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this State and over South Carolina.

This paper gives correspondents as

wide latitude as it thinks public policy

permits, but it is in no case responsible

for their views. It is much preferred

that correspondents sign their names

to their articles, especially in cases

where they attack persons or institutions,

though this is not demanded. The editor reserves the right

to give the names of correspondents when they are demanded for the purpose

of personal satisfaction. To receive consideration a communication

must be accompanied by the true name of the correspondent.

SUNDAY, JANUARY 24, 1909.

A POOR CAUSE, INDEED.

We cannot understand with what

face the managers of the trunk line

railroads operating in this State go

before the Governor asking for a re-

opening of the passenger rate ques-

tion. In the first place, when the ex-

isting rate was adopted as a compro-

mise measure, it was with the agree-

ment that it was to stand until given

a years trial, when, if found to be

inequitable, the subject might come

up for discussion again. It became

effective July 1st last, and has not

therefore been yet operated as much

as eight months. In the second place,

the railroads, after the compromise

rate was fixed, sprang the new and

offensive mileage book regulation,

which the Legislature and the public

did not then contemplate, and which

has grown more unpopular every day

since its adoption. But more impor-

tant than either of these considera-

tions, the railroads, seeing the writ-

ings of the people of North Carolina

under the abominably discriminatory

freight rates and not denying their

instinct, rigidly decline to do what

is plainly right in the matter and

give no promise that they ever will.

It is with a poor front, therefore,

that they come forward complaining

of an alleged but not demonstrated

wrong, while not proposing, for their

part, to correct a far greater and a

palpable wrong or to do anything in

correction of a petty annoyance for

the perpetuation of which no adequate

reason has ever been assigned, and

which is an increasing irritant to all

those who buy their mileage books.

It is as The Observer has so often

said, that the railroads seem to seek

means to alienate those who want to

be their friends.

THE FEDERAL JUDGESHIP.

We are printing this morning an

impressive article from a learned law-

yer correspondent touching the east-

ern Federal judgeship and viewing

the matter in a large light. He points

out that the judges of each of the

SO! THE RICH FARMER.

In a special article for The New

York Journal of Commerce Mr. W. M.

Hays, of the Agricultural Department,

interestingly directs attention to the

changing balance between farm and

industrial life in this country. Two

generations ago two-thirds of our

population was agricultural; now two-

thirds are engaged in pursuits other

than agricultural and only one-third

cultivates the soil. The balance has

been completely reversed. However,

each farm worker now produces

twice as much as eighty years ago. He

has more land, more scientific knowl-

edge and more machinery. Per capita

consumption has undoubtedly increas-

ed at the same time, so that the net

result is to quadruple the ratio of

external demand for agricultural

products. Notwithstanding the in-

creased production per agriculturalist,

the farmer has changed from a pur-

veyor primarily engaged in supplying

his own wants to a purveyor for oth-

ers. Demand for his products, then

very weak, has become very strong,

and the higher prices which he re-

ceives in consequence benefit him

enormously. How great the change in

relation between supply and demand

has been even within recent decades

may be seen from an examination of

the data taken from census tables of

1865 by Mr. Hays. While during the

past generation manufactured prod-

ucts per capita of the country's en-

tire population nearly doubled, agri-

cultural products increased only one-

third more rapidly than the increase

in population, and during the present

decade they appear to have positively

fallen behind. Meat-producing ani-

mal, grains, tobacco and hay have

decidedly failed to keep the popula-

tion pace, cotton has continued well

ahead, increasing production per

worker has not been able to keep pace

with the decreasing proportion of

workers. By the last decennial cen-

sus there were 44.3 per cent. of the

whole people engaged in agriculture

in 1850, 27.7 per cent. in 1870, and

25.7 per cent. in 1890.

Any one who intelligently peruses

this statistical matter will find in it

the full explanation of certain ob-

servated facts which he possibly did not

more than half understand before.

When he considers, further, that sim-

ilar changes have been taking place

in all civilized countries, that the pro-

portion of town dwellers to country

dwellers has everywhere risen, he

may gain increased insight into cer-

tain world-wide problems of econom-

ics, sociology and politics. Leaving

him free to take a wider range if he

so desires, we shall at present deal

solely with the bread-and-butter ef-

fect of this rapid industrialization up-

on the United States.

It has already become clear why

many articles of food and wear were

due a marked rise in price, irrespec-

tive of trust activities, excessive tar-

iffs, increased gold production or

anything else. The trusts graft heav-

ily upon the whole country and should

be taken in hand, but it is true be-

yond reasonable question that they

are cursed for many and many a dol-

lar which really goes into the pockets

of the farmer. No wonder the neces-

sities of life are dear and remain dear

practically without regard to business

depression. They are likely to grow

still dearer so long as the human tide

from the farm to the factory and the

store continues large. It must be

considered, also, that even upon this

recently virgin continent expansion in

cultivated land cannot go on indefi-

nitely, and so far as the United States

are concerned, the end is not very far

off. To keep the supply of agricultural

products at all adequate there must

be learned the intensive farming meth-

ods of Europe, coupled with the ever-

increasing store of valuable knowl-

edge which science offers the farmer.

The day when the balance of migra-

tion will be in favor of the farm is

bound to come in time, but it has not

yet and will most likely prove

distinct.

Here in the South the effects of in-

dustrialization have made themselves

felt as strongly as anywhere in the

world, and nowhere in the world have

they conferred benefits greater or

worse needed. Far more than the

American farmer of other sections has

ever been, the Southern farmer thirty

years ago was a producer without a

market worth of the name. For the

most part, he had within reach no

considerable number of people, who

were not farmers also. In the num-

erous small towns and villages the

population was so close to the soil

that the farmer could not have sold

them much even if they had been able

to buy. Cotton, tobacco and a few

other crops he could always sell at

some price, but it was a wretched

price and one which gave him almost

no return for his labor. Land was a

drag in the market; every one who

had much farming land was "land-

poor." The civil war had wrecked

the institution of slavery without, as

yet, bringing anything in return; war

and reconstruction, destroying prop-

erty, credit and organization, had

made the poor poorer and the wealthy

or well-to-do poor.

Then began to come, a step at a

time, the deliverance—industrial de-

velopment, which was but the revival

of earlier energies stifled by slavery.

It was necessarily a slow process, and

there were sharp setbacks, notably, of

course, the hard times of the middle

thirties. In politics the Southern

farmer proved his own worst enemy;

and by joining in the deplorably mis-

guided cry for free silver he helped

to bring on, intensify and prolong the

last acute stage of his troubles. Oth-

er sections, happily, saved the South

and the country from the dangers

threatened by this and kindred delu-

sions, and since that time Southern

farmers have reached a permanently

higher level of material well-being.

Factories drew from the farms mul-

titudes of "croppers" and other peo-

ple,

who, living a hard life themselves,

had been cheapening agricultural

labor and agricultural products, and

bettered their condition greatly. The

farmer's competitors were constantly

turned into customers. Thriving towns

and cities, hungry for his products

and rendered able to buy them with-

out stint through the production of

wealth in other forms, arose on every

hand. Farming became more profit-

able than ever before. To-day it

must seem almost incredible to any

rational man that but a short time

ago our Populist friends were array-

ed in a class movement against the

towns as the farmer's natural ene-

mies. To-day what owner of farming

land can possibly hold such a view?

It is town and factory development

which has made farming profitable in

North Carolina and every other State

of the industrial South.

For a long while hard pressed to

find markets, the American farmer

now has markets absorptive in the

extremes. Demand leads supply and

gets further in the lead every day.

The man on the soil is, we are heart-

EASTERN DISTRICT JUDGESHIP.

The Great Office, Held For Life, is

Made a Football of Political Schem-

ing—The Judge sits Not Only on

Vast Number of Causes in the Dis-

trict, But Also on Circuit Court of

Appeals Bench at Richmond—Im-

portance of a Suitable Man.

To the Editor of The Observer:

As the Democrats have never been

able to name a Federal Judge in

North Carolina since 1880, neverthe-

less the conditions are such, especial-

ly since the creation of the Circuit

Court of Appeals, as to enlist the deep

concern of all patriotic and thoughtful

citizens, of all parties, as to the man-

ner of men who is approved to sit as

district judge for the eastern district