

## It Always Helps

says Mrs. Sylvania Woods, of Clifton Mills, Ky., in writing of her experience with Cardui, the woman's tonic. She says further: "Before I began to use Cardui, my back and head would hurt so bad, I thought the pain would kill me. I was hardly able to do any of my housework. After taking three bottles of Cardui, I began to feel like a new woman. I soon gained 35 pounds, and now, I do all my housework, as well as run a big water mill.

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a trial, I still use Cardui when I feel a little bad, and it always does me good."

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Get a Bottle Today!

## TO ENCIRCLE THE COUNTRY.

Representative Stephens introduces Bill For National Highway. A national highway 10,000 miles long, circling the United States and running strategically near the Pacific, Atlantic and Gulf coasts, as well as our northern and southern border lines, will be constructed and maintained by the federal government if the bill introduced in congress by Representative William D. Stephens of California is adopted.

It is proposed that the new highway, which would be to be constructed for national defense, shall cross the United States, running eastward by the most practical route through California, Arizona, New Mexico and the Gulf states to Jacksonville, Fla.; thence north through the Atlantic coast states to Portland, Me.; commencing again at New York city, the great roadway would run westward through New York, Pennsylvania, Ohio and Indiana to Chicago; thence north to St. Paul and west through the Dakotas, Montana, Idaho, Washington and to Seattle south to the mouth of the Pacific coast to San Diego.

It is also proposed to bind the inland points to the main highway now formed or contemplated. Every city in this part of the country would be on either a main or branch road connecting with the great highway which crosses the country from the Atlantic to the Pacific. The various sections through which the proposed national highway would run can be relied upon to give their state and county highway systems already constructed to the government, providing the federal maintenance and extending these roads.

It is estimated that a bond issue of \$100,000,000 will be ample to maintain the roads already built and to construct such links as will be needed in the next fifty years. The supervision of the roads will be in the hands of the United States engineers, and at least 100,000 American citizens, who must be physically eligible for active service in the army.

## "GOOD ROADS" BY TRAINLOADS

Railroads and States Co-operating For Better Highways—Arousing Farmers. Everywhere the movement for better roads shows increased impetus, says the New York Times. The importance of highways that will stand up, as shown by the war in Europe, is recognized as one of the contributing causes to the growing popular interest in highway improvement.

A number of the states are planning to send out good road trains to reach the farmer at a time when he is not busy with his crops. Those actively at the head of the good roads movement realize that the farmers, in large majority, must be drawn into the campaign for the funds required to construct permanent highways. A great missionary in this direction is the automobile. A marked feature of the sale of automobiles for the last fiscal year was the number of cars that went into the hands of farmers. Fifty per cent of the machines disposed of last year were bought by farmers. It is said but true that the farmer when seated in his new automobile sees the head of better roads much more readily than when on the front seat of a four horse wagon hauling a load to town.

Railroads are co-operating with the states' highway departments in sending out good roads trains. One of the states that will operate a train of this kind is Tennessee. It will make the trip in January. Representatives of the federal as well as the state department will be on board. Miniature models of various kinds of roads will be exhibited. At all points of community importance along the route lectures, illustrated by moving pictures and lantern slides, will be given.

## Pruning Peach Trees.

[J. F. Riddell, Oklahoma station.] A question frequently asked is, "When is the proper time to prune peach trees?" In general the answer to this question is: During the dormant period, preferably in late winter or early spring, just before growth starts, except in regions where bleeding from wounds is likely to occur. In such regions it should probably be done in early winter, but conditions and the amount of pruning must be considered in each case. If the pruning operations are very extensive economic requirements may make it necessary to prune throughout the winter whenever the weather is suitable for men to work in the orchard. If the fruit buds are endangered during the winter by adverse temperature it may be advisable to delay pruning as much as economic conditions permit until settled spring weather arrives. This is especially advisable if heavy heading in of the previous season's growth is involved, since the proportion of live buds may determine the extent to which the cutting back should be carried.

Lights on Lincoln Highway. It is announced that the section of the Lincoln highway between Aurora and Geneva, Ill., a distance of ten miles, is to be electrically lighted for the benefit of travelers at night. The plan for the lighting of this section of the Lincoln highway just outside of that city. The roadway will be of brick, eighteen feet wide, and by July 1, 1916, the entire Lincoln highway route through the township will be paved in the same manner, the entire job costing \$225,000. A celebration for the paving of the Aurora section of the Lincoln highway will be held on the fact that this is the first Illinois community to complete paving its part of the national road.

Times Change. "I wouldn't be seen with that old cat."

"Why, I thought she was your dear friend."

"That was last week."—Kansas City Journal.

## Not Far Wrong.

James was halting and stammering his way through a Latin translation Miss Graham was deftly trying to assist that some top brilliant student's memory. "Stasier" was the word she wanted.

"Come, come, James," she urged that stammerer. "You know the Latin for 'stasier'?"

James did as directed and thought hard for a moment. Then he looked up triumphantly.

"Stasier" he offered.—New York Times.

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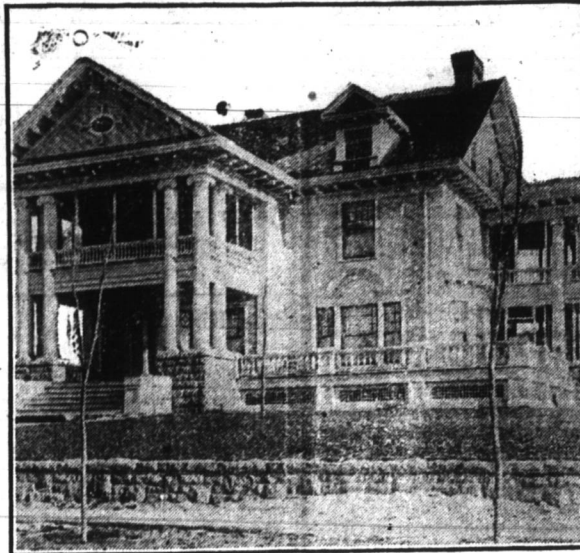
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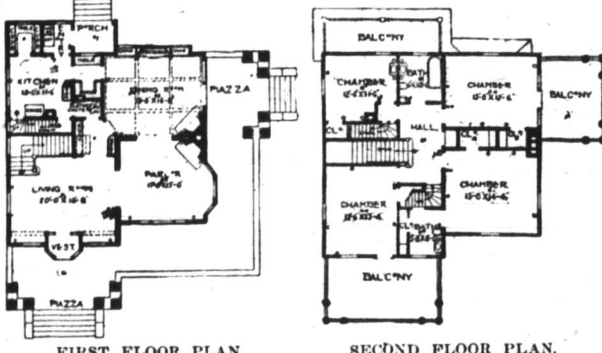
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## A LARGE COLONIAL RESIDENCE.

Design 976, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



This plan has the colonial exterior and interior arrangement. It was designed for a corner lot, with entrances to the dining room and also living room at the front. The living room connects with the library, which can be used as a music room or a drawing room. One front chamber has dressing room, toilet and lavatory. Size, 38 feet wide by 22 feet deep over main part. Full basement. Cost to build, exclusive of heating and plumbing, \$8,500.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 300 designs costing from \$1,000 to \$20,000; also a book of interiors, \$1 per copy.

## SUNDAY SCHOOL.

Lesson XII.—Second Quarter, For June 18, 1916.

Text of the Lesson, Acts vi, 19-34. Memory Verses, 33, 34—Golden Text, Acts vi, 31—Commentary Prepared by Rev. D. M. Stearns.

In verses 10-18 of our lesson chapter we read of an evil spirit possessing a woman who, as she followed Paul and his friends, cried out, "These men are the servants of the Most High God, who show unto us the way of salvation." She continued to do this many days, but Paul, being grieved by even so good and true a testimony from such a source and knowing her to be controlled by an evil spirit, commanded the spirit to come out of her in the name of Jesus Christ, and he did. It was certainly strange to hear such a testimony from such a source, but an evil spirit in the synagogue at Capernaum one day when Jesus was present cried out, "I know thee who thou art, the Holy One of God." And Jesus commanded the spirit to come out of the man (Mark 1, 23-26).

## THE INTERNATIONAL SERIES.

Truth may be talked without being known in the heart, but the Lord reads the heart and does not want testimony from His enemies. Knowing the truth about the Lord Jesus does not save any one, yet it may be that many think they are saved because they believe that Jesus lived and died and rose again and that He is the Son of God. But it is he that hath the Son of God that hath life, and he that hath not the Son of God hath not life. Only such as receive Him become children of God (I John v, 12; John 1, 12).

## BITS OF POULTRY WISDOM.

To prevent hens from eating their eggs arrange a false bottom in the nest, through which the egg will roll slowly out of sight when laid. There are several ways of doing this. Making the nests dark the formation of this habit will be prevented.

The best means of cheering up chicks is furnishing them with some garden worms to fight over. If it's dry and worms are scarce feed beef cut in the surface of the record, which was onion will do the work if you don't give it to them too often. Anything to make them scrappy.

An excellent grade of charcoal can be made by burning corncobs till they turn red, extinguishing the fire and when dry grinding for mash feeding for the poultry.

To tell a pullet from a hen look at the surface of the upper part of the wing. In a pullet this shows minute rose colored veins, which are not seen in a hen over twelve months old. A pullet, too, has smooth legs and shows long, silky hairs in the plumage, which are not seen in a hen over a year old.

Often lack of exercise and green food will cause feather eating. It is a very good plan to feed sulphur in the mash, especially when one sees the hens starting this bad habit. In a very confined run one should give the birds all the occupation possible. It is also a good idea to have a perch out in the outside runs.

## Potomac Valley Gold.

A good prospector can go out and find some gold in the Potomac valley almost any time he tries, but the difficulty with the yield is that the cost of ore reduction is several dollars for every dollar of gold yielded. A Baltimore expert predicts that some time a vein will be discovered which will give rise to an eastern gold excitement.

## King Alfred's Bugle.

The most interesting of all bugles is the famous "blowing stone," first used by Alfred the Great to signal his troops on the field of Ashdown. It is in the historic Vale of the White Horse, in Berkshire, England, and is a mass of sandstone so curiously pierced with holes that when blown it emits a loud, clear call. The sound travels over the green meadows, through the woods of the river Ock, echoing among the White Horse hills and down to King Alfred's camp on the southern slope and back to Wayland Smith's cave, where the smith heard, when no one ever saw, who shed the traveler's horse left at his door.—London Spectator.

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## HAVE GOOD WAGES AND SHORT HOURS

Some Interesting Figures As To Actual Earnings of Men On Southeastern Roads.

Washington, D. C.—In connection with the movement of train and engine employees for increased wages, a frank statement of the earnings of men employed in freight service in the southeastern territory will doubtless be of interest.

For engineers the prevailing minimum rate in through freight service ranges from \$5.15 to \$5.65 per day, engines of coast and local freight service from \$5.25 to \$6.00 for engines of ordinary types, in both through and local freight service from \$6.25 to \$7.00 for Mallet type engines.

For white firemen on engines of ordinary types the minimum rate ranges from \$2.75 to \$3.50 per day in through freight service, from \$3.00 to \$3.60 in local service; on Mallet engines in both through and local service from \$4.00 to \$4.25.

For conductors the standard minimum rate in through freight service is \$4.10 per day, in local service \$4.50 per day.

For white brakemen the standard rate in through freight service is \$2.75 per, in local service \$3 per day.

The foregoing are the minimum daily rates that must be made by the railroads to each employee in the classes named who does any work at all in a day, irrespective of how long hours he may be on duty or how few miles he may actually run. These rates are paid for any work up to 100 miles with additional pay for overtime if the run is not completed in the specified number of hours.

On the other hand, the earnings of employees frequently exceed these figures as the actual earnings depend upon the number of miles run and, in the case of fast freight runs, the earnings are much higher for comparatively short hours.

Taking as an illustration a fast freight train running over a division 150 miles long where the run can be made in 7 hours and 30 minutes, the engineer would receive for this 7 1/2 hours on duty the sum of \$3.10, the fireman \$4.70, the conductor \$6.15, and the white brakeman \$4.10.

Thus while the first figures show the minimum that can be paid an engineer, fireman, conductor, or brakeman for a day's work, the latter, in fact, are being made by train and engine employees on fast freights on long divisions, such as are being run every day in regular service by a number of roads in the southeast for handling live stock, perishables, and other freight which it is necessary to move on expedited schedules.

In fact, the standard rates for white employees vary from \$3.00 to \$3.50 per day for day switchmen, and from \$3.20 to \$3.70 for night switchmen, and from \$2.50 to \$3.80 for day foremen, and from \$3.70 to \$4.00 for night foremen. These are the minimum rates that can be paid for a day or any part of a day up to 10 hours after 10 hours pro rata overtime is paid.

Under the men's proposals the lowest yard employees who now receive \$3.00 for a 10 hour day would receive \$3.00 for an 8 hour day, or \$4.12 for the work at present performed in 10 hours, and the night conductor now receiving \$4.00 for his 10 hour day would receive this \$4.00 for his 8 hour day, or \$5.50 for the work at present performed in 10 hours.

It is the rankest nonsense for the Trainman to pretend that the public has nothing to do with this business. The public has everything to do with it, as the brotherhoods will find, if they refuse arbitration and cast conservatism to the winds. The most cowardly government could not, in that case, shrink from its supreme duty of keeping the national highways open to commerce.—New Orleans Times-Picayune.

## STRIKE WOULD INFLICT A STAGGERING LOSS

Would Cut Farmers' Prices, Stop Industry And Face Cities With Starvation

New York.—On one point related to the demands of the unions of train service employees for a heavy increase in wages the sentiment of the general public has been expressed in no uncertain terms. That is on the question of a strike.

Declarations have come from every quarter that an interruption of transportation will not be tolerated by the public, but will call forth drastic action. The enormous injury to the country that would result from a nationwide strike of train service employees is discussed by a writer in the March National Magazine, from which the following extract is taken:

What such a strike would mean to the country is a thing which cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize that an instant stoppage of all railway transportation plays in every industrial activity of the country.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of men who are employed on our nearly three hundred thousand miles of railway were to stop for a single day. If the stoppage continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. The big cities of the country, and particularly to the cities of the eastern seaboard it would mean cutting off the food supplies of the population in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as wheat and corn, the supplies are replenished daily. The stoppage of transportation, therefore, would mean suffering and want to the city dwellers, and if continued for long would threaten many of them with actual starvation.

To the farmers of the country a general railway strike would be a catastrophe, only less serious. Cut off from the market the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, which the market value of more perishable articles would disappear entirely. The great industrial plants of the country would be forced to close down following the declaration of a strike because they could not obtain supplies. They ship their finished products to market. Their plants would soon be thrown out of work. With the income of practically every class of the country seriously cut, the country would be suspended entirely, merchants would transact little business, because there would be no money to spend, and the industrial activities of the whole country would be virtually paralyzed from the moment the railroads ceased to operate.

The railroads cannot purchase better materials in huge quantities and also devote the same money to the payroll. If they yield to the demands of the unions which they must abstain from spending what they are planning to spend for purchases; the result will be that the steel mills will drift back into slackness and the business boom just getting well underway will flatten out, to the bitter cost of everybody in the country.—Detroit Free Press.

The use of the huge new locomotives and the long and heavy trains, against which the Brotherhoods of freight trainmen, who are asking an enormous increase in wages, protest so vigorously, seems to have resulted in a rapid decrease in accidents to railroad employees and a decided increase in the safety. The number of railway employees killed in service diminished from 620 in 1911 to 452 in 1914, and the number of injured from 6601 to 4823.

To pursue a dispute as to hours and wages on the theory that workmen are entitled to all that can be forced from employers and extorted from the people by employers is never the best way to promote the permanent welfare of labor.—New York World.

## FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS

Might Just As Well Ask Country To Return To Sailing Boats And Ox Carts

Washington, D. C.—To the public that pays every dollar of the railroad bill (and forty-five cents of every dollar paid for transportation is for wages) the leaders of the four brotherhoods of railway employees, who are demanding increased pay, say: "All the railroads have to do to meet our demands for higher wages is to shorten their trains, move freight more rapidly, and escape the penalty of overtime wages."

The fallacy of this statement, which is a ridiculous argument used in support of the demand for increased wages, is well shown in the following editorial which appeared in the Washington, D. C. Times of April 19, under the heading "A Mad Freight Train Idea."

"Everybody in the ranks of the railroads will agree with the railway managers that the campaign which the railway workers are waging, particularly in the west for short trains, while at the same time demanding higher pay and fewer hours of work, is in all possible claims the most impudent and most unscrupulous, eliminating sharp curves.

"The Purist Lost a Sale.

"I've just happened to remember that my wife told me to get a tin pan that will go under the icebox. Have you any?"

"No, sir, but we have some that can be showed under the icebox. Won't that do just as well?"

"I think not, young man. My wife is a bit particular about my getting the exact thing that she tells me to get. I presume I can find it at some other store. Good day, sir."—Chicago Tribune.

Odd Superstitions.

In England there is a superstition that if a bride and groom eat periwinkle leaves together they will love one another. Should be after marriage prove recalcitrant here is a way to win him back: Take a piece of the root of a wallflower and a partridge's heart, roll them into a ball and make the man eat it. If you want to know whether your lover loves you crush some bleeding heart. If the juice is red he does, but if it is white he does not.—London Globe.

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