

SCARCITY OF FARM LABOR

Some of our correspondents complain of the society of labor and seem to be in a dilemma as to what to do about it. There is no doubt but that today no labor of any kind is a drug in the market. Today ten jobs are looking for a really competent man, while a short time ago ten men were looking for a job. This is the case all around, not only on the farm, but in the building trades and in the store.

But the question that confronts the farmer is what he is to do about his farm. He has a large number of acres of productive land. It is ready for cultivation and has been made to yield an abundance. But this very fact has tended to lead the farmer astray, in the light of present conditions.

The only practicable thing for the farmer to do now is to limit the number of acres he places under cultivation, and make those cultivated do their full duty.

Prepare well for each crop. Have the land in a faultless condition and make a liberal use of fertilizers of one kind or another and undertake to cultivate no more than can reasonably be taken care of by the force that in all probability will be at command during the season. Every crop should be planned from start to finish before it is begun.

Right along this line another thought presents itself and that is this: This country is suffering from a lack of an intelligent diversity of crops.

Our people must learn, if they would be prosperous, to live at home and board at the same place.

In this heaven-favored land of eastern Carolina it is plainly foolish for our farmers to risk their all on one or two single lines of production, such as cotton or tobacco. No up to date farmer should think of resting until he has produced enough to carry him through the year without a cent of expense to his "money crops."

When a farmer stakes his all on a tobacco crop he necessarily puts himself at the mercy of the American Tobacco company that now dominates the market. If the A. T. Co. does not want the farmers' tobacco the latter is then left flat with a limited supply of money from his "money crops," and his year's supplies to buy—such supplies as could be raised on his farm.

There are too many "money crops" in this favored section for the farmer to rest on one or two alone. There are too many demands for farm produce for the farmer to be content to buy these necessities—and that too from a really less favored section of the Union.

THE "CO-ED" SEES LIGHT.

The college girl has come to reason at last. At least the "co-eds" of Chicago university have decided that they would rather have beauty than intellect, that college-bred women should marry and that the sphere in which women can do the most good is the little old home. Heaven bless the wisdom and crown the ambition of the Chicago "co-ed!"

For what doth it profit a girl if she box the compass of human knowledge and sail not into the haven of rest—a home? Was there ever a true woman born into the world who did not esteem the conquest of heart or hearts the chief end of existence? It was the life and death dream of Cleopatra; the despair of Elizabeth; it is the leveling aspiration which crowns every bride a queen.—New York Mail and Express.

The above is somewhat inspired as it is from the classic halls of the windy city's university.

After all there's no place like home, and the tendency of co-education is to deplete the home of its principal factor—a womanly woman who considers a home with all of its cares and responsibilities a truly to be coveted "heaven of rest."

There is such a thing as the ruination of a life by education. The term education may cover a multitude of faults. It may include any kind of a hodge podge that an "educator" may administer to a suffering humanity.

The boy may be educated away from the farm, when by nature and circumstances a farm life would be the very best possible for him and for the community. The man especially adapted to the pursuit of one profession or vocation in life may be filled with ideas that will lead him to make a complete failure in life, when a successful career lay before him, if only he had not been turned aside by unprofitable notions and opinions.

Just so a woman can very easily be "educated" in such a manner as to render home to her a gloomy necessity within whose four walls she can but esteem herself a prisoner, a wild bird always longing for its freedom.

It is against this danger to the good old fashioned home—the same that has made the south famous—that we are to provide in the practical application of co-education to our common, every day institutions.

This is not a plea against education in general. But it is a plea against that system of education that would sow discontent among men and women whose very physiological make up, as well as whose environment, would indicate certain duties and responsibilities in this life that are to be worked out lovingly and faithfully in the old home that is the main stay of any people.

WHY LABORING MEN STRIKE

Because They Desire That Their Condition Shall Keep Pace With the Improvement of Civilization



People Want Better Things as the Nation Expands and Grows—The Laborer Asks His Share

By JOHN MITCHELL, President of the United Mine Workers of America



HERE has been a great growth of unions during the past year, and there has not been a single strike in one of these bodies where the organization has been thorough.

THE STRIKES OF THE YEAR HAVE OCCURRED LARGELY IN PARTIALLY ORGANIZED BODIES OPERATING ALONG LINES IMPOSSIBLE TO WELL ESTABLISHED TRADES UNION PRINCIPLES.

I HAVE NO SYMPATHY WITH SO CALLED TRADES UNIONS THAT WILL NOT SUBMIT THEIR GRIEVANCES TO ARBITRATION. I have no sympathy with so called labor unions that will not meet a committee of their employers to adjust their differences after a strike has been declared.

THESE BODIES ARE NOT WELL ORGANIZED, BECAUSE ARBITRATION IS THE FOUNDATION UPON WHICH LABOR ORGANIZATION IS BUILT.

There are a great many people who believe that the strike is a relic of a past age. That is not so. THE STRIKE IS REALLY PART AND PARCEL OF THE DEVELOPMENT OF THE HIGHEST CIVILIZATION. There are no strikes in barbaric countries. No one ever heard of a strike in China, Africa or India. The inhabitants of those countries are content to accept their condition as fixed. They never protest. America in the greatest degree represents the advance of civilization, and as a consequence there are more strikes in America than in any country on earth. It must not be inferred, though, that highly civilized nations want strikes. On the contrary, the general desire is to avoid them.

WHY DOES THE LABORING MAN STRIKE? TO INSURE THAT HIS CONDITION SHALL KEEP PACE WITH THE IMPROVEMENT IN CIVILIZATION. HE WILL CONTINUE TO STRIKE JUST SO LONG AS OUR CIVILIZATION CONTINUES TO IMPROVE UNLESS HE TAKES THE PLACE IN THE NATION'S PROGRESS HE COVETS AND IS ENTITLED TO.

People want better things as the nation expands and grows. They want better houses to live in; they want a picture or so upon the walls and a carpet on the floor; they want music; better things to eat and wear—in short, they are not content to stand still while everything else is moving. They want to advance with the times.

They observe the progress of the world all around them, and they make their demands for a share in its prosperity.

It is like asking the world to give up all the grand improvements of a century, return to old and obsolete methods and with them accomplish modern results, to expect that the condition of labor shall remain always in the same rut.

The Training of the Imagination Is Education's Most Important Part

By CHARLES W. ELIOT, President of Harvard University

THE IMAGINATION IS THE GREATEST OF HUMAN POWERS, NO MATTER IN WHAT FIELD IT WORKS, AND THE TRAINING OF THE CONSTRUCTIVE IMAGINATION IS, THEREFORE, FAR THE MOST IMPORTANT PART OF EDUCATION.

I use the term constructive imagination because that implies the creation or building of a new thing. The sculptor, for example, imagines or conceives the perfect form of a child ten years of age. He has never seen such a thing, for a child perfect in form is never produced. He has seen in different children the elements of perfection, here one and there another. In his imagination he combines these elements of the perfect form, which he has only seen separated, and from this picture in his mind he carves the stone and in the execution invariably loses his ideal—that is, falls short of it or fails to express it. Constructive imagination is the great power of the poet as well as of the artist, and the nineteenth century has convinced us that it is also the great power of the man of science, the investigator and the natural philosopher.

The educated world needs to recognize the new varieties of constructive imagination. Zola in "La Bete Humaine" contrives that ten persons, all connected with the railroad from Paris to Havre, shall be either murderers or murdered, or both, within eighteen months, and he adds two railroad slaughters criminally procured. The conditions of time and place are ingeniously imagined, and no detail is omitted which can heighten the effect of this homicidal fiction. CONTRAST THIS KIND OF CONSTRUCTIVE IMAGINATION WITH THE KIND WHICH CONCEIVED THE GREAT WELLS SUNK IN THE SOLID ROCK BELOW NIAGARA THAT CONTAIN THE TURBINES THAT DRIVE THE DYNAMOS, THAT GENERATE THE ELECTRIC FORCE THAT TURNS THOUSANDS OF WHEELS AND LIGHTS THOUSANDS OF LAMPS OVER HUNDREDS OF SQUARE MILES OF ADJOINING TERRITORY, or with the kind which conceives the sending of human thought across three thousand miles of stormy sea instantaneously on nothing more substantial than ethereal waves.

THERE IS GOING TO BE ROOM IN THE HEARTS OF TWENTIETH CENTURY MEN FOR A HIGH ADMIRATION OF THESE KINDS OF IMAGINATION, AS WELL AS FOR THAT OF THE POET, ARTIST OR SCIENTIST.

FIGHT FOR THE CUP

PRELIMINARY WORK OF THE RELIANCE AND SHAMROCK III.

Both Yachts Have Easily Beaten Their Competitors—Managing Owner Iselin and Sir Thomas Lipton Equally Confident of Victory.

The selection of the Reliance to defend the America's cup against the assaults of Sir Thomas Lipton's speedy Shamrock III, has intensified interest in the coming contests, and until the final race has been sailed and the fate of the classic trophy decided the public on both sides of the Atlantic will be on the tiptoe of expectancy.

From now until Aug. 20, when the first race is scheduled to be sailed off Sandy Hook, near New York, the managers and skippers of the two contestants will be busy overhauling, cleaning and polishing their respective champions for the supreme test, which many yachting experts predict will be the closest and grandest series of races ever sailed for the historic cup.

Mr. C. Oliver Iselin, managing owner of the Reliance, is confident that the cup is safe. With other members of the defense committee he believes the newest defender is the fastest boat ever turned out. Captain Charley Barr, the skipper of the Reliance and hero of



C. OLIVER ISELIN AND THE RELIANCE. Many a cup battle, is equally sure of victory and awaits with impatience the sound of the starting gun.

Since her launching the new cup defender has sailed in twenty races and won fifteen victories. Two of the races were not finished, and in a third she lost her topmast and withdrew. In two of the contests she finished first, but was beaten on time allowance. In her twenty races, which were sailed under all conditions of wind and weather, she has shown high speed in very light airs and ample power to carry her tremendous sail spread, and throughout her racing she has been handled with great skill and judgment by Captain Charley Barr.

The Reliance is extreme in model, being big and powerful above the water and lean and sharp below. Her dimensions have never been made public, but approximately she is 145 feet long over all, her beam is 25 feet 10 inches and she is close to 90 feet on the water line. She has a sail spread of nearly 17,000 square feet of canvas, the largest ever carried by a cup defender.

The challenger likewise has an exceptional record. On the other side she was victorious in every trial save that in which she attempted to give the Shamrock I. ten minutes' time allowance. She finished first, but the margin was less than seven minutes. On this side of the Atlantic she has easily out-sailed the old boat. The Shamrock III, was designed by William Fife and built at Dumbarton, Scotland.

Like the Reliance, the Shamrock III, is relatively better in light and moder-



SIR THOMAS LIPTON AND SHAMROCK III ate weather than in stiff breezes, but she is a fast boat in any weather. Her strongest point of sailing seems to be in going to windward. There is a feeling among American yachtsmen that the challenger has not been so thoroughly tried out against her consort as Reliance has been against the Constitution and Columbia, and, moreover, it is not really known whether Shamrock I. is better than she was when she was sailed against the Columbia in 1866, as has been claimed.

Sir Thomas, however, does not harbor a thought of defeat. He says Shamrock III is the best boat that ever crossed the Atlantic and is sure of lifting the cup. In Captain Robert Wringe he has the best skipper in England and a man who has had experience in New York waters. The crew of the challenger is made up of the best sailors in the United Kingdom.

So the matter stands. Both Mr. Iselin and Sir Thomas see victory already assured and the fate of the cup decided in advance. But the races are yet to be sailed, and the less confident public must be content to await the final decision of the judges.



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