

Make Your Reservation at Once!

Many tickets have already been sold, and a large number of orders for reservation are being received daily.

Earn the Trip Free

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.

Arrange Your Vacation for July 15th.

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

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

All for **\$16**

Visit the National Soldiers' Home at Johnson City. It is located in one of the most picturesque spots in the mountains of Tennessee. This home is composed of 20 magnificent buildings.

On this trip you will have an opportunity to see the wonderful coal mining development of The Clinchfield Coal Corporation, undoubtedly the most advanced system of coal mining in America to-day. This feature of the trip alone is worth the price.

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.

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.

INTEREST IN THE GREAT C. C. & O. TRIP

Every Comfort and Convenience Will be Furnished on The Observer-Chronicle Special Pullman Excursion

—The New Clinchfield Road and the Scenery

The Pullman palace car excursion which the Observer Co. 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.

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 on 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 Dante and return is more than the price of this ticket.

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 marvel of engineering design and construction of the road itself. In the opinion of the best-posted experts, this road is the most carefully built line east of the Rocky mountains, costing as it did more than \$40,000,000 from Dante, Va., to Bostic, this State.

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

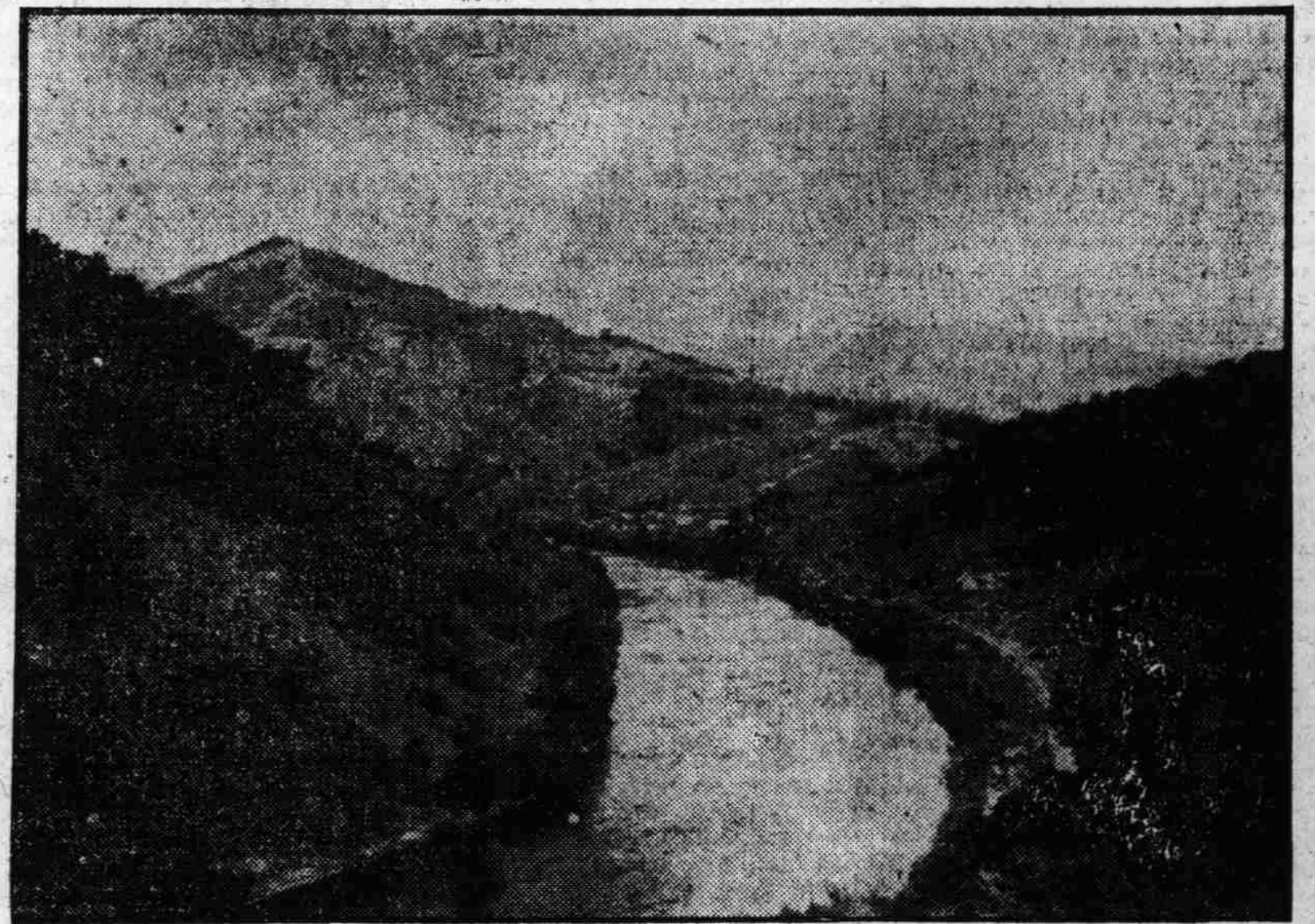
FEATURES OF THE NEW ROAD.

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 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, Saluda, Round Knob or Waynesville 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 overwhelmingly 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 skyward-reaching mountains there are hundreds, on the one hand, and on the other a 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 be possible, is the road itself regarded from the engineering point of view. On the line between Dante and Spartanburg, S. C., are 35 tunnels, the aggregate length of which is six miles, and in a distance of 14 miles of the 20 south of Alta Pass, in which space the road drops 1,330 feet with compensated grades 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, the 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, 3,629 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 3,500 feet long with a maximum depth of 85 feet, from which 500,000 cubic yards of material was removed. A number of hills more than 100 feet in height were also necessary. In this connection, as illustrating the ingenuity of the locating engineers, the story is told of a short 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



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

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 in 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.

The track all along the way has been ballasted with crushed stone and slag from furnaces and the rails are of 85-pound class, American Society section, in 33 feet lengths. The width of the roadbed on banks is 18 feet; in rock cuts, 20 feet and in earth cuts 22 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. A number of openings have already been made. Mr. John C. Winder, president of the corporation, a North Carolinian and well known in Charlotte, who now makes his headquarters in Roanoke, Va., will be located for the greater part of 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, 125-ton consolidation locomotives, and the Mallet type of locomotives weighing 182 tons. The coal cars are of steel throughout with a capacity of 30 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. 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 the new system is entirely by telephone, this service being in accord with the latest and most approved methods of railway operation.

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 little rifles are easy to handle and it's fun to shoot them. The magazine 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 man will stand up and fire away maybe four magazines one after the other, sixty shots, for which he pays \$1; and customers like that help along, but every nickel counts.

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.

You ask, How about that? If he was standing in the barn when he fired how could he fail to hit some side? Well, the answer to that is that what he hit was the roof!

Some of the people that come along can't shoot much better than that, but they like to shoot whether they hit anything or not, and if they hit a duck or an elephant one shot in ten they think they're having fun, and that's what they are seeking at the seashore, and whether the shooter hits the target or not every shot counts for the gallery man.

Stopped in Time. Philadelphia Record.

Congressman John T. Lenahan, of the Luzerne bar was once engaged in a bribery case and was questioning a prominent witness. "Have you yourself ever refused a bribe?" he asked. "No, but—" "That's all!" thundered John. Later on Mr. Lenahan was asked why he dismissed the witness so soon. "Because," he replied, "I knew by the 'but' that he was going to tell me no one had ever attempted to bribe him."



Viaduct on the C. C. & O. Railway, over Copper Creek, Scott County, Va. This viaduct is 165 feet high and 140 feet long. (On the route of The Observer's Big Excursion, July 15).