

Silver King
TRADE MARK



Brassie or Iron—Which?

THE *distance* calls for Wood, the *lie* for Iron—and in nine cases out of ten the iron has it. Isn't this your usual experience when playing during Winter and early Spring with a small ball? The Yellow mesh or recess Silver King is specially suitable for Winter play. Losing nothing in length from the tee, it sits well up on the fairway, and is far more easily played from bad lies and out of the rough. Many low handicap players use only the Yellow Silver King for Winter play—their fine scores show their wisdom.

Other Wanamaker Golf Balls

BLUE RADIO . 75c

New construction.
More distance
Greater durability.

MYSTERY . . . 75c

For average hitters—
one of the easiest
controlled balls.

TAPLOW 50c

is the "floater"—for
both men and women—
also in standard recess.

RED FLASH . 65c

"The best putting
ball I've seen," says
George Duncan.

DIANA 75c

For women—lighter
but far-carrying and
true.

DURO GRIPS—Your pro has them. America's standard golf grip. Beins specially treated, they adhere pleasantly and firmly to the hands. No blisters—no callouses.

NICOLL and STEWART Iron Heads. Largest selection of famous players' models. Hand forged by experts in Scotland.

John Wanamaker
New York

Sole national, wholesale distributor of Silver King Golf Balls, and our own exclusive group, Radio, Red Flash, Mystery, Diana and Taplow—covering every type of golfer.

Motor Wayfaring to Pinehurst

NOWADAYS, one drives to Pinehurst with scarcely a thought of any special provisions against the terrors of the road. Just swing a pair of suit cases aboard, not forgetting the golf bag, and you are ready to start, with the chance of not getting there in three or four days being very remote, at least a hundred to one shot.

But there is always the recurrent question of the best way to go. This year, we encounter difficulties immediately on leaving New York, unless we choose a proper exit. A popular one for people starting from down town is to take the ferry and cross Staten Island, then to South Amboy and over an excellent road to New Brunswick, where the concrete takes one to Princeton and Trenton, the latter stretch being now open. From Trenton the Lincoln Highway is closed and the detour provided is through Bristol, coming into the completed section of the Roosevelt Boulevard at Bustleton. Following the boulevard to Broad Street, Philadelphia, one continues straight ahead into Hunting Park Avenue and on City Avenue, to Sixty-third Street, which takes one into the Baltimore road, the best way being through Oxford and Conowingo.

Another popular way which will eventually take the greater part of the pleasure travel, is from New Brunswick to Mt. Holly and Camden, where a quick ferry trip brings one into Market Street, Philadelphia. There is another way to avoid the congested areas, starting from up-town New York, or coming from New England, and that is to cross the Dyckman Street Ferry to Englewood, N. J., and follow the wonderful new road through Paterson, Dover, Budd's Lake and Hackettstown to Easton. Then to Reading, Lancaster, Gettysburg and Frederick to Washington. This trip is about forty miles further, but there are no delays and one can usually make as good time with less annoyance.

Having gotten to Washington, there is really no choice to Richmond, and this road is its usual fair to good gravel, with some short stretches of concrete and macadam, and usually this drive of 130 miles can be reeled off in five hours. Below Richmond is a splendid concrete road of twelve miles then good gravel to Petersburg. More gravel and sand-clay ensues, upon which good time can ordinarily be made. Upon reaching South Hill, however, the doctors disagree. And indeed it is difficult to foretell the condition of the roads at any given time. Even in South Hill it is hard to get correct information. Quite between ourselves, the garage man there asked me when I came back that way to please tell him which road was the best to Raleigh.

In dry weather, it is perhaps best and surely quicker to go via the new bridge to Henderson, then to Raleigh. But if the weather is or has been stormy, the ferry route to Norlina offers a better road surface, although one still has a little clay on the river banks. This route rejoins the bridge road just before reaching Henderson, and the rest of the way to Pinehurst offers no difficulties, even in wet weather. Many prefer as a wet weather route, to go from South Hill to Clarksville and Durham. While there is some road construction on both sides of Oxford, through travel has not been greatly interfered with.

Below Pinehurst is another problem, upon which the difference of opinion is wide. There are those who say it is better to go via Carthage to Charlotte and then to Greenville, Athens and Macon for Jacksonville. But equally good authority insists that the best way is to go to Rockingham then take the road for Charlotte, turning off however at Franklin, and shortly joining the road to Camden, thence following the regular route of the Capital Highway. Certain it is that before another season rolls round (I almost said Royce), the entire route from New York to Augusta will be in fine shape; perhaps even as far as Miami. Quien Sabe?—Henry McNair, Publisher "The Atlantic Motorway."