



NEARING PINEHURST

fortably at the rate of twenty to thirty miles an hour.

In our next issue there will be another story from the pen of "The Original Winter Tourist" when the matter of historical points of interest in the South will be treated in detail.

Washington to Alexandria (9.5) Government Test Road of various excellent materials, principally bitulithic.

9.5 to 13.0—Gravel base with hot tar mixture surface, excellent.

13.0 to 23.9—Fine gravel, short section being resurfaced with hot mixture, new through Pohick, which was rough last year.

23.9 to 24.0—Rough steep pitch over at Lorton Station; should be made an underpass.

24.0 to 28.4—Fair to good gravel, narrow and somewhat rough in stretches.

28.4 to 34.3—New road between these points under construction and now impassable; will shorten this distance 1.5 miles. Until March 1st detour via Agnewville which is two miles good gravel, 1.5 miles fair dirt and clay, and 2.4 miles rough narrow country road, with sharp turns but passable at 5 to 10 miles per hour.

34.3 to 35.7—Permanent route not yet improved, but part of contract. Present condition only fair, with bad mudholes.

35.7 to 39.1—Good gravel, narrow. Bridge at 36.9 needs end filling.

39.1 to 40.0—Rough dirt and clay through Dumfries, not provided for.

40.0 to 44.3—New section under construction with new alignment graded but not surfaced for 1.2 miles, clearing being done on balance. Necessary to take old route from Dumfries to Chopawampsic Creek bridge which is horribly rough for four miles, with continuous mudholes and ruts. With extreme care this stretch can be negotiated in low gear without mishap even after heaviest rains, provided no passing is attempted in dangerous places.

44.3 to 66.9—Chopawampsic bridge to Fredericksburg is all good gravel leaving nothing to be desired.

NOTE—The bad sections of this road aggregate about ten miles in length, which will be shortened to seven miles by the final alignment. Contracts have been let, and work is now under way for the entire distance, with a penalty for non-completion after February 1, 1917. In all human probability and allowing 30 days for delays the road should be in perfect condition by March 1st, when the run to Pinehurst from New York will no longer be a dreaded undertaking but a delightful and interesting run of from four to six days.

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BRETTON WOODS SADDLE HORSES AT ORMOND THIS WINTER

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