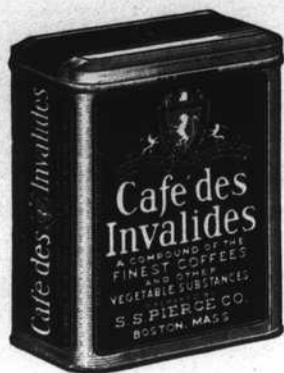


Cafe des Invalides

DOES NOT PRODUCE THE USUAL EFFECTS
YET "CAFE DES INVALIDES"
PLEASES THE MOST CRITICAL
CONNOISSEURS



This compound is not all coffee, but contains about seven-eighths coffee, of the finest grades, blended with vegetable substances, which have been found to render it more healthful than pure coffee, in that it does not produce nervousness or wakefulness.

SAMPLE SENT ON REQUEST
S. S. PIERCE CO.
BOSTON, MASS.

Sold at the
Pinehurst Department Store

Between meals try a glass of
White Rock Pale Dry. It is both
stimulating and nourishing.

White Rock Ginger Ale

© 1929 W.R.M.S.Co.

MADE ONLY WITH WHITE ROCK WATER

The Southern Motor Transit Co., Inc.

SOUTHERN PINES, N. C.

Starting January 1st, 1930, will operate a bus line from Washington, D. C., to Jacksonville, Fla., through Pinehurst and will make connections for New York and Boston.

SCHEDULE WILL BE ANNOUNCED LATER

SEABOARD AIR LINE RAILWAY

SLEEPING CAR SERVICE BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, SOUTHERN PINES AND PINEHURST IN EFFECT UNTIL
DECEMBER 19, 1929

Read Down		Read Up	
No. 191	No. 3	No. 4	No. 192
6:40 PM	12:30 AM	Lv. New York	Ar. 12:15 AM
8:33 PM	a-	Lv. N. Philadelphia	Ar. 10:20 PM
8:45 PM	a-	Lv. W. Philadelphia	Ar. 10:06 PM
10:48 PM	b-	Lv. Baltimore	Ar. 7:55 PM
12:20 AM	9:20 AM	Lv. Washington	Ar. *6:35 PM
9:31 AM	6:45 PM	Ar Southern Pines	Lv. 8:32 AM
10:05 AM	7:20 PM	Ar. Pinehurst	Lv. 8:00 AM
			10:50 AM
			9:00 AM
			8:48 AM
			6:45 AM
			6:45 AM
			8:12 PM
			7:30 PM

*Passengers for Baltimore and Philadelphia change trains at Washington.

a Sleeper open Broad Street Station 10 P. M., making connection with No. 3 at Washington.

b Passengers leave Baltimore 7:33 A. M., making connections at Washington.

c Washington sleeper may be occupied until 7:30 A. M.

g Sleepers open for occupancy 10:00 P. M.

Thru Pullman sleeping cars on trains 191 and 192.

EFFECTIVE DECEMBER 19th

CAROLINA GOLFER. New All-Pullman Club and Dining Car Train New York to Southern Pines-Pinehurst.

Consult your Ticket Agent or Write

JOHN T. WEST
Division Passenger Agent
Raleigh, N. C.

W. H. DONNY
General Eastern Passenger Agent
8 West 40th St., New York, N. Y.

Out Of Bounds

SQUASHED

AMONG those business reply cards soliciting OUTLOOK subscriptions which found their way back to the office was one from New York City, signed with initials only and address. It was in a vigorous, in fact a minatory hand writing: "NOT WANTED; may be good for the young, but not at 90."

To those who drive to Pinehurst, and venture out into the wilds of North Carolina, we should like to comment on a distinctive Southern custom—a new Southern custom, brought about by the fact that the State is honeycombed with colleges and with concrete roads. The countless young men who hail one are not mill strikers, but undergraduates pursuing their studies from one town to the next. Week-ends, in Northern colleges confined by the Puritan tradition the space between Thursday and Tuesday, flourish all through the week among the Tarheels. "There is an ancient mariner, and he stoppeth one of three," said Coleridge. The North Carolina student has about the same batting average; but the motorist who gives him a ride will not find "a long gray beard and glittering eye," but a genial companion and probably a fraternity brother.

No more thoughtful article on the South, and North Carolina, has appeared recently than THE CADETS OF NEW MARKET, by Gerald W. Johnson, in "Harper's" for December. Mr. Johnson makes a new point: that the awakening of the South today is due to the efforts of the forgotten generations who rebuilt the South in the years following the Civil War and Reconstruction.

"The South may be waking up, as the optimists assert; but it might plausibly be argued that the reverse is the truth—that it is just now beginning to drowse, because only now has it dared sleep. At any rate, as it develops the graces of a rich civilization, it begins to develop the vices also; and it should take heed to these things before it congratulates itself on having produced a finer generation than those who, as children, fought at New Market, and, as men, cleared the way to greatness for their sons."

It was Walter Hines Page, whose grave lies at Aberdeen, who called the child of Reconstruction "the Forgotten Man." Mr. Johnson compares him to the generation of young Germans described by Remarque in "All's Quiet on the Western Front." For those who are interested in seeing some of the handicaps under which this generation of Southerners labored, there is no more graphic account than "The Tragic Era," recently published by Claude G. Bowers.

A. C. Gregson, golfer of New York, had only one day in which to enjoy the Pinehurst courses. He wanted to enjoy them all. Accordingly, he walked around all five of the Country Club links between daybreak and dusk, a distance of some thirty miles. When he was told that he had missed the miniature golf course on the Barber estate he took that in too, making thirty-one and a half.

SONNET

Written in the Sand Belt of North Carolina.

Deserted by the sea Oh inland strand,
Whereon the ocean billows once did roar,
Gone are the tides that beat upon thy shore
And left behind no trace save whitening sand. —
Yet beneath thy giant pines I stand,
The wild deep voices of the sea once more
Seem through thy dim and echoing aisles to pour
Their solemn harmonies in chorus grand.
And I can hear the fretted tides again
Rush up the strand, the falling billows moan
And each wild cadence of that sombre strain
That echoed once through ocean places lone—
The mournful voice of that long-vanished main
Returned to wander o'er thy sandy zone.

L. R. M.—in THE PINEHURST OUTLOOK for Nov. 8th, 1901

Dr. Shepard is treating his friends to rides in his locomobile which they apparently enjoy very much. . . . Christmas the Dr. intends to give an exhibition quarter-mile run, to see what rate of speed he can develop here in the sand belt, the best speed so far has been a 35-mile an hour clip.—Dec. 21st, 1900