

# 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. I wish every suffering woman would give

# CARDUI

## The Woman's Tonic

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

Headache, backache, side ache, nervousness, tired, worn-out feelings, etc., are sure signs of womanly trouble. Signs that you need Cardui, the woman's tonic. You cannot make a mistake in trying Cardui for your trouble. It has been helping weak, ailing women for more than fifty years.

### Get a Bottle Today!

## TO ENCIRCLE THE COUNTRY.

Representative Stephens Introduces Bill For National Highway.

A national highway 10,000 miles long, encircling 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 mainly is 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 at Seattle branch south the length 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 highways which already span 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 latter maintains and extends 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 will provide work for 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 better roads is being shown, 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 roads trains to reach the farmer at a time when he is busy with his crops. These, 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. At all points of community importance along the route lectures, illustrated by moving pictures and lantern slides, will be given.

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.

Road Improvement in New York State.

New York towns and counties placed contracts for nearly 200 miles of concrete streets and roads last year, and more than 110 miles of these were completed during the year. Contracts were let in thirty-two counties for 2,291,968 square yards of concrete paving, sufficient for 244 miles of sixteen foot paved surface. At the end of the year 1,850,000 square yards had been completed, equivalent to 140 miles of sixteen foot roads. Many of the pieces of road were put down in towns and were more than sixteen feet wide, so the actual mileage completed was a little more than 110.

Not Far Wrong.

James was halting and stammering his way through a Latin translation Miss Graham was deftly trying to assist that none too brilliant student's memory. "Snister" was the word she wanted.

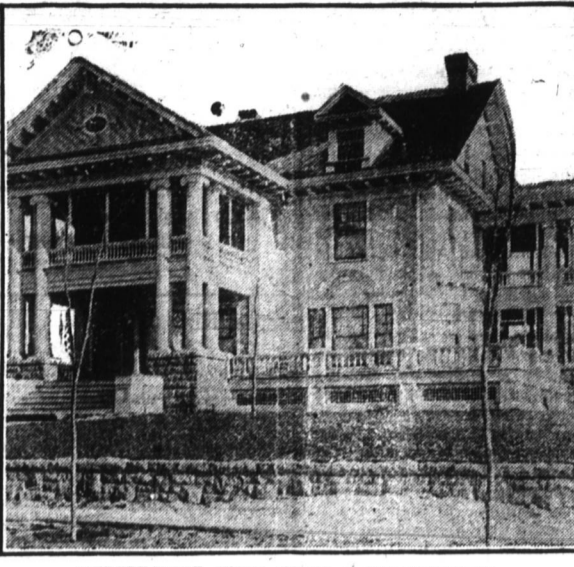
"Come, come, James," she urged "I think hard. You know the Latin for 'let'?"

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

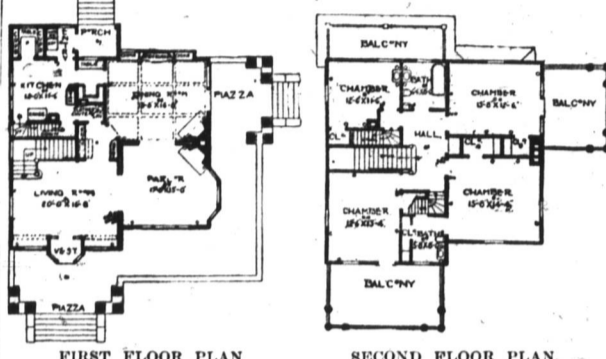
"Snister" he offered. — New York Times.

## 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, bath, toilet and lavatory. Size, 28 feet wide by 32 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 \$40,000; also a book of interiors, \$1 per copy.

## SUNDAY SCHOOL.

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

## THE INTERNATIONAL SERIES.

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 18-19 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).

Truth may be talked without being known in the heart, but the Lord reveals 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 they 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 (1 John v, 12; John 1, 12).

When those who employed this woman and made money by her saw that this source of income was taken from them they incited a riot against Paul and Silas and had them beaten and cast into prison, and the jailer, having received a charge to keep them safely, put them in the inner prison and made their feet fast in the stocks (verses 19-24). There are some things right on the surface of this record, and one is that people are apt to grow very angry if they are making money wrongfully and their business is interfered with. Compare the riot of the silvermiths at Ephesus in chapter six, and then think of the opposition of the liquor dealers and all who dis honor Jesus Christ to the work and teaching of Rev. William Sunday and all true evangelists; also the opposition of those who profit by prostitution to those who desire righteousness.

Then notice that if you won't let the devil help you he will take pains to persecute you. Compare in Ezra iv, 15, the decided opposition of those who were not permitted to help in the tower. There are still those who are ready to help in many a good work who may be doing it for the devil while they do it. But if asked to renounce the devil and to receive the Lord Jesus and put their trust in His great sacrifice as the Son of God, then one is apt to witness the enmity of the carnal mind against God.

How grand was the victory of faith in these men of God, who, with sorrow and bleeding backs and feet in the stocks, could praise the God whose they were and whom they served and talk with Him in heaven from their prison! Not only did the other prisoners hear them praising God, but they were heard in heaven, and suddenly the earth was shaken, and the prison doors were opened and every one's bonds loosed (verses 25, 26). Oh, how great and wonderful is our God, the God of Israel, who only does wonders! (Ps. lxxii, 18, 19). As some one has said, these men had no influence enough on earth at Phillippi to save them from this shameful treatment (1 Thess. ii, 2) and from prison, but they had influence enough in heaven to shake the earth. It was midnight when they prayed and sang

## praises, but the God of Israel neither slumbers nor sleeps; He watches over His people night and day (Ps. cxxi, 4; Isa. xxvii, 3).

Not only was the prison shaken, but the keeper was so shaken when he saw the prison doors open that he would have killed himself if Paul had not cried out, "Do thyself no harm for we are all here!" He was shaken deep down in his soul, too, for, falling down trembling before Paul and Silas he brought them out and said, "Sirs, what must I do to be saved?" Then did Paul at this unexpected midnight service speak to him and to his house the word of the Lord, and they believed—that is, they received the Lord Jesus Christ—and, being saved, they confessed Christ in baptism and were all filled with rejoicing. The second saved household at Phillippi (verses 14, 15, 27-34).

Reading of saved households, I at ways think of the Lord's word to Noah, "Come thou and all thy household, and I find great enjoyment to be here that the Lord still loves to save households. It would seem that before the baptism those poor scared backs were made more comfortable and then what a love feast they must have had in the jailer's house, and what joy and peace they must have found on earth! Next morning those who had imprisoned the apostles wanted to let them go privately, but Paul insisted upon a public acquittal, which was granted them, and after a call upon Lydia they departed.

## BITS OF POULTRY WISDOM.

To prevent hens from eating their eggs away from a safe bottom in the nest, through which they will eat slowly out of sight when laid. There are several ways of doing this. By making the nests dark the formation of this habit will be prevented.

The best means of cheering up chicks is furnish them with some garden worms to fight over. If it's dry and worms are scarce fresh beef cut in strips will serve the purpose. Sliced 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 with the 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 green colored veins, which are not seen in a bird over twelve months old. A pullet, too, has smooth legs and shows long, silky hairs in the plumage, which are not seen in a bird 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 signs of 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 bugle," 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 to 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 lived, whom no one ever saw, who shod the travelers' horses left at his door.—London Spectator.

## 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 for engines of ordinary types, in 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 day, 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 few hours he may be on duty or of 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 his 7 1/2 hours on duty the sum of \$31.10, the fireman \$47.10, the conductor \$46.15, and the white brakeman \$41.10.

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 figures show the wages that can be and are being made by train and engine employees on fast freight and long divisions, such as are being run every day in regular service by a number of roads in the southeast handling live stock, perishables, and other freight which it is necessary to move on expedited schedules.

In yard service 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 \$3.50 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 of all 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 yard 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 Brotherhood 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 to open to commerce.—New Orleans Times-Picayune.

## 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 the last-ditch 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 Brotherhoods will agree that the railway managers that the campaign which the railway workers are waging, particularly against themselves or their stage coaches and ox carts of the past. It is like suggesting that the farmer himself drive his wagon-load of produce in small lots day after day to the distant market of the city instead of loading it in bulk into freight cars and shipping it all at once by rail."

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 shoved 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 he after marriage prove recalcitrant, here is a way to win him back: Take a piece of the root of a wallflower and a periwinkle root, roll them into a ball and make the man get 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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## 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 American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part 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 bushels of grain, the millions of barrels of oil, the millions of tons of coal, the millions of tons of iron ore, the millions of tons of lumber, the millions of tons of cotton, the millions of tons of wool, the millions of tons of sugar, the millions of tons of flour, the millions of tons of meat, the millions of tons of clothing, the millions of tons of machinery, the millions of tons of other goods, which are transported by rail, were to be stopped.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his 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 would disappear entirely. The great industrial plants of the country would soon be forced to close down, and in the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work.

With the income of practically every class of citizens either seriously cut down or suspended entirely, the business of the country would be paralyzed. The industrial activity of the 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 payrolls. If they yield to the demands of the men they must abstain from spending what they are planning to spend for purchases; the result will be that the steel mills will shut back into idleness, and the business of the country will be paralyzed. The income 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 vigorously, seems to have resulted in a rapid decrease in accidents to railroad employees, and a decided increase in their 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 not the best way to promote the permanent welfare of labor.—New York World.

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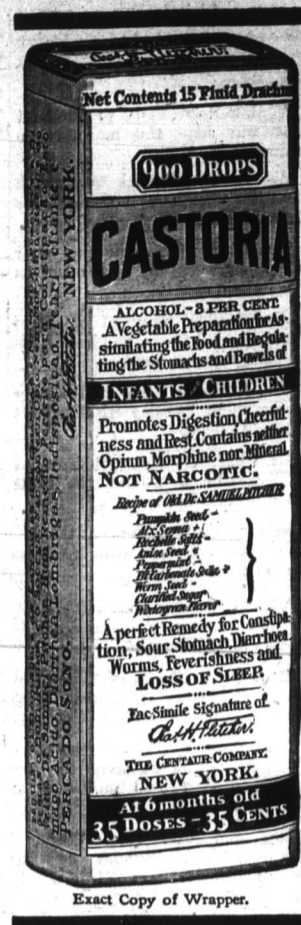
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## Millions For State Roads.

A total of \$54,830,000 was expended by the states for road building in 1915, according to a circular issued by the secretary of agriculture at Washington. In the list of states New York leads with \$15,000,000. Next came Pennsylvania with \$5,000,000. Maryland stands fourth, \$4,572,000. Other states that spent over \$2,000,000 are Ohio, \$3,800,000; Washington, \$3,107,000; Massachusetts, \$2,437,000; Illinois, \$2,100,000.

Improved roads to the extent of 35,477 miles had been completed under state supervision at the outset of 1915. It was about twenty years ago that state governments began to make appropriations for road improvements; up to Jan. 1, 1915, the grand total set aside by the states for road improvements amounted to \$211,850,000. Showing the way this policy of the states has grown in recent times, the circular states that \$104,000,000 of the total was appropriated by the states since the beginning of 1914.

## A Mean Trick.

"I wasn't able to match that piece of goods for you," said hubby. "I tried six different stores, and they all told me they hadn't anything like that in stock for five years."

"I knew that all the time," said wife. "I just wanted to prove to you that my best dress is hopelessly out of style. You wouldn't believe it when I told you."—St. Louis Post-Dispatch.

## A Tailor's Query.

Is a clothing storeman a coterie, a pantry or a vestry?—London Telegraph.

## All Kinds.

"He has all kinds of money."

"Rich, eh?"

"No; coin collector."

— San Francisco in Japan.

In Japan all the girl babies have their heads shaved until they are three years old.

## A Distinction.

"What's your boy learning at college?" "I don't know. I can only tell you what he's studying."—Exchange.

## Headlines.

Green salted hogskins are considered a great table delicacy in some parts of Mexico.

## Cat Proof Fence.

A fence can be made cat proof by stringing a tight wire about two inches above and parallel with the top.

## Flora of Palestine.

The flora of Palestine include about the same number of species as that of California, 3,000.

## Hard on Baby.

First we teach the baby to talk and then we teach him to hold his tongue.—Smart Set.

## What Started the Quarrel.

Young Wife (at home)—Hello, dear! Young Husband (at the office)—Hello! Who is it?—Puck.

## Burning Glasses.

The use of the burning lens to generate fire was known to the ancient Greeks.

## Japanese Way.

Japanese do not say northeast and southwest. They say eastnorth and westsouth.

## In a Bad Way.

"Is he hard up?" "I should say so. He can't even get credit for his good intentions."—Judge.

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