by its statistician, as the complete re-port for the year ending June 30th, tion, including unclassified items, \$74. coding reports in the series, contain-ing tables showing mileage, carnings, line averaged \$11,383, the correspondand expenses, etc., by roads, and also ing average for the year 1906 being various summarits of statistics for the \$923 less.

Louisiana, Mississippi, Nebraska, Ne-vada, North Dakota, South Dakota, 1996 Utah, Washington, West Virginia, Wisconsin, Wyoming and New Mexico.

The report shows that for the year 1003. ending June 30th, 1907, the mileage of The amount of dividends declared good-natured fight for public patcelvers was 29

EQUIPMENT

On June 30th, 1907, there were in the service of the carriers 55,358 becometives, the increase tering 3.716 These lecomotives, excepting 1,23, were freight 32,079, and switching, 9,258.

classes was 2,126,594, or 167,652 more stock was thus assigned. Passenger service, 43.973 cars: freight service 1,991,557 cars, and company's service. 91,664 cars. These figures do not in. \$68,517,817 clude private cars of commercial firms or corporations.

The average number of tocomotives of parsenger-miles per possenger loco- the fact that, in general, the income crease of 108,510 passenger-miles as receives from its lessee The statistical Business Transaction Causes Scrap. compared with the previous year. The propert includes, however, a summary motive was 7,375,585, showing an in- all the rallways considered as a single Special to The Observer. crease of 143,022 ton-miles

automatic couplers, or an increase of showing the basis of assessment. 169,738. Nearly all the beometives and cars in the passenger service had train brakes, and all but 58 locomotives in the same service were fitted with automatic couplers. Only 1 17 per cent, of cars in the passenger servi

were without automatic complets. Bubetantially all freignt lovemorives, had train brokes and automatic complete of 1,591,577 wars in the freight service on June 20th, 1907, the number fitted with train brakes and with automatic complets 1.972.804

EMPLOYEES

lows: For general administration, was sold. The casualties due to laining 805; for maintenance of way and. The casualties due to laining 805; for maintenance trains, locomorties, or cars in motion structures. 538,003; for maintenance trains, locomorties, or cars in motion at a lain and for con- were Training to be sold to the contains crossing tendlows: For general administration, 64 .. injured, 142.

of wages and salaries reported as paid June 30th, 1907, was \$1.072,386,427.

PUBLIC SERVICE OF RAILWAYS The report shows that the number of passengers carried by the railways during year ending June 30th, 1907, was \$73,905,133, this item being 75, 959,017 more than for the year ending June 20th, 1906. The passenger mileage, or the number of passengers carried 1 mile, was 27.715.524.020; the increase being 2,551,313.199 pas-

f the year 1986 by 164.962,440 tone. 103, the increase being 20,723,838,862 of freight traffic,

per mile for the year ending June 20th. 1907, was 2.014 cents. For the preced-

EARNINGS AND EXPENSES.

STATISTICS OF RAILWAYS in the United States from the operation of 227,454.83 miles of line were. 125 employed and 1 was injured for every semployed.

DESENTIAL FACTS SUMMARIZED in the United States from the operation of the year ending June 30th, 1967, 125.888,105.578. Deing \$263,340.411 greater than for the year 1906. Their operating expenses were \$1.748,315. for every 1.422,631 carried, and 1 injured of the Inter-State Commerce Computing expenses were \$1.748,315. for every 67,012 carried. For 1906 the figures show that 2,322,631 passengers were carried for 1 failled and 71.131. d on summaries in the twentieth revenue. \$1,823,651,998 — increase. 094 passenger-miles for each passenger statistical report of the inter-State commerce commission, prepared freight service. \$6,113,648-increase,

The report shows that on June 30.

1507, the total single-track rallway mileage in the United States was 229.

551.19 miles, or 5,588.02 miles more than at the end of the previous year.
An increase in mileage exceeding 100 miles appears for Arkansas, California, Colorado, Florida, Georgia, Idaho, Louisiana, Mississippi, Nebraska, Ne-The operating expenses were assign-

exico.

net carnings of the railways, amount and the only possible trouble is that
Substantially complete returns were red to \$840,589,764. This amount exrendered to the commission for 227, cheds the corresponding one for the 454.83 miles of line operated, including 8,325.97 miles used under trackage rights. The aggregate length of averaged \$3.698, for 1906, \$3,548, and averaged \$3.698, for 1906, \$3,548, and families a day off. railway mileage, including tracks of all for 1905, \$3.189. The amount of inkinds, was \$27,975.26 miles. This come attributable to sources other inileage was thus classified. Single than operation was \$286,587.941 track, 227,454.83 miles, second track. This amount includes the following initiative track, 1960-42 items income from lease of read and yard track and sidings, 77,749.48 owned \$48,523.952 interest on bonds and yard track and sidings, 77,749.48 owned \$24,361.054 and miscellaneous was an increase of 16,892.97 miles in moone, \$48,993.155. The total income that they will have an entermine agreement increase of 16,892.97 miles in moone, \$48,993.155. The total income that they will have an entermine agreement in the second of the anilways (\$1,127,173,706). The Davidson public has been which 3,988.55 miles, or 26.82 per that is, the net carnings and income that they will have an entermine and a most enjoyable day. Thursday, July 23d.

The Davidson public has been greatly interested and pleased by the cut rate prices at which ice has been which red and other charges against and of the bands of one which which fixed and other charges against sale of it has been in the hands of one mileage is included in the report as the one are taken to ascertain the sum dealer. The other day the new or 2,440. During the year railway to me available for dividends. Such deductioning the year railway to me available for dividends. mileage is included in the report of a variable for dividends. Such deductions are reliable for dividends. Such deductions are reliable for dividends. Such deductions are reliable for dividends of the commodity and gave notice to at it were re-organized, merged, or country for the year ending June 30th dated. The corresponding figure for the year ending June 30th dated. The corresponding figure for the year ending June 30th dated. This was the signal for a specific for the year 1906 was 4.054.46 miles.

roads operated by receivers was 3.- during the year under review (includ- ronage and down went the price. 926.21 miles, or a decrease of 45.12 ing \$49.297 representing other earnmiles as compared with 1906. The ings to stockholders; was \$308,137. number of reads in the hands of re- 924, leaving as the surplus from the operations of year ending June 30th, 1807, \$141,232,264. The surplus from operations as shown for the preceding year was \$112.334.761. The amount of deductions from income as stated above, \$617,712,518 comprises these items: Sahiries and maintenance of or-Passenger, 12,814, Hems, Samples and Interest accrued ganization, \$648,835, interest accrued The total number of cars of all on funded debt. \$344.242.617; interest on current liabilities, \$16.671.532. than for the year 1906. This rolling rents paid for lease of read, \$128. 166,452; taxes, \$80,312,375; permanent improvements charged to income account, \$38,552,890; other deuetlons.

The preceding figures for the inper 1,000 miles of line was 243 and as of operating roads, and include now in Concord, are expected here the average number of cars per 1,000 duplications in certain items of income next week. miles of line was 9,350. The number and also of expenditures on account of motive was 2.163.146; showing an in- of a leased road is the rent which I number of ion-miles per freight loco-, which presents an income account for system, from which intercorporate The number of locomotives and cars payments are substantially eliminat-

gated 2.131,982, of which 2.059,126. The complete report includes a were fitted with train prakes, or an in-summary showing the total taxes and crease of 231,637 over the previous assessments of the railways by States year, and 2,159,534 were fitted with and Territories, and also an analysis

> In their annual reports to the Inter-Lassengers, employees, trespassers and other persons. The following ligures are therefore not comparation with details in the Commission's Acciports, since the latter relate chiefly to casualties to passengers and to emplaces while on duty on or about LEAR TRACK.

The number of persons reported as ending June 30th, 1907, was 122.855and on the pay rolls of the railways in the which 11.839 represented the number United States on June 30th 1907, was of persons killed and 111,616 the num 1.672.074, which is equivalent to an her injured. Casualties occurred average of 515 cmployees per 100 miles among three general classes of railof line. As compared with way employees as follows: Trainmen, the year 1998, these figures 2.537 killed and 40.755 injure); show an increase of 150,719 switch tenders, crossing tenders and in the number of employees, or watchmen, 169 killed, 1.091 injured; 51-per 100 miles of line of the entrophysics, 1.828 killed, 45,798 players 65,298 were enginemen, 69, injured. The consulties to employees firence, 48,869 conductors, and coupling and uncoupling cars 134.257 other trainmen. There were Employees killed, 308; injured, 4,353 53,414 switch tenders, crossing tend. The casualties connected with coupers, and watchmen. The total number ling and uncoupling care are assigned of railway employees, disregarding a as follows: Trainmen killed, 272; insmall number not assigned, were applied, 4.062; switch tenders, crossing lenders, and watchmen killed, 19 visions of railway employment as for- jured 149, other employees killed, 17,

report includes summaries ers, and watchmen killed, 19, injured, showing the average daily compensa. 160; other employees killed, 64; in-tion of 18 classes of employees for a jured, 653. The casualties due to series of years, and also the aggregate Jumping on or off trains, locomotives, amount of compensation returned for or cars in motion were: Trainmen the several classes. The total amount killed, 147, injured, 5,496; switch tenders, crossing tenders, and watchmen killed, 12: injured, 171; other empinters killed, 66, injured, 720, munities to the same three classes of employees in consequence of collisions d. 776; injured. 6,273; switch tendcrossing tenders, and watchmen killed, 7, injured, 58, other employees killed, 111, injured, 1,019.

PASSENGERS KILLED

The number of passengers killed in the course of the year 1907 was 610 and the number (njured 13,041. Dur-The number of tons of freight ing the previous year 359 passengers shown as carried (including freign were killed and 10.764 injured, There received from connections; was L. were 316 parsengers killed and 8.11; 196.326,659, which exceeds the formage injured because of collisions and de-376 passengers killed and 8,113 refiments The total number of per-The ton-milenge, or the number of roos of or then employees and passentons carried 1 mile, was 236.601,220, gers killed was 6,695, injured, 10.221. These figures include the casualties ton-miles. The number of tons carried to persons trespassing, of whom 5,mele per mile of line was 1.952.119, 612 were killed and 5.512 were injurindicating an increase of 69,718 ten- of The total number of casimities to miles per mile of line in the density persons other than employees from being struck a trains, locomotives The average revenue per passenger or cars was 5,327 killed and 4,876 into year ending June 10th, jured. The casualties of this class were: At highway crossings, passening year the average was 2.003 cents.

The average revenue per ton per miss 9.755 cent; the like average for the year-1966 was 0.748 cent. The ed. 102; other persons killed, 34; injured, 1,797; at stations, passengers killed, 34; injured, 102; other persons killed, 510; inearnings per train mile show an in- jured, 682; at other points along track, crease for both passenger and freight passengers killed, 4; injured, 12; oth-trains. The figures show an increase or persons killed, 2,845; injured, 2,in the average cost of running a train 263. The ratios of casualties indicate mile. The ratio of operating expen-s to earnings for the year 1967 was 51 per cent. For 1996 this ratio was linjured. With regard to trainmen-that is, enginemen, firemen, conductors, and other trainmen-it appears The gross earnings of the railways Clinchfield Coal is a Steam Producer.

greater than for the year 1906. Their operating expenses were \$1,748,515. for every 67,012 carried. For 1906 the figures show that 2,222,651 passengers were carried for 1 eithed, and 74,131 passenger and show the increases of the several figures show that 2,222,651 passengers were carried for 1 eithed, and 74,131 passenger revenue, \$1,64,666,343—increase, \$1,20,373,760; mail, \$50,378,964 passenger revenue, \$1,30,375, passenger-miles for each passenger injured. For 1906 the several figures show that 2,222,651 passengers were carried for 1 eithed, and 74,131 passenger were carried for 1 injured. With respect to the number of miles traveled, the figures for 1907 show that 5,440,253 passenger-miles were garried for 1 injured. With respect to the number of miles traveled, the figures for 1907 show that 5,440,253 passenger-miles were garried for 1 injured. With respect to the number of miles traveled, the figures for 1907 show that 5,440,253 passenger-miles for each passenger injured. For 1906 the expenses and Earnings, and the Number of Accidents, With Consequent Loss of Life.

Washington, July 16.—The adance againes in this abstract are accomplished for each passenger killed, and 2,338,—and the Number of Accidents, With Consequent Loss of Life.

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Washington, July 16.—The adance againes in this abstract are accomplished for each passenger killed, and 2,338,—and the passenger service, \$1,320,651,998—increase, \$1,320,662; freight for each passenger-miles for ea

DOINGS AT DAVIDSON.

1967. This report is similar to pre- 346,795—Increase, \$14,342,708. Gross Annual Picnic Will Be Held Earlier Than Usual This Year-An Ice War on in the Town-Personal Notes.

Special to The Observer. per mile in comparison with the year crowd has not been as large as it otherwise would have been. This The income from operation, or the year the date is the earliest at all

Dayldson, it is pleasing to note. son in addition to what it has had in the form of the summer school. The county institute as conducted by the State Agricultural De-partment will hold a session here when it reaches the county. The coming of the teachers will be highly appreclated

President Smith is under appointment to address the teachers of county at Cary the coming Friday. He will spend Sunday boro .- Mr. Dickson Penic. of Texas, is the guest of his niece, Mrs. John Reid .- Mr. A. B. Curry, who been spending some days on the campus and visiting friends in the village, The preceding figures for the in- left this week for his home in Mem-come and the expenditures of railway phis, Tenn.—Rev. Dr. E. H. Harding ompanies are compiled from the an- is here on a visit to his son. His wife nual reports of leased roads as well and daughter, Mrs. P. H. Whitaker,

WILMINGTON MEN FIGHT.

and Services of Physician Arc Needed.

Wilmington, July 16 .- S. P. Mc Nair, a leading wholesale Works, engaged in a personal difficulty over a business transaction on the wharf of the steamers Lyon and part or even all the body. When Fayetteville here this morning, as a near the heart it is dangerous to life, result of which McNair struck Love State commerce commission, carriers over the head with a chair and Love include returns for all casualties to cut McNair in the lower left side a superficial gash about three inches long. The passing of the lie is said to have precipitated the trouble between the two men. Both were at-tended by a physician but neither is ful joints and tissue. Sold by Bur-

COOL OFF

Rheumatism This is often a disease of the blood. Spend the Summer Days in secretary and treasurer and general deposit of uric acid. In its acute New York State-t manager of the Wilmington Iron stage it is one of much pain and tain, lake or river. suffering, sometimes affecting a large Adirondack Mountains We are thankful to say there is a proper treatment-Dr. King's Sarsain the parilla-internally, to eradicate the poison from the blood. Dr. King's

Nerve and Bone Liniment-external-

well-Dunn Retail Store.

Barrels, 12 doz, local bottling (well steamed) \$10.20; barrels Brewery bottling "export", 10 doz., \$11 f. o. b., Lynchburg,

AT FULL VALUES

I don't cut the quality of whiskey in order to pay express. I GIVE YOU FULL VALUE IN THE WHISKEY ITSELF! If you want every cent of your money's worth in Whiskey Quality instead of a lower grade allowing for expressage, send me your orders.

Below are a few of my specially popular brands, every one of which represents the very highest quality obtainable for the price: Lincoln County 4 full quarts Old Cabinet Rye ... 2.00
4 full quarts Belmont ... 2.50
4 full quarts Hamilton Co. Club ... 3.00
4 full quarts Gibson's 4 Star ... 4.00 ull quarta Lincoln County \$2.00
ull quarta Old Rickory Lin. Go \$2.50
ull quarts White Oak \$3.00 4 full quarts White Oak 3.00 4 full quarts Moreasin Club 4.00 Corn Whiskey Brandies 4 full quarts Hamilton Co. Corn. \$2.09
4 full quarts Sweet Mask Corn. 2.09
4 full quarts Sweet Mask Corn. 2.09
4 full quarts North Carolitis Corn. 2.25
4 full quarts Fine Oid Apple Brandy. 2.00
4 full quarts Old Mountain Corn. 2.50
4 full quarts Very Oid Apple Brandy. 4.00
4 full quarts Old Cobb Corn. 4.00
4 full quarts Georgia Peach Brandy. 2.00 Remember, I pay no express, but give the best goods to the consumer at the lowest cash prices. All goods guaranteed under the Pure Food and Drugs Act of June 30, 1966.

E. B. GIBSON FINE WINES AND LIQUORS

To the Consumer at Lowest Cash Prices 19 East Seventh Street CHATTANOOGA, TENN. Send for complete Price List and Order Blanks.

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Thousand Islands St. Lawrence River

Quickly and comfortably reached by



Fishing, Boating, Golf and a thousand other amusements. Fine hotels. For time of trains, rates of fare and illustrated literature, address O. L. Mitchell, General Agent, Chattanooga,

LOW WEEK-END RATES. Southern Railway announces weekend rates from Charlotte to following points and return: Hickory 2.15 Charistic to Washington.

Hendersonville 4.15 6.30 a. m., P. o. 35, Cally, for Columbia and local points.

High Shoals 1.05 Jackson Springs 3.90 Lenoir 52.90 tenoir 52.90 Lincolnton 1.05 Lincolnton 1.05 Ville 550 Ville 1.05 Lake Toxaway 5.50 7.15 a. m., No. 29, daily, icr Atlanta Marion 3.50 Day coaches Charlotte to Atlanta Stops at principal points en route, Rutherfordton 2.25 Rutherfordton 2.25 Rutherfordton 4.85 com and points North Pullman drawing Rutherfordton. 2.25
Skyland. 4.85
Shelby. 1.75
Day coaches to Washington. Dining car R, L. VERNON, T. P. A., Charlotte, N. C.

T. J. WITHERSPOON, C. T. A., Charlotte, N. C. The Norfolk & Southern Railway announce the following round trip rates to Morehead City and return account of the encampment North Carolina State Guard: Newbern 1.35

Newbern 1.35 lotte to Richmond.

Riverdale 1.25 | 2.25 p. m. No. 28, daily, New 1 ort: and New Orleans Limited for Washington and Havelock 25 | 2.25 p. m. No. 28, daily, New 1 ort: and New Orleans Limited for Washington and Havelock 25 | 2.25 p. m. No. 28, daily, New 1 ort: and New Orleans Limited for Washington and Havelock 25 | 2.25 p. m. No. 28, daily, New 1 ort: and New Orleans and New Orleans 25 p. m. No. 28, daily, New 1 ort: and New Orleans 25 p. m. No.

4:57 pm Lv Martinsville, Lv 11:45 am 7:26 pm Ar Roanoke, Lv 9:20 am Connect at Roanoke via Shenandoah Vailey Route for Hagerstown, and all points in Pennsylvania and New York. Pullman sleeper, Roanoko and Philadel-

Pullman sleeper, Roanogs and Philadelphia.
Through coach. Charlotte to Roanoke.
Additional train leaves Winston 7:30 a.
m. daily excep: Sunday.
If you are thinking of taking a trip you want quotations, chancest rales, reliable and correct information, as to routes, train schedules, the most comfortable and quickest way. Wifte and the information is yours for the asking with one of our complete map folders.
M. F. Leady.
Tray Pass, Agent.
W. B. BEVILI, Gen'l Pass, Agent.
Roanoke, Va.

Get Busy-Drink

Business men find this pure, delicious drink wonderfully refreshing

and bracing in hot weather. It overcomes fatigue and exhaustion. Keep it

in the office and it will keep you fit for work. The Original Pure Food

Drink, Guaranteed under U. S. Government Serial No. 3813. At all grocers,

5c. a bottle, At soda fountains, 5c. a glass. Beware of imitations.

Southern Railway

N. B.- Following schedule figures published only as information, and are not guaranteed. April 12th. 1908: 1:20 a. m., No. i., carly for Washington and points North. Punman drawing

room sleepers to New tork. Day coaches to Washington. 3:20 a. m., No. 2, cally, tor Columbia, Savannah and Jacksonville. Pu.tman drawing room sleepers to Augusts and

Jacksonville. Day coaches to Jacksonville. \$:20 a. m., No. & daily, for Richmond

sleeping cars. Observation and club cars. New York to New Orleans. Drawing room sleeper, New York to Atlanta. Solid Pullman train. Dining car service.

4:35 p. m., No. 41, dalry, except Sunday, for Seneca and local points.
4:35 p. m., No. 27, dairy, for Columbia and local points.

lotte to Richmond.

SEABOARD

These arrivals and departures as well as the time and connection with other companies, are given only as information and are not guaractered.

Direct line to the principal cities North, East, South and Southwest. Schedule taking effect April 12th, 1965, subject to have a without potice.

East, South and Southwest. Schedule taking effect April 12th, 1985, subject to change without notice.

Tickets for passage on all trains are sold by this company and accepted by the passenger with the understanding that this company will not be responsible for failure to run its trains on schedule time or for any such delay as may be incident to their operation. Care is exercised to give correct time of connecting lines, but this company is not responsible for errors or omissions.

Trains leave Charlotte as follows.

No. 40, daily, at 4:30 a. m. for Monroe, Hamlet and Wilmington, connecting at Monroe with 35 for Atlanta, Birichingham and the Southwest, with D for falloigh, Weldon and Portsmouth, with 56 at Hamlet for Raieigh, Richmond, Washington, New York.

No. 133, daily, at 9:50 a. u... for Lincolnton, Shelby and Rutherfordton without change.

No. 44, daily, at 5:00 p. m., for Monroe, No. 44, daily, at 5:00 p. m., for Monroe.

No. 133, daily, at 9:50 a. n... for Lincolnton, Sheiby and Rutherfordton without change.

No. 44, daily, at 5:00 p. m., for Monroe, Hamlet, Wilmington and all local points, connecting at Hamlet with 3. er Columbia. Savannah and all Florida points, and No. 84 for Haleigh, Richmond. Washington and New York.

No. 122, daily, 7:27 1. n.. for Mouroe, connecting with 41 for Atlenta. Birmington and New York. With 22 at Mouroe for Haleigh. Portsmouth and Nortolk. Through sleeper on this train from Charlotte, N. C., to Portsmouth. Va., daily. Trains arrive in Charlotte as follows:

No. 133, 9:50 a. m., daily, from points. No. 133, 9:50 a. m., daily, from points. No. 133, 9:50 a. m., daily, from Puther-fordton, Sheeby, Lincolman and C. & N. W. Railway polats.

No. 33, 11:30 p. m., daily, from Wilmington, Marylet and Morroe: also from points East, North and Southwest, connecting at Hamlet and Morroe.

Connections are made at Hamlet with through trains for points North, Scuth and Southwest, which are composed of vestibule day coaches helween Portsmouth 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.

For information, time-tables, reservations or Seaboard descriptive literature apoly to ticket agents or address:

JAMES KER, JR., C. P. A.,

EXCURSION RATES TO STANLEY CREEK, N. C., JULY 18, 1908.

Account Annual Picnic and Old Soldiers' Reunion the Seaboard will sell round trip tickets to Stanley Creek and return on July 18th at the following rates: Monroe, \$1.50; 12:35 p. m., No. 11 daily, for Atlanta, and local points.

4:00 p. m., No. 46, daily, for Greens-boro and local points.

4:00 p. m., No. 46, daily, for Greens-boro and local points.

4:00 p. m., No. 46, daily, for Greens-boro and local points.

4:00 p. m., No. 46, daily, for Greens-boro and local points. going and coming on train 133 and returning same date on train 132. For further information, call on your

agent, JAMES KER, JR., C. P. A., Charlotte, N. Charlotte, C. H. GATTIS, T. P. A. Raleigh, N. C.

The Norfolk & Southern Rallway has authorized the following low round trip rates to Morehead City, and return for Sunday, August 11th, 1868, account of the encampment of the North Carolina State

Schedule. Stations. Leave 7:00 a. m. Goldsboro La Grange Kinston