od, and that while it is propour rights, we should yet be considerate in bearing e another, and in trying, so far s lies, each to look at the probce us from his brother's int as well as from his own. ever before, there has also growth of her manufacturindeed, there has been of every kind. But of course ample room for further The South will be all the or new immigrants of the right d I hope to see steamship lines like Savannah and Charles-as I hope to see ports like

with the South

the continent with which ations, should grow ever mutually more ad-In the South, ere through the Union, do to see a good educaen free to all children, no matt may be their race or color.
We wisely permit this educabe of a merely literary type of a merely literary type. d more we are growing to a population peculiarly fitted dens our courts.
by them, a population which AUTOMATIC n generally referred to as lite," a population of splendid s, and almost purely of the stock, which simply lacks

NTI-RACE SUICIDE

matter for congratulation es is such a steady increase st in the Southern States in g spertaining to children. already markedly shown it-I hope will still more mark-Itself in the future, in warast the evil of child labor in The factory is a very poor ed for a child; indeed, perthink the factory a poor a woman-certainly for a

or for an unmarried. unity organized on reallines the average woman nowhere else can she do ch value to the nation as a nd by work, I mean k, her work as housewife and and not so-called "home in-

re sent to school they can-young, also work hard out-it detriment, physical, men-noral. There is urgent need alth authorities to increase over the hygienic conditry to reform bad chilto build up degenerate it is an even better keep healthy in soul, d those children who found but who may easily nd if no care is taken nation's most valuable ren; for the children of the future. All the nation's her to work for the and physical welfare all parts of our that there has been and I wish it, and

OF SAFEGUARDS. asing need that the en should be efarded by governmenhe proviso, however, shall be taken with and in a spirit of robust philanthropy evernmental or individual, and not a blessing when a spirit of foolish senti-

ches, well in every way.

For example, the great increase in mecahnical and manufacturing opera-tions means a corresponding increase in the number of accidents to the wage-workers employed therein, these including both preventable and inevitable accidents. To the ordinary wage-worker's family such a calamity means grim hardship. As the work is done for the employer, and therefore ultimately for the public, it is a bitter injustice that it should be are knit together in ties of the wage-worker himself and his wife and children who bear the whole pen-alty. Legislation should be had, alike from the nation and from the States, not only to guard against the need-less multiplication of these accidents, but to relieve the financial suffering nation has made astounding due to them. Last winter Congress n material progress, and in no passed a safety-appliance law which passed a long stride in the right direction. But there should be additional legislation to secure pecuniary tional legislation to secure pecuniary compensation to workmen suffering from accidents, and when they are killed, to their families. At present both in the sphere covered by national legislation, and in the sphere covered by State legislation, the law in too many cases leaves the financial burden of industrial accidents to be borne by the injured workmen and their families; and a workman who suffers from an accident either has no case at all for redress or else must undertake a suit for damages against his employer. The present practice is based on the view announced nearly seventy years ago that "principles of justice and good sense defaand that a workman shall take upon himself all the ordinary risks of his occu-pation." In my view, principles of justice and good sense demand the very reverse of this view, which ex-perience has proved to be unsound the hand as well as of the here must be agricultural and productive of wide-spread suffering. It is neither just, expedient, nor humane, it is revolting to judgment and sentiment alike, that the financial burden of accidents occurring the high there can be elemented. sible shape. In the South obtained by litigation which now bur-

AUTOMATIC RECOMPENSE. As a matter of fact there is sound economic reason for distinction between accidents caused by neglirtunity to develop a degree of able, and the law should be such that the payment of those accidents will become automatic instead of being a should be such that the payment of those accidents will become automatic instead of being a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be such that the payment of those accidents will be a should be matter for a lawsuit. Workmen should receive a certain definite and limited compensation for all accidents in industry, irrespective of negligence. When the employer, the agent of the public, on his own responsibility and for his own profit, in the business of serving the public, starts in motion agencies which create risks for oth-ers, he should take all the ordinary and extraordinary risks involved; and though the burden will at the mo-ment be his, it will ultimately be assumed, as it ought to be, by the general public. Only in this way can the shock of the accident be diffused, for it will be transferred from emquite enough to do in her ployer to consumer, for whose benefit all industries are carried on. From every standpoint the change would be a benefit. The community at large snould share the burden as well as the benefits of industry. Employers would thereby gain a desirable cerrds children it is as essential litigation to determine it. The workfiter their physical as their man and the workman's family would aining. We can not afford be relieved from a crushing load.

drin grow up ignorant; and The national government should

be a model employer. It should demand the highest quality of service from its employes and should care for them properly in return. Con-gress should adopt legislation providing limited but definite compensasurroundings of children of tion for accidents to all workmen ars, and especially to super- within the scope of the Federal name within the scope of the Federal power, including employes in navy-yards and arsenals. Similar legislation Similar legislation should follow throughout the States. ne old and inadequate remedy of suit for negligence would then gradually disappear.

Such a policy would mean that with inceased responsibility of the employer would come increased care. and accidents would be reduced in number. The temporary burden involved will not hamper our industries. Long experience of compensation laws in other countries has demonstrated their benefit. What we advocate is only a simple measure of justice, only one step toward the goal of securing, so far as human wisdom can secure, fair and equitable treatmeant for each and everyone of our

UNWISDOM OF RAILROADS. As a corollary to the above let me point out the extreme unwisdom of he railway companies in fighting the the rallway companies in fighting the constitutionality of the national employers' liability law. No law is more emphatically needed, and it must be kept on the statute books in drastic and thoroughgoing form. The railroads are prompt to demand the interference and to claim the protection of the Federal Courts in times of riot and disorder; and in turn the Federal government should see to it that they are not permitted successfully plead that they are under the Federal law when thereby their own rights can be protected, but outside of it when it is invoked against them

matter of fact, if we say one work of self help, the graves possible wrong is really done to the individual. Nevertheless, as a good and as bad as in the graves possible wrong is really done to the individual. Nevertheless, as a good and as bad as in the graves, but no conditions of life grow more complex, in yelfare only to the individual. Nevertheless, as a good and as bad as in the graves, but no men of a given group, hole, act in a way that we deem repeated rather than as a to be avenged. We ought not trate wrong. It is a sign of each unit of the control of was cornection with your gift to the noble that the action as a wrong is that unit wills. We need laws for the care of our chill-not, and this country was in its infancy. We need laws for the control of wast cornected rather than as a to be avenged. We ought not write the action as a sign of each unit of the control of wast cornected rather than as a maller than at present, and when the individual fortunes were far trate wrong. It is a sign of each to the control of wast cornected when the individual fortunes were far trate wrong. It is a sign of each unit of the control of wast cornected when the individual fortunes were far trate wrong. It is a sign of each unit of the control of wast cornected when the individual fortunes were far trate wrong. It is a sign of each unit of the control of wast cornected when the individual fortunes were far that the individual fortunes were far the chart of a true as dear to the heart of a true when the individual fortunes were far the chart of a true as dear to the heart of a true as dear to t no public servant should be pard for failing to do everything in him to see that we have the best type of ships and of guns, and that the officers and enlisted men are held to the strictest accountability for so practicing with the ships and guns that no navy affoat shall, ship for ship, squadron for squadron, be our superior. If the officers and enlisted men do their duty-and I am thankful to say that in our navy the cases where they do not do their duty are relatively few in number—they put us all under a deep obligation to them, and we should give them all the reward and encouragement in our power. The higher a man is in the service, the greater should be our insistence upon having the best kind of man. We should have a system of promotion either by elimination or by selection, so that mediocre officers could not come to the top. The officould not come to the top. The offi-cers in responsible positions should be watched with peculiar care. Each captain of a ship must do his duty just as emphatically as the enlisted men must do their duty, and the way they do their duty will largely depend upon the way he does his. He must keep his officers and men in good order, and he must remember that it is hill, if they deteriorate in discipline or become

wars are in reality decided long be-fore they are fought. I earnestly hope that we shall never have another war; but if we do, its result will have "IN TIME OF PEACE," This lesson of preparedness does not relate merely to war; it is just as true of our ordinary civic affairs. It is as true of the nation as of the individual. Each of us does any given here must be agricultural and colleges, and above all, and sentiment alike, that the financial burden of accidents occurring because of the necessary exigencies of their daily occupation should be thrust upon those sufferers who are least able to bear it, and that such remedy as is theirs should only be obtained by litigation which new burst that it has kept in mind in ordinary. that it has kept in mind in ordinary

days, and according to the way in which it has practically trained itself to realize these ideals and come up to these standards. We must insist upon justice and fair dealing as between man and man. We must strive each of us to treat his fellow with an eye single to what his conduct warrants. We must work hard and bear ourselves cheerfully and valiantly. We must be kindly and considerate, and yet show that at need we have iron in our blood. If we live our ordinary everyday lives after this fashion, we need have no fear that the priceless gift of free government will

wither in our hands. MILITARY PARADE REVIEW. Following his address, President Roosevelt reviewed the military pa-rade under command of Colonel Philip Reed, of the Twenty-third Infan-try, as grand marshal. In this pro-cession were foreign and United States saflors and bluejackets, marines, the artillery from Fort Monroe, United States cavalry, artillery and infantry stationed at Camp John Smith, West Point cadets, Annapolis cadets, ginia Military Institute and Virginia Polytechnic Institute cadets, Fifth Georgia National Guard, the Brigade of the Virginia Volunteers and other smaller detachments of military or-

smaller detachments of military or-ganizations stationed on the grounds. Before the parade was fairly con-cluded, the President's busy tour of the grounds had begun and from that time on not a moment was lost anywhere. The party entered carriages and was driven to the negro exhibit building, where only a few members alighted. This exhibit was far from being completed, although an excellent showing was made. Thomas J. Galloway, chairman of the executive committee of the Negro Exposition Company, met the President and acted as escort through the negro reserva-tion. On the second floor of the main building is an auditorium with a seat-ing capacity of 3,000 and it is the intention to give some sort of a musical entertainment there every night as soon as it is completed. It will be used also for negro conventions. President Roosevelt admired the at-President Roosevell admired the attractive exhibit arranged by negroes and was much interested in a remarkable collection of Abraham Lincoln relics, including a log cabin representing the humble birth-place of Lincoln. Outside the main building are five smaller structures built for

lodging houses and restaurants.

SILVER SERVICE PRESENTED.

From the negro building, where Governor Terrel, on behalf of his State, presented a silver service, costing \$10,000 to the battleship Georgia, the service being accepted by the officers of the new vessel. The reception by the ladies of the Georgia commission in honor of Pres Mrs. Roosevelt followed. Admission was by card to Georgians only and to army and navy officers in uniform. After this a luncheon was given in the building to the President and his party and Rear Admiral Evans. The New York State building was then visited cults informally.

New York State building was then visited quite informally.

At 5 o'clock the President was escorted by a delegation from the National Editorial Association to the main auditorium, where he delivered an address to the association followed by a brief reception to the members. This concluded the President's participations in the day's programme and th his party he was driv

J. S. COTHRAN, Gracking Representative, 402 From Mag. CHARLOTTE, M. C.

Snenk Thief Sentenced. ences about town within the last orthight, from which he secured loney, was sentenced this morning or a period of twelve months for Death Ensued From Natural Causes occial to The Observer.

over the body of Malcolm Morrison, found in the woods near Hope Mills, reveals the fact that there was no murder. Death was the result of nat-

SHORT TALKS BY LAT. COOPER

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ordinarily his fault if they go down- I lost ambition and took no interest in poor digestion and was constipated. anything. Nothing I could do seemed discontented. Modern to give me relief until upon a friend's advice I began to use Cooper's New Discovery. It helped me from the start. Now I am able to do as much been determined in advance; for its outcome will mainly depend upon the preparation which has been made to New Discovery medicine is certainly New Discovery medicine is certainly the best tonic and system builder I have ever known." A. W. Hull, 142 Porter St., Detroit, Mich.

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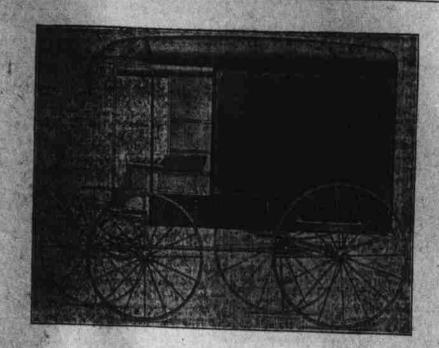
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N. B.—Following schedula lished only as information guaranteed. Effect May 5, 1:15 a. m., No. 49, daily, ton and points North. Puand day coaches to Wash 3:30 a. m., No. 8, daily, and local points, connects for Winston-Salem, Raieis Nerbern and Morehead cit. for Nortolk.

7:55 a. m., No. 29, delly, Pullman sleeper and day coaches to the second of the

New York to Augusta and Washington to Augusta.

10:05 a. m., No. Bi, daily, fron and points North. Pulling Room aleepers to New York mond. Day coaches New Washington. Dining car senects at Greensbore for Wipaleigh and Goldsbore.

10:10 a. m., No. 11, daily, and local stations. Connects burg for Hendersonville and il:00 a. m., No. 30, daily, ingion and points North. Pulling Room sleeper to New scaches Jacksonville to Dining car service.

11:00 a. m., No. 25, daily, Salem, Roanoke and local il:06 a. m., No. 27, daily and New Orleans Limita Drawing Room sleeping cars. And Club cars, New York leans. Pullman Drawing car and Club cars, New York leans. Pullman Drawing Cars. New York to Burntle Pullman train. Dining cas 4:10 p. m. No. 41, daily exfor Seneca, S. C., and local 5:30 p. m., No. 25, daily exfreight and pausenger, for C., and local points.

60:40 p. m., No. 34, daily ton and points North. Pr

6:50 p. m., No. 12, daily and local stations. Pull Room sleeper, Charlotte 7:3h p. m., No. 24, daily for Sta'esville, Taylors points. Connects at State ville, Knoxville, Chattan and points west.

8:35 p. m., No. 43, daily Pullman sleeper and day lotte to Atlanta.

9:06 p. m., No. 38, da and New Orleans Limited ton and points North. Pl. Room sleeping cara, O'Club cars to New York. Vice. Solid Pullman trail 9:35 p. m., No. 35, dail and points South. Pu Room sleepers to New Cmingham. Day coaches New Orleans. Dining co 10:45 p. m., No. 29, daily Savannah and Jackson Drawing Room sleeper s