
"I-want to tell you what wonderful benefit I have reefved from the use of Thedford's Black-Draught," writes Mrs. Sylvania Woods, of Clifton Mills, Ky.

"It certainly has no equal for la grippe, bad colds, liver and stomach troubles. I firmly believe Black-Draught saved my little girl's life. When she had the measles, they went in on her, but one good dose of Thedford's Black-Draught made them break out, and she has had no more trouble. I shall never be without

THEDFORDS ACK-DRAUGH

ness, malari, chills and fever, biliousness, and all similar ailments, Thedford's Black-Draught has proved itself a safe, reliable, gentle and valuable remedy.

If you suffer from any of these complaints, try Black-Draught. It is a medicine of known merit. Seventy-five years of si lendid success proves its value. Good for young and cld. For sale everywhere. Price 25 cents. -----

only be obtained as a free gift from

only be obtained as a tree gui troub fod, apart from any works or effort on our part. But being saved there are good works prepared for us to walk in (Eph. H. 8-10). There are no degrees in salvation, but much dif-

Making the Little

Farm Pay

By C. C. BOWSFIELD

Next to having a comfortable home and a contented family the real test of

farm success is in securing a steady

gressive landowners, especially those

occupying small places, have caught

The corn crop the country over aver

ages about thirty-five bushels an acre

giving a gross return not above \$24

grain farming is on the same level,

sometimes returning a little more prof-

Capable farmers grapple with this

various ways. Naturally the first idea

tility, use great care with seed and put

in a little extra work all along the line

Those who think of an improved sy

tem and are determined to get out of the rut will get results in proportion

had been cleaned up and the rape kill-

unappeasable appetites and a surpris

Up to the time they were sold these

hogs had consumed 2,160 bushels of corn, valued at 40 cents per bushel, or

\$864; also mill feed and tankage cost-

demonstrated a method of making his

corn return an acreage profit far be-

yond what people ordinarily dream of.

Eight experiments with rape and corn have been conducted at the Iowa station, with results strikingly like those obtained by Mr. Crow. By aver-

aging the results of these experiments

using precisely the same values for

other feeds required to produce this

Aerial Navigation.

ing \$80.50. Thus their total feed bill

640,75.

is to improve the methods of cultiva

roblem of raising acreage profits in

it and often considerably less.

the vision of this kind of farming.

increase of acreage profits.

ference in service and rewards.

SUNDAY

Lesson XI.—Second Quarter, For June 11, 1916.

THE INTERNATIONAL SERIES.

Text of the Lesson, Gal. vi. and I Cor. II-Memory Verses, I Cor. ii, 9, 10. Golden Text, I Cor. ii, 10-Commen tary Prepared by Rev. D. M. Stearns.

As there is a prominent and all important line of truth running through both the lessons for today, we will seems to me to be the Spirft controlled life for those who are truly redeemed. We were recently studying a lesson concerning a long journey and a great council, all because of circumcision. and now we read that In Christ Jesus neither circumcision availeth any-thing nor uncircumcision, but a new creature" (Gal. vi, 15). The one essential thing is to be "in Christ Jesus," the Son of God, who loved the and deemed me from the curse of the law, being made h curse for me; who gave Himself for my sins that He might deliver me from the present evil world (Gal. il. 20; iii. 13; i. 4). Then word (Gal. II, 20; III. 13; I, 4). Then the words of Gal. vI, I4, should be ours and the daily life be a manifest stand-ing fast in the liberty wherewith Christ hath made us free, the "not I but Christ" life, the world crucified to us and we to the world (v, 1; 11, 20).

Because of the flesh, or old sinful nature, that remains in every believer there is a constant conflict, but the Holy Spirit who dwelleth in the believer will keep him from doing the things which the flesh would prompt him to do (v. 17). As believers we must earnestly desire to walk in the Spirit, be led of the Spirit, live in the Spirit, and thus manifest the fruit of the Spirit, to the glory of God (v. 16, 18, 22, 25). There 4s a sowing and a reaping in every life, and it is either the old life or the new, the flesh or the Spirit, resulting in loss or gain (vi. 8) will surely reap what we sow and the harvest may be large for good or evil (Hosea vili, 7; x, 12, 13; Prov. xxii, 8). May our aim always be to gather fruit into life eternal and nev-er faint or grow weary, but go on in patient continuance, for the reaping time will surely come (Gal. vl. 9: John iv. 86-38; Rom. ii. 7; I Cor. xv. 58)

Turning to the lesson in Corinthians, the truths are just the same. Believ-ers are by the grace of God sanctified in Christ Jesus, called saints, and in Christ Jesus have wisdom, righteous ness, sanctification and redemption, so that there is no one and no thing worth knowing compared with Jesus Christ and Him crucified (I Cor. 1, 2-4, 29-31; 11, 2). We have here, as in the other lesson in Galatians, the flesh and the Spirit, or the wisdom of this world and Jesus Christ, who is the power of the rut will get results in proportion to their skill and efforts. Expansive are always contrary, the one to the other (I Cor. 1, 21, 24). Paul knew much of the wisdom of this world, be.

For instance, M. D. Crow of Audu-

other (I Cor. I, 21, 24). Paul knew much of this world, be ing brought up at the feet of Gamailel, but he set aside all the wisdom of God (I Cor. II, 4, 5).

We remember that Moses, being learned in all the wisdom of God thigh he might know the wisdom of God thigh he might know the second of God thigh he might know the wisdom of God. The wisdom of Egypt could not interpret the dreams of Pharaoh, but the wisdom of God in Joseph easily could and did All the wisdom of Babylon could not the king what he had dreamed, nor the meaning of his dreams, nor interline the cleaned up and the rape kills. The could not be wisdom of the meaning of his dreams, nor interline the cleaned up and the rape kills. The could not be wisdom of the meaning of his dreams, nor interline the cleaned up and the rape kills. ming of his dreams, nor interpret the handwriting on the wall, but the wisdom of God in Daniel easily id all. The wisdom of this world ever has been able to and cannot now aterpret the things of God, for the things of God knoweth no man, but the Spirit of God (I Cor. ii, 11). Hu under the control of the Spirit of God, s wholly unable to understand the

produce, unless born again, is simply a tural man; and to him the things of God are only foolishness (I Cor. ii, 14), but the most unlearned and ignorant in the things of this world's wisdom may by the Spirit of God know the things of God. The wise men in the time of our Lord spoke of Him as having never learned, and they called Peter and John unlearned and ignorant men (John vil. 15: Acts iv. 13), so those who may sed by the world's scholarship despised by the world's economic mid find comfort in this. While we wait for the coming of our Lord Jesus Christ we are called into fellowship with Him (I Cor. i. 7, 9), and this is art of the fellowship-to be counted unscholarly and ignorant because we take the Bible literally, believe it all, and that God means what He says, and If the plain, obvious sense makes good

sense we need seek no other sense. We have received the Spirit of God that we may know the things that are nor ear nor heart of man hath or heard or imagined, and thus be ble in the power of an endless life to moure patiently tfil He come (I Cor. 1, 9-12). Compare Isa. lxiv, 4, from dure patiently till He come (1 Compare Isa. 1xiv, 4, from 10-12). Compare Isa. 1xiv, 4, from 10-12 part of this is quoted and note revised version. In connection with sowing and reaping of Gal. vi. note building of I Cor. iii, 9-15, and these

BEST PAID MEN ARE NOW ASKING FOR HIGHER PAY

Government Officials Fail To Find Any Justice In Demands Of Train Service Employees.

By Judson C. Welliver in The Washington Times.

Administrative and legislative au Administrative and legislative thorities in Washington are taking a distinctly different views of the present effort of railway trainmen compel an advancement in their vages, from any that has been taken

on former occasions.

It is very apparent that the case the employes seeking highe vages is viewed with less amiability than ordinarily. In legislative cir-cles there has recently been serious talk of legislation to prohibit strikes by employes of interstate carriers, and to provide a procedure for com-pulsory arbitration.

The impression has gained a good

deal of ground, that certain favored classes of employes have for a long time been systematically aggregating to themselves most of the increase the soul may be saved. Salvation can in wages.

Highest Paid Class Of Men

On behalf of the enginemen and trainmen who are making the demand for a large wage increase, it is urged that the higher cost of living justifies their demand. Yet these men, the engineers, firemen, conduc-tors and brakemen, are the highest paid classes of railroad labor. The question being asked why an engineer getting an average wage in 1913 of should require an increase \$1.58 per day, should be left out?
Again, the average wage of conduc-

tors in 1913 is shown by the statistics of the Interstate Commerce Commission to have been \$4.39 per day. At the same time, telegraph operators and dispatchers were getting an aver age wage of \$2.52 per day.

If the increased cost of living for
the \$4.39 conductor necessitates a
large increase in his compensation,

where does the \$2.52 dispatcher come half of the operators and dispatchers and some of the railroads have lately been intimating vigorously that if a big additional burden must be laid and a net profit of about \$15. All on their labor funds they would like to give the benefit to the poorer paid

lasses of employes.

The truth of the whole business is that, as a whole, the railroad emploves of the country are not very highly paid as compared to other peo-ple. A few classes of railroad men are paid very high wages. The mos fortunate of all these classes are the

Rate Rising Rapidly Not only are these four classes paid much more liberally than other em ployes, but the figures show that their rate of wages has been rising more rapidly than that of any other

In 1914 the Interstate Commerc Commission's report showed the num ber of railroad employes for the en tire country to be 1,710,296. Out of this number there were 62,021 en-gineers, 64,959 firemen, 48,201 conductors, and 136,809 other trainmen; a total of 311,990, or just about one sixth of the entire number.

At that same date, the number of trackmen, exclusive of foremen, was 337,451. That is, the number of common laborers on the section was greater than the entire roll of engineers, firemen, conductors, and brakemen. Yet this huge army of trackmen was working for an aver-age wage of \$1.58 per day, while engineers were getting \$5.20 firemen were getting \$2.13, conductors were getting \$4.39, and other trainmen were getting \$3.04. These figures are the commission's averages for the en

Condition Bettered Largely because they are the best organized classes or railway workers and have been unremitting in their demands for better wages, these four classes have succeeded in bettering their condition rapidly and regularly,

ed by freezing. When winter came he found he had a numerous bunch of thrifty half grown hogs with nearly the salaries of general officers in the salaries of general officers in the salaries of general officers. In that same ten-year period the salaries of engineers increased 24

ing capacity for further growth. He fed them corn, mill feed and tankage until March, when they were sold at \$7.50 per 100 pounds, bringing \$2. per cent.

During those same ten years the wages of general office clerks increa ed 13 per cent, while the wages of

firemen increased 32 per cent.

During those same ten years the wages of telegraph operators and dis patchers increased 14 per cent, while those of trainmen other than conducwas \$944.50, leaving a profit of \$1. tors increased 36 per cent.

As Mr. Crow figures it, this \$1,696.20 represents the returns from the ten acre field of rape and corn, since full allowance has been made for all other feeds. Hence he realized \$169.0.2 per acre from this field. The same kind of an experiment last year brought similar results, so that this farmer has demonstrated a method of making his

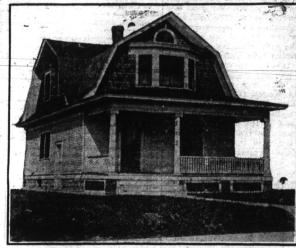
Considerable Doubt.

like porter leave if I do, and my husband is mak. In estimating the cost of hauling road ing bad talk about the expense."-Louisville Courier-Journal.

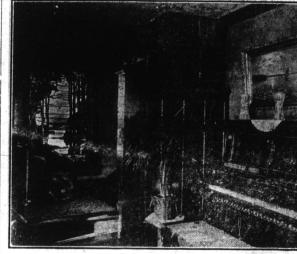
using precisely the same values for pork and corn as were given by Mr. Crow, it is found that the average pro-duction of 'pork per acre was 3,845 pounds, worth at \$7.50 per 100 pounds \$288; that the average cost of corn and You Know What You Are Taking amount of pork was \$123 and that the When you take Grove's Tasteless Researches into the principles of aerial navigation date back to the four-teenth century.

ARTISTIC STAIRWAY DESIGNA

Design 835, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW-YRO. A PHOTOGRAPH



INTERIOR VIEW-AN ARTISTIC STAIRWAY.

A practical stairway is one of the features of this little home. The art is window could be omitted, and even without this the stairway would be glass window could be omitted, and even without this the stairway would be attractive. The size of this house is 24 feet by 30 feet. Cost to build, exclusive of heating and plumbing, \$2,600. First story, 9 feet high; second story, 8 feet, and basement, 7 feet.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Sax rican Dwellh

POOR ROADS COST TIME AND MONEY

Horse Can Pull a Heavier Load on a Good Highway.

BAD CONDITIONS SPELL LOSS

On a Muddy Road the Amount of Weight Drawn Is From Zero to Maximum of 800 Pounds - On Smooth Earth Highway a Horse Car Pull From 1,000 to 2,000 Pounds and More on Gravel and Brick.

Prepared by office of good roads, depart ment of agriculture.]

Every one knows that a horse ca pull a heavier load on a good road than on one that is bad. It is, how ever, a rather difficult matter to cal culate just how much he can pull or different kinds of surfaces After care On a muddy earth road the amoun varies from nothing at all, when the road is in very bad shape, to a maximum of 800 pounds. On a smooth, dry earth road a horse can pull from 1,000 to 2,000 pounds; on a gravel road in bad condition, from 1,000 to 1,500 pounds



BOAD IN SULLIVAN COUNTY, TENN., BE PORE IMPROVEMENT.

on a gravel road in good condition on a brick road, from 5,000 pounds; and on a brick road, from 5,000 to 8,000 pounds. From these figures it appears that a horse on a good macadam road can do from three to five times as much work in a day as on a moderate y muddy earth road.

One or two instances will show what

this means in actual practice. Some years ago a farmer in Sullivan county, Tenn., had to haul barbed wire a distance of twenty-three miles. The most his two horse team could manage wa a load of 500 pounds, and three day were necessary to make the round trip. The road has since been improved, and the same team now draws a ton with-"I hear you are going to give a big dinner dance," chirped the society reporter.
"I don't know whether I am or not." said Mrs. Flubdub. "Nobody seems to want to come, the cook threatens to leave if I do and wy hydrodia to make the round trip in two days. Estimating the time of a man and team to be worth \$3 a day, under the old conditions it cost \$36 to haul a ton of the barbed wire. The same amount of wire can now be hauled the same distance at a cost of \$6. engineers usually adopt as the unit the ton mile—that is to say, the cost of hauling one ton one mile. In the case described the cost per ton mile under the old conditions was \$1.56 and under

the new \$0.26.

Another significant instance is re-Chill Tonic because the formula is plainly printed on every bottle showing that it is Iron and Quinine in a tasteless form. No cure, no pay.—50c,

town drove a team of two mules to the railroad station to get two tons of wire fencing. This he was able to haul without difficulty to the end of the shell road. There, however, he had to throw off 3,000 pounds of wire and hitch up two more mules to his wagon hitch up two more mules to his wagon in order to haul the remaining 1,000 pounds of wire over the unimproved road to his farm. In order to carry all the wire he had to make three more trips. Altogether to transport this wire the four miles from the station to his house took him from 10 o'clock one morning until 11 o'clock the next morning. If the shell road had extended as far as his house he could have hauled with two-mules instead of four the two with two-mules instead of four the two tons of wire in two and one-half hours

Because the farmer usually does his hauling himself and therefore does not have to pay cash wages for the time wasted on bad roads the expensive-ness of the operation is not so obvious to him as it might be. There are times however, when the loss that results from poor means of communication cannot be ignored. Sullivan county. Tenn., affords another instance of this. A farmer there some years ago had 100 bushels of Irish potatoes, which he in-tended to market in Bristol during the winter. On account of the condition of the roads, however, he put off going to town and stored the potatoes in the cellar. In the meantime the price of potatoes at Bristol rose as high as \$1.40 a bushel. The roads, however, gemained impassable and before the farmer could get his stock to maket he found that it had all rotted in the cellar. While these potatoes were go-ing to waste a few miles away, car-loads of farm produce were being ship-ped in by rail to feed Bristol and the adjacent territory.

BE CHEERFUL.

We all ought to be as cheerful as we can. Every one must have felt that a cheerful friend is like a sunny day, shedding brightness on all around, and most of us can, if we choose, make of the world a palace or a prison. To be bright and cheer ful often requires an effort, but the effort is well worth the making and will amply repay those cess.-Avebury.

Limbs come on trees and people They are seen on trees, in courtrooms, on the stage and at the seashore. They may be covered with bark, plasters of

silk, as the case may be.

Limbs are useful in many ways. Pelicans, who are very economical and therefore never get into deep water use only one at a time. Soldiers use them for various purposes, sometimes standing upon them and sometimes

Limbs are made of cork, wood o one. Cork limbs are useful as lit preservers. Wooden limbs can be taken off and used for purposes of defense. Bone limbs often enable one to get on one's feet.-IAfe.

A Scandal Spoiled.

"Of course he and his wife seem devoted to each other now," said the jealous Miss Gaussip, "but do you think she will always be so true and

"Well," replied Miss Kidder "I hav eason to know that only last night he had occasion to set a trap for her." "Ah! Do you know, I suspecte

"They more than suspected; they knew there were mice in the house."
Philadelphia Press.

New Zealand's Great Glacier. The Tasman, the greatest glacier in New Zealand, has an average width of 6,270 feet, though at its widest point it is somewhat more than two mile across. The Tasman is eighteen mile

Impressive Statement
Here is an impressive statement of
act about railway wages that ought a total of 37,873 employes classified as switch tenders, crossing tenders, and watchmen. These were receiv-ing in 1912 an average of \$1.70 per day, which was actually 6 cents a day less than they had been receiv-ing ten years earlier. At that time there were 48,201 con-

ductors with whom the statistics dealt. The conductors, therefore, were only a slightly more numer-ous class than the tenders and watch men; yet, while the conductors had had their wages raised from \$3.38 to \$4.29 per day, the less fortunate class of tenders and watchmen had to stand a reduction from \$1.76 to

to stand a reduction from \$1.76 to \$1.70 per day.

If the cost of living has been steadily advancing for conductors, so as to justify an increase of 27 per cent in their wages, it seems difficult to explain why that same cost of living should have failen sufficiently to warrant a decrease of 3 per cent in the wages of switch tenders, crossing tenders, and watchman.

Take the single classification of general office clerks. There were 87,106 of these according to the official report. A much larger numi than of either engineers, fir

These general office clerks were paid an average of \$2.21 per day in 1903, and of \$2.50 in 1912; an in-crease of only 13 per cent in the ten-

year period.

General office clerks, without exception, are compelled to live in cities, where cost of living is high.

Engineers Better Off
Engineers, on the other hand, are
distributed between large towns and
small towns; on the average, their
living circumstances ought to make expenses average considerably less than those of office clerks, ye the statistics show that engineer have received in the ten-year period an increase of 24 per cent in their wages, making them average exactly \$5 per day, while general office clerks have received an increase of only 13 per cent, making them average \$2.50 per day.

One of the worst underpaid classi-fications of railway employes is that of the station agents. There are just about 40,000 of these in the country, or nearly as many as the number of In 1903 station agents averaged

\$1.80 a day, and in 1912 they had been raised to only \$2.20 a day, while in that same time conductors had advanced from \$3.38 to \$4.20.

That is, the station agent in 1912 yas getting just about half the wages f the conductor, and in ten years he had had an average increase of 17 per cent, while the conductor's inirease had been 27 per cent.

Here are two of the most numer

classes of railway employe Trainmen, other than engineers, firemen, and conductors, numbered 136,809, while trackmen numbered 337,451. The statistics show that the trackmen were getting in 1903 an average of \$1.31 per day, and in 1913 an average of \$1.50 per day, an increase of 14 per cent.

What Others Sot On the other hand, the classific tion of other trainmen was getting in 1903 \$2.17 per day, and in 1912, \$2.96 per day, an increase of 36 per cent. In percentage, this is the largest advance received by any single class of railway employes during this decade

A general survey of wage condi-tions in the railway service and in other industries, it is believed, would show that in the last fifteen year the highly organized and fa classes of railway wage earners have had their incomes increased more than almost any other class of work ers in the country, while the much more numerous, but less effectively organized classes of railway workers ave probably received rather les ncreases than other industrial work ers in general.

In view of the strong feeling that se most fortunate classes of the railway employes are now makin excessive and unreasonable demands attention is now being called as never before to these general discrepancies. There is a strong dis-position to inaugurate a general and sweeping inivestigation of the whole question of railway wages with a view to establishing some sort of pub-lic regulation not unlike that already applied to railroad rates, in the inerest of employes and public alike Meanwhile, there is a marked indisthose classes already most highly favored, at the expense of other classes of employes who appear to be getting very low wages.

. Four national railroad unions threaten to tie up every steam road in the country. The num-ber of employees involved may ber of employees involved may total 400,000. They seem to have it in their power to stop all freight and passenger traf-

of such scope and magnitude. It would paralyze all American ♦ Industry and commerce and ex ♦ port trade. A nation of 100,
 ♦ 000,000 people would stand
 ♦ still, while its biggest industry fought out a question of wage
 and hours. A deadlock would be inconceivably destructive.-Bangor (Me.) News.

.

Glass Solvent. Hydrofluoric acid is an acid con pound of hydrogen and fluorine. It may be prepared by the action of sul-phuric acid upon cryolite in an appropriate apparatus made of lead or tained in a liquid form and is color less. Its vapors are exceedingly pol-sonous, and the liquid itself, even when mixed with more or less water auses severe swellings on the skin Great care must therefore be taken in working with this acid. Hydrofluoric acid dissolves glass, forming hydro-fluosilicic acid with its silica; hence its use for making etchings on glass.

Wonderful Wiedom "You seem to be rather busy." "Yes. I'm writing a love letter I've been working on it for more than

"Why take such pains?" "I want to feel sure that if this lette is ever read in court it won't make me look like a fool."—Birmingham AgeChildren Cry for Fletcher's

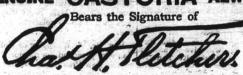
CASTORIA

and has been made under the sonal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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In Use For Over 30 Years The Kind You Have Always Bought

Income Bearing Wealth a Grievous Burden on the Nation

By MORRIS HILLQUIT, Noted

AN extension of the income and inheritance taxes gressive property tax are im-mediate steps that should be taken to limit private fortunes. IF THAT IS NOT DONE MORE RADICAL MEASURES WILE EVENTUALLY HAVE TO BE TAKEN.

The extent of the national tribute paid to the owners of large private fortunes is already crushing. income of private fortunes is a charge upon the industries of the country, a tax upon the working population to the extent of \$75 per capita, including men, women and

The average family consisting of five perons is thus saddled with a tax of \$375 a year for the right to work and live. Our so called "national wealth," so far as the at large are concerned, is not an as-set, but a liability, a heavy mort-gage hanging over the heads of all generations of Americans to come.

Hoyal Nickname William I. of England was William the Conqueror. He conquered Harold and became king of the first Norman dynasty that gave England four rulers.
His father was Robert the Devil.
Leopold I. of Germany was called the
Little Man In Red Stockings.
Juana, widow of Philip the Fair, was

he Mad Queen.

James II. of Scotland was the Just.
James IV. of the same country was
called King of the Iron Belt.
Charles the Great of France, son of Pepin the Short, extended the limits of

the empire from the Baltic to the Med-tterranean and from the bay of Biscay to the coast of Illyria. His son was known as Louis the Pious. Good Score

Mother was looking at Bobbi school report.
"Why, Bobbie," she exclaimed, "you have only 74 in deportment! I shall have to tell your father."

right. Go ahead and tell said Bobbie. "He was bragging all over town when he got 74 in golf."— Pittsburgh Press.

Ancient Egyptians.
The race or breed of the men who built the pyramids is and will probably remain an ethnological mystery. They were not white nor black, nor has it been possible clearly to identify them with the Turanian or Arab race. We simply do not know the kind of

they were. They were probably a mix-

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Very Serious

It is a very serious matter to ask medicine and have the wrong one given you. For this reason we urge you in buying to be careful to get the genuine—

THEDFORD'S BLACK-DRAUGHT Liver Medicine

The reputation of this old, relie The reputation of this old, reliable medicine, for constipation, indigestion and liver trouble, is firmly established. It does not imitate other medicines. It is better than others, or it would not be the favorite liver powder, with a larger sale than all others combined. SOLD IN TOWN

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