

HUSBAND RESCUED DESPAIRING WIFE TO THE FARMERS ON WAGE RAISE

After Four Years of Discouraging Conditions, Mrs. Bullock Came 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 would 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.

Write for Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for special instructions on your case and 64-page book, "Home Treatment for Women," sent in plain wrapper. 1c.

and the others had prayed for more light, and God, who sent Philip to the sun, and Peter to Cornelius, sent Paul to this meeting. What a happy home this now was. Let all praying women be encouraged and those inclined to be discouraged by circumstances consider this first preaching of the gospel in Europe.

THE test of an American is not where he was born, but what he is doing and will do for the republic. If with resolute heart and clear mind he says: "I am an American. This country is mine. I am for it first and always," he is a good enough American to maintain our prestige, defend our honor and promote our welfare. He is a desirable.

THE essence of democracy is good will, by which I mean that courtesy of the heart that wills good to all men. Hatred and jealousy and bickering and strife and abuse are un-American. Those that lend themselves to engendering of class hatred or race hatred or any other hatred are not friends of this country, nor are they promoters of its lofty destiny.

WE MUST UNDERSTAND HERE AND NOW THAT IN THIS COUNTRY THE FUNDAMENTAL NEED IS THE ACCEPTANCE OF THE TEACHING, EACH FOR ALL AND ALL FOR EACH.

Until we are touched, truly touched, by the call of our brother we are not truly Americanized, no matter whether our birthplace is in the United States or in the faraway lands beyond the great sea.

America Needs a New System of Public Education

By Dean JAMES E. RUSSELL, Teachers' College, Columbia University

As a result of the world war event, America must reckon with a new conception of state and with it expect a new type of public education.

The German state takes full control over this system of education. It trains the teachers, induces them into office, fixes their salaries, pensions them in old age, prescribes the curriculum, defines methods of instruction and by a system of examination at once judges the output and CONTROLS THE ENTRANCE TO ALL PROFESSIONS AND PUBLIC SERVICE.

What we need in America is a system of educational administration that shall eliminate the politician and foster professional spirit that would put the public good ahead of personal gain.

We need school and teaching management that shall appreciate reasonable law and secure voluntary obedience to constituted authority AND, FINALLY, EDUCATIONAL LEADERSHIP THAT SHALL RISE IN DEED TO THE HEIGHTS OF PATRIOTIC STATESMANSHIP.

The Bald Eagle's Nest

At Kenansville, Duplin county, James Kungford, 35 years old, fired a load of shot into his wife's breast, killing her instantly.

You Know What You Are Talking

When you take Grove's Tasteless Chili Tonic because the formula is plainly printed on every bottle showing that it is Iron and Quinine in a tasteless form, adv.

If Demands Are Granted The Farmers Will Have To Pay Big Part Of The Increase.

Washington, D. C.—Though farmers usually feel little interest in railway labor disputes and are disposed to think that such troubles are remote from them and cannot touch them directly. In the pending question between the Brotherhoods of freight trainmen and the railways of the country the railways evidently are making special effort to inform the farmers on the points involved and to enlist their attention.

It is argued by the railroad managers that the final disposition of the dispute will be made by public sentiment. They reason that the farmer, when it comes to a final "show-down," really controls not only the political power but the sentiment of nearly all the states. Therefore, they are trying to appeal to his sense. They are sending out a good deal of literature directed especially to the farmers—probably the first time such a course has been taken in any great labor struggle. They say they are convinced of the general public's confidence in the horse sense, the insight and the fairness of the American farmer, and that, therefore, his influence must be powerful.

High Wages Now Paid

They are dwelling especially on the argument that the freight trainmen already are the highest paid laborers in the world. They submit figures to show that in many instances freight train employees earn from \$75.00 a month for the trainmen, or "brakemen" as they used to be called, to \$250.00 a month for engineers, working from 22 to 25 days a month. They are asking farmers to inquire into the facts and convince themselves that most of the talk of excessive hours of labor on railways is empty and contradicted by the facts. More than sixteen hours of continuous work in railway service is forbidden by law. The instances of men kept on duty so long as sixteen hours are a very small fractional percentage of the total employment; they become less every year, and almost invariably are due to accident or some unusual weather conditions.

The managers of the railway companies point out that the farmer himself accustomed to from twelve to fourteen hours a day of steady work rarely earns in a year as much cash money as a trainman on duty from ten to twelve hours, and never continuously at work, can earn, resting from labor from one-fourth to one-third of his time. In the south it is a familiar maxim that "it takes thirteen cents to make a cotton crop." The man who raises ten bales of cotton gets for it from \$450.00 to \$500.00, and from this must pay his fertilizer bills and labor. The trainmen are said to average \$800.00 a year, this being the estimate of the Brotherhood leaders themselves, and the engineers draw from \$1,600.00 to \$2,500.00 a year, the conductors and firemen earning wages between those of the trainmen and engineers.

Farmers Vitalize Interest

Aside from the question of justice, it is pointed out that the farmer's direct interest in the matter is that his welfare demands freight traffic adequate to the needs of the country, and that whatever injures the railroads or hampers their operation or prevents their development is a direct injury to him. If the trouble should develop a general strike of the freight train employees, resulting in a tie-up of traffic, the farmer would be unable to ship out what he raises or to get in what he wants. He will be asked to consider whether the railroads should be crippled by being compelled to pay 25 per cent increase in wages to men already receiving more than the average prosperous farmer, with resulting injury to the farmer himself—and if the railroads are compelled to grant the increase and have to raise their freight rates, the farmer will have to pay a big part of the increase.

The present agitation is nominally for the substitution of an eight-hour workday in place of the present ten-hour schedule, but in reality it is a move for an increase of wages.—Philadelphia Evening Bulletin.

It is calculated that if a general tie-up and paralysis of all freight traffic should result from the demand of the freight trainmen for an increase of 25 per cent in their wages, a large number of the poorer people of New York City would face starvation within three days; in other words, these people have available supplies of food for not more than two days ahead.

Other large cities would face like conditions. Milk supplies would be cut off, and the city would be left for sustenance—would be left to perish. The distress would reach all classes everywhere.

WE HAVE THE EARLIEST, BIGGEST, HIGH CLASS STRAWBERRY GROWN. Also the best one or the ever-bearing kind; bears the best flavored berries from Spring until the snow flies. Free Booklet, Wakefield Plant Farm, Charlotte, North Carolina. 1766b.

At Kenansville, Duplin county, James Kungford, 35 years old, fired a load of shot into his wife's breast, killing her instantly.

You Know What You Are Talking

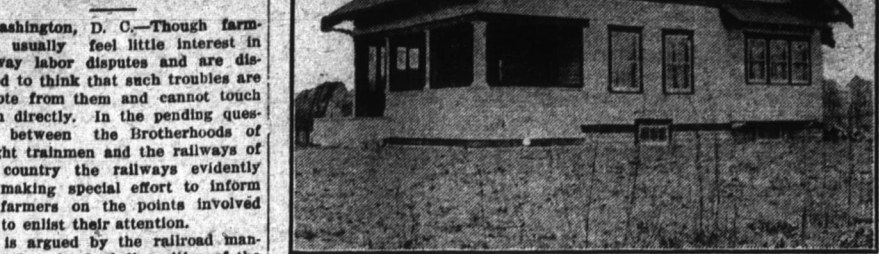
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Hard to Say Sometimes.

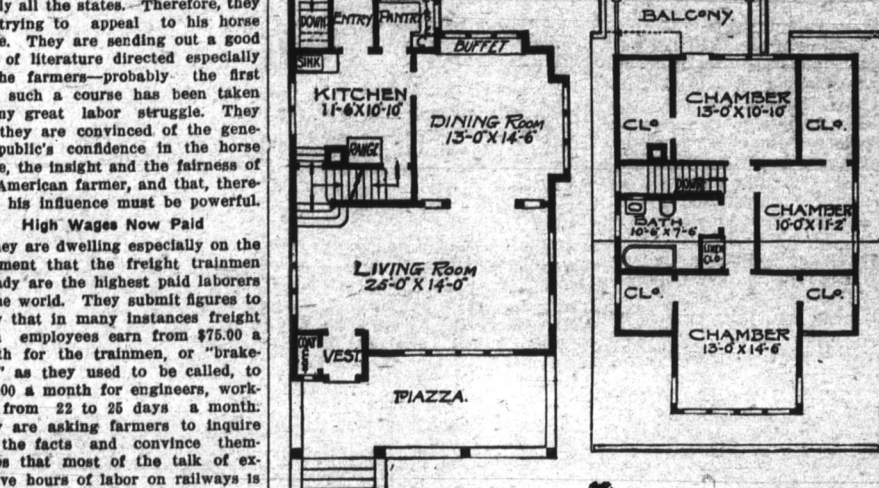
Willie—Pa, when has a man born sense? Pa—When he can say "Nay," my son.—Philadelphia Evening Ledger.

COTTAGE WITH AN UP TO DATE PIAZZA

Design 1019, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



This cottage plan provides for a large piazza, screened in for summer use. The living room has a staircase leading to the second story. Between the living room and dining room is a bookcase archway. In the dining room is a large buffet, with windows above. The kitchen has ample space for built-in cupboards; pantry in the rear. Size, 28 feet wide by 30 feet deep, exclusive of projections. Cost to build, exclusive of heating and plumbing, about \$3,100.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 800 designs costing from \$1,000 to \$5,000; also a book of interiors, \$1 per copy.

We Must Quit Far East or Build a Navy to Awe the Mikado

By CHARLES A. TOWNE, Former Congressman

THE reported impending departure of General Iturbide of Mexico on a confidential mission to Japan once more calls attention to a situation against which, in my opinion, it is most fatuous patriotism on the part of Americans not to make instant and adequate preparation.

This alleged mission of Iturbide may or may not be a fact. The important thing is that it easily might be a fact and that the conditions make wholly reasonable and probable exactly such a mission either now or at any future moment when the INTERNATIONAL ATMOSPHERE IS FAVORABLE FOR THE NEXT MOVE OF JAPAN IN HER PERFECTLY CLEAR PURPOSE TO CONTROL THE PACIFIC.

Ever since my return from the orient a few years ago I have been saying that the United States must choose and speedily choose among the following courses:

First—Back out of the far east, not only giving up the islands we hold there, but also all pretense of an equal voice in the settlement of the momentous question of China and in the tremendous development of transpacific commerce.

Second—Fight Japan.

THIRD, BUILD AND MAINTAIN ON THE PACIFIC SO BIG A NAVY AS TO MAKE IT UNNECESSARY TO FIGHT.

While the unregenerate world is slowly sloughing its shell of brutish human nature, Columbia can contemplate her mission to mankind with any serenity and confidence only from behind a complete system of coast defenses and a triple cordon of the greatest naval units on the seas.

Truth and Tact Belong Together In the Strongest and Finest Character

By LYMAN P. POWELL, President of Hobart College

THE most we can say of right character is that those who have it do what is regarded as the proper thing wherever they may be. The best men have characters most sensitive. The worse, we all agree, are hard.

THE REAL PROBLEM FOR US, WHO HAVE TO LIVE TOGETHER IN SOCIETY, IS TO MAINTAIN THE PROPER LOVE OF TRUTH AND TO PRACTICE TACT IN ITS EXPRESSION.

No matter what character may signify, it must hunger for the truth. It must have the straightforwardness and directness which indicate the presence of the truth. It must have a highly visualized imagination to seek for truth still undiscovered. It must hold what it thinks to be the truth, no matter how the world around may differ.

CRISIS FOR ROADS IN THE MOVEMENT FOR HIGHER WAGES

Would Add Millions To Expenses Of The Southeastern Lines—Public Is Vitaly Interested.

Washington, D. C.—"The railways of the southeast are facing a critical situation in the proposed demands of the engineers, firemen, conductors and trainmen's Brotherhoods which have joined in a nation-wide effort to force the railways of the country to grant further wage concessions, which would add millions of dollars to the payrolls of the railways without enabling them to earn a cent more than under present conditions or to in any way give better service to the public," declares a statement given out by the executive committee of the southeastern railways.

"The demands of the Brotherhoods are generally referred to as demands for an eight hour day and time and a half for overtime, but they are not in reality for an eight hour day in the sense in which that term is commonly understood," the statement continues. "The employees are not asking that they be relieved from service at the end of eight hours, as they realize that this is not practicable in road service, and the form in which the demands have been made clearly shows this.

More Pay For Overtime

"Thus the language of their own proposed demands is that on runs of one hundred miles or less overtime will begin at the expiration of eight hours. This simply means that if a freight train requires, as it usually does, at least 10 hours to run 100 miles, the train and engine employees shall receive their day's pay for eight hours of work and shall receive time and a half for the additional hours.

"There is not a line in the proposals concerning road service that in any way limits the number of hours the employees are to work, and their proposition resolves itself into fixing the period at which overtime begins to accrue and after which they shall receive time and a half instead of their regular hourly rate.

"In a discussion of the proposed demands in the official journal of the Brotherhoods organization, the following explanation of the demands is given by one of the vice-presidents of that Brotherhood:

"There appears to be some difference of opinion as to what such a proposal involves, therefore it may be reasonable to say that there is quite a difference between an eight-hour work-day and an eight-hour basic work-day.

"The first contemplates that eight hours shall be the maximum working time, and as a rule where the eight-hour work-day obtains through contract relations between employer and employee, it is the constant endeavor to prevent working overtime except in cases of necessity. It appears that some of the men in the train service are of the opinion that this is the proposal of the organizations. However, this is not the case. The second, the eight-hour basic work-day contemplates that eight hours shall be the maximum working time, and any time in excess thereof shall be paid for as overtime, consequently such a proposal would mean that the limit to the hours worked. The latter system is the one proposed by the delegates at the Eleventh Biennial Convention of the Brotherhood of Railroad Trainmen."

Same Work, More Money

"The proposals of the employees, as in reality formulated and officially explained in the above citation, simply mean that they shall be paid more money than at present for the same work they are now doing. The matter, therefore, resolves itself primarily into a question of wages and consequently of increased cost.

"Applying the proposed demands to the present conditions of work would mean an increase ranging from 12 to 40 per cent, as the roads would be compelled in most cases to continue the present hours of operations since changes to escape the payment of overtime would cause a higher percentage of increase than the figures already given.

"The railways of the southeast are in no condition to stand any increase in their operating expenses, much less such increases as would result from granting these demands. They already pay higher wages to train and engine employees than are paid in other sections of the country where traffic is much more dense, and they have had no part in the rate increases which recently have been granted by the Interstate Commerce Commission to railways in other territories.

"Preliminary estimates show that on some lines the increases asked by the employees would more than wipe out all income after payment of operating expenses. Best charges and taxes. The railways would be forced either to secure increases in their rates or to lower their cost of operation by curtailment of train service and reducing the outlay for maintenance and improvement necessary to meet the transportation needs of the rapidly developing southeastern territory.

"This is a question in which the whole public has a direct and vital interest. The railways of the southeast merely ask of the public that it inform itself of the real nature of the proposed demands, and of the ability of the roads to meet them."

Gov. Brumbaugh of Pennsylvania will be the speaking attraction for the North Carolina Teachers' Assembly, which meets in Raleigh the last week in November.

The Enterprise says that Mr. James Newton Dellinger of Stony Point, 74 years old, who was a Newton visitor last week, was the first child born in that town.

W. M. Durbin, about 40 years old, was thrown from a motorcycle at Mt. Airy Sunday a week and received injuries from which he died in a short time. He turned aside to allow an automobile to pass and his machine went over an embankment. Mr. Durbin was from Pennsylvania and was employed by the granite company at Mt. Airy.

It is a long time between some Fourth of July celebrations in Europe.

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Forcing frames will be found useful in starting vegetables early in the open ground. Cabbage, cauliflower, lettuce, corn, cucumbers, tomatoes, melons, egg-plant and other vegetables can be planted out or seed sown several weeks earlier when protected with frames than when no protection is afforded. They are also useful for starting seeds of flowering plants early in the garden or for protecting plants set out early.

A frame placed over rhubarb or hardy plants, either flowers or vegetables, will hasten maturity considerably. Placed over bulbs in the spring in small gardens, blooms of greater perfection may be had much earlier than usual. The heat of the sun is trapped, so to speak, during the day and held overnight. The plants at the same time protecting the plants from cold winds and the cold night air. Small forcing frames can be purchased of seedsmen and florists or can be made. They are really miniature hotbed frames.

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