

A National Highway From Coast to Coast

How the Cumberland Road and the Santa Fe Trail Are to Be Restored

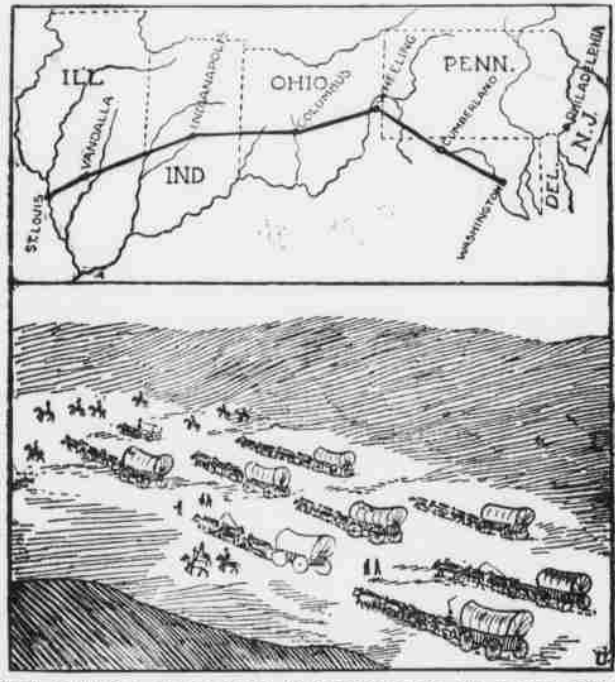
First Step in the Important Undertaking is Representative Pearce's Bill Now Before Congress—American Applan Way From Atlantic to Pacific the Ultimate Outcome—Romance and Past Glories that Cling to Old Cumberland Road. Bright Future Predicted For It

THAT the time is fast approaching when the necessity for good roads in America will be a national issue is apparent from the discussion of the subject, which is growing louder each day in all parts of the United States, says the Kansas City Star. Cities are looking carefully to their street paving, counties and states are talking more about their roads, and now the subject of a national highway has received congress.

The creation of the American Applan way, beginning at Washington on the Atlantic Seaboard, following the trail of the historic national pike through the passes of the Appalachians and across the Ohio through the great middle west to St. Louis, and then in two great boulevards on to the Pacific, one of which will cross Montana to Panet sound and the other over the Santa Fe trail to San Francisco, will be the magnificent fruition of plans the first tentative steps of which have been taken in the introduction of a bill in congress by Representative George Pearce of

old Cumberland trail from the Potomac to the headwaters of the Ohio, to be displaced as increasing commerce and traffic widened the track into a road by the great Conestoga freight wagons and speeding mail coaches of the early days of the century, in turn to vanish when the steam railroad accomplished the supposedly impossible feat of climbing the mountains.

Every mile of the old Cumberland road is historic ground, consecrated by the bleeding feet of heroic nation builders. Over it toiled the young surveyor, Washington, nursing dreams of empire in his prophetic vision. Later over this same route tramped the scarlet coated British grenadiers, led by the beautiful Braddock, whose grave is still green beside the deep trail cut by the ponderous army wagons of his ill starred expedition. After the colonies had achieved their independence the Braddock road was the pathway over which the veterans of the Revolution plodded painfully to take up even a greater work in the settlement of Ohio.



THE NATIONAL ROAD FROM WASHINGTON TO ST. LOUIS AND A VIEW OF THE SANTA FE TRAIL OF THE OLD DAYS.

Maryland for an appropriation for the restoration of the monuments and landmarks and the reconstruction of the ancient Cumberland road that by its building made an empire possible.

Pledged to the support of this bill are the rapidly growing automobile associations of the United States, and the strong good roads organizations, fast increasing in membership, are giving hearty co-operation to the project.

America's First Roadmakers.

Save to the historian and those who live along the dusty thread of macadam that binds together Washington and St. Louis, the story of the old national pike is an unknown chapter to the present generation, yet the flavor of romance, the memory of almost forgotten glories, of a noble, ambitious mission successfully accomplished, clings to every hazy monument of that ancient highway.

And the word "ancient" is used advisedly, for the route is prehistoric. Centuries before the daring ships of Raleigh or Smith touched the coast of the new world, long before the Indians had invaded America over the vanished land bridge at Bering strait, ages before the mound builders had left their yet undeciphered messages, countless herds of them roamed the continent. In their migrations they were America's first roadmakers, and they did their work so well that a map of their trails and "traces" would be a duplicate of the great highway and railway systems of the present day.

The national pike, or the Cumberland road, as it was popularly called, was first a buffalo track worn deep across the Appalachians by the pounding hoofs of millions of bison. When the Indians came they followed this same trail in their hunting excursions and war expeditions, retreating over it to the west before the ever advancing, relentless frontier of the white man. Over this path came the Anglo-Saxon hunter and trapper, followed timidly and falteringly by the homemaker, until at last the tide of emigration poured in a deluge through the mountain passes to the west of promise.

To supply the trade demands of this growing western population in the early days long trains of pack parties picked their way to and fro over the

many instances others have been converted into farmhouses. It is expected that with the reconstruction of the old road many of these ancient taverns will be rebuilt, restoring the most picturesque feature of the life of the old turnpike.

The first taverns along the route were built of logs and consisted of only two rooms and a great fireplace, before which the tired travelers slept in their blankets, curled up on the puncheon floors. Their evolution into more pretentious structures came with the increase of traffic, and in the palmy days of the great road they furnished accommodations to suit the most exacting.

Gathered Around Great Fire.

The great fireplace was a distinctive feature of the old taverns. Some of them were capable of holding a wagon load of wood at a time, flooding the great room with light that made candles unnecessary. Around the blaze gathered the merry crowd of travelers, and it was a gala event for the inn when the central figure of the group would be Clay, Jackson, Harrison, Lincoln, Douglas, Cass or some other distinguished personage of the time, whose words would be treasured for years. Dickens, Mrs. Trollope, Prince Maximilian of Wied, Balzac, and many other travelers from Europe were guests of the old taverns and have left entertaining accounts of their impressions.

At the side of the old fireplace hung the "flip iron" and the huge poker, and sometimes the latter itself was seven or eight feet long. Its use was jealously guarded as a prerogative of the tavern landlord. None but the innkeeper could touch the great iron, which was one of the main features of their hospitality. Eminent old Boss Rush, says Mr. Hurlbut in the "Historic Highways of America," kept his poker at his famous Tavern at Smithfield (Big Crossings) under lock and key.

But, while the automobile and the pleasure coach may restore the old taverns to pristine glories, yet the real life of the ancient highway has passed beyond recall. The caravans of great freight wagons and long processions of mail and stagecoaches were picturesque features of the old life that history will not repeat.

But the time that the life of the old highway throbbled in its greatest intensity was when a president or a president elect passed in triumphal procession along its dusty stretches. It was the gala day of the "pike boys." All the taverns and houses along the route were bedecked in the welcome, and cheering crowds from miles around thronged the stopping places and cross-roads. The finest horses and the most gorgeous coach procurable were assigned to the task, and the proud position of "charioteer to the president" was given to the pick of the jehns on the line, who ever afterward were marked and noted. Jackson, Van Buren, Monroe, Harrison, Polk and Tyler passed over portions of the old road in dignified presidential pageant, like the triumphal Roman emperors. Clay, the great champion of the road and of the policy of internal improvements, was a favorite in every hamlet.

Martin Van Buren's Mishap.

The opponents of internal improvements were far from popular in this new country, as Van Buren discovered once when his coach broke down in a spot where the mud was deepest, the axle having been sawed almost in two by some waggish whig.

But the life on the old pike was not without its dangers. In the wild passes of the Appalachians lurked the prototype of the modern road agent, and daring bandits frequently relieved panic stricken passengers of their valuables in the good old Dick Turpin way. Fatal wrecks sometimes occurred in which coaches were hurled from high cliffs, dashing their passengers to death on the rocks below.

Hastily sketched, such was the past of the old national pike, which carried hundreds of thousands of population and millions of wealth into the west and which more than any other one thing served to harmonize and strengthen, if not to save, the Union.

Of its future Mr. Hurlbut, an enthusiastic prophet, says: "It will become again the foremost of American highways. Its historic associations will render the route of increasing interest to the thousands who in other days will travel over those portions of the road which long ago became hallowed ground. The shades of death will again be filled with the echoing horn which heralded the arrival of the old time coaches, and the winding ridge will again be crowded with the traffic of a nation. A hundred Cumberland road taverns will be opened and bustling landlorns welcome as of yore the travel staided visitor. Merry parties will again fill those tavern halls, now long silent, with their laughter."

Historic associations are not confined entirely to the eastern end of the proposed national highway. From Kansas City to the Pacific coast the old Santa Fe trail will be the most important and natural route, and where in the world is a thoroughfare with so stirring a history? There is much of historical significance to be preserved on this famous trail, and the need of a government road from coast to coast is ever present in the minds of military commanders. The automobilist will hail with joy Representative Pearce's great project, and he should have the co-operation of every farmer and every class of citizen.

Proposed Boulevard at El Paso, Tex. Beginning at the city of El Paso, Tex., it is proposed to build a road east to the county line, a distance of 150 miles, with trees in the center of the highway and driveways on each side. The road, it is reported, will be made of macadam.

REPORT OF THE CONDITION OF THE BANK OF LIBERTY

at Liberty, N. C., at the close of business November 12, 1906.

RESOURCES:
Loans and discounts..... \$43,229.86
Savings..... 222.27
All other Stocks, Bonds and Mortgages..... 700.00
Banking House, Furniture and Fixtures..... 2,443.39
Due from Banks and Bankers..... 10,279.99
Cash Items, gold coin, silver coin, including all minor coin currency..... 1,716.49
National bank notes and other U. S. notes..... 1,127.00
Total..... \$59,729.90

LIABILITIES:
Capital stock paid in..... \$5,000.00
Surplus fund..... 1,200.00
Undivided profits, less current expenses and taxes paid..... 2,216.27
Deposits subject to check..... 54,499.23
Cashier's Checks outstanding..... 204.88
Total..... \$63,929.30

State of N. C., County of Randolph, ss:
I, W. H. Griffin, Cashier of the above bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
W. H. GRIFFIN, Cashier.
Correct—Attest:
A. E. LEWIS, Director.

CERTIFICATE OF DISSOLUTION.

To All to Whom These Presents May Come—Greeting:

Whereas, It appears to my satisfaction, by duly authenticated record of the proceedings for the voluntary dissolution thereof by the unanimous consent of all the stockholders, deposited in my office, that the Asheboro Manufacturing Company, a corporation of this state, whose principal office is situated in the town of Asheboro, County of Randolph, State of North Carolina, E. Moffitt being the agent therein and in charge thereof, upon whom process may be served, has complied with the requirements of Chapter 21, Revised of 1905, entitled "Corporations," preliminary to the issuing of this Certificate of Dissolution; Now, Therefore, I, J. Bryan Grimes, Secretary of State of the State of North Carolina, do hereby certify that the said corporation did, on the 20th day of December, 1906, file in my office a duly executed and attested consent in writing to the dissolution of said corporation, executed by all the stockholders thereof, which said consent and the record of the proceedings aforesaid are now on file in my said office as provided by law.
In Testimony Whereof, I have hereto set my hand and affixed my official seal, at Raleigh, this 28th day of December, A. D. 1906.
J. BRYAN GRIMES, Secretary of State.

James T. Morehead Oscar L. Sapp

Morehead & Sapp,
Attorneys at Law, Greensboro, N. C.

Will practice as heretofore in Randolph Co. Principal office in Greensboro, N. C. Telephone in office and in communication with all parts of Randolph County.

High Point's NEW STORE The Ladies' Shopping Emporium

Everything in style and the price and quality are our best advertisement.

Ready-to-wear garments of all kinds, Cloaks, Skirts, Dress Goods, Silks, extra length Gloves and everything in Ladies wear.

If we sell you once you are sure to come again. Mail orders given prompt attention: We pay express on amounts of \$5. and over. When here call on us.

Leonard-Beavans-Stam-
mey Company,
(Next to P. O. Building)
High Point, N. C.

To Be Given Away.

A Beautiful \$2.00 DRESSED DOLL,
and a Beautiful TOILET SET

AT THE ASHEBORO 5, AND 10 CENT STORE

Every child under 12 years of age gets a chance at this doll for every 50 cent purchase they make here after December 1st till December 24th, and every man, woman, boy or girl gets a chance at the toilet set for every \$1.00 purchase they make during the same time. We are going to offer some bargains that you can't afford to miss. Prices below will show you some of them.

Glassware worth 15 and 20 cents at..... 10
Glassware worth 30 cents at..... 10
Entire lot of Flawless per piece..... 10
Stationary worth 30 and 25 cent..... 10
Day books and ledgers..... 10
Men's and ladies' 25 cent hose..... 10
15 and 20 cent pictures and picture frames..... 10

We are selling everything at reduced prices. Come at once before everything is picked over. We are going to have a nice lot of Christmas goods to please the children as well as the grown people.

Z. T. BIRD & SON.

The Christmas Thought Radiates

FROM EVERY SECTION OF OUR BIG STORE—
FROM EVERYWHERE GOODS FOR CHRISTMAS GIFTS

Our Holiday Specials

are Represented in Large and Attractive Assortments of French and German Novelties in Bisque and Metal, Gold Inlaid on Glass, Pottery, Etric-a-Brac, Brass and Copper Articles, French China in a great variety of Beautiful Plaques, Plates, Comfords, Trays, Cups and Saucers, Tanquards, a Grand Array of Japanese Pottery and China, Chinese Porcelaines, Artistic Pieces in Small Furniture, Screens, etc.

Our General Stock Offers Many Useful Gifts

Year after year THE USEFUL grows more into favor, and this Christmas season our splendid stocks of things useful are in entire harmony with the Christmas Gift demand—gifts may be easily chosen—customers will find no such variety elsewhere.

Toys.

Doll Carriages
Doll Go-Carts
Doll Beds
Boys' Tool Chests
Toy Pianos
Toy Trunks
Boys' Steel Wagons
Boys' Automobiles
Boys' Coasters

Furniture.

Bedroom Suites, \$12.50 to \$40.00
Dressed Toilets, \$10.00, \$12.50, \$15.00
Couches, \$5.00 to \$25.00
Mattresses, \$2.00 to 12.00
Rocking chairs, \$1.00 to \$10.00
Iron Beds, \$6.00 to \$15.00
Art Square Rugs, Mating,
Oil Carpet,
Hall Racks, 7.50 to 15.00
Easles, .75, 1.00 and 1.50

Collar and Cuff Boxes

Military Sets
Comb and Brush Sets, .50 to 5.00
Manicure Sets, .50 to 3.00
Shaving Sets, 1.00 to 4.00
Ladies' Work Boxes, 1.00 to 3.50
Jewel Cases, Gold, 4.25
Cracker Jars
Bisque Figures, .25, .50, .75, 1.00 and 2.00
Bust Figures, .75, 2.50 and 3.00
Clocks, .75, 1.00, 1.50, 2.50, 7.50
Silver ware—Butter dishes, Bread Trays, Knives and forks
Albums, .25, .50, .75, 1.00, 2.00
Musical Albums, 3.50 and 4.50
Pictures from .10, .25, .50, 1.00, 4.00
Umbrella Stands, Jardiniers
Mirrors

Special to

the Ladies.
This week all cloaks and furs will be reduced 10 per cent from former price. We have some beauties left.

You men will need a New Suit, Over Coat or Raincoat for Christmas. We have them just in, and can fit you.

Our store will be kept open each night until 9 o'clock. Goods well displayed and priced. Come and see before the rush.

After Thought: SHOES, SHOES! All new goods and in the latest styles.

King Bee, for Men and Boys, Patent.
King Quality, " " " "
Society King " " " "
Queen Quality for Ladies.

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Up-To-Date Clothiers and Furnishers.