FINEST TRIP EVER OFFERED FOR THE MONEY!

On the Observer--Chronicle

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

Standard Pullman (3 days)
Dining carameals (entire trip)

All for \$16 Railroad fatre (574 miles)

no other purpose than to display the ged and the cuts and fills more and at one time itself not being included for the reas- station, one of the many undeveloped whole willey of the Catawba. The scenic part of the route is And just six miles distant is Linville designated observation point

W. D. Adams writes of the C. C. indies north of Marion is the big streams in western North Carolina O Read as follows: bridge over the Catawba, 105 feet in The other streams in this general The road from Bostic north to Ma- height and over 960 feet long and section are well stocked. Linville rion, while relatively heavy, is as containing more than 900 tons of Falls, on the Linville river, is one of nothing compared to what the line steel. The view from this point up the beauty spots of the State: From from Marion to Alta Pass discloses, and down the valley is one long to be Linville up to Alta Pass, the summit For quite a distance along the way, remembered. After leaving the river of the range, there are tunnels after the new road is paralleled by the ex- proper, the valley is followed for tunnels, three in succession interpostension of the Southern from Reght quite a distance, the character of the ing at one point in such direct line erfordion to Marion, which serves for country getting more and more rust that one can clearly see through all difference between the construction more precipitous. As the head of the pensated although the ascent is methods of a quarter of a century valley is skirted, the view to the left something like 1.300 feet. In the ago and those to-day. The main line of the Blacks, sentineled by Mount development this line turns upon itthe Southern stretching from Mitchell and the other lofty peaks, is self quite pronouncedly at five points Salisbury to Asheville is crossed about as grand and beautiful as is to be From one of the deep fills as the two miles east of Marion, the town found on the continent. Linville road winds about the mountain, the on alleged that no antisfactory rights town sites along the way, offers a the entircling chains of mountains, if way were progurable.

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

OVER (LINCHFIELD ROAD) through the Nolichucky canon

The Choicest and Most Select Excursion Ever Operated in the South lotte 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 & Ohlo Rallway system through western North Carolina east Tennessee and southwest Virginia, traversing the grandest and most spectacular regions of the Appalach ian mountain ranges promises to be one of the choicest and most delightful trips of the kind ever offered in made up exclusively of Pullman coaches to which a diner will be atgreatest comfort and case of travel but every modern convenience point of service and fare will leave Charlotte Thursday morning, July 15, at 10:25 o'clock. After making the trip over the Scaboard to Bostle, the special will be run in on the Clinch-field tracks and the trip through the foothills to Marion will be made. After leaving Marion, the new line rectly into the very heart of the mountains. The journey from Marion but on the diner as well and the price but on the diner as well and the price of the ticket, which is \$16, covers all the price is an average of \$5 per

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 Will Run Next Month From Char- the latter part of the way, the road ing 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 GO-

ING. 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 the South. The train, which will be from all sections of the State ever since the first announcement was made. These have come from cities as remote on the south as Charlesthe north. Others have been received from intervening towns, enough instify the bellef that the exwill jot CHISTOR only be most select in personnel and the most delightful and comfortable In operation but the largest as well. made. As has been previously announced we line the trip will last three days, and all reservations not only on the sleepers wha in West Virginia.

much. The railroad fare alone to ley.

Over and above everything else connected with this Pullman palace car excursion, the outstanding feature, and the thing that will remain in the memories of all those who go on it for all time to come, is the construction of the road itself. In the Johnson City to Dante, Va. opinion of the best-posted experts, this road is the most carefully built line east of the Rocky mountains, osting as it did more than \$40,000, 600 from Dante, Va., to Bostic, this

Something of the scenic beauties of the road can be gotten from the following special article which appeared in The Observer about two months

FEATURES OF THE NEW ROAD. The new road presents so many interesting features that the whole story can hardly be comprehended in one brief activity. It is a difficult mutter 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 read on this side of the Rockies. A new and heretofore untraversthat eclipses by long odds anything in the neighborhood of Asheville, Saluda. Round Knob or Waynes ille and far in advance of anything on the Chesapeake & Ohio along the Kann-Words are majesty of the towering peaks of the

day for a trip which under ordinary whelmingly visible for a distance of circumstances, operated as this one more than 15 miles as the new line will be, would cost fully twice as half-way encircles the Catawba val-Mount Mitchell, Dante and return is more than the peak east of the Rockies, stands out a score of other lofty peaks which if broad and tertile valleys, of foam ng, tumbling streams and of say ward-reaching mountains there are hundreds, one fellowing the other in

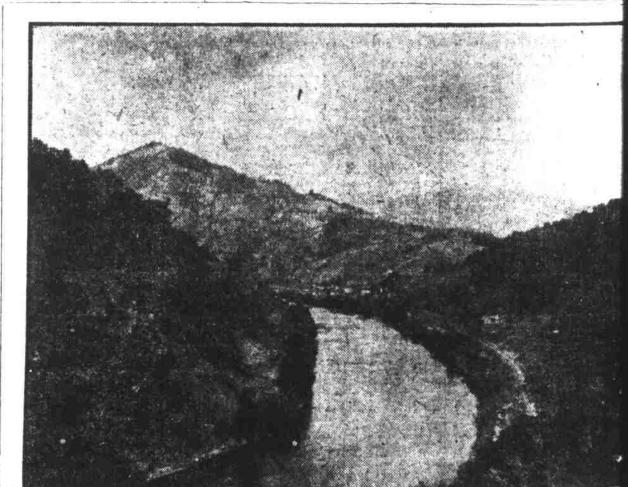
SOMETHING OF THE ROAD IT-SELF

Surpassing in grandour even the cenery, God's handiwork, if such a thing be possible, is the road uself regarded from the engineering noting of view. On the line between Dante and Spartanburg, S. C., are 35 tunnois, the aggregate length of which is six miles, and in a distance of 10 miles of the 20 south of Alta Pass, in which space the road drops 1,330 feet, with a compensated grade of 1.2 carying length up to 2,150 feet. The ligament of the road winds in ano out among the mountains, crossing great ravines here and piercing mountain spurs there, never deviating from a specified course and constructed apsolutely regardless of cost. For instance, just south of the great Blue Ridge tunnel at Alta Poss the high-est point of the line, 1,629 feet, the road as built covers a distance of sevon milies and returns again to less than a quarter of a mile from the starting point. At another place on this bend the direct distance be tween two points is but 182 feet, whereas the distance by rail is more

than two miles. The road is intended primarily for oal carrying purposes and although t penetrates districts heretofore considered inaccessible, the maximum grade has been maintained at one half of one per cent. compensated against southbound traffic. In order maintain this grade, many excavations and an equal number of fills were necessary. One cut, that near Johnson City, is 3.800 feet long with a maximum depth of 85 feet, from which 500,000 cubic yards of material was removed. A number of fills ore than 100 feet in hgight were

also necessary. In this connection, as illustrating the ingenuity of the locating engineers, the story is told of a smort promoter who acquired large holdings of real estate in Moccasin Gap, a natural pass to the north of Clinch mountain, the barrier to the Clinchfield district, through which it was believed the new road would have to go. By this route the road would parallel the Virginia & Southwestern for some distance. From careful investigation, it was decided to take a short route through the mountain, much to the detriment of the scheming promoter, who was lying in wait for the railroad company expecting the nest-egg of a fortune by sale of right of way on the basis of city lot prices. By means of a tunnel, which, while it cost something like a million dollars, saved several miles, the company sidestepped him and escaped. The guiding principle of those charge of the new road has been to reduce grades and cut distances and by sparing neither time nor money. construct a system the future maintenance of which the expense would

be very little. A SPLENDID ROAD. track all along the way has been ballasted with crushed stone and slag from furnaces and the rails are



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)

ection, in 33 feet lengths. The width A locomotive is now at the shops for side? Well, the answer to that n rock cuts. 20 feet and in earth cuts feet, including ditches. In many places where extra material was needed for filling, the adjacent cuts were excavated to a still greater width in preference to taking the material from borrow pits nearby. This plan has not only provided more generous room for the roadbed and ditches but will greatly reduce the expense of building second tracks or sidings. All passing sidings have the very centre of the coal district. number of openings have already Mr. John C. Winder been made. president of the corporation, a North Carolinian and well known in Charlotte, who now makes his headquar-ters in Rosnoke, Va., will be located for the greater part if his time at Dante after July. 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 Starne'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, 125ton consolidation locomotives, the Mailet 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 of 85-pound class, American Society their cost approximating \$1,200 each.

of the roadbed on banks is 18 feet, the new road but difficulty is being what he hit was the ro had in getting it home, owing to the refusal of connecting roads to give it passage over their lines. The operation of trains over the new system is entirely by telephone, this service be- or an elephant one ing in accord with the latest and most approved methods of railway opera-

> SEASIDE SHOOTING GALLERIES. | gallery man. 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 brother. He would gallery at three shots for a nickle, and he wouldn't if the rent was too high, and still he might make some-

thing at it.

The little rifles are easy, to handle and it's fun to shoot them. The magazinc holds fifteen cartridges, and many a shooter when he once gets started shoots the whole fifteen, and that costs him a quarter, and sometimes a map will stand up and fire away maybe four magazinefuls one after the

other, sixty shots, for which he pays \$1; and customers like that help along. Some men can shoot and some can't. Philadelphia Record but every nickel counts. One man will step up here and plug a target bullseye with shot after shot, the Luzerne bar was keeping the gong sounding like the a bribery case and

couldn't hit the side of a harn even if saked why he dismiss he was standing on the inside.

You ask, How about that? If he "I knew by the 'but' that was standing in the barn when he ing to tell me no fired how could he fail to hit some tempted to bribe hi

Some of the people that can't shoot much but they like to show anything or not, and think they're having what they are seeking and whether the shoots get or not every shot

The Right of a Brother Houston Post.

"The law can man for acting in worthy of the name had acted otherwise Upholding thus the of brother to protect Dwyer in the thirty court ordered the discha tulo Castellano, charge ing at Severo Alcort is now under bond on der in connection w

Castellano's brother

rock quarry on the night Congressman John

striking of a clock, while the man a prominent witness. It a prominent witness. It a prominent witness alongside of him will fire away time self ever refused a brib self e ness so soon. tempted to bribe him.

