

The Pinehurst Outlook.

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PRICE THREE CENTS.

ANCIENT SURVEYS.

Original Grants About Pinehurst Marked with Pine Knots.

Unique Method of Recording Location of Boundary Stakes in Olden Times.

Copy of a Grant of Fifty Acres Where Pinehurst Depot Now Stands, Executed in 1797.

Boundary surveys of land in this section of North Carolina were, and are yet, quite different from those in most of the other states in the Union, and especially in the newer states where all lands are laid out in sections and quarter-sections by government surveys. Here the original boundaries were marked by pine knots driven into the ground, or by pine trees when available.

This section of Moore county was settled by Scotch Presbyterians from about 1760 to 1800. They landed at Wilmington and made their way up the Cape Fear river, and wandered through the country seeking fertile land in the creek bottoms, suitable for farming, grazing and hunting, and many old papers can now be found among the people of patents or grants received from King George III., and later from the state. The following description of a grant of 50 acres of land to John McLeod in the year 1797, on the present location of the Pinehurst depot, may be of interest:

Know ye that we have granted unto John McLeod 50 acres of land in Moore county, bounded as follows: beginning at a stake among four pines pointers north of the Yadkin road, running thence north 25 degrees, west 23 chains to a stake among four pines; thence south 38 degrees west 25 chains to a black-jack; thence south 25 degrees east 23 chains; thence to the beginning, to have and to hold to the said John McLeod, his heirs and assigns forever.

Dated 18th December, 1797.

SAMUEL ASHE,
Governor of North Carolina.

The stakes referred to are of solid fat pine wood and if not destroyed by forest fires will last nearly or quite a century. These old surveys, as a rule, are found to be very inaccurate and hard to locate, as a large proportion of the land up to the year 1840 belonged to the state and was used in common by the people for grazing and hunting, and county surveys were allowed but \$1.60 for surveying 640 acres and larger tracts in proportion. When taken in connection with the numerous forest fires, it is not surprising that boundary marks have been largely destroyed, causing the overlapping of different surveys and numberless law suits to determine the exact line of each man's property.

An old Scotchman living in this vicinity, describing how a new grant was surveyed in his boyhood, says that the first thing to be done was to settle where the stake should be placed to mark the point of beginning. When that was settled the surveyer would drive the stake and then take the youngest boy in the party, who had been brought along for that purpose, and give him a sound whipping with a hickory switch, telling him never to forget where that stake was located, and that when years had gone and gray hairs had turned the boy to an old man he never failed to remember what had been so forcibly planted in his memory.

We are glad to say that many of the old difficulties have been removed by more careful surveys in recent years. Land which cost but five cents per acre

this locality, looked over his new purchase and located a point which he said was to be the center of the proposed town. Mr. Tufts had no axe but succeeded in finding an old piece of timber which he drove into the ground. The point located is near the electric railroad in front of Holly Inn, and is marked by a stone.

A brief description of this new location for a town, as it appeared the day we commenced the survey, may be interesting. The town site presented a wild appearance. Nothing was to be seen but an abandoned old wooden tramway which had been used in hauling lumber and turpentine. A few hogs of the pine rooster style, and a few sheep were running around. We camped in an old lumber shelter boarded on two sides, which answered the purpose of a tent,

its topography, and we made a complete topographic survey of the town site of about 125 acres, as instructed. After this the streets, roads, sewer and water systems, park, etc., were laid out. Just as soon as the town was commenced it was apparent that in order to carry out the full objects in view it was necessary to have direct connection in some way with Southern Pines, six miles away, where connection could be made with the through line of the Seaboard Air Line railroad north and south. The first idea Mr. Tufts conceived was to build a wooden tramway over which he would run a horse car. With this end in view we made several surveys between the two places in order to locate the best route for the proposed tramway, and as a result of these surveys the present route through the famous Van Lindley 500 acre peach orchard and the North Carolina experimental farm, was selected. The building of this road was delayed a few months, however, on account of right-of-way troubles in Southern Pines, which perhaps was a fortunate thing as it was later decided to build an electric power plant at Pinehurst to furnish light, and to build the present trolley car line.

A new map of Pinehurst has been under construction for several months, on a sufficiently large scale to show the town as it is. This map, when completed, will probably be 15 by 20 feet in size, but will be divided into sections convenient for use in the office or on the grounds. The map will show in detail all streets, roads, walks, planting places, rear drives, house yards, entrances, steps, etc.; also the exact location of water and sewer pipes, street hydrants, and fire mains, and the system of underground and overhead electric wires for both light and power. A topographical survey has recently been made of about thirty acres of land outside the town limits in the vicinity of the power house, on which to erect cottages for the use of the village employes, and a number of houses are now being constructed.

When the plans of Mr. Tufts are fully carried out Pinehurst will indeed be a unique village in the Southland.

FRANCIS DEATON,
Town Surveyor.

The Manufacturer's Record, under the direction of the Seaboard Air Line, has issued what is called the "Special Seaboard Air Line Supplement." This "supplement" contains statements of the industrial, agricultural, manufacturing and home attractions and advantages of the territory reached by the Seaboard Air Line. The information is alike of interest to the farmer, merchant and manufacturer. The pamphlet is handsomely bound and will make an attractive and valuable addition to any library or reading room. Copies can be obtained by addressing, T. J. Anderson, General Passenger Agent, Portsmouth, Va.



PINEHURST SCHOOL CHILDREN OF 1896-97.

previous to 1850, and even since the civil war cost but twelve and a half cents per acre, has now so increased in value that great care is exercised that all boundary lines shall be definitely known and recorded. It is particularly so in regard to the Pinehurst estate, which, including all purchases, covers more than 6,000 acres. Every line is cleared of undergrowth and staked, with a strip of land on each side plowed for a protection against forest fires on the western side, and brownstone monuments are set at every corner of the entire estate.

About June 1, 1895, Mr. James W. Tufts, of Boston, came to this section of Moore county in search of a suitable location for what is now so widely known as "Pinehurst." After looking over all the surrounding country he purchased from Messrs. H. A. and J. R. Page a tract of land containing about 5,000 acres, and in company of Messrs. Henry A. Page, N. A. McKeithen and R. M. Couch, who were familiar with

and steps were immediately taken to build comfortable quarters and proceed to business. The town, containing about 125 acres, is situated near the center of the 5,000 acre tract, and at the highest point is 650 feet above sea level, and on the edge of a thick grove of long-leaf pines. The topography of the land is very striking in some ways. The surface is nearly level in some places, yet springs rise and form themselves into small streams of never-failing sand-hill water running in three directions.

The purchase of land being made and the town site located, Mr. Tufts employed the eminent landscape architects, Olmsted, Olmsted & Eliot to design the plan of the new town, and Mr. Warren H. Manning, who at that time was associated with them, was placed in charge of the work, and since that time has had and now has full charge of the landscape features of the village. In order that the landscape architects might lay out the grounds it was necessary to know