sugar finds ready market, while much of the better product sells at ten cents and twelve cents. The syrup is sold by producers directly to consumers at $1 a gallon—very rarely at less than eighty cents. Throughout New York, Pennsylvania and other States this direct sale to consumers takes up a large part of the product, excepting only two or three counties of Northern New York. But it is not, just now, as a market product that the subject should be mainly considered. Every family is a sugar consumer and a sugar buyer. Most farmers can make the larger part of this sugar supply as easily as they can raise their own potatoes. A family of six or seven will consume from one to two barrels of sugar a year. Granulated sugar will cost such a family from $15 to $20 a year. A grove of fifty trees will produce 200 to 250 pounds of maple sugar. That is, where the trees stand in the open. The product is less where the sugar is made from trees in the forest. This is equivalent to at least half the family's requirements for sugar. But the sales of syrup will make an aggregate value per tree even higher. A grove of fifty trees, standing in the open, will occupy not more than a quarter of an acre. Besides the sugar product, the grove is advantageous for shade, also for an enormous product of human sap, and for windbreaks and shelter and as an equalizer of temperature and moisture. Maple trees should grow in a grove. They do not thrive well as street trees, where they are subject to much abuse of the saw and exposure of the trunk to hot sunshine. A grove might well be given place on every farm of twenty acres. Why shall there not be a general planting of maple groves during the spring of 1898?—E. P. P., in New York Tribune.

Horses of the Near Future.

There seems to be what we think a mistaken idea among horse raisers, and especially among farmers in general in regard to the future position of the horse. When electricity was introduced for street car transportation, it was said that now fine carriage horses would be no longer in demand at paying rates, and that the farmer could not afford to raise them for the future market, but what has really taken place. The mules and low-grade horses used for the road have been driven off, but the demand for fine carriage horses has steadily increased, and although the price, in the last analysis, is higher, a reaction has taken place because the supply is no longer equal to the demand.

This is due to two causes. First, the number of carriages in the cities has not decreased as was expected except with those to whom a carriage was a burden too expensive, which could not well be afforded, yet these were built to give up their carriages and in most cases will resume them again when times are a little more prosperous, so that there are now quite as many carriages on the streets in cities where electric cars run as before the introduction of electricity. The demand is therefore, as great for this class of horses as ever before. Let any one attempt to buy a first class coach horse or an ordinary city driving horse for a family carriage, and he will find how scarce the article has become in the market. The all around unsightly and useless horse may easily be found, and is sometimes sold as first class to the credulous and unsuspecting, who is only undeceived when, in the midst of a runaway, his own life and the lives of his family are in the utmost peril. Therefore, the horses put upon the market for city coach or family horses must be better trained and horse jockeying must cease in the market for such horses. Such horses are in great demand now, and would command high prices if only they could be depended upon as meeting the needs of the buyer. Good, well trained trusty horses for drivers, will always be in demand at remunerative prices. But there will soon be a demand for a saddle horse for ladies.

Bicycles have largely taken the place of mere sprightly jaunts through the country, which in early days used to be done so oftenly on horseback; but it will be many years before the bicycle can be elevated to the honored individuality of the noble horse. Bicycles may give a taste for country air, and country scenery, but these can only be enjoyed to their full extent by a ride through the country and over the farmer's fields on horseback.

Many ladies who have commenced on the bicycle will not be satisfied until they enjoy the luxury of cutting the fresh country air on the backs of the noble steeds trained for the purpose. Here is another department for the horse breeder and trainer which must prove profitable in the near future.

If farmers will only raise and train the right kind of horses, the horse market will be always good.—Farm News.

Railroads in China.

In the immediate future China proposes to construct a trunk line from Pekin to Canton, 1500 miles; a line from Shanghai to the Yangtse Valley, 2500 miles, and another, 1500 miles in length, extending west from Canton. Chinese money can be borrowed outside of China for their construction; they will not be built.

The Cause of Dyspepsia.

From the Republican, Scranton, Penna.

The primary cause of dyspepsia is lack of vitality; the absence of nerve force; the loss of the life-sustaining elements of the blood.

No organ can properly perform its function when the source of nutriment fails. When the stomach is robbed of the nourishment demanded by nature, assimilation ceases, unnatural gases are generated; the entire system responds to the discord.

A practical illustration of the symptoms and torture of dyspepsia is furnished by the case of Joseph T. Vandyke, 440 Hickory St., Scranton, Pa.

In telling his story, Mr. Vandyke says:

"Five years ago I was afflicted with a trouble of the stomach, which was very aggravating. I had no appetite, could not enjoy myself at any time, and especially was the trouble severe when I awoke in the morning. I did not know what the ailment was, but it became steadily worse and I was in constant misery.

"I called in my family physician, and he diagnosed the case as catarrh of the stomach. He prescribed for me and I had his prescription filled. I took nearly all of the medicine, but still the trouble became worse, and I felt that my condition was hopeless. I tried several remedies recommended by my friends but without benefit. After I had been suffering several months, Thomas Campbell, also a resident of this city, urged me to try Dr. Williams' Pink Pills for Pale People.

"He finally persuaded me to buy a box and I began to use the pills according to directions. Before I had taken the second box I began to feel relieved, and after taking a few more boxes, I considered myself restored to health. The pills gave me new life, strength, ambition and happiness."

Dr. Williams' Pink Pills cure dyspepsia by restoring to the blood the requisite constituents of life, by renewing the nerve force and enabling the stomach to promptly and properly assimilate the food. These pills are a specific for all diseases having their origination in impoverished blood or disordered nerves. They contain every element requisite to general nutrition. They restore strength to the weak, good health to the ailing.

Reduced Rates in May.

The Seaboard Air Line announces the following reduced rates for special occasions to take place in May:

Baltimore, Md.: Quadrennial Conference of the M. E. Church, South. Rate of one one fare for the round trip, tickets on sale May 2nd-4th, with final limit May 31st.

New Orleans, La.: National Order of Elks. Rate of one fare for the round trip, tickets on sale May 7th-9th, with final limit of fifteen days. General Assembly of the Presbyterian Church of the U. S. Rate of one fare for the round trip, tickets on sale May 17th-19th, with final limit of June 4th.

Norfolk, Va.: Southern Baptist and Auxiliary Conventions. Rate of one fare for the round trip, tickets on sale May 24-6th, with final limit of fifteen days.

Charlotte, N. C.: Twentieth of May celebration of the Mecklenburg Declaration of Independence. Rate of one fare for the round trip, tickets on sale May 16th-19th, and one cent per mile travelled from points within a radius of two hundred miles, tickets on sale 18th-19th, with final limit May 23d. Reunion Confederate Veterans. Rate of one cent per mile travelled, tickets on sale May 18th-19th with final limit May 23d. For full information in regard to these rates call on or address any agent of the Seaboard Air Line or write to T. J. ANDERSON, Gen. Pass. Agent, Portsmouth, Va.

A Good Dictionary For Two Cents.

A dictionary containing 10,000 of the most useful words in the English language is published by the Dr. Williams' Medicine Co., Schenectady, N. Y. While it contains some advertising, it is a complete dictionary, concise and correct. In compiling this book care has been taken to omit none of those common words whose spelling or exact use occasions at times a momentary difficulty, even to well educated people. The main aim has been to give as much useful information as possible in a limited space. To those who already have a dictionary, this book will commend itself because it is compact, light and convenient; to those who have no dictionary whatever, it will be invaluable. One may be secured by writing to the above address, mentioning this paper, and enclosing a two-cent stamp.

WORLD'S LARGEST SHEEP FARM

Australia Breeder Will Shear Over 1,250,000 Animals This Season.

Samuel McCaughey, of Coonong, Riverina, N. S. W., is the largest sheep farmer in the world, both as regards numbers and, what is more important, quality. He is the most progressive sheep farmer of the age, and has brought his stock to great perfection. He shears 1,250,000 sheep this season, and would have had more, but lost 250,000 in the drouth two years ago, but thought nothing of it, as every year he has between 300,000 and 400,000 lambs. At Toorak and Dunlop, his stations on the Darling river, he shears 600,000 sheep this year. He bought them from his uncle, Sir Samuel Wilson and has developed them magnificently. There is literally "water, water everywhere," what with dams, tanks and artesian wells, and all is fenced in and subdivided into paddocks. The area is about 1,500,000 acres in a ring fence. He has also a fine property in Queensland, on which he is shearing 400,000 sheep. His Coonong station is only his stud farm. It is only 41,000 acres in extent and he has upon it 15,000 sheep of very high quality, from which he sends annually large drafts to improve the breed on his other properties.

Mr. McCaughey is able to boast as one result of long-continued efforts, that he has increased the yield of each of his own sheep yearly to the extent of one pound of clean scoured wool. Now, even at the present low range of prices, a pound of clean scoured merino combing is not worth less than 18 pence, so that it follows that this enterprising man has increased his wool returns by upward of £100,000 per annum. These victories of Mr. McCaughey are not merely "no less," but "much more" renowned than the sort of victories that are gained on the northwest frontier of India.

It was only fourteen years ago that the owner of Coonong first became convinced of the value of the Vermont breed of merino sheep. It was in 1883 that he purchased about a dozen of this breed of rams, which had been imported into Sydney. So convinced was he that he had, as it were, struck oil, that three years later he visited the States and selected for himself 100 of the finest rams in that State and the following year the flock was added to by a further importation of 300 more. From that time to the present almost every year has found Mr. McCaughey importing more of these wonderful creatures.—Leeds Mercury.

A Choice Occupation.

They were making out the dance list for a prospective ball and were putting down lancers, waltzes, two-steps, etc., when they were interrupted.

"What are you doing?" said the new comer.

"Don't you see?" replied the wife of the family. "Picking hops."—North American.

THE KEELEY CURE

DO YOU KNOW WHAT IT DOES?

It relieves a person of all desire for strong drink or drugs, restores his nervous system to its normal condition, and reinstates a man to his home and business. For particulars address either of the following:

The KEELEY INSTITUTE, Greensboro, N. C.; 9 S. E. St., N. W., Washington, D. C.; 1418 Madison Avenue, Baltimore, Md.

JOHN B. WRIGHT is the people's friend and supplies them with Pianos and Organs from his home office in Greensboro at Factory Prices. A reliable guarantee goes with every instrument.

CHICKENS EARN MONEY

IF YOU GIVE THEM HELP.

You cannot do this unless you understand them and know how to cater to their requirements; and you cannot spend years and dollars learning by experience, so you must buy the knowledge acquired by others. We offer this to you for only 25 cents.

YOU WANT THEM TO PAY THEIR OWN WAY.

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