

GOVERNOR HANLY TELLS WHY HE HATES LIQUOR

Governor J. Frank Hanly, of Illinois, is free to say why he hates liquor—A Terrific Ascription.

What Chamberlain, Rosebery, Dr. Chapman and Others Have to Say About the Awful Curse of Intemperance.

(From the latest address of Governor J. Frank Hanly of Indiana.)
 "Personally, I have seen so much of the evils of the liquor traffic in the last four years, so much of its economic waste, so much of its physical ruin, so much of its mental blight, so much of its tears and heartache, that I have come to regard the business as one that must be held and controlled by strong and effective laws."
 "I bear no malice toward those engaged in the business, but I hate the traffic."
 I hate its every phase.
 I hate it for its arrogance.
 I hate it for its hypocrisy.
 I hate it for its cant and craft and false pretense.
 I hate it for its commercialism.
 I hate it for its greed and avarice.
 I hate it for its sordid love of gain at any price.
 I hate it for its domination in politics.
 I hate it for its corrupting influence in civic affairs.
 I hate it for its incessant effort to debauch the suffrage of the country; for the cowardly it makes of public men.
 I hate it for its utter disregard of law.
 I hate it for its ruthless trampling of the solemn compact of state constitutions.
 I hate it for the lead it straps to laborer's neck, for the palsied hands it gives to toll, for its wounds to genius, for the tragedies of its might-have-beens.
 I hate it for the human wrecks it has caused.
 I hate it for the almshouses it peoples, for the prisons it fills, for the insanity it begets, for its countless graves in potter's fields.
 I hate it for the mental ruin it impresses upon its victims, for its spiritual blight, for its moral degradation.
 I hate it for the crimes it has committed.
 I hate it for the homes it has destroyed.
 I hate it for the hearts it has broken.
 I hate it for the malice it has planted in the hearts of men—for its poison, for its bitterness—for the dead sea fruit with which it starves their souls.
 I hate it for the grief it causes womanhood—the scalding tears, the hopes deferred, the strangled aspirations, its burden of want and care.
 I hate it for its heartless cruelty to the aged, the infirm and the hopeless, for the shadow it throws upon the lives of children, for its monstrous injustice to blameless little ones.
 I hate it as virtue hates vice, as truth hates error, as righteousness hates sin, as justice hates wrong, as liberty hates tyranny, as freedom hates oppression.
 I hate it as Abraham Lincoln hated slavery.
 And as he sometimes saw in prophetic vision the end of slavery and the coming of the time when the sun should shine and the rain should fall upon no slave in all the republic, so I sometimes seem to see the end of this unholy traffic, the coming of the time when, if it does not wholly cease to be, it shall find no safe habitation anywhere beneath "Old Glory's" stainless stars."

Five Center Shots at Whiskey.
 Dr. J. Wilbur Chapman, the famous evangelist in a great meeting at Philadelphia, last week thus epitomized the liquor issue:
 "A preacher who is afraid to tell his congregation the perils of the saloon should get out of the pulpit.
 Men and women who rent buildings for saloons are as much to blame as are the saloonkeepers.
 I would as soon take five coils in my hands as to take money which saloon keepers give for poor persons.
 I would say to them, 'Stop making the poor and then we would not need your money.'
 As an example to the people of this city, I would pave the streets with the broken hearts of mothers and children who have been thrust into misery by the saloons.
 I am not unkind to saloon keepers, but their business is as hellish as anything this side of the infernal regions."
 "If I could destroy tomorrow the desire for strong drink in the people of England, what changes we would see. We should see our taxes reduced by millions sterling. We should see our goals and workhouses empty. We should see more lives saved in twelve months than are consumed in a century of bitter and savage war."—Mr. Joseph Chamberlain, the great English statesman.

"I view the uncontrolled condition of the liquor traffic as a serious danger. If the State does not soon control the liquor traffic, the liquor traffic will control the State."—Lord Rosebery, formerly Premier of England.
 "Drinking baffles us, confounds us, and mocks us at every point. It outwits alike the teacher, the man of business, the patriot, and the legislator."—The Times, London, England, March 29th, 1881.

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You are hereby authorized to accept this order and 50 cents in cash in full payment for a full dollar-size bottle of Munyon's Paw Paw Tonic. You will deliver with each bottle of Paw Paw Tonic a package of Munyon's Headache Remedy free, as per special agreement made between you and the Munyon Remedy Company. MUNSUN REMEDY CO.

Actual Value of This Order is 70 Cents.

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INNOCENT SUFFERERS.

A Family Whom Liquor Did Not Let Alone.

Editor The News.
 I just want to say a long amen to the piece written by "A. L. S." of Belmont Park, in The News of the 9th. My father was an honored minister of the Methodist Church, South. My mother was a devoted Christian woman. Need I say they let whiskey alone. My oldest brother is now an old man and has never tasted whiskey. My dear sister and myself have let it alone. But, O, my God, Thou knowest whether it let the poor heart-broken, pleading parents and sorrowing brother and sisters alone or not. And we know as thousands of others do that it did not. Fathers, mothers, brothers, sisters in God's name fight it with sleeves up, as the brother said, till we win. I also want to thank God for one newspaper in Charlotte that is not afraid of the devil and all his hosts in this grand fight. Success to you.
 MRS. H. L. C.

PROHIBITION SONG.

Tune, "Ho! For Carolina!"

Long the curse intemperance cast its deadly blight,
 While the friends of temperance wag'd heroic fight;
 Now all hearts with gladness sing the joyful lay,
 For there is not thought like this—there dawns a brighter day.

Chorus:

Now for prohibition, one and all, we pray,
 May our Lord and Master speed the happy day;
 Then our voice with rapture constantly shall ring,
 For to Him we're more our praise and trophies bring!

Gainst the hosts of errors we have led the fight,
 For the cause we held dear, battling for the right;
 At last a mighty army shouts with glad refrain—
 For there is no cause on earth like this we now proclaim.

(Chorus.)

Sad the bitter memories of the fatal cup,
 Which have cast their shadows o'er our land and State;
 But now the bow of promise fast lights up the sky,
 And all the signs betoken victory by and by.

(Chorus.)

Forward with our colors, lift our banners high,
 Let the sound of vict'ry be our final cry;
 While all the hosts of error then give up the fight,
 And join us in the chorus for temperance and the right!

(Chorus.)

Oxford, N. C. —Wm. H. Harrison.

Judging from the make-up of some women they must suffer from painter's colic.

KEEPING OPEN HOUSE.

Everybody is welcome when we feel good; and we feel that way only when our digestive organs are working properly. Dr. King's New Life Pills regulate the action of stomach, liver and bowels so perfectly one can't help feeling good when he uses these pills. 25c at Woodall & Sheppard's drug store.

G. A. R. of New Hampshire.
 Concord, N. H., April 15.—The Department of New Hampshire, Grand Army of the Republic, assembled in its 41st annual session in this city today. Many veterans and other visitors from all parts of the state attended the opening session, which was held this afternoon in Representatives' hall.
 Sorrow's crown of sorrow is rendering happier things.—Tennyson.

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SOUTHERN RAILROAD
 N. B.—The following schedule is published only as information and are not guaranteed. April 1908.
 1:20 a. m., No. 30, daily, for Washington and points North. Pullman Drawing Room Sleepers to New York Day coaches to Washington.
 3:20 a. m., No. 29, daily, for Columbia, Savannah and Jacksonville. Pullman drawing room sleepers to Atlanta and Jacksonville. Day coaches to Jacksonville.
 3:30 a. m., No. 8, daily, for Richmond and local points.
 5:52 a. m., No. 44, daily, for Washington and points North. Pullman Drawing Room Sleepers to New York Day coaches to Washington.
 6:30 a. m., No. 35, daily, for Columbia, Savannah and Jacksonville. Pullman drawing room sleepers to Atlanta and Jacksonville. Day coaches to Jacksonville.
 7:10 a. m., No. 16, daily (except Sunday) for Statesville, Taylorsville, local station. Connects at Moores for Winston-Salem, Statesville, Asheville.
 7:15 a. m., No. 39, daily, for Washington and points North. Pullman Drawing Room Sleepers to New York Day coaches to Washington.
 10:05 a. m., No. 36, 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. 28, daily, for Washington-Salem, Roanoke, and local points.
 11:05 a. m., No. 37, daily, New Orleans and New Orleans Limited. Pullman sleeping cars. Observation club cars, New York to New Orleans. Pullman train, New York to Atlanta. Solid Pullman train, New York to Atlanta.
 12:05 p. m., No. 11, daily, for Atlanta 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.
 6:50 p. m., No. 24, daily, except Sunday, for Statesville, Taylorsville, local station. 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. 28, daily, New Orleans and New Orleans Limited. Pullman drawing room sleepers, Observation and club cars to New York. Dining cars. Solid Pullman train, New York to Atlanta.
 9:35 p. m., No. 33, daily, for Atlanta and points South. Pullman drawing room sleepers New York to New Orleans, Richmond to Birmingham, Charlotte to Atlanta. Day coaches Washington to New Orleans. Day coaches to Washington to New Orleans, D. C. car service.
 Tickets, sleeping car reservations and detail information can be obtained at ticket office, No. 11 South T. Street.
 C. H. ACKERT, V. Pres. and Gen. Mgr., Washington, D. C.
 S. H. HARDWICK, P. T. M., Washington, D. C.
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 Schedule in Effect January 12, 1908
 Daily Charlotte and Roanoke, Va.
 10:50 am Lv. Charlotte, So Ry Ar 6:00 pm
 2:50 pm Lv. Winston, N & W Ar 2:00 pm
 4:30 pm Lv. Martz, N & W Ar 11:40 am
 7:25 pm Ar Roanoke, N & W Lv. 2:30 am
 Connects at Roanoke via Shenandoah Valley Route for Hagerstown and all points in Pennsylvania and New York. Pullman sleeper Roanoke to Philadelphia.
 Additional trains leave Winston-Salem 7:30 a. m. daily, except Sunday.
 If you are thinking of taking a trip YOU want quotations, cheapest fares reliable and correct information, at all routes, train schedules, the most comfortable and quickest way. Write an information is yours for the asking, with one of our complete Map Folders.
 W. B. Bevil, Gen. Pass. Agt. M. F. Bragg, Trav. Pass. Agt. Roanoke, Va.

NOTICE TO VOTERS
 I HEREBY ANNOUNCE MYSELF A CANDIDATE FOR THE OFFICE OF COUNTY TREASURER SUBJECT TO THE ACTION OF THE DEMOCRATIC PRIMARY.
 JAMES W. STINSON.
 Charlotte, March 11, 1908. 3-11-

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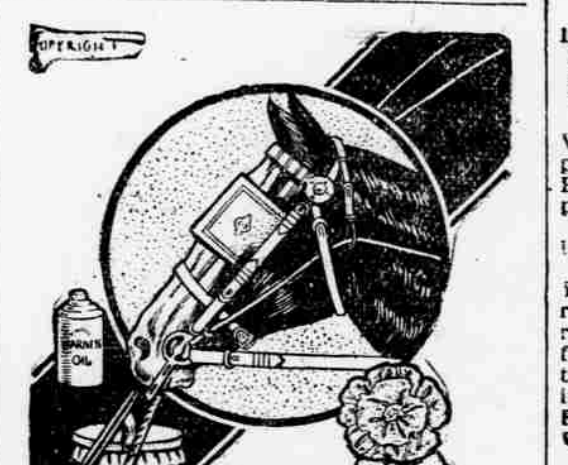
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 Trains leave Charlotte as follows:
 No. 40, daily, at 4:30 a. m., for Monroe, Hamlet and Wilmington, connecting at Monroe with 33 for Atlanta, Birmingham and the Southwest; with Raleigh, Weldon and Portsmouth with Hamlet for Raleigh, Richmond, Washington, New York.
 No. 133, daily, at 9:50 a. m., for Columbia, Shelby and Rutherford without change.
 No. 44, daily, at 5:00 p. m., for Monroe, Hamlet, Wilmington and all points connecting at Hamlet with for Columbia, Savannah and all points of the Atlantic coast.
 No. 45, daily, 12:35 p. m., from Wilmington and all local points.
 No. 132, daily, 7:00 p. m., for Columbia, Shelby, Lincoln and N. W. Railway points.
 No. 39, 11:30 p. m., daily, from Wilmington, Hamlet and Monroe; all from points East, North and South west, connecting at Hamlet and Monroe.
 Connections are made at Hamlet with through trains for points North, South and Southwest, which are composed vestibule day coaches between Port mouth and Atlanta, and Washington and Jacksonville, and sleeping cars between Jersey City, Birmingham and Memphis, and Jersey City and Jacksonville. Cafe cars on all through trains.
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