

EXCUSE ME!

Drawn By M. MYER



"The organization of labor followed logically the organization of capital, and gave us one of the greatest and most difficult of modern problems, that of the labor unions."

"In the factory we no longer aim to supply local demands, but state, interstate, national and even international. For this there must be transportation and therefore we have a railroad problem closely intertwined with the labor problem, intimately connected with the whole process of manufacturing and distribution. The products of these great factories must be used by consumers living at long distances. Hence we have the problem of distribution, or the problem of the middleman, and all the direct results of the application of science to industry. Since the world began the like has never been seen before."

"With corn at from 20 to 25 cents, wheat 50 cents, oats 15 cents, the manufacturer could afford to pay higher wages than the farmer could give shorter hours. The city could furnish paved streets, light amusements, society—the joy of living. Is it any wonder that the farm boys and girls fled to the cities? The farm itself finally began to use improved machinery. The farmer used more horses, better tools, and grew more crops with less than half the labor. All this was natural, logical, inevitable. The older farming sections of old simply because they do not need it as when farming under old conditions. They could not use it with profit when they had to compete with town wages and town hours."

"What then followed? Inevitably, soil impoverishment. The nineteenth century farmer was, speaking generally, no farmer at all but a miner, a soil robber. The nineteenth century farmers sold the stored fertility of ages at the bare cost of mining it. With his gang plow and four to eight section harrow he could do more soil robbing in five years than his grandfather could in a whole lifetime."

"We are now nearing a point where we will need practically all our grains to provide for the wants of our own population. Our export of corn is merely a dribble; in our last census year, 100 million bushels less than the average ten years before. Our exports of wheat and dairy products have sunk in ten years from 15 per cent. We sent abroad last year only about one-third the number of cattle we sent ten years ago. There is not the slightest indication that this decline will be checked. If checked at all, it will be but temporarily, due to an industrial crisis. Were it not for the over 500 million dollars worth of cotton that we send abroad each year, the country would be drained of its precious metals to settle our foreign obligations, and we would be on the verge of national bankruptcy. Lands in England that have been farmed for more than a thousand years produce more than twice as much wheat per acre on the average as we do in the naturally better lands of the Mississippi valley. This demonstrates the difference between farming and merely mining the soil fertility. The present condition, has been greatly hastened by our statesmen. The gift of an empire of land to railroads to enable them to furnish speedy and cheap transportation for a vast continent, together with the homestead law, so excessively stimulated agricultural production that the farmer could not sell his product until about twelve years ago, often under the cost of production. This gave the world cheap food that it will ever see again, and made possible the wonderful growth of great cities the world over."

"The anxiety of the farmer to find a home market instead of having his prices fixed in a foreign market under competition led to the continued operation of the system of high tariffs after the reason for it had ceased to exist, thus wonderfully stimulating the growth of the cities of our land, cities which with all our boasted activity we have never been able to govern decently. When this undue stimulus is removed, as it will and must be sooner or later, our manufacturers will have to take the same medicine which sickened the farmers in the 70's, 80's and early 90's."

"Inasmuch as there are no more Mississippi valleys to be opened up, we are now near the burning of the lane. We must henceforth learn how to farm. We cannot greatly increase acreage; will in fact be compelled by the return of normal climatic conditions over our Western territory to reduce it. The only thing left to do is to grow more grain per acre, better stock in greater numbers per quarter section. Only in this way can we reduce the cost of living."

"Our great problem, as I said to this congress a year ago, is how to produce food for our own people at prices which they can afford to pay. But how? Partly by putting more brains into our farming. Many farmers have more faith in moon signs than in agricultural colleges and experiment stations; more faith in ordinary politicians than in college professors and scientists; more faith in yellow journals than in the best agricultural papers."

"The farmer complains that he cannot employ the labor necessary to grow full crops on his land. There is just ground for his complaint. The factory, the store, the railroad, the trolley line outbid him for the labor, even that which is farm born and farm bred. Therefore the very problem and kernel of our modern farm problem is how to retain on the farm all the boys and girls who there, who are fit to be farmers or farmers' wives. This can be done only by making farm life worth living."

"All over the country there is the beginning of a great social and industrial awakening. The farmer is beginning to 'magnify his office,' to cut loose from 'partisan bias' to do his own thinking and act for himself. He is paying better salaries to his school teachers and insisting that the teaching have some relation to the life of the farm. He is buying his own automobiles, and paying cash for them. He is beginning to realize that farm life is essentially different from the life of the town life clubs is to organize country life clubs is spreading. The boys and girls are organizing for games. The country church is beginning to realize its mission, and in several states country preachers are taking short courses in agricultural colleges in order that they may teach morals and religion to farmers in terms of their

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TOO MUCH STRESS IS PAID TO THE MOON SIGNS

By Associated Press.
Kansas City, Mo., Sept. 26.—Declaring that many farmers of the present day have more faith in moon signs than in agricultural colleges and experiment stations; more faith in ordinary politicians than in college professors and scientists, more faith in yellow journals than in the best agricultural papers, and that the nineteenth century farmer was no farmer at all, but a robber of the soil, Henry Wallace, president of the third National Conservation Congress, delivered an address before that body today, strongly urging scientific farming as the only means by which the cost of living can be reduced. In part Mr. Wallace said: "It will be my object in this address not to discuss any phase of the conservation movement exhaustively, but to outline briefly two drifts of population. The drift from the farm to the city, and the drift from the city toward the land and the work of this congress as related thereto. "Even before the daily press had begun the crusade 'back to the land,' the movement toward the land had al-

ready begun. "The land hunger is not peculiar to any class of people nor to any state. The merchant, the banker, the railroad official or New York and Boston, each longs for a farm, possibly only as a summer home, but is willing to pay for it in investment, in improvements and cost of management, more than it is worth in dollars or ever will be. He, too, is bitten with land hunger. Many small business men of our cities, who cannot hope to secure a farm and live on it, invest greedily in acreage in the suburbs. The workman in the factory aims to secure two or three acres on which he can build himself a home. "The growth of large cities has ceased to be in the business or even in the old residence sections, and is entirely in the suburbs. The same holds true abroad. If men cannot have country life in the country, they are constantly aiming to get as much as possible of the country in the city. While the steam railroads tend to concentrate population, as they have from the beginning, the trolley lines tend to lure the people back toward the country. "Latent in the heart of nearly every man, be he man of business, clerk or other employe, or laboring with his hands, there is a yearning desire to have a piece of land to call his own. "Alongside of this movement back toward if not always to the farm, the counter movement from the farm to the town, which has been going on for fifty years, continues with increasing and accelerated force. Farmers all over the older west move in great numbers or retire to the country towns; and notwithstanding all

this constant influx of population from the farms these towns, as the late census reveals, have barely held their own and often have lost in population, the natural increase of the towns themselves pouring into the larger ones and cities, in which the majority live with less comfort than the farmers who remain on the farms. Vast numbers of boys and girls fall a prey to alluring vices of the city, and many of them eventually take their places with the "down and out." Comparatively few succeed and become well-to-do. The children of these few become wealthy; their grandchildren usually spend gaily the fortunes they never earned; and naturally the family dies out, at least so far as force and power is concerned, in another generation or at least two or three. The city uses up men and families as it uses up horses. And this is true not only in this but in the older countries as well. All Ireland, for example, except Dublin and Belfast, has lost population in the last ten years, as also has nearly all of Wales and Scotland. "I regard it as important that you should understand as clearly as possible the conditions that have caused this worldwide movement from the farm to the city, as only in this way shall we be able to foresee and describe the conditions that will cause and are even now causing a return flow or movement back toward the land. The movement toward began with the use of improved machinery, or the application of science to the operations of manufacturing and distributing the things necessary for the supply of our ever increasing human wants. It has increased in proportion to the success of the inventions and discoveries.

Better Times After a change in Food

FEEL RIGHT When You Feel Right.

Lack of energy is usually the outward sign of faulty nutrition.

Folks who don't feel "spry" because of lack of the right kind of nourishment

"Pick Up"

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FOOD

Thousands who know the personal value of clear-thinking and vigorous action, make Grape-Nuts a part of their regular diet.

Another thing to be considered is that Grape-Nuts is "possessed" in making and the starch parts converted into a form of sugar, exactly as the process of digestion in the body. So Grape-Nuts has really passed the first act of digestion and therefore the food is quickly assimilated in the most perfect manner by babe or athlete.

Get the little book, "The Road to Wellville," in pkgs.

"There's a Reason"

Postum Cereal Co., Ltd., Battle Creek, Mich.

Special to The News.
Huntersville, Sept. 26.—Mrs. Allison Dewese (nee Sloan) died Sabbath morning, September 24, at the home of her granddaughter, Mrs. Pink McHard, near this place. She was ninety-two years of age, and just prior to her death it is believed she was the only living mother of Confederate soldiers in Mecklenburg county, she having three sons in the army. She is survived by her brother, Mr. Tom Sloan, who was also in the war of the '60s, and two sisters, Mrs. Lizzie Douglas and Mrs. Laura Dewese. She also leaves a number of children, grandchildren, and great-grandchildren. Mr. Calvin and Leroy Dewese of this community are her sons.

Death Mrs. Dewese At the Age of 92

Her remains were interred today at Ramah Presbyterian church, of which she was a life-long and devoted member. The funeral was conducted by her pastor, Rev. J. W. Grier, assisted by Rev. J. M. Bigham in the presence of a host of kindred and friends.

After Concealed Funds.
By Associated Press.
New York, Sept. 25.—Postoffice authorities today took steps to get at more than \$100,000 in cash which they believe was kept in reserve by Jared Flagg, Jr., and others who were arrested Saturday, accused of violating postal laws to defraud investors.

Two Men Killed in Alabama.
By Associated Press.
Birmingham, Ala., Sept. 26.—Chester and Web Lynn, brothers, were shot to death yesterday at Sayre, a mining town in the extreme western portion of this county, by Special Officer Hawlett Lawler and a constable.

A FIERCE NIGHT ALARM.
Is the hoarse, startling cry of a child, suddenly attacked by croup. Often it aroused Lewis Chamblin of Manchester, O., (R. R. No. 2) for their four children were greatly subject to croup. "Sometimes in severe attacks," he wrote, "we were afraid they would die, but since we proved that a certain remedy Dr. King's New Discovery is, we have no fear. We rely on it for croup and for coughs, colds or any throat or lung trouble." So do thousands of others. So say you, Asthma, Hay Fever, LaGrippe, Whooping Cough, Hemorrhages, fly before it, 50c and \$1.00. Trial bottle free. Sold by W. L. Hand & Co.

May Hire Strike Breakers.
By Associated Press.
Sedalia, Mo., Sept. 25.—That the Missouri, Kansas & Texas Railway Company is planning to hire strike breakers and resume work in the carshops was the rumor among striking carmen today.

Some men are born great, some shrink, and others never find out how small they really are.

FOLEY KIDNEY PILLS.
Will reach your individual case if you have any form of kidney or bladder trouble, any backache, nervousness, rheumatism, uric acid poisoning, or irregular and painful kidney action. Before you reach the limit of physical endurance, and while your condition is still curable, take Foley Kidney Pills. Their quick action and positive results will delight you. Try them. Bowen's Drug Store, on the Square.

THE SELWYN HOTEL

EUROPEAN

Only fire-proof hotel in Charlotte; supplied entirely with water from its own deep well.

CAFÉ OPEN ALL NIGHT.

Water analyzed July 6, 1911, by Director State Laboratory of Hygiene and pronounced pure.

Pure Water from our Artesian Well, 303 1-2 feet deep, for sale.

5c gallon at Hotel.

10c gallon in 5-gallon lots.

Delivered in Charlotte or at R. R. Station.

EDGAR B. MOORE, Proprietor.

SOUTHERN RAILWAY

N. E.—The following schedule figures published only as information and are not guaranteed.

3.20 a. m. No. 25, daily, Birmingham to Charlotte, via Raleigh, Durham, and Greensboro. Pullman drawing room sleeping cars, observation cars and day coaches to Birmingham. Dining car service.

6.10 a. m. No. 31, daily, The Southern Railway Limited, for Columbia, Savannah, Aiken, Augusta and Jacksonville. Pullman drawing room sleeping cars for Aiken, Greenville, and all intermediate points.

6.30 a. m. No. 44, daily, local for Washington, D. C.

6.40 a. m. No. 39, daily, local train for Columbia and intermediate points.

7.15 a. m. No. 38, daily, local train for Atlanta and intermediate points.

7.50 a. m. No. 16, daily, except Sunday, local for Statesville and Taylorsville, connecting at Mooresville for Winston-Salem; at Statesville for Asheville and beyond.

10.05 a. m. No. 37, daily, New York,

Atlanta and New Orleans Limited Pullman drawing room sleeping cars, New York to New Orleans, Atlanta and Macon. Dining car service. Solid Pullman train.

10.15 a. m. No. 36, daily, United States fast mail, for Washington and points North. Pullman drawing room sleeping cars, New Orleans and intermediate points.

11.00 a. m. No. 11, daily, local for Greensboro and intermediate points.

4.50 p. m. No. 41, daily, except Sunday, local for Seneca and intermediate points.

6.00 p. m. No. 24, daily, except Sunday, local for Mooresville, Statesville and Taylorsville.

7.30 p. m. No. 35, daily, New York for Washington and points North. Pullman drawing room sleeping cars, observation cars for New York, Dining car service. Solid Pullman train.

9.30 p. m. No. 35, daily, United States fast mail for Atlanta, Birmingham and New Orleans. Pullman drawing room sleeping cars, New York to New Orleans, and Birmingham. Day coaches to Washington. Dining car service.

10.00 p. m. No. 32, Daily, The Southern Railway Limited for Washington, New York and points North. Pullman drawing room sleeping cars, observation cars for Washington. Day coaches to Washington. Dining car service.

10.30 p. m. No. 43, daily, for Atlanta and points South. Handles Pullman sleeping cars, Raleigh to Atlanta. Day coaches to Washington, D. C.

11.20 p. m. No. 30, daily, Birmingham to Washington and New York. Pullman drawing room sleeping cars, observation cars for Washington. Day coaches to Washington. Dining car service.

All New York trains of Southern Railway will arrive and depart from the magnificent new Manhattan terminal of the Pennsylvania Railroad, Seventy to Eighty seventh street, 33rd street, and will be composed of modern electric lighted steel constructed Pullman coaches. Tickets, sleeping car reservations and detailed information can be obtained at ticket office, No. 11, South Tryon street.

R. H. DEBUTTS, T. P. A., Charlotte, N. C.
R. L. VERNON, D. P. A., Charlotte, N. C.
H. F. CARY, G. A., Washington, D. C.
E. H. COPEMAN, V. P. & G. M., Washington, D. C.

SEABOARD AIR LINE SCHEDULE

JAMES KER, JR., T. P. A., Selwyn Hotel, Charlotte, N. C.
J. E. WYLLIE, T. P. A., Selwyn Hotel, Charlotte, N. C.

Train Leave Charlotte—Executive April 8, 1911.

4.00—5.00 a. m.—Local at Monroe with No. 38 with through coach, picking up parlor car at Hamlet to Portsmouth, Norfolk, Wilmington, Baltimore, Philadelphia and vestibule coaches to Washington; Pullman sleeping cars to Jersey City.

4.15—4.45 P. M.—Local for Monroe and points south.

10.30—10.00 a. m.—Local for Lincoln, Shelby and Rutherfordton.

10.45—5 P. M.—Local for Wilmington; connects at Hamlet with No. 42 for Columbia coaches and sleeping cars, arrives at Wilmington at 12.30 a. m.

11.45—4.15 P. M.—Local for Lincoln, Shelby and Rutherfordton.

12.27—7.25 P. M.—Hamlet, local sleeper for Portsmouth, Norfolk, connects at Monroe with No. 41 for Atlanta and Southwest with through sleeper to Birmingham; with Monroe with No. 31 fast train with sleeper to Portsmouth and Norfolk and Jersey City, connects at Hamlet with No. 92 with through vestibule coaches to Washington. Dining car. Richmond to New York. Pullman sleepers to New York.

Trains arrive at Charlotte.

No. 133—8.55 A. M. from the East.

No. 48—12.01 Noon, from the East.

No. 49—10.06 from the West.

No. 132—7.05 P. M. from the West.

No. 49—7.25 P. M. from the East.