

HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging Conditions, Mrs. Bullock Gave Up in Despair. Husband Came to Rescue.

Catron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could not walk anywhere at all. At times, I would have severe pains in my left side.

The doctor was called in, and his treatment relieved me to a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair. At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

Write for Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for Special Instructions on your case and 64-page book, "How to Treat the Woman," sent in plain wrapper.

ENGINEERS TO SURVEY INDUSTRY

U. S. Naval Consulting Board Names Directors For Work.

FIVE FROM NORTH CAROLINA

Joseph Hyde Pratt and Francis Preston Venable of Chapel Hill, W. S. Lee and Charles I. Burkholder of Charlotte and J. L. Ludlow of Winston-Salem Chosen to Tabulate Industrial Preparedness.

Howard E. Coffin, chairman of the Committee on Industrial Preparedness of the Naval Consulting Board of the United States, today announced the names of the 250 state directors, formed into boards of five men each, who, under the committee's direction, are setting out to make a complete survey of American industry for the first time in the history of the United States government.

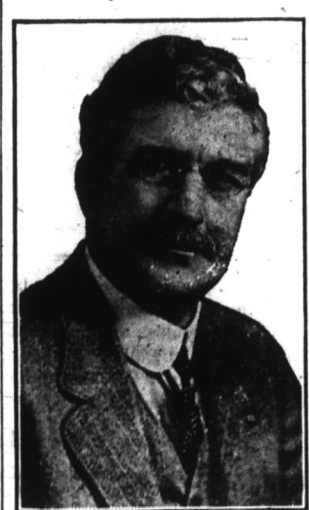
These state directors will be under the immediate guidance of W. S. Gifford, chief statistician of the American Telephone and Telegraph company, who is acting as supervising director of the work. Under them will work the more than 30,000 highly educated members of the American Society of Civil Engineers, the American Institute of Mining Engineers, the American Society of Mechanical Engineers, the American Institute of Electrical Engineers and the American Chemical Society.

The state directors, who also become associate members of the naval consulting board, have just received appointment by the secretary of the navy. In making public their names Mr. Coffin said:

"The names and standing of these men speak for themselves. They have been selected by their own professional associates with the only standard that of efficiency and integrity. They work without pay, indeed, the services of many of them could not be bought. In my judgment they form a vast, flexible organization, the like of which has never been known in this or any other country of the world, and an organization, moreover, which from top to bottom is absolutely nonpolitical."

The directors from this state are as follows: Joseph Hyde Pratt of Chapel Hill, from the American Institute of Mining Engineers, is state geologist of North Carolina and secretary of the North Carolina state highway commission. He was born in 1870 in Connecticut, educated at Yale, holds two degrees and is a member of the Chapel Hill board of trade and of some twenty leading scientific societies. He has been or is now professor of economic geology at the University of North Carolina, assistant field geologist of

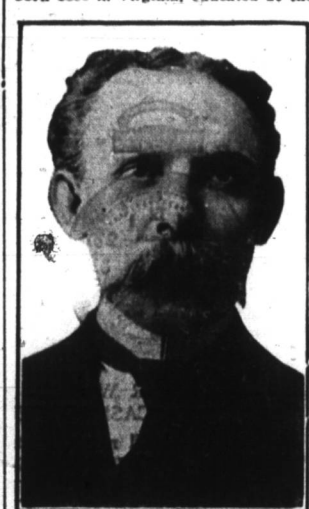
commerce. J. L. Ludlow of Winston-Salem, from the American Society of Civil Engineers, is a consulting, municipal, sanitary and hydraulic engineer and president of the Carolina Ore company. He was born in 1862 in New Jersey, educated at Lafayette college, holding two degrees, and is a member of the American Waterworks association, the North Carolina board of health and the American Public Health association, and is president of the Winston-



Salem board of trade and councilor of the United States chamber of commerce. Mr. Ludlow has specialized in the design and direction of municipal engineering works. He is a member of the American Society of Mechanical Engineers, is vice president and chief engineer of the Southern Power company and the Great Falls Power company; was born 1872 in South Carolina; educated at the South Carolina Mill-



tary academy; holds the degree of civil engineer, is a fellow of the American Institute of Electrical Engineers and a member of the American Society of Civil Engineers, the Canadian Society of Civil Engineers and the Charlotte chamber of commerce. Francis Preston Venable of Chapel Hill, from the American Chemical Society, is professor of chemistry in the University of North Carolina; was born 1856 in Virginia, educated at the



University of Virginia, Bonn and Göttingen; holds three degrees; is a member of the London Chemical Society and the American Philosophical Society and is the author of five books on chemical subjects and articles in scientific journals.

Father—What do you think of a boy who throws orange skins on the pavement? Son—I don't know. What do you think of an orange skin that throws a man on the pavement?—Philadelphia Ledger.

SUNDAY SCHOOL.

Lesson V.—Second Quarter, April 30, 1916.

THE INTERNATIONAL SERIES.

Text of the Lesson, Acts xii, 1-11. Memory Verse, 11—Golden Text, Ps. xixiv, 7—Commentary Prepared by Rev. D. M. Stearns.

If the words "about that time" of verse 1 refer to the last four verses of the previous chapter, then it was about the time that Barnabas and Saul were in Jerusalem with the financial help from the believers at Antioch for the saints at Jerusalem. This would appear to be so from the last verse of our lesson chapter, so that we may think of Barnabas and Saul being at the prayer meeting in the house of Mary, who was sister to Barnabas (verse 12; Col. iv, 10). How often the first words of Gen. iii, 1, come to us as we read the Bible story or the story of the world in the daily papers or our own life story? "Now the serpent," for we are reminded by Peter that our adversary, the devil, walketh about seeking whom he may devour (Pet. v, 8). Satan himself confessed to the lord that it was his custom to go up and fro in the earth and walk up and down in it (Job i, 7; ii, 2). Paul tells us that our conflict is not so much with what we see as with the invisible powers of darkness, and therefore we need the heroic armor of God (Eph. vi, 10-18).

Herod was a good servant of the devil and did quite a bit of work for him when he killed James and put Peter in prison (verses 1-3). On that last night ere our Lord was crucified, He told His followers that they might expect to be put out of the synagogue and even killed for His sake and would surely have tribulation (John xvi, 1, 2, 3). From heaven He sent word, after He had been some time there, that the devil would cast some of them into prison, but being faithful, even if they died for it, there would be a great reward (Rev. ii, 10). James, being killed, had the gain, the far better, absent from the body present with the Lord, the rest from labor, while Peter, being only imprisoned, remained still where the devil could reach him if the Lord should permit. Many, however, would prefer the prison to being killed. As far as soldiers were concerned, Peter seemed to be well guarded, with no possibility of escape, but how often He that sitteth in the heavens laughs at the schemes of men when they take counsel against Him! (Ps. li, 1-4).

The believers prayed without ceasing to God for Peter, but there seemed to be no answer until the very night before Peter was to be brought forth, probably for execution. The Lord may seem to delay, but when He purposes to do a thing He is never too late. Heaven heard, and the angel came. Peter was asleep chained to two soldiers, and when they came to take him, the angel perfectly fascinat- ingly saw an angel work! Soldiers and doors and prison walls are no hindrance. The prison is entered; the angel awakens Peter; the chains fall off. Peter puts on some clothing by the aid of the light from the angel and follows his guide, gates and doors opening before them of their own accord, until Peter is at least one street away from the prison, thinking it all a beautiful dream or vision.

The angel, having fulfilled his commission, went back to heaven. Blessed old ministry and, oh, how wonderful! The God of Israel doeth wondrously: Peter soon came to himself and knew that he had been in very deep delirium; the aid of a messenger from heaven who never waits to be even thanked for his great kindness. They serve great unseen and always unthanked. What aided the soldiers? What a sleep from the Lord, as in I Sam. xvi, 12, or a special blindness, as in II Kings vi, 18. Well, it was a deliverance from the Lord, and nothing is too hard or wonderful for Him. (Jer. xxxiii, 17). When Peter realized that he was really free and that it was neither dream nor vision he went at once to where he knew they would be praying for him. But the damsel who came to the door as he knocked, recognizing Peter's voice, was so glad that she ran in without opening the door and said that Peter was at the gate. Instead of thanking God for answered prayer they told her that she was mad or beside herself. It looked as if they were asking without expecting, as we so often do. She continued to affirm that she was right, and Peter continued knocking, and when finally they did open the door there he was in very deep delirium.

What a hubbub they did make! How they did talk! Did you ever bear anything like it after prayer meeting? When they got real solid, even though many of them could not speak in the meeting—could not say a word for Him who died for them. When Peter got them quiet he told what had happened and bade them tell the brethren while he went to Caesarea, perhaps to abide with Philip or Cornelius and to tell there of this wonderful deliverance. The chapter ends with the death of the keepers and also the death of Herod. An angel delivered Peter and an angel smote Herod. They are ready for errands of mercy or of judgment. They delight to do the will of God. The word of God grew and multiplied, and so it will till the kingdom comes, for His word will always accomplish His pleasure. He will watch over His word to perform it, and every purpose of the Lord shall be performed (Is. lv, 11; Jer. i, 12; E. V., ii, 29). He cannot fail (Isa. xlii, 4).

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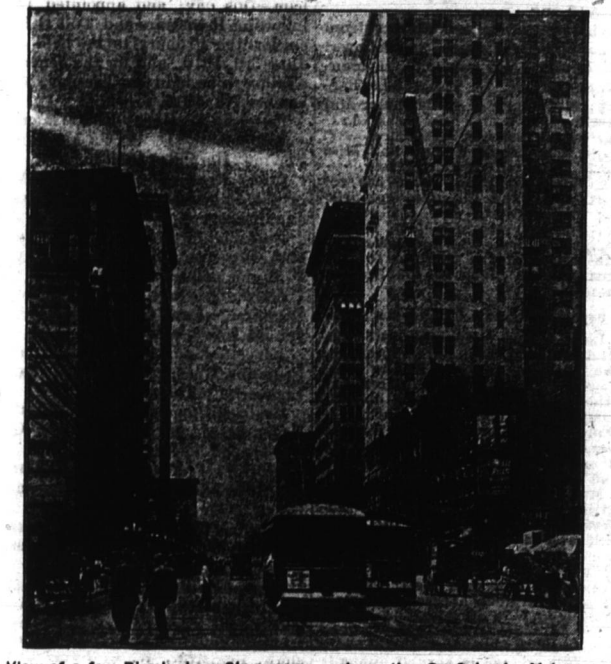
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Come in and let us SHOW YOU

"VETERANS FIRST" IS OFFICIAL SLOGAN CONFEDERATE REUNION IN BIRMINGHAM



View of a few Birmingham Sky-scrapers, where the Confederate Veterans meet May 14, 17 and 18.

"Veterans first." This is the slogan that has been adopted by the entertainment committee of Birmingham, Alabama, for the forthcoming reunion of the Confederate Veterans to be held in Birmingham May 16-17-18. The veterans that bared their breasts to the cannon's merciless fire during the late unpleasantness will be cared for above all other considerations. Everything has been planned and all other propositions set aside in order that the Birmingham gathering memorable in the history of Confederate reunions. The hospitality of 1908, when Birmingham welcomed the Confederate hosts, will be greatly excelled by the character of the hospitality and the warmth of greetings to be offered the veterans in May.

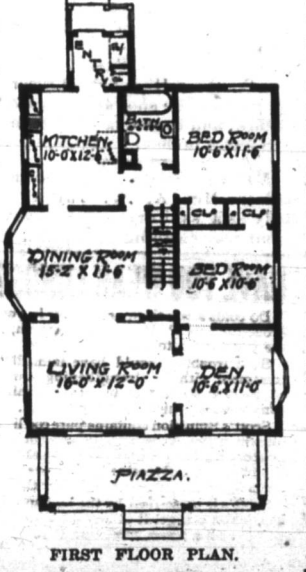
Through the kindness of the government of the United States the committee has secured the loan of over 6000 cots, which will be placed in the magnificent buildings at the state fair grounds for the veterans who will accept the care and complete hospitality of the City of Birmingham. The veterans will be provided with every convenience. A commissary in charge of experts in the several necessary departments will be maintained. The camp grounds are accessible by several car lines from the center of the city. It is contemplated that the official camp grounds will be the rendezvous for a majority of the veterans visiting Birmingham. That every detail looking to their comfort and care will be exercised, was indicated by Morris W. Bush, president of the Chamber of Commerce, who announced that the cool, airy buildings will be arranged so as to be perfectly comfortable for the heroes that are expected. The food will be the best and every function exercised to provide every necessity. Aside from the magnificent camp which will be shrouded upon the veterans at the camp grounds extensive plans have been arranged for their entertainment. The parade will be composed of automobiles and automobile trucks so that every veteran that cares to may ride during the parade. This will relieve the veterans, many of them feeble, of the cruel necessity of walking during the long parade.

A COMMODIOUS BUNGALOW PLAN.

Design 1037, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



This bungalow has a piazza the entire width. Bookcases in the archway between the den and living room and china closets in the archway on the dining room side. Bath-room and two bedrooms, with large closets, on the first floor. In the second story, three large chambers and one small one. Size, exclusive of all projections, is 28 feet wide and 38 feet deep. First story, 9 feet; second story, 8 feet; basement, 7 feet. All in the clear. Finish for the principal rooms on the first floor oak, with oak flooring; elsewhere birch, with birch floors. Second story, Washington fir, with birch floors. Cost to build, exclusive of heating and plumbing, \$3,800. If the second story is left unfinished, \$800 or \$1,000 may be deducted from this estimate.



A MODISH MAIDEN.

Blue is the note struck in all summer gingham, linen and cotton goods for children. This school child, then, wears a pretty frock of pale blue linen with a side plaited skirt and a corselet top over a white batiste gimp.

BETTER ROADS FOR MONTANA

Governor Stewart Makes Plea For Improved Highways.

OLD TRAILS AND NEW.

When the Pleasure Vehicle Came Into Use the Question of Better Roads Appeared as a Small Cloud Upon the Community Horizon—Modern Highways Meet New Conditions.

Time was when any sort of avenue of communication between communities was looked upon as fairly adequate, writes Governor Sam V. Stewart of Montana to the Anaconda Standard. The country was sparsely settled, demands for hurried communication were negligible and methods of transportation were of the crudest. The chief user of the trail, which through courtesy was sometimes dignified by the term "big road," was the freighter, the bullwhacker, who knew that between the leading and the cool of his trip lay a long strip of soil without which he might expect any variety of weather and encounter soils that were of varying degrees of preparedness for his train. But the fact worried him not at all. He employed the best means at hand and relied upon the almost unlimited power of his humble animals to pull him through.

But the wheels of progress made a revolution or two, and the pleasure vehicle came into use, whereupon the question of better roads appeared as a clouded the horizon of the community. The advocate for something better derided the trail that had served the population for a time and began to cry for highways. The difference between a trail and a highway is vast in comfort, in utility and in cost, and the latter item had much to do with keeping the movement back. A bit or less system was evolved whereby a little work was done at long intervals upon the roads, and then for long periods they were left to take care of themselves. The result was partially satisfactory so long as nature was kind and the weather of a character to make travel pleasant. But at times the elements conspired against the roadmaker, and it was found that in the market for a long list to be made to the farmer found as much of his vehicle below the surface as above it.

By and by men began to figure from the economic side of the question, and it was found that in the road that lay between the farmer and his market there was to be found the difference between a balance and a deficit when it came to marketing his crop. It required no argument to demonstrate that the man who could make a trip to market in one day where he had formerly occupied two days was making a pronounced saving—economizing in horseflesh and in farm utensils and winning an extra day that would prove of value to him in his ranch work.

Evolution in machinery building brought us finally to the automobile, the pleasure vehicle and the truck, and the question of improved highways became one of pressing importance. The owner of the pleasure car cried aloud for a better roadway, and the farmer joined in the chorus because it had become possible for him at a moderate outlay to bring himself many hours nearer market, provided the roads were in passable condition. The combination of rural resident and city owner and city business man was irresistible. The report of the French system sets forth that the French government had made provision for loans upon farm lands since 1852; that the Realty Estate company of France now has capital stock worth \$45,000,000 and outstanding loans of \$970,417,213.

The difference between good roads and the bad variety is the difference between industry and sloth, between pride and carelessness, between the best care community and the community that will be satisfied with nothing short of the best. The transition from a road of quagmires and ruts is not one that can be wrought in a day or a year, but the county that devotes every possible energy each year to accomplishing the utmost in the way of highways thereby marks itself as progressive and filled with the vision of greater and better things to come from

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Improving the resources at its hand. One of the greatest benefactors of our time was he who made it possible to transport two tons over our country roads where less than one could be transported before. The inventor and the manufacturer have made it possible for the people to live in far greater comfort, to travel in luxurious ease and to thereby win a competence where such a thing was impossible under old conditions, and the people owe it to themselves to discharge their implied obligations. I believe that, so far as Montana is concerned, they are doing this, and the time is coming, and not far distant at that, when the number of good roads enthusiasts in the state will tally exactly with the number of citizens of the census rolls.

Over the Rockies. Colorado and Wyoming will unite in building a highway from Denver through the Rocky Mountain National park, in northern Colorado, to the Yellowstone National park, in Wyoming.

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JOSEPH HYDE PRATT.

the United States geological survey, chief of the department of mines and metallurgy at the Jamestown exposition, president of the American Drainage association, member of the executive committee of the American Association of the American Association of Highway Improvement and member of the National Drainage association. Professor Pratt has been closely connected with the conservation of his state's resources and is the author of several hundred papers on the various subjects in which he has specialized.

Charles I. Burkholder of Charlotte, from the American Institute of Electrical Engineers, is general manager of the Southern Power company and the Great Falls Power company; was born 1878 in Illinois and educated at the University of Wisconsin; holds the degree of bachelor of science in electrical engineering and is a member of the American Society of Mechanical Engineers and the Charlotte chamber of