

# FINEST TRIP EVER OFFERED FOR THE MONEY!

**On the Observer--Chronicle Special**

**Earn the Trip Free**

3 days' trip will be made in all the luxury possible on a railroad train.

The Observer Co. desires to make it possible for as many as care to take this elegant trip free and offers these propositions in connection with the circulation of its publications.

For each 13 paid in advance new yearly subscriptions to The Evening Chronicle one free trip. For each 8 paid in advance new yearly subscriptions to The Daily Observer one free trip. For each 64 paid in advance new yearly subscriptions to The Semi-Weekly Observer, one free trip.

Railroad fare (574 miles)  
Standard Pullman (3 days)  
Dining car meals (entire trip)

All for **\$16**

**You Can't Lose**

Even if you don't secure the required amount for a Free Trip, you will receive credit for the amount you do turn in, and can take this trip by paying the difference in cash. Example, One-half the required number of new subscriptions and \$8.00 will entitle you to the trip.

**DON'T MISS THIS OPPORTUNITY**

**Subscription Prices:**

The Evening Chronicle per year \$5.00; 6 months \$2.50; 3 months \$1.25.  
The Daily Observer per year \$8.00; 6 months \$4.00; 3 months \$2.00.  
The Semi-Weekly Observer per year \$1.00; 6 months 50c; 3 months 25c.  
Four quarterly or two six months' subscription count as one yearly. No limit as to territory in which to earn this free trip.  
Reservations for this trip should be made at once.

**Tickets Good 10 Days**

Tickets will be good to stop off at any point on the line. Several ideal places to spend a week's vacation along the route.  
Reservations for our Excursion are being made very fast. Don't delay making arrangements for this trip.  
For further information address JAS. KER, JR., C. P. A., S. A. L. Railway, Charlotte, N. C. or

## THE OBSERVER COMPANY OBSERVER BUILDING, - - - - - CHARLOTTE, N. C.

**OVER CLINCHFIELD ROAD**

**THE PALACE CAR EXCURSION.**

The Choicest and Most Select Excursion Ever Offered in the South to Be the One Which The Observer Will Run Next Month From Charlotte to Dante, Va., and Return Over the Far-Famed Clinchfield Road—Something of the Sights Along the Way—Many Reservations Coming In—Everything at Hand on the Cars.

The Pullman palace car excursion which The Observer is to operate July 15, 16 and 17, over the recently completed and far-famed Carolina Clinchfield & Ohio Railway system through western North Carolina, east Tennessee and southwest Virginia, traversing the grandest and most spectacular regions of the Appalachian mountain ranges, promises to be one of the choicest and most delightful trips of the kind ever offered in the South. The train, which will be made up exclusively of Pullman coaches to which a diner will be attached, thereby insuring not only the greatest comfort and ease of travel but every modern convenience. In point of service and fare, will leave Charlotte Thursday morning, July 15, at 10:25 o'clock. After making the trip over the Seaboard to Bostic, the special will be run in on the Clinchfield tracks and the trip through the foothills to Marion will be made. After leaving Marion, the new line crosses the Catawba and breaks directly into the very heart of the mountains. The journey from Marion to Alta Pass Springs first crosses the Blue Ridge, and down the Toe river,

**through the Nolichucky canon to Unaka Springs, Erwin and Johnson City, Tenn., is one of the most elegant in America. And the trip from Johnson City to Dante, the present terminus of the new road, is equally as beautiful from a scenic point of view though not so stupendous. During the latter part of the way, the road winds through the pleasant valleys of the Clinch and Holston rivers, turning in and out, piercing mountain spurs here and crossing fertile valleys there, the adjacent country being just rugged enough to afford the most delightful changes of scenery. The eye never tires for the sky line is constantly changing and new and fresh scenes pass into view all the time.**

**REPRESENTATIVE CROWD GOING.**

The unparalleled opportunities offered by this trip have appealed to numbers of the most representative people in Charlotte and throughout the State for The Observer Company has been receiving reservations daily from all sections of the State ever since the first announcement was made. These have come from cities as remote as the south as Charleston, S. C., and from Burlington on the north. Others have been received from intervening towns, enough to justify the belief that the excursion will not only be the most select in personnel and the most delightful and comfortable in operation but the largest as well. As has been previously announced, the trip will last three days and all those purchasing tickets will have reservations not only on the sleepers but on the diner as well and the price of the ticket, which is \$16, covers all details. This is an average of \$5 per

day for a trip which under ordinary circumstances, operated as this one will be, would cost fully twice as much. The railroad fare alone to Marion and return is more than the price of this ticket.

Over and above everything else though not so stupendous, during the latter part of the way, the road winds through the pleasant valleys of the Clinch and Holston rivers, turning in and out, piercing mountain spurs here and crossing fertile valleys there, the adjacent country being just rugged enough to afford the most delightful changes of scenery. The eye never tires for the sky line is constantly changing and new and fresh scenes pass into view all the time.

**FEATURES OF THE NEW ROAD.**

The new road presents so many interesting features that the whole story can hardly be comprehended in one brief article. It is a difficult matter to determine just what particular feature merits first place. To lovers of the beautiful and grand in scenery, it will appeal more so than any other road on this side of the Rockies. A new and heretofore untraversed territory has been opened up, one that eclipses by long odds anything in the neighborhood of Asheville, S. A. J. Round Knob or Waxville and far in advance of anything on the Chesapeake & Ohio along the Kanawha in West Virginia. Words are inadequate to describe the imposing majesty of the towering peaks of the Black mountains, which are so over-

whelmingly visible for a distance of more than 15 miles as the new line half-way encircles the Catawba valley. Mount Mitchell, the highest peak east of the Rockies, stands out in all its majestic dignity and so also a score of other lofty peaks which constitute the Black mountain range. Of broad and fertile valleys, of foaming, tumbling streams and of seaward-reaching mountains there are hundreds, one following the other in rapid succession from Marion to Johnson City to Dante, Va.

**SOMETHING OF THE ROAD ITSELF.**

Surpassing in grandeur even the scenery, God's handiwork, if such a thing is possible, is the road itself regarded from the engineering point of view. On the line between Dante and Spartanburg, S. C., are 25 tunnels, the aggregate length of which is six miles, and in a distance of 41 miles of the 20 south of Alta Pass, in which space the road drops 1,336 feet, with a compensated grade of 1.2 per cent, there are 18 tunnels of varying length up to 2,150 feet. The alignment of the road winds in and out among the mountains, crossing great ravines here and piercing mountain spurs there, never deviating from a specified course and constructed absolutely regardless of cost. For instance, just south of the great Blue Ridge tunnel at Alta Pass, the highest point of the line, 2,829 feet, the road as built covers a distance of seven miles and returns again to a point less than a quarter of a mile from the starting point. At another place on this bend the direct distance between two points is but 182 feet, whereas the distance by rail is more than two miles.

The road is intended primarily for coal carrying purposes and although it penetrates districts heretofore considered inaccessible, the maximum grade has been maintained at one-half of one per cent, compensated against southbound traffic. In order to maintain this grade, many excavations and an equal number of fills were necessary. One cut, that near Johnson City, is 800 feet long with a maximum depth of 85 feet, from which 500,000 cubic yards of material was removed. A number of fills more than 100 feet in height were also necessary.

**A SPLENDID ROAD.**

The track all along the way has been blasted with crushed stone and slag from furnaces and the rails are of 85-pound class, American Society



General view of Pumpkin Patch Mountain, near Toecene, N. C., showing farms 4,300 feet deep above the level, and 2,200 feet above the river. (On the route of The Observer's Big Excursion, July 15.)



Viaduct on the C. C. & O. Railway, over Copper Creek, Scott County, Va. This viaduct is 163 feet high and 1,140 feet long. (On the route of The Observer's Big Excursion, July 15.)

**SEASIDE SHOOTING GALLERIES.**

Customers Who Handle the Target Rifles With Skill.  
New York Sun.  
It might seem that a man wouldn't get rich very fast running a shooting gallery at three shots for a nickel, and he wouldn't if the rent was too high, and still he might make something at it.

**THE EQUIPMENT COSTLY.**

At nearly all points along the line there is evidence of studied location and careful engineering, particularly along the cliffs of the Clinch river and at Starve's bend, where the new line gradually gains an elevation over the old location in order to strike high up into Clinch mountain. The bridges are all of the heaviest steel with strongest concrete abutments. The equipment consists of engines of the latest and most approved types, 100-ton passenger locomotives, 125-ton consolidation locomotives, and the Mallet type of locomotives weighing 182 tons. The coal cars are of steel throughout with a capacity of 50 tons each. One of the sights along the way from Bostic to Marion is a string of these cars more than a mile and a half in length. Fifteen hundred more have been ordered, their cost approximating \$1,200 each.

**Customers Who Handle the Target Rifles With Skill.**

A locomotive is now at the shops for the new road but difficulty is being had in getting it home, owing to the refusal of connecting roads to give it passage over their lines. The operation of trains over this new system is entirely by telephone, this service being in accord with the latest and most approved methods of railway operation.

**SEASIDE SHOOTING GALLERIES.**

Some men can shoot and some can't. One man will step up here and plug a target bullseye with shot after shot, keeping the gong sounding like the striking of a clock, while the man alongside of him will fire away time after time and never hit a thing, like the man you've heard about that couldn't hit the side of a barn even if he was standing on the inside. If he was standing in the barn when he fired how could he fail to hit some

**The Right of a Brother**

Houston Post.  
"The law can do nothing for a man for acting in defense of his brother. He would not be a worthy of the name of brother if he had acted otherwise than as he did." Upholding thus the right of a brother to protect himself, the court ordered the discharge of the man who shot and killed the brother of Severo Alcora, charged with being in connection with the death of Castellano's brother, who was killed at a rock quarry on the night of May 15.

**Stopped in Time**

Philadelphia Record.  
Congressman John T. Leonard of the Luterne bar was once engaged in a bribery case and "I have you a prominent witness." "I have you a self ever refused a bribe?" "No, but—" "That's all that was asked of you." "That's all that was asked of you." "Because—" "I knew by the 'but' that he was going to tell me no one had ever tempted to bribe him."