

**THE BEST WAY SOUTH.**  
By Henry MacNair

**M**ANY conflicting rumors and reports have been afloat relative to the roads which run from the Metropolis to the Queen of Winter Resorts, but the general consensus of opinion given by those who are wise enough to select the proper routing has been that they were never better, with of course the exception of the Lincoln Highway between New York and Philadelphia.

Parts of this are very bad, made so by the heavy truck traffic which flows to and fro at all hours of the day and night. The worst stretch is between Trenton and Bustleton, which may be avoided in several ways. Perhaps the best thing for the uninitiated would be to follow the Lincoln Highway to New Brunswick, there taking the good road to Hightstown, whence the road is direct to Bordentown. Then to Columbus and Mt. Holly, when the road is direct to Camden Ferry.

From Philadelphia it is no longer necessary to brave the terrors of the detours around Wilmington, for one may take the new concrete road to Conowingo and Belair, less than a mile further, and very much better, avoiding the crowded streets of Chester and Wilmington. There is a detour entering Baltimore, but over good roads, and one will find it even more pleasant than the regular road if he turns off Harford Road into East 33rd Street, a veritable boulevard, leading one to Charles street, and thence to The Belvedere. The usual good road runs from Baltimore to Washington, and one has the choice of a number of good hotels, many tourists preferring the quiet homelike atmosphere of the Powhatan.

Good roads continue south to Camp Humphreys, where one regretfully leaves the concrete, and travels over a rough gravel road which improves as one nears Richmond. Incidentally there is an excellent luncheon place some three miles off the main road at Quantico, and the approach is all concrete. The last remaining quarter-mile of bad road across Chopawamsic Swamp is now being rebuilt, necessitating a short detour, but when that is completed, the old nightmare will become but a memory. Entering Fredericksburg the old bridge is still unrepaired, but a fair detour is provided over the Commerce street bridge.

Entering Richmond there is another detour, from Brook Road, where one turns right on Hilliard Road and enters via Monument avenue, which is also very good. Here one will find a most comfortable stopping place in the Jefferson, and at rates which will be surprisingly moderate as compared with the elevated Metropolitan tariff. On the way to Petersburg, the road is concrete for several miles, but approaching that city and also in leaving are very rough detours, which we were assured would shortly be removed.

The best way from Richmond is probably via Cannon's Ferry and Henderson, but for those who object to the primitive mode of conveyance, there is a slightly longer way over the bridge at Clarksville, and on to the Malbourne at Durham, which is the best place to stop on this route between Richmond and Pinehurst.

**A NEW GOLF RESORT IN NORTH CAROLINA.**

**A** syndicate of northern capitalists and golf enthusiasts has purchased a tract of several thousand acres of rolling country lying some two miles northeast of Pinehurst, halfway between that resort and Southern Pines, and is now proceeding to establish a great new golf resort in this stretch of hitherto virgin and trackless territory.

The men behind the big enterprise include L. M. Boomer, identified with the Dupont interests and associated with the Duponts in the ownership of many hotels; Leonard Tufts, owner of Pinehurst; H. B. Swoope, Philadelphia capitalist; Jas. Barber, owner of shipping lines and of the celebrated Thistle Dhu miniature golf course at Pinehurst; Horace Rackham, Detroit financier and business associate of Henry Ford; and several other gentlemen who have long been identified with golf at Pinehurst or Southern Pines and with the development of the two resorts.

Work is already under way at Knollwood, as the new development is called. A wide boulevard, one of the best motor roadways in this section of North Carolina, has been built to connect Knollwood with Pinehurst on one hand and Southern Pines on the other and was thrown open for traffic a few days ago. The Seaboard Air Line will have a station at Knollwood on its projected spur from Southern Pines to Pinehurst.

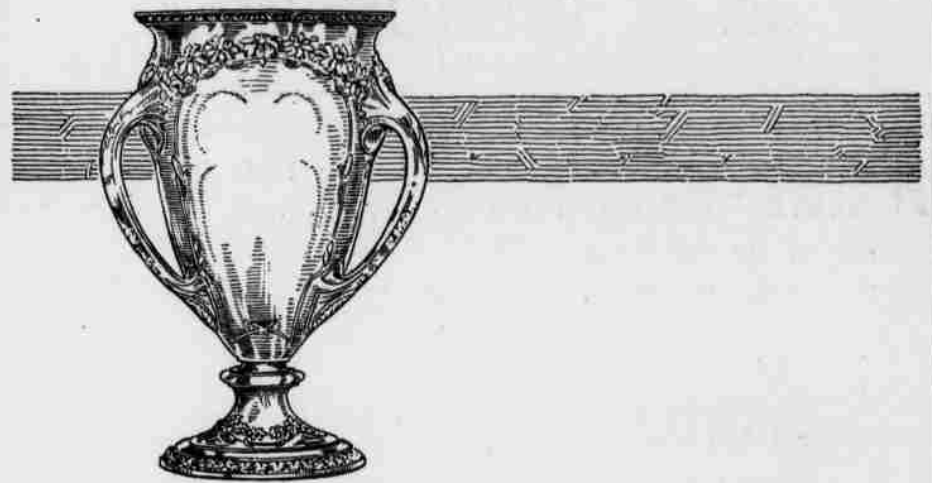
The Knollwood Golf Club and at least one large hotel will be located in the center of the new development. Two eighteen-hole golf courses have been laid out over ideal golfing country by Donald Ross, and will bring the number of courses in the Pinehurst district up to seven. The landscape effects at Knollwood are in the hands of Warren Manning. Aymar Embury II has drawn up the plans for the Clubhouse and is in charge of its erection.

The charter membership of the Knollwood Club will be limited to 100. These hundred members will be entitled to the exclusive use of the 100 residential rooms in the Clubhouse. Admission to the charmed circle of charter membership costs twenty-five hundred dollars. Ordinary membership, which is not quite so much of a luxury, may be attained through election in the regulation manner.

The establishment of Knollwood has already exerted a marked influence on Pinehurst development plans. Residential plots are being rapidly taken up along the new boulevard and new golf links are projected on the Knollwood side of Pinehurst. In short, by the time play is actually commenced on the Knollwood links next year, the three resorts in all probability will be connected by an unbroken stretch of residential properties and golf courses and will jointly comprise the greatest winter playground in the world.

Durham has been bestirring herself in the matter of roads and in a few days the new entrance over Mangum Street, now excellent Warrenite, will be open. Concrete extends for five miles south and the balance of the way to the Sand Hill resort varies from very fine to very rough gravel and sand-clay.

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