

# The Tragedy of Jefferson Davis

CLARENCE H. POE IN THE OUTLOOK.

Among the leaders of Southern sentiment, Mr. Poe is typical of the younger group. Born since the close of the reconstruction era, he inherits the finer traditions of the South without having been embittered by memories of its darkest experiences. As editor of *The Progressive Farmer*, of Raleigh, North Carolina, he has not only rendered service to agricultural progress in the State, but has also given voice to liberal and progressive opinions on social and political questions. He is a member and vice chairman of the child labor committee of his State, and has done much to further the cause of the liberation of children from industrial burdens. He is also secretary-treasurer of the State Literary and Historical Association.—The Editors.

The celebration in all parts of the South a few days ago of the one hundredth anniversary of the birth of Jefferson Davis again directs attention to the singularly tragic career of the famous Confederate chieftain. A Shakespeare could make of it a story that would interest the ages. In fact, there is hardly a character in all the tragedies of the great playwright whom misfortune follows so persistently as it did the executive head of the short-lived Southern republic. Called of the gods to lead in sorrow but in imperial pride the foredoomed cause of a belated feudalism in its death-grapple with that growing spirit of democracy which had become the ruling passion of the age—why did this not promise in itself enough of tragedy to satisfy the fates? But it would seem as if destiny had set itself, through four score years and with many forms of trial to break the wretched spirit of this man, only to find that through it all "he winced not or cried aloud."

The magazines this month, this month of the Davis centenary, themselves illustrate in striking fashion the tragedy that still attends his memory. In these reviews even this month his name is barely mentioned, while articles already beginning foretell the coming deluge of literature that will mark the centenary of his death. The tagelists, Abraham Lincoln, in February of next year. Born in the same State and but a few months apart, the lives of both these men lay hold mightily upon the imagination; and in both the tragic is the major note. While reared in greater comfort, the early life of Davis seems hardly happier than that of Lincoln himself. Marrying at twenty-five the daughter of Zachary Taylor, her death a few months later almost prostrated him, and for years he lived in seclusion, helping his brother in the management of their Mississippi plantation and fitting himself by study for the tasks he was later to assume. Distinguishing himself for gallantry in the Mexican war, and winning laurels as Representative and Senator in Washington, this season of seeming prosperity lasted only long enough for the fates to fit him for the supreme tragedy in which he must ever stand conspicuous in history.

To few men has come a harder task than that of guiding the destinies of the loose confederation of jealous sovereignties that made up the Southern Confederacy. If Davis had succeeded, he would have deserved a mighty place in history; that he failed is not convincing proof of weakness. The very principles that called his government into being had in them the menace of failure. Leaving the Union because of their adherence to the doctrine of "States Rights," each Southern Commonwealth was jealous of whatever attempt at power the new central government displayed, and every effort made by Davis to increase the efficiency of the national organization provoked criticism in his own cabinet were bitter critics; the Vice President of the Confederacy differed with him violently; in both houses of Congress his policies were under constant fire; the brilliant editor of *The Richmond Examiner* turned his caustic pen against the President; and Rhett, of *The Charleston Mercury*, went so far as to suggest impeachment. Three years after the horror of Lincoln's assassination maddened the people, the bitterness of the times had so fully done its work that the North was ready to believe Davis a party to the awful crime. For two years a prisoner on the charge of treason and complicity in assassination, the man who but a few years ago had seemed indeed to stand on fortune's crowning slope now drank the bitterest dregs of disaster and humiliation. And then, as if fated to typify in American history that

"Unhappy master whom unmerciful disaster Followed fast and followed faster," Davis came from this ordeal and engaged in business only to see his company fall after a few years of effort, while bereavement and other misfortunes crowded thick upon him. Three sons had been born to him. One of these fell from a window in the executive mansion during the war and was killed; in 1874 another died of diphtheria, while the only one to reach manhood died just as he began to shine at the age of twenty-one in 1878.

The tragedy of such a life should appeal to the heart of the nation, and it is proof of the kindly spirit of the man that he was never humbled. An eyewitness described his trial after two years of confinement in prison, much of the time shackled like the common criminal in these words: "Mr. Davis, though looking better than I expected, is only a shadow of his former self; but with all his dignity and high, unquenchable manhood. As he entered the densely crowded courtroom with his proud step and lofty look, every head reverently bowed to him, and a stranger would have sworn that he was the judge and Judge Underwood the culprit."

The pity of it is that the tragedy did not end with the life of Davis, but that there are yet deplorable misconceptions of the man on the part of the general public. I am not an apologist for Mr. Davis, and I am certainly not in comparison with Lee or Jackson or other Southern heroes of the civil war. I would, however, have our people realize, however short he fell of being a great statesman or a nation-builder, the pathos of Davis' life, his indomitable courage, the purity of his character, and his modest but definite contributions to sectional readjustment and reconciliation in his last years. He was perhaps too much of a fatalist; he let his personal friendships

**A GRAND FAMILY MEDICINE.**  
It gives the pleasure to speak a good word for Electric Bitters, writes Mr. Frank Conner, of No. 48 Houston Street, New York. "It's a grand family medicine for dyspepsia and liver complications, which, for years, have troubled my family. It cannot be too highly recommended." Electric Bitters regulate the liver, purify the blood, and work up the weak and debilitated of both sexes. Sold under guarantee at all drug stores. See...

before which all the world shall stand amazed. Let me beseech you to lay aside all rancor, all bitter sectional feeling, and to take your places in the ranks of those who will bring about a consummation devoutly to be wished—a reunited country.

**Insurance Commissioner Young Called Home.**

Insurance Commissioner J. H. Young, who is a candidate before the convention for re-election, was called home yesterday afternoon by telegram which announced the serious illness of his mother. She suffered a fall a few days ago and suddenly took a turn for the worse, Mr. Young going straightway to her bedside. This will be sad news to the many friends of this gentleman, who was such an interested visitor in the city and to the convention.

**Memphis Agency Tops the List.**

Charlotte friends of Mr. Samuel B. Love, manager of the Memphis, Tenn., agency of the Mutual Life Insurance Company of New York, will be interested to learn that his agency, on the 1st of June, stood at the head of the list of all the managing agencies of his company in the United States and Canada. Mr. Love was formerly connected with the Charlotte office, of which Mr. Harris R. Wilcox is manager and has many friends in the city.

**Moved Into New Home.**

The Charlotte Hardware Company has moved into the store room on East Trade street formerly occupied by the Allen Hardware Company which has been dissolved. The store has been overhauled within and so improved as to afford both convenience and space. Mr. D. E. Allen, who conducted the business of the company by his name, has already gone to Norfolk to engage in another business.

**Another Fine Service.**

Rev. W. W. Orr preached another splendid sermon at East Avenue Tabernacle last night to a fine crowd, despite the threatening weather. The meeting which he is conducting is resulting in great good and will continue at least through Sunday. There has been an encouraging attendance at every service and the response to the efforts of soul-saving has been liberal.

**Child Dies in Richmond.**

The Charlotte friends of Mrs. Thomas B. McAdams, of Richmond, Va., will learn with regret of the death of the 1-year-old daughter of Mr. McAdams. Death resulted from cholera infantum, with which she was taken ill some days ago. Mrs. George H. Brockenbrough left last night to be with Mrs. McAdams, who was formerly Miss Edna McClure.

**Will Accept Its Work.**

We may not be exactly satisfied with it, but we have made up our mind to put up with anything the convention may do.

**For a Sprained Ankle.**

As usually treated, a sprained ankle will disable the injured person for a month or more, but by applying Chamberlain's Liniment and observing the directions with each bottle faithfully, a cure may be effected in many cases in less than one week's time. This liniment is a most remarkable preparation. Try it for a sprain or bruise, or when laid up with chronic or muscular rheumatism, and you are certain to be delighted with the prompt relief which it affords. For sale by R. H. Jordan & Co.

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Hang a stale coffee bean in the sunshine, letting its shadow fall on a tub of water; then serve the water in cups. Or make in the usual way, using cheap, low-grade-bulk or brand coffee. The result will be practically the same. But if you are a person of discriminating taste, with rich red blood in your veins, only LUZIANNE COFFEE can satisfy you.

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1:30 pm Lv Winston, N. & W. Ar 7:30 pm  
7:30 am Lv Roanoke, Va. Ar 1:30 pm  
1:30 pm Lv Roanoke, Va. Ar 7:30 pm  
Connect at Roanoke via Shenandoah Valley Route for Hagerstown, and all points in Pennsylvania and New Jersey. Pullman sleeper, Roanoke and Philadelphia.  
Through coach, Charlotte to Roanoke. Additional train leaves Winston 7:30 a. m. except Sunday.  
If you are thinking of taking a trip you want quotations, lowest rates, reliable and correct information, as to routes, train schedules, the most comfortable and quickest way. Write and the information is yours for the asking, with one of our complete map folders.  
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**NATIONAL EDUCATION ASSOCIATION, CLEVELAND, OHIO, JUNE 27TH TO JULY 3D, 1908.**  
Southern Railway announce greatly reduced rates for above occasion. Dates of sale June 25th to July 1st, inclusive; final limit July 31st. Extension of final limit can be had by payment of fee of 25 cents until August 31st, 1908.  
**FOURTH OF JULY CELEBRATION.**  
Greatly reduced fares in effect July 25, 26 and 27, final limit July 31st, 1908. For further information call on your depot agent or write  
R. L. VERNON, T. P. A.

### Southern Railway

N. B.—Following schedule figures published only as information, and are not guaranteed. April 12th, 1908:  
1:30 a. m., No. 30, daily, for Washington and points North. Pullman drawing room sleepers to New York. Day coaches to Washington.  
6:30 a. m., No. 29, daily, for Columbia, Savannah and Jacksonville. Drawing room sleepers to Augusta and Jacksonville. Day coaches to Jacksonville.  
8:30 a. m., No. 3, daily, for Richmond and local points.  
8:30 a. m., No. 44, daily, for Washington and points North. Day coaches Charlotte to Washington.  
6:30 a. m., No. 28, daily, for Columbia and local points.  
7:10 a. m., No. 16, daily except Sunday for Statesville, Taylorsville and local points. Connects at Statesville for Winston-Salem, and at Statesville for Asheville.  
7:15 a. m., No. 23, daily, for Atlanta. Day coaches Charlotte to Atlanta. Stops at principal points en route.  
6:00 a. m., No. 35, daily, for Washington and points North. Pullman drawing room sleepers to New York and Richmond. Day coaches to Washington. Dining car service.  
10:50 a. m., No. 25, daily, for Winston-Salem, Roanoke and local points.  
11:00 a. m., No. 27, daily, for Norfolk and New Orleans Limited. Drawing room sleeping cars. Observation and club cars. New York to New Orleans. Drawing room sleeper, New York to Atlanta. Solid Pullman train. Dining car service.  
12:05 p. m., No. 11, daily, for Atlanta and local points.  
4:00 p. m., No. 41, daily, for Greensboro and local points.  
4:35 p. m., No. 41, daily, except Sunday, for Seneca and local points.  
4:45 p. m., No. 27, daily, for Columbia and local points.  
6:00 p. m., No. 34, daily except Sunday for Statesville, Taylorsville and local points. Connects at Statesville for Asheville, Knoxville and Chattanooga.  
7:15 p. m., No. 12, daily, for Richmond and local points. Handles Pullman sleeper, Charlotte to Washington, and Charlotte to Richmond.  
9:25 p. m., No. 38, daily, New York and New Orleans Limited for Washington and points North. Drawing room sleepers, observation and club cars to New York. Dining car service. Solid Pullman train.  
9:25 p. m., No. 2, daily, for Atlanta and local points. Pullman drawing room sleepers New York to New Orleans, Richmond to Birmingham, Charlotte to Atlanta. Day coaches to Washington to New Orleans. Dining car service.  
Tickets, sleeping car reservations, and other information can be obtained at ticket office, No. 11, South Tryon street.  
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Charlotte, N. C.

### SEABOARD

These arrivals and departures as well as the time and connection with other companies, are given only as information, and are not guaranteed. Direct line to the principal cities North, East, South and Southwest. Schedule taking effect April 1st, 1908, subject to change without notice.  
Tickets for passage on all trains are sold by the company, and the company is responsible for the safe delivery of its trains, and is not responsible for any such delay as may be incident to their operation. It is exercised to give the shortest time of connecting lines, but this company is not responsible for errors of omission.  
Trains leave Charlotte as follows:  
No. 68, daily, at 4:30 a. m., for Monroe, Hamlet and Wilmington, connecting at Monroe with 31 for Atlanta, Birmingham and the Southwest; with 18 for Raleigh, Richmond, Washington and New York. With 22 at Monroe for Raleigh, Portsmouth and Norfolk. With 12 at Raleigh for Portsmouth, Va., daily. Trains arrive in Charlotte as follows:  
No. 12, daily, at 9:25 a. m., for Lenoir, Shelby and Rutherfordton without change.  
Daily, at 8:00 p. m., for Monroe, Hamlet, Wilmington and all local points, connecting at Hamlet with 42 for Columbia and all local points, and No. 34 for Raleigh, Richmond, Washington, New York, Portsmouth and Norfolk, connecting with 41 for Atlanta, Birmingham and the Southwest; with 18 at Hamlet for Raleigh, Richmond, Washington and New York. With 22 at Monroe for Raleigh, Portsmouth and Norfolk. With 12 at Raleigh for Portsmouth, Va., daily. Trains arrive in Charlotte as follows:  
No. 42, daily, at 12:30 p. m., from Wilmington and local points.  
No. 18, daily, at 1:00 p. m., from Rutherfordton, Shelby, Lincolnton and C. & N. W. Railway points.  
No. 33, 11:30 p. m., daily, from Wilmington, Hamlet and Monroe, also from points East, North and Southwest, connecting at Hamlet and Monroe.  
Connecting trains at Hamlet with through trains for points North, South and Southwest, which are composed of Pullman day coaches, Pullman dining car, Pullman observation and sleeping cars between New York City, Philadelphia, Washington, and Jersey City and Jacksonville. Cars carry on a through train.  
For further information, time-tables, reservations or Seaboard descriptive literature, apply to the nearest agent.  
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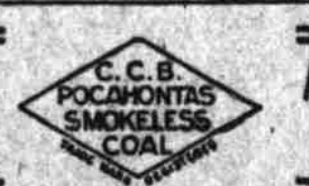
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