

The Pinehurst Outlook

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THE GOLF TOURNAMENT.

A Most Successful Affair in Every Particular.

The first annual tournament for the United South and North championship—an excellent designation that, and the credit of its invention is due to Mr. Henry Haynie, chairman of the governing committee, was brought to a close on Wednesday afternoon with Messrs. Wellington, Dutton, McKinley and Taylor in the finals. The first two mentioned were opponents at match play, 18 holes, for the championship, while the other couple was fighting it out for the consolation cup. The result was in favor of Mr. George Dutton for the former, and of Mr. Taylor for the latter prize. It was a brilliant finish to a splendid tournament, and par golf has been displayed by several players throughout the tournament. A striking feature of the events was the equitable handicapping for the first days' play. There were five scratch men; one of these, Dr. Harban of the Columbia Golf Club, Washington, made the lowest score of the day, 169 for 36 holes, and he won the best net prize. A second scratch man, Mr. George Dutton of the Oakley Club, Boston, made 173, which was the lowest gross and he won that prize, as Dr. Harban could not take both. The 16 best scores ran from 169 to 204, inclusive, and four of these tied the best gross score with their net scores.

In the ladies' handicap, 14 players started, but a few of them declined to hand in their cards. To prevent any possible doubt official scores were sent out with each couple. The women started off well, but they soon found the high wind a hard thing to overcome and frequent strokes resulted. In the end it was found that Mrs. Harry G. Parker, a guest at the Holly Inn, and member of the Ridley Park G. C., Pennsylvania, was winner of the first prize, a beautiful silver cup of exquisite workmanship. Mrs. Parker's gross was 121, handicap 14, net 107. Mrs. H. A. Patterson, of the Pinehurst Golf Club, a guest at the Hotel Carolina, won the second prize, for the best gross score. Mrs. Patterson started scratch, and made 109. Mrs. George Dutton, who had been picked out for the winner, got as high as 111, plus 5 handicap, giving her a total of 116.

The driving competition for a valuable cup, three balls allowed, the longest one only to count, and it to be on the course, that is to say between posts, was won by Lathrop Baldwin of New York. He only got one ball on the course, but it measured 180 yards and 8 inches. Mr. Henry Haynie, of the Newton Centre Golf Club, drove all three of his balls

straight and between the posts. His longest ball was 176 yards and 5 inches. If the conditions had been on the average basis, as they should have been, Mr. Haynie would have won the first prize easily. Indeed, of the many who competed in the driving contest, he was the only person who drove good golf, that is to say, straight and long both.

The approaching competition resulted in favor of Mrs. Porter of Chicago, a guest at the Holly Inn, who beat some 90 men and women. The distance was 60 yards, over a bunker and onto a putting green. Three balls were allowed, and three circles around the hole gave 5, 3 and 1, respectively. Mrs. Porter's score was 6 points.

Miss Dorothy Taylor beat the entire field at putting and won the prize.

Mrs. Harry G. Parker won the prize in



the ladies' driving contest.

On the first day the weather was fine, the mercury standing at 78 at noon-day. On the second day it rained cats and dogs, and some of those who qualified, defaulted. The third and last day was Pinehurst weather, that is to say, lovely beyond all praise, except for the wind which blowed at intervals.

And thus endeth our first tournament for which Mr. Tufts gave eight beautiful prizes in the finest silver, and five or six other prizes. Another prize, but which did not come from Mr. Tufts, was award to Mr. Henry Haynie. It is a magnificent Mexican onyx loving cup, silver mounted, and will bear a plate showing that it was presented to that gentleman by the golf players at Pinehurst. This compliment to Mr. Haynie was quite unexpected and surprised him greatly, but he appreciates it highly and was much pleased by this gift from his fellow players.

Mail Men On the Trains.

"It is a singular fact in the make-up of the human mind that a man when dead

counts so little, while an injured man comes high in law suits and even has a value in government employ," said a bright young member of one of Uncle Sam's branch armies of civil employes, known as the railway mail service force, as he swung out of his car at one of the railroad stations this morning.

"If a railway mail service clerk is killed in the line of his duty his family mourn, his friends are sympathetic and the department regretful for two reasons, first, to lose an experienced man, for in our business experience and merit alone count, and second, because it cannot aid the fellow's family or widow.

"Under the law and the rule of the department if a railway mail service employee is seriously injured, if the disability continues even up to a full year, leave of absence with pay is consider-

matter, making a total of 13,792,607,160 pieces. This amount in figures makes the public debt look like 30 cents. In addition they handled 19,850,000 other pieces, consisting of registered matter. In spite of the total running high into the billions, there were but 1,355,000 errors reported as made by the clerks in handling this stupendous aggregate, or a ratio of one error to 10,275.

"All of this is done in rapidly moving, swaying express trains, going at a speed of from 40 to 75 miles an hour, and all under unfavorable conditions as compared with the work upon a large floor as the Washington city postoffice, for instance, and mostly under artificial light. In fact no less than 86 per cent of all the mail matter originating in the United States is sent direct to the railway mail service cars to be handled by these clerks. In addition to all this, 14,500,000 pieces were thrown out because they were addressed so illegibly that they could not be delivered, though over 8,300,000 of these pieces were returned to the writers or forwarded to destination on corrected addresses. No less than 305,400,000 miles are covered annually by these men in 3,638 postal cars.

"Naturally, after reading these astonishing facts and figures, it is not to be wondered at that skill and experience and not political influence is desired by these clerks. The civil service rules are strictly enforced in this branch of the service, which largely accounts for its splendid record of efficiency. New and inexperienced men are without practical value, and but for the maintenance of the civil service it would go to 'pie' very quickly. There are over 76,000 postoffices and thousands of routes on the different railroads and steamboats, and nearly every experienced postal clerk has this enormous mass of names and locations well in hand. Their capacity to master and to remember names is truly remarkable.—*Washington Star*.

Next Sunday Evening's Concert at the Holly Inn.

The following programme will be given in the Holly Inn music room next Sunday evening, April 7th:

March—"Monarch"	Steinhagen
Overture—"Fest"	Lataun
Stephanie—"Cradle Song"	Jungmann
"A Southern Reverie"	Bendix
Selection—"Maritana"	Wallace
Cornet Solo—"Non e Ver"	Mattel
MR. A. J. LISS.	
(a) Air—"Du Roi Louis XIII"	Glus
(b) Paraphrase—"Lorely" (request)	Nesvada
Caprice—"Gallicienne"	Langley

"What do you think my husband does when my mother comes to see us?" "I'll never guess." "He writes for his mother to come, too."—*Chicago Record*.

Little Nephew—Is it true, uncle, that the bark grows thickest on one side of a tree? Old Uncle Grout—Yuss! Little Nephew—Which side, uncle? Old Uncle Grout—The outside.—*Judge*.