

A TRIUMPH OF ENGINEERING.

Dream of a Road Across Great Salt Lake at Last Realized.

When the first survey of the Union Pacific Railroad came out of the mouth of Weber Canyon, a little southeast of the present city of Ogden, it found the Great Salt Lake lying across the Central Pacific. Even as the surveyors looked across the water, the possibility of the later-day triumph of railroad construction seems to have occurred to the engineers of the survey, for they discussed a bridge, though perhaps more speculatively than seriously, the feasibility of driving straight across the lake, or at least across its eastern arm. Of course they gave it up. The idea then was almost abandoned. There was another engineer in finance bold enough to undertake such a stupendous work, for the traffic to warrant such an expenditure. It may be doubted, too, if there was engineering faith equal to the task. So the line was built through the hills around the north end of the lake.

But that light talk of the early sixties was not without its fruits. The idea remained the dream, the hope, the faith of one of the young men employed in building the Central Pacific. William Hood was of that company of "across the isthmus" pioneers who have made their mark and their fame in the development of California and the Pacific slope. As he worked his way up to the responsible post of chief engineer of the Southern Pacific system, owner of the old Central Pacific, he never lost sight of the possibility of that line across Salt Lake. Col. F. Huntington, then master of the Pacific railroads, was inclined to think that it might be done, but the time was not yet ripe, the traffic was not heavy enough to justify the expense, and such ventures were not easy things to finance. But after Mr. Huntington's death there came to the head of Southern Pacific affairs a man whose financial ability and boldness matched the engineering skill and pluck of Mr. Hood. In Edward H. Harriman Mr. Hood found a man who sympathized with and believed in his plans, and who was able and willing to provide the money.

The lines had changed. The day of great and bold enterprises had come. The old era of pinching and often false economy that let rounded and rolling stock run down in order to squeeze out an unjustified dividend was ended. The condition had been reached where it was only necessary for the engineer to show how the interest on the investment could be made to be paid for ahead. Traffic had increased to such a point that operations over the steep and crooked old line was becoming constantly more and more vexatious and difficult. Relief must be had. Financier agreed with engineer as to how it could be obtained, and the result is the "Lucin Cutoff" as it is called, the line that runs from Ogden straight over Great Salt Lake, which it crosses on a trestle nearly 12 miles long and on 20 miles of "fill," and over the desert flats, 102 miles in all, to Lucin, where it rejoins the old road. It is a "cutoff" indeed. Forty-three miles in distance are lopped off, heart-breaking grades avoided, curves eliminated, hours of time in transit saved, and untold worry and vexation prevented. At the same time that expenses of operation are reduced more than enough to pay interest on the whole cost twice over.

Marie Favre, 5 years old, dropped her doll into Lake Neuchatel, and at once plunged in to rescue it. The doll was clasped in her arms when the body was recovered.

ANNUAL BANQUET.

Reidsville Fraternal Preparing for Big Event—A Marriage—Other News Notes.

Correspondence of The Observer.

Reidsville, Jan. 10.—The Reidsville graded schools and the seminary opened yesterday with all old scholars back. There are about 20 new pupils at the white graded schools and all of the seminary's old students are back with quite a good number of new ones.

Mr. J. T. Windsor, who was for a long time connected with the Bell Telephone Company, has bought the confectionary and grocery stock from Messrs. Foy and Somers, opposite the Citizen's Bank, and will continue the business at the same stand.

There were only two slight business changes in Reidsville for the new year; this is said to be an infallible sign of good business.

The Methodist church now has a handsome new organ which has just been installed.

The work of the parishes over which Rector Mellichamps has been in charge having grown to such immense proportions, it has been decided by the convocation to secure an assistant in order that services can be increased at several of the points. The vestry of St. Thomas' church arranged yesterday for services at least one more Sunday in each month to be conducted by Mr. Eubanks.

Where He Was "Fooled."

Valley (Tex.) Farmer.

A small but belligerent dog was left in charge of a buggy when his master attended to some business in a neighboring store. A large brindle complexioned cur happened along that way and seeing nothing about the buggy to guard it except the small dog, concluded to help himself to some provisions he saw in the vehicle, supposing that his size would bluff the guard. To his surprise the small dog did not bluff worth a cent, but, on the contrary, made a running jump, clipped all over the brindle cur, and bit him in four different places within three seconds by the which it was a great surprise to the surrounding atmosphere with howls of pain, he lit out down the street. As the small dog quietly lay down again under the buggy he remarked softly to himself: "I have noticed during my association with both dogs and men, that nerve and activity count for a blighted sight more than size and hair."

DOG MADE LONG TRIP.

Canine Returned Overland From Halifax County to Rome, Ga., Distance of 400 Miles—How Did He Find the Route?

Some weeks ago I noticed in your paper a clipping from a paper published in London, giving an account of a dog that had been carried fifty miles from his home by his master and, after being left, returned alone to his old home. The following came directly under my observation and I know it to be true. In the year 1813 Mr. A. C. Cook moved his family from Rome, Ga., to Ringwood, Halifax county, North Carolina, bringing with them a shaggy "flee" dog, a pet of his two sons. A few weeks after they had reached Ringwood the dog disappeared and for a long time it was a mystery what had become of him. Finally they received a letter from a friend in Rome, saying the dog was back.

They at once wrote the friend, requesting him to return the dog by express. This was done and the dog reached Ringwood in due time. In a few days the dog again disappeared, and after a few weeks the friend again wrote that he had again returned to his old home. This time he was allowed to remain.

In going from Halifax county, North Carolina, to Rome, Ga., he had to cross many streams and to travel a distance of more than six hundred miles. As he came both times by rail, how did he find the way back to his old home? L. VINSON, Littleton, Jan. 8, 1906.

Starting a Paper in Oklahoma.

Kansas City Journal.

"Pioneer newspaper making" might have been the theme of a brief talk which Edgar B. Bronson, one of the editors and owners of the Tribune, Thomas, Okla., gave last night. "Three years ago," he said, "Mr. Nichols and myself started an outfit, secured six printers from Kansas City and Oklahoma City, and set out late in August for the site of what was to be Thomas. We arrived there in the night, and with not a sign of an enclosure, we issued, the first afternoon, the first paper ever put to press in that city. The settlers upon the town site were just coming in, and naturally the establishment of the city gave us an abundance of local news. So we determined to print a daily, and did so for eight days.

"While we were getting out the paper the carpenters built the office around us. In a short time we were comfortably housed, but we had to suffer some inconveniences accomplishing this end. For instance, one night a terrific rainstorm came up. The roof wasn't particularly good, and the water came through in general quantities. We took the coats off our backs and spread them over the press. The brdntashrdtadlnrdhdu and others parts of the supplies to and other parts of the equipment to prevent them from getting wet."

A \$5 Bill Now Worth \$2,500. Indianapolis Star.

L. C. St. John, of this city, has a curious bill in his possession, a shrapnel of a five-dollar bill which is 125 years old. He has just gained possession of it, although it was left to him by his mother, who died some 12 years ago. This bill was given to her when a child by a relative.

It was issued under the act of July 2, 1770, by the State of Rhode Island, drawing 5 per cent interest per annum and signed by John Arnold, Figure compound interest it is now worth \$2,500.

It is the intention of Mr. St. John to communicate with the authorities at Washington and ascertain if the issue of Rhode Island will redeem the bill.

2,000 Under the Mistletoe.

The Des Moines Capital.

Two thousand women stood under the mistletoe in Des Moines to-day unlinked. Though some were exceedingly beautiful and attractive and there were hundreds of men about not one had heart to take the usual challenge and claim a kiss. It all happened because some one hung a large bunch of mistletoe on the chandelier directly over the stamp window at the postoffice. Hundreds of the older women walked beneath the shrub unnoticed it. But occasionally some pretty miss would see where she stood and looking up into the eyes of a bystander of the other sex would stop and reach further for her stamp. The expressions on the faces of Des Moines women as they discovered themselves under the mistletoe in a public place is interesting. Some laughed, other frowned, a few blushed and one or two actually turned pale.

Don't let your face grow old, sallow, hollow and wrinkled. If you care at all for beauty, take Hoillater's Rocky Mountain Tea. 35 cents, Tea or Tablets. R. H. Jordan & Co.

Charlotte's Best Conducted Hotel

THE BUFORD

Special attention given to Table Service, making it unequalled in the South. This is a feature of the Buford that is claiming the attention of the traveling public. Clean, Comfortable Beds, Attentive Servants.

C. E. HOOPER MANAGER.

SEABOARD AIR LINE RAILWAY. PASSENGER DEPARTMENT.

Special reduced rates via Seaboard.

Pensacola, Fla.; New Orleans, La.; Mobile, Ala.—Account Mardi Gras, February 2nd-4th, one fare, plus 25c round trip, tickets sold February 21st-25th inclusive, final limit March 2d. Tickets can be extended until March 15th.

Louisville, Ky.—Account Department of Superintendent National Educational Association, February 27th-March 1st, one fare plus 25c round trip. Tickets sold February 24th-25th-26th, final limit March 4th.

Niagara Falls, N. Y.—Account National Association of Retail Grocers January 23rd-26th, one and one-third fares, plus 25c on Certificate plan basis. C. H. GATTIS, T. P. A., Raleigh, N. C.

SPECIAL REDUCED RATES VIA THE SEABOARD.

The Seaboard begs to announce that account of the occasions mentioned below the rates and conditions named will apply. Mexico City, Mexico—Golf Tournament, January 15th-February 15th, 1906. Rate of one first class fare, plus 25c, will apply, tickets sold January 1st-15th, continuous passage in each direction with final limit February 28th, 1906.

SPECIAL SALE!

On Biscuit Beaters reduced from \$2.25 to \$1. Come before they are all gone.

Armistead Burwell, Jr. Phone 343 North Tryon St. 25

SEABOARD AIR LINE RAILWAY

Direct line to principal cities North, East, South and Southwest. Schedule effective January 7, 1906.

Trains leave Charlotte as follows: No. 46, daily, at 8:45 a. m., for Monroe, Hamlet and Wilmington, connects at Monroe for Atlanta, Birmingham and points South, at Hamlet for Raleigh, Norfolk, Richmond, Washington, New York and all points North and East; at Columbia, Savannah and Florida points.

No. 12, daily, at 10 a. m., from Lincoln, Shelby and Rutherfordton, connects at Lincoln with C. & N. W. No. 123, daily, at 7:15 p. m., for Monroe, Hamlet and Wilmington, connects at Monroe for Atlanta, Birmingham and points South; also for Hamlet, Norfolk, Raleigh, Richmond, Washington, New York and all points North and East; at Hamlet for Columbia, Savannah and Florida points. Pullman sleeping car Charlotte to Portsmouth-Norfolk.

No. 4, local freight, daily except Sunday, with coach attached, at 8:45 a. m., for Monroe.

Trains arrive at Charlotte as follows: No. 123, at 10 a. m., from points North and South.

No. 12, at 7:05 p. m., from Rutherfordton, Shelby and Lincoln.

No. 23, at 10:45 p. m., from Wilmington, Hamlet and Monroe, also from points North and South.

Connections are made at Monroe with all through trains for points North and South which are composed of vestibule day coaches, Pullman drawing room sleeping cars, and dining cars between Atlanta, through Richmond and Washington to New York.

For rates, time tables, reservations, apply to ticket agent or JAMES KER, JR., C. P. A., Charlotte, N. C. C. H. GATTIS, T. P. A., Raleigh, N. C. C. B. RYAN, G. P. A., Portsmouth, Va.

N. & W. Norfolk & Wester Through Train Daily, Charlotte to Roanoke, Va.

Schedule in effect Dec. 3, 1905. 4:10 am Lv Charlotte, So. Ry Ar 6:00 pm 2:15 am Ar Winston, So. Ry, Lv 2:30 pm 5:00 pm Lv Martinsville, Lv 11:45 am 6:25 pm Lv Rocky Mount, Lv 10:30 am 7:25 pm Ar Roanoke, Lv 9:30 am

Connect at Roanoke via Shenandoah Valley Route via Natural Bridge, Luray, Hagerstown, and all points in Pennsylvania and New York Pullman sleeper Roanoke and Philadelphia.

Through coach, Charlotte and Roanoke. Additional information from agents Southern Railway. M. F. BHAGG, Trav. Pass. Agent, W. B. BEVILL, Gen. Pass. Agent, ROANOKE, VA.

Southern Railway

In effect August 1, 1905.

This condensed schedule is published as information and is subject to change without notice to the public.

4:00 a. m. No. 1, daily, for Richmond and local points connects at Spartanburg for Hendersonville and Asheville.

6:06 a. m. No. 2, daily, for Rock Hill, Chester, Columbia and local stations.

7:10 a. m. No. 16 daily except Sunday for Stateville, Taylorsville and local points connects at Knoxville for Asheville, Knoxville, and at Statesville for Hickory, Lenoir, Blowing Rock, Asheville and other points west.

7:15 a. m. No. 23, daily, New York and Atlanta Express, Pullman sleeper to Columbus, Ga., and day coaches to Atlanta. Close connection at Spartanburg for Hendersonville and Asheville.

8:33 a. m. No. 21, daily, New York and Florida Express, for Rock Hill, Chester, Winnsboro, Columbia, Savannah, Jacksonville and Augusta. Pullman sleeper New York to Port Tampa and Augusta. First class day coach, Washington to Jacksonville. Dining car service.

9:25 a. m. No. 36 daily, U. S. Fast Mail for Washington and all points North. Pullman drawing room sleepers to New Orleans to Washington. Dining car service. Connects at Greensboro for Winston-Salem, Raleigh and Goldsboro.

9:30 a. m. No. 37 daily, Washington and Southwestern Limited, Pullman drawing room sleepers, New York to Memphis, Memphis to New York, New York to Macon, Dining car service, Solid Pullman train.

10:05 a. m. No. 30, Washington and Florida Limited, Pullman drawing room sleepers to New York; first class coach to Washington. Dining car service.

11:00 a. m. No. 25 daily, for Davidson, Mooresville, Barber Junction, Cokesville, Mocksville, Winston-Salem, and Roanoke Va., and local points.

12:25 p. m. No. 11, daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville.

7:00 p. m. No. 12, daily, for Richmond and local stations; connects at Greensboro for Hendersonville and Asheville. Solid Pullman train.

6:00 p. m. No. 26, daily, except Sunday, freight and passenger for Chester, E. C. and local points.

7:15 p. m. No. 24, daily, except Sunday, for Statesville and local stations connects at Statesville for Asheville, Knoxville, Chattanooga and Memphis.

8:18 p. m. No. 29, daily, Washington and Southwestern Limited, for Washington and all points North. Pullman sleepers and Pullman observation cars to New York. Dining car service. Solid Pullman train.

8:30 p. m. No. 29, daily, Washington and Florida Limited, for Columbia, Augusta, Charleston, Savannah and Jacksonville. Pullman drawing room sleeping car to Jacksonville. First class day coaches Washington to Jacksonville.

10:45 p. m. No. 34, daily, New York and Florida Express, for Washington and points North. Pullman sleepers from Jacksonville and Augusta to New York, and from Charlotte to Richmond. First class day coach, Jacksonville to Washington.

10:50 p. m. No. 49, daily, for Washington and points North. Pullman sleeper to Washington. First class day coach, Atlanta to Washington.

10:20 p. m. No. 35, daily, United States Fast Mail for Atlanta and points South and Southwest. Pullman drawing room sleepers to Mobile and Birmingham, day coaches Washington to New Orleans. Dining car service.

Baggage called for and checked from hotels and residences by Wadsworth Transfer Company, on orders left at City Ticket office.

H. B. SPENCER, General Manager. S. H. HARDWICK, Passenger Traffic Manager. W. H. TAYLOR, Passenger Agent, Washington, D. C.

Always Remember the Full Name Laxative Bromo Quinine. Cures a Cold in One Day, Cough in 2 Days. E. W. Grove on every box, 25c

RHEUMATISM THE TERROR OF WINTER. Rheumatism is usually worse in Winter because of the cold and dampness and other changed conditions of the climate. The occasional twinges of the disease that are felt during the warmer weather are changed to piercing pains, the muscles become inflamed and swollen, the nerves get sore and excited, the bones ache, and Rheumatism, the terror of winter, takes possession of the system. Then the sufferer turns to the liniment bottle, the woolen clothes, the favorite plaster or some home remedy, in an effort to get relief. But Rheumatism is not a trouble that can be rubbed away or drawn out with a plaster; these things relieve the pain and reduce the inflammation, but do not reach the real cause of the trouble, and at the next exposure another attack comes on. Rheumatism is caused by a sour, acid condition of the blood. The refuse matter and bodily impurities which should be carried off through the channels of nature have been left in the system because of indigestion, weak kidneys, torpid liver and a general sluggish condition of the system. These impurities sour and form uric acid, which is absorbed by the blood and distributed to the different muscles, joints, nerves and bones, causing the painful symptoms of Rheumatism. S. S. S. goes to the root of the trouble and cures Rheumatism by cleansing the blood. It neutralizes the acids and filters them out of the circulation and sends a stream of pure, rich blood to all parts of the body. Then the pains cease, the inflammation subsides, the nerves are quieted, every symptom of the disease passes away, and the cure is permanent. S. S. S. is purely vegetable and does not injure the system as do those medicines containing Potash and other minerals. Book on Rheumatism and medical advice without charge. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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"IDLE COMMENTS" By ISAAC ERWIN AVERY PRICE, = = = = = \$ 2.00 Now on Sale By The Stone & Barringer Company and the Houston-Dixon Company Out-of-Town Orders May Be Addressed To GEO. STEPHENS, Chairman, The Avery Publishing Company PROCEEDS TO BE DEVOTED TO ESTABLISHING THE AVERY MEMORIAL SCHOLARSHIP IN TRINITY COLLEGE