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CAPITAL HIGHWAY ROUTE.

"Columbia Record" Answers "Abbeville Medium" Query.

"What has become of the Capital-to-Capital automobile route?" inquires the Abbeville Medium. And replying to its own query says:

"The winds waft back the answer, 'Gone where the woodbine twineth,'"

Nay, nay, fair co-eval and gifted Medium, you interpret not—aright the message of the zephyrs, for they whisper with sweet incense-laden breath:

"The Capital Highway is steadily becoming an accomplished fact, stretching its smooth and sinuous length along from Augusta to Aiken, Columbia, Camden, Hartsville, Darlington, Cheraw, Rockingham, Pinehurst, Raleigh, Durham and many another lovely village of the plain, to the effete and distant North."

And hark, once again, gentle Medium, to the voices of the South wind, saying:

"There are two separate and distinct automobile highway projects, the Capital and the National, which you, like many another, have confused. Let your mind dwell on this for a moment, and get the fact clearly fixed in your thoughts.

"The Capital Highway is planned to connect Florida with Washington, the route coming by Augusta, Columbia and Raleigh.

"The National project starts at Atlanta and following the general course of the Southern Railway, passes through Greenville, Charlotte and Greensboro, thence over the mountains to Roanoke, Virginia, up the Shenandoah Valley to Harper's Ferry and on by Harrisburg to Philadelphia.

"Do you get that?"

"The National follows the Southern.

"The Capital follows the Seaboard.

"The National crosses the Savannah river at Knox's bridge and proceeds thence by Fair Play, over Little Beaver Dam creek to Anderson, Pelzer and Greenville. That is the route which was selected by the joy riders representing the Atlanta Journal and New York Herald who visited Abbeville last June. They never had any intention of locating their route via the Medium's thriving and happy home. It is the Journal-Herald Abbeville - Greenwood route which has gone where the woodbine twines, where the ferns and the fondling grass say "stay," and the dewberry dips for to work delay.

"As the two enterprising and strenuous papers spent \$30,000 of their own easy money in promoting the project and, incidentally, advertising their philanthropy, modesty and other virtues and boosting their circulation, they certainly had the inalienable right to select any route they choose, even though it penetrated quagmires and climbed red clay hills and rugged mountains. While Anderson, Greenville and Spartanburg counties have excellent dry weather roads, it will be many years before the so-called National Highway becomes a negotiable touring road in wet weather, and it never will be a possibility as a winter route until the seasons change.

"The only good, sure, all-the-year-round touring highway between the South and the North will be the Capital route because it traverses a section where the roads are as fine in winter as in summer, where snow is practically unknown and where the best hotels and golf links are to be found at the end of each day's journey, from Pinehurst to Palm Beach.

"And such progress has been made in actually constructing the Capital Highway that 250 miles of it, connecting Augusta and Pinehurst, will be formally opened on April 18, less than 30 days hence.

"Come, distinguished Medium, bring your \$10,000 imported motor car, join the Sociability run leaving Columbia on the date above given, and see the splendid road we have.

"The Capital Highway is the route which will get the travel, too, because the hostilities appeal to the fastidious motorists.

"The great resorts of the Carolinas, Georgia and Florida are right now forming a combination which means much for the Capital Highway. We sincerely wish Abbeville could move down 50 miles and get on the route because the cities and towns along it will be fortunate—provided they cooperate. The Highway is a business proposition and, in business, nobody gets something for nothing. As we understand it, the towns along the National did not cooperate much—and they have not received much, and probably never will from that source.

"The Capital route's strength lies largely in the tremendous influence and advertising by the winter resorts.

"One resort alone, Pinehurst, spends \$30,000 a year on advertising, and with Camden, Aiken, Augusta, Savannah, Jacksonville and the Florida East Coast points, the total must run up to \$250,000 annually.

"The towns which spend a few hundred dollars now in helping the project in its infancy will continue to draw dividends on their investment so long as biting blizzards drive Northern people to seek the delights only to be found in the Nation's winter playgrounds here in the South.

"By the end of 1910 there will be 600,000 autos in this country, and by the end of 1911, upwards of 1,000,000. It is estimated that in five years there will be 3,000,000 motor cars in the United States. The auto is here to stay. Every auto owner is more or less of a tourist. Realizing the immense possibilities of auto touring patronage, the men who have millions invested in Southern winter resorts are getting behind the Capital Highway. They will see that it is widely advertised and undoubtedly new resorts will spring up along the route, because those already established could not accommodate this season's business. We look to see a dozen new resorts in the next few years. It is almost inevitable that they will be located along the Capital Highway, which is destined to become one of the greatest factors in the South's development. And the cities like Columbia, which are now helping to pay the freight, know what they are doing!

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