

**T**HE finest, the most unique, and the best located all-the-year resort hotel in the world is being built in Asheville, N. C. It will be opened July 1st, 1913, under the management of Wm. S. Kenney, of The Mount Washington, Bretton Woods, N. H., and Hotel Clarendon, Seabreeze, Florida.

It is being built of the great boulders of Sunset Mountain at whose foot it sits. It is being built by hand in the old fashioned way, ABSOLUTELY FIREPROOF, and will be full of rest, comfort and wholesomeness.

It is being built plainly, but as richly as man can do it. Four hundred one-piece rugs are being made at Aubusson, France; the furniture is being made by hand by the Roycrofters; the silver hand-hammered; and the "big room" will contain two great stone fire-places, capable of burning twelve-foot logs.

In front of this hotel, GROVE PARK INN, are one hundred and sixty acres of golf links and lawn, and all around, miles of majestic mountains and the wonderful climate. The Hotel Company owns eight hundred acres around the hotel and consumptives will not be taken.

For particulars address Wm. S. Kenney, Mgr., Grove Park Inn, Asheville, N. C. Southern Office until April 20th, Hotel Clarendon, Seabreeze, Florida. New York Office, 1180 Broadway.

## THE HIGHLAND PINES INN

Weymouth Heights,  
Southern Pines, N. C.

A. I. Creamer Lessees and Managers M. H. Turner



**T**HIS BEAUTIFUL COLONIAL STYLE HOTEL was erected during the past summer. Located one mile above Southern Pines, within five minutes' walk of the Country Club. More than fifty rooms which connect with private bath. All rooms furnished with best box spring beds and hair mattresses. Cuisine and service unsurpassed. Booklet upon application.

Summer Hotels:

THE INN  
Charlevoix, Mich.

HOTEL OTTAWA  
Ottawa Beach, Michigan

## THE GREAT BEAUFORT CANAL

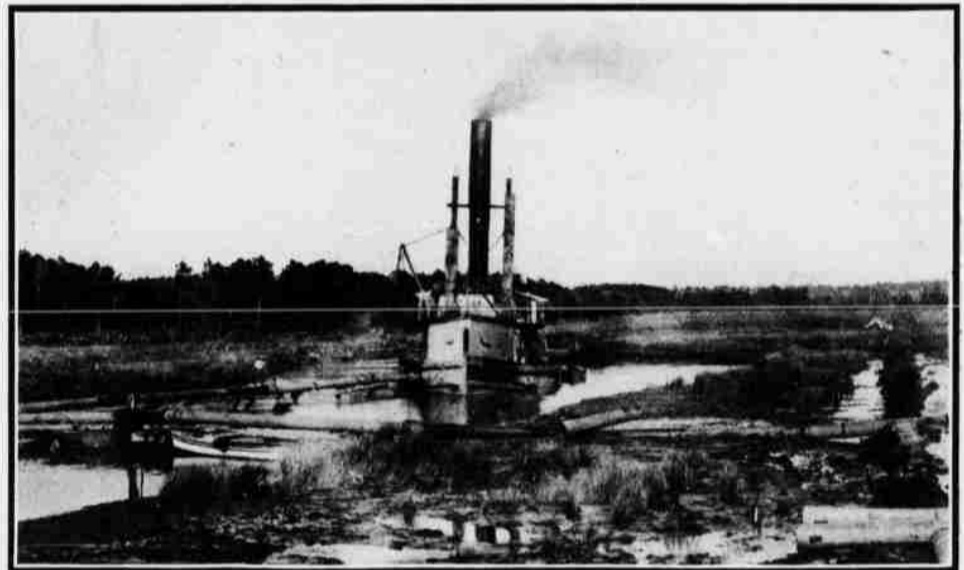
Interesting Facts Concerning the  
South's Inland Waterway

PART ONE—CONCLUDED NEXT WEEK



THE RECENTLY submitted report of the United States engineer corps, setting out that the Albemarle and Chesapeake canal is the proper link in the great Inland Waterway to be taken over by the government and prepared for traffic, calls fresh importance to this thoroughfare, which soon will become the route for all smaller craft for what may be termed the danger months of the year; this Waterway which is soon to extend all the way from Boston to Miami, Florida. The writer found a journey through the Waterway from Norfolk to Beaufort, N. C., full of interest, and it is very evident that to the yachtsman a winter journey is now available which gives new zest to life. Leaving Norfolk, the traveler goes up the Elizabeth river, passing under numerous railways by means of all sorts of

float to the surface. Thence the traveler swings into the wide expanse of Albemarle Sound, the largest body of fresh water on this continent except the Great Lakes. Though at one point on its eastern boundary there is an opening or inlet to the ocean through the barrier-reef of sand which so specializes almost all the North Carolina coast, yet the salt water which enters is but a drop in the bucket, so narrow is the inlet compared with the great volume of fresh water poured into this sound by rivers like the Roanoke, Chowan, Cashie, Pungo, etc. It is this curious feature which makes this sound and its estuaries the paradise of shad, herring, sturgeon and other fish. On the upper sound are the largest shad fisheries in the world, with seines more than a mile in length, which are pulled by means of steam-driven windlasses upon the beaches, where thousands of shad and hundreds of thousands of herring are taken at a haul. In the wide expanse of the main sound the traveler finds unending nets, set straight away from stake to stake for a long distance, or in squares, forming what are known



A TYPICAL CUT ON THE BEAUFORT CANAL

openings; one marked by the gigantic bascule bridge of the Virginian railway; that wonderful road built by H. H. Rogers. Thence the route lies through a creek, all salt water, and through a world of marsh-grass into the Albemarle and Chesapeake Canal, and so through its one lock, which is at that, the northern end. The canal was built in 1856 by the late Marshall Parks, and has been greatly improved. Its one lock is a tidal one and very simple, the change in level not being great; in fact, the lock will be removed when the canal becomes a free government thoroughfare and a vitally important link in the Waterway. ¶ If the reader will look at a map it will be observed that the southern end of this canal opens into Currituck Sound, the paradise of ducks, where the hard-working canvas-back, the choicest of them all, goes to the bottom for the wild celery, of which the other ducks are so fond; the other varieties known by the natives as "lazy ducks" taking advantage of his activities and eating the parts of the stalks which

as pound nets. In the early spring the net stakes show the tufts of green pine fronds at their tops in a great many cases, so there is sort of resemblance to slender trees growing in the water. Boats come and go, their holds shiny with the gleaming shad, those loaded with fish heading to the packing houses, so that by the quickest route the fish may go to the great markets at New York and elsewhere, where to be sure these North Carolina shad have a well-won reputation.

The traveler swings through this world of fish and fishermen, with far visions now and then of the barrier-reef's light-houses and life-saving stations, while fairy islands seem to rest here and there upon the water and sometimes to be suspended above it. Presently a headland looms, gradually the dark green of its pines becomes almost black, and there, like some titanic craft moving northward, is the north end of historic Roanoke Island. Very like the sharp prow of a vessel is it, the land rising sheer from the water, and the