

# THE HOLLY INN

Season: January to May



The Holly Inn is one of the most comfortable, attractive and popular hotels in the South, accommodating with its annexes, 200 guests. The interior, which has been thoroughly renovated and refurnished since last season, is cheerful and homelike, no effort having been spared in putting the rooms and furnishings in first-class condition. There are a number of rooms connected with private baths which are let singly or en suite. The hotel is heated throughout by steam and there are open fires in the foyer and parlors. A large music room where daily concerts and dancing are enjoyed, together with the attractive Dutch room and the billiard room, provide appreciated social features. The excellent cuisine and service for which the hotel is noted, will be maintained and patrons will find the Holly Inn a most comfortable home from January to May.

F. C. ABBE, Manager, Pinehurst, N. C.



## The Harvard,

PINEHURST, N. C.

A homelike hotel, modern in every respect, having electric lights, steam heat and several suites with bath, and with its cottage annex, accommodating seventy-five guests run in connection with The Berkshire.

J. M. ROBINSON, MANAGER.



### HOTEL TRAYMORE.

Atlantic City, N. J.

ALWAYS OPEN FOR THE RECEPTION OF GUESTS.

HOTEL TRAYMORE CO.

D. S. WHITE, President

### Bethlehem Country Club

BETHLEHEM

White Mountains, New Hampshire

Superb 6000-yard golf course and new Club House. Weekly Tournaments. Thirty Hotels, Hundreds of Cottages.

"Ask Mr. Abbe" at The Holly Inn

### The Citizens National Bank

of RALEIGH, N. C.,

(Commercial and Checking Accounts)

— AND THE —

RALEIGH SAVINGS BANK & TRUST CO.,

(Savings accounts 4 per cent quarterly)

invite correspondence for all kinds of banking

Combined Resources \$2,750,000.00

JOSEPH G. BROWN, President

HENRY E. LITCHFORD, Cashier

## ROAD WITH A HISTORY

First Used as a Military Highway  
in War of Eighteen-Twelve



LEADING northward out of Raleigh is a road which has quite a history. In the olden days it was the great highway between the North and the South and was often called the military road, for along it troops marched and made their way, and when the war of 1812 was on it was a particularly important highway. One day in January, 1815, a post-rider, going North, pulled up his horse alongside the road to change his mount, and as he stopped, another rider, on the same hurried business, came from the North. Each man had a story to tell. The one from the South bore to the President and the War Department the news of the battle of New Orleans and the defeat of the British Army by General Andrew Jackson, which had occurred on the 15th of the month. The rider coming from the North had most important news too, this being that peace had been made at Ghent, in Belgium, weeks before the battle was fought, for there was no telegraph and no swift vessel in those days to bring news in any hurry. The people cheered, both at the news of the victory and of peace, and away went the post-riders, like couriers, to spread the news they carried North and South.

Years passed, the sections split, the Southern Confederacy was formed and armed men tramped that thoroughfare again, and at the war's end General Sherman's great army marched along this historic route, on its way from Raleigh, the only city in the Confederacy which had been formally surrendered to the United States forces, all the way to Washington for the last review. When the Civil War began North Carolina seized the United States arsenal at Fayetteville, taking there a great deal of machinery and 11,000 rifles and some light artillery. Virginia had taken possession of the Norfolk Navy Yard, with 1600 cannon. North Carolina wanted cannon for coast defence and Virginia wanted rifles, so there was a very large exchange. Soon the Confederates captured the United States arsenal at Harper's Ferry, Va., and the machinery from this was taken to Fayetteville, and from that time till the end of the war the latter had the most important Confederate arsenal, it being totally destroyed in 1865, while General Sherman was marching on Raleigh. Very early in the war North Carolina took up the question of making powder, and the then Governor Ellis, looked about for powder-makers. He found at Raleigh James Waterhouse and Michael Bowes, who a few years before had built a gas plant at Raleigh and who were then operating it.

They were Englishmen by birth but came here from Newfoundland. Neither of them knew anything about making powder but they declared to the Governor they would undertake its manu-

facture. He told them to go ahead, and they got books on chemistry and made so quick and close a study of it that they mastered it while they were getting together the plant. They got from Richmond a powerful tobacco-press, for use in pressing the powder into sheets. They chose as a site for the plant a place on a stream alongside the old post-road referred to, and the State took this; eight overshot water-wheels were built, and a flume down which the water came, operating the wheels in eight buildings.

Meanwhile search was made for sulphur, nitre and saltpetre, and these were secured in all sorts of ways; from mines, caves, cellars, smoke-houses, etc., and men were trained to do the very dangerous work of powder-making. Outside of every building in which the grinding-machines were at work was a bomb-proof, built of logs and earth, mainly below the ground level. The workmen went into these bomb-proofs the moment the machinery started, and when they knew the work was completed they would emerge and turn off the power. Thus day and night there was the sound of the grinding of powder, while the water roared and the rude wheels turned. Charcoal was made from willow trees and this was burned locally. The place was a hive of industry. There was an old wooden building at the dam, which had been a paper mill, and which was utilized for certain parts of the powder industry. None of the plant was brought from England and everything was made at Raleigh except the tobacco-press, which had been built in Philadelphia. There were numerous explosions, the first one killing three men, and in all fifteen of the employees thus lost their lives. The powder was made entirely for North Carolina, but great quantities were sold to the Confederate States, for use by both the army and navy. Mr. Bowes, who at eighty-three years of age died last March at his home in Raleigh, said the powder from this factory was sent to Norfolk for use on the ram "Merri-mac"; that it was also used on the ram Albemarle, which was built in North Carolina, and also by General Lee's army, notably at Gettysburg.

The big tobacco-press was important. The powder was laid in layers between sheets of copper, these layers being thick or thin, depending upon whether the powder was to be coarse or fine. When the war ended there were great quantities of supplies of all kinds for the North Carolina troops, including provisions, uniforms, arms, powder, etc. A cooper near the plant made for the State the kegs and barrels in which the powder was shipped, and the powder-mill, which was always entirely owned and controlled by the State, the Confederacy never having taken it over, was well known all over the South. That war-time was one to develop every sort of industry, and in Raleigh old men, boys, women and girls worked, oftentimes day and night, in making supplies, such as clothing, hats and caps, wooden saddles