

Devoted to the Upbuilding of Vass and Its Surrounding Country

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VASS, N. C., FRIDAY, DECEMBER 16, 1921

PRICE FIVE CENTS

## A FINE FILM COMING

A trip through the yellow pine forest of the South, through the white pine district of California, in the shadow of Mount Shasta, and to modern lumber mills where men and machinery are manufacturing lumber, will be a feature of a picture show at the Carolina Theatre at Pinehurst, and Princess Theatre at Southern Pines, during the next few weeks. A definite date for this film, "From Tree to Trade," will be announced shortly.

These swift moving logging and mill scenes are the background for an industrial romance, unsurpassed among modern industrial feature films. Parents, who are anxious themselves to see into the everyday working lives of men in the woods camps and mill towns, will want to take their children to see the film, which portrays in such an interesting way this important industrial operation.

If a man was able to spend days in the heart of the yellow pine district of the south, visiting camps and mills, and going through the large creosoting plants of that section where wood is treated with preservatives on a large scale, and then spend many other days in California forests watching the interesting operations there, it would be the treat of a lifetime. This sort of a trip is not possible for the average person, but for the residents of this community it will be possible to follow the moving picture photographer through a similar trip by seeing this picturesque film. Through the courtesy of Mr. J. B. Cameron, manager of the Pinehurst Lumber Yards, this film has been obtained, and will be shown at the Carolina and Princess Theaters. Watch for an announcement of the definite date.

## LAKEVIEW

Mrs. A. S. Newcomb, of Pinehurst, was a pleasant caller in town Sunday.

Miss Hazel Blue spent the weekend with relatives and friends in Manly.

Mr. Toller, of Richmond, is here auditing the books of the Electric Light and Power Company, and is stopping at the Seward Inn.

Rev. C. K. Taffe and Miss Flora McQueen, of Carthage, were dinner guests of Mr. and Mrs. J. R. McQueen last Sunday evening.

Rev. Mr. Cheatham, of Pinehurst, will preach at the Lakeview Union church Sunday evening at seven o'clock.

Mr. and Mrs. W. H. McNeill, Mrs. J. R. McQueen and Miss Blanche McNeill were in Raleigh several days last week shopping.

Mr. and Mrs. N. L. Gibbon, of Washington, D. C., are here for a short time. They are at their attractive little cottage on West Park street.

## MORE ROAD TALK

The talk of a re-location of the national highway from Washington to Jacksonville has brought out much discussion of where the road should go to serve the people who travel through the Vass section, and the idea of an overhead crossing has been supplemented by the local counselors with a proposition for an under grade down below the cotton mill. Just to get some conception of the possibilities of such a route a Pilot man followed A. Cameron down the route that would naturally be suggested, and the scheme looks so good and reasonable that it is outlined for the readers of the paper. From the point where the Lobelia road crosses on the overhead bridge the railroad runs on a course thirty-eight degrees west of south to the curve below the cotton mill. There it turns about thirty-five degrees or so farther west, and with this one exception there is no departure from a straight line.

As the road runs to Lakeview now it departs from the straight course near the house of Duncan Matthews, in the upper end of Vass. It bears a little to the west, then makes a curve or two over the hill, and then on a long tangent reaches the bridge over the river at the foot of the Leslie fields. There a devious route is taken through the bottom, up a steep hill around a sharp curve into Lakeview and across the creek below the dam, and over the railroad crossing at a dangerous point.

But if the road would continue straight down from the house of Duncan Matthews, passing a little to the west of The Pilot office, and following the course of the road from Cameron where it passes the Matthews home, that would practically parallel the Seaboard railroad to a point below the cotton mill, and strike into the grade a short distance below the curve. There the grade is high enough that a tunnel under the railroad could give fifteen feet or more of clearance, and pass out at the east side where a short curve would turn direct to Lakeview and reach that place without any deviation, with practically no hills, and but one bridge to cross the river below the mouth of the creek.

This route offers the most direct and simple opportunity, for it is practically without hills all the way, and would have but a single curve between Lakeview and Vass, being the double curve that would pass under the railroad. It would give a long tangent from the railroad to Lakeview, affording an open road on which drivers could see before them the whole way, and it would give an-

other tangent from the Matthews home to the railroad pass affording a clear view all the way there.

From Lakeview to the river the construction would be of the most simple sort, and one bridge would serve for the whole distance instead of the three that are now required, and which in time of high water do not carry off the flood, so that at times the bottom road between Vass and Lakeview is under water. The ground from Lakeview to the river is high and solid. Mr. Cameron and the newspaper man followed the route from Lakeview to the river, crossed the river on some logs a few hundred feet to the east of the railroad and came through the bottom from the river to the place where the underpass would be located, and were as dry of foot when they came out as when they went in.

From Lakeview to the railroad at the under crossing would be one of the easiest jobs of road building in this section, the one bridge offering the chief feature of cost, and would be less expensive than the three bridges now in use, which would have to be rebuilt if the present location is retained. By using the underpass grade crossings will be dispensed with from Cameron to Southern Pines, the sharp hill at Lakeview cut out, and the many curves along the present route avoided. Also the embankment at Lakeview, which is much too narrow for a broad state highway, will be dispensed with.

Then on arriving at Lakeview the road will be in place to hold a little farther to the east and miss some of the deep hollows and bad curves just this side of the McDonald farm, which Frank Page says must be avoided.

The road suggested down west of the cotton mill would avoid the overhead crossing at either of the bridges, and in doing that would give a better approach from either side of the railroad, for the overhead bridges require a drive up a steep hill on the west side, and a crooked route from the present straight road from Cameron. An overhead crossing means a curve at each end of the bridge, and a curve at the point where the railroad curves toward the west on the way to Lakeview, and a longer road than if the road keeps on the west side of the railroad down below the cotton mill and there goes under the railroad.

This route is worthy the attention of the engineers who are now making a survey for the relocation of the road, and they will no doubt give it due attention when they reach this point.

Mrs. P. L. Gardner and son Holt spent part of last week with relatives in Pittsboro and Raleigh.

The Ladies' Aid Society will have a

call meeting Friday afternoon, Dec. 16th, and meet with Mrs. N. L. Gibbon, this being a special invitation extended them.

## COMMUNITY CLUB MEETS

The Vass Community Club met last Friday night at the graded school building.

The beautifying committee had charge of the program for the evening and, with "Making Vass More Beautiful" for a subject, many interesting and beneficial ideas were brought out.

Mrs. W. B. Graham's talk on "How to Make Grass Grow," was a special feature.

The Future Planning committee joins the Beautifying committee in giving the next program, which will be given at the regular meeting time in January.

## HOW ABOUT GROWERS OUTSIDE

Tobacco growers who are outside the co-operative marketing association may have to haul their tobacco many dozens of miles to find a market next year, according to information in the office of the co-operative association at Raleigh. During the last few days all sign-up records have been broken, and at the present rate at which the growers are joining the association, indications are that there will not be enough tobacco on the outside to maintain a single auction market in the state.

Warehouses in North Carolina, it is pointed out, will probably follow the example of Kentucky and remain closed pending their being taken over by the growers' organization as receiving stations.

With the "auction" system entirely eliminated, growers outside the co-operative association can sell only to "pinhookers" and other speculators, who will take advantage of the farmer who has no market within miles of his farm.

With Virginia and South Carolina growers lined up solidly in the co-operative association, it will be a case of a long hunt for a market for those growers who delay joining with their neighbors in the movement to obtain better prices. The few business men who have stood out against the growers' organization are certain to feel the effects of their attitude once the growers get on their feet through co-operation, while the merchants and bankers with vision, who have helped during the campaign, are expected to reap rewards through increased trade from association members.

In certain counties groups of growers have proposed to boycott unfriendly stores, but have been urged by organizers to hold off and give such business men time to study the proposition more thoroughly, convinced that if they do they will stand behind the growers in their gigantic efforts to better the conditions of rural life through better prices for tobacco.

Bring us your job work.