

THE GOLF COURSE

A MONTHLY BULLETIN DEVOTED TO THE DISCUSSION OF MODERN METHODS AS APPLIED TO GOLF COURSE CONSTRUCTION AND UPKEEP

Modern Golf Chats

By A. W. TILLINGHAST.

HAVE you ever seen a plowboy come to town, all dressed up in a suit of clothes which had been marked "Nobby" in the window of a Cross Roads General Store? He looked all right at the Cross Roads, but his appearance was ridiculous among people who wore up-to-date clothing.

America was becoming dotted with ready-made golf courses of the Cross Roads style, until a few enterprising men visited real courses and, realizing the absurdity of their own links, started in the work of tearing down and rebuilding.

To-day the Cross Roads golf course is something of a curiosity.

It may seem curious that early American golf courses were laid out on such puny scales and along such unintelligent lines. The game was biff and bang, with little else to think of; no problems to solve. But after all it is not so much to be wondered at. Our early players were faddists whose conceptions of golf were exceedingly crude. How could they be expected to appreciate the finer points of the game as did those in the old country, where golf had been played for so many years?

It is not necessary to attempt a

description of those early American courses, with their featureless greens, mathematically correct and symmetrical bunkers and the ridiculous little band-box teeing grounds. They are of the past, but they served their purpose. The golf courses which we Americans are constructing to-day are very different, and so carefully are they built, after a thoughtful preparation of plans, that some of our productions are not surpassed even in the old home of golf.

For a long time the greatest obstacle in the way of modern courses in America was the opposition of the mediocre player. He fancied that any attempt to stiffen the courses must make them so difficult that the play would be beyond his powers. But now he realizes that the modern golf architect is keeping him and his limitations in mind all the while he is cunningly planning problems which require the expert to display his greatest skill in negotiating holes in par figures. We are planning and building not to penalize very poor strokes, but rather those which are nearly good. If our holes are of proper distances as dictated by natural conditions the duffer who misses a stroke cannot be figured as

Continued on Page 7

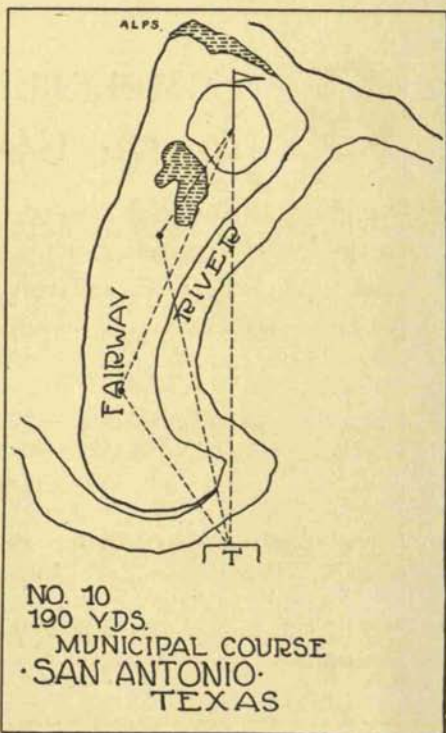
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Continued from Page 1

a serious factor, so why add to his discomfort?

"But how may this be accomplished?" is a most natural question for you to ask. Let me attempt a simple and brief explanation, for in the limited space of these tabloid articles, elaborate analysis is impossible. Instead of relying on hazards which extend directly across the line of play we are building them diagonally. It is obvious that these diagonal hazard lines present a much longer carry at one end than at the other, and all carries between the two points vary. In the placement of the short carry we consider the light hitter, and as he stands prepared to play at such a hazard, he is to be the judge of the distance which he may successfully attempt. After a while, as he finds his game improving, it is natural that he becomes more ambitious, and he attempts greater things which he knows will be adequately rewarded, for the hazards guarding the approaches to the green are placed in such a manner as to grade the benefits of length and accuracy. In brief, every player gets exactly what may be coming to him and it is not necessary for anyone to bite off more than he can swallow.

The old-fashioned 'cross bunker always leers at the player with a "You must." The modern diagonal hazard shows even a more ferocious face at one end as it says to the scratch man, "You should." But all along the line to the short end it is saying, "You may."



The accompanying sketch of a one-shot hole, which the writer recently laid out on the municipal golf course of San Antonio, Texas, illustrates the diagonal carry. Here the courageous drive finds the green, but there are other carries of the river which prove a hardship to none.

In subsequent issues I shall attempt further explanations of why modern golf construction is taking care of every class of player.



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THE plans for this less strenuous form of golf are prepared by A. W. TILLINGHAST, who has laid out many courses of distinction. An accurate working-model in plasticine, showing every undulation and hazard, is created after either a personal inspection of the ground or a study of sketches or charts. LILLIPUTS are planned to occupy any space

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