

Highway Commission Tells Of Conquering Sea Of Sand

State Road Beginning at Wilmington and Running to Virginia Through Gatesville Is an Interesting Problem Declare Engineers

Raleigh, Sept. 18.—Writing in this month's issue of the North Carolina Highway Bulletin, official publication of the State Highway Commission, A. L. Cornell, Jr., and G. B. Cooper, resident engineers employed by the commission, in an article appearing under the heading, "Conquering a Sea of Sand," tell of the progress of the construction of State highway route No. 30, which runs from Wilmington in a northeasterly direction towards Virginia's southern border line.

"Beginning at Wilmington and running in a northeasterly direction through the towns of Jacksonville, New Bern, Washington, Williamston and Gatesville to the Virginia line," reads the article, "that portion of the State highway system known as Route 30 presents many interesting features of highway construction, of which the first 50 miles, known as the Wilmington and Jacksonville highway, will be dealt with in this article.

"Pender and Onslow counties traversed by this highway are situated in the extreme southeastern part of the State bordering on the Atlantic Ocean and by reason of this location are very sandy and poorly drained. This territory is sparsely settled owing to the difficulties of transportation which the construction of this road will relieve in a large part. This section of the State was settled at an early date by people from the New Bern section on the north and from the Cape Fear plantations on the south, who were probably attracted by the wonderful resources of the territory in the way of fish, oysters and game and also the great forests of virgin timber which at that date covered the whole coastal plain.

"The road practically parallels the coast line at a distance of three to five miles or just out from the sounds along the coast. These bays and creeks are filled with fish and oysters, and in the winter are the feeding grounds of thousands of wild duck and geese. These, together with numerous deer that roam the backwoods, make this section a veritable 'Sportsman's Paradise,' which the completion of this road will open up to the hunters and fishermen of this and other states. In this connection it would be a good idea for State and county authorities to take steps to see that this game is not slaughtered as ruthlessly as the timber resources have been. The way this timber has been cut is a blot on our whole State. For mile after mile the road runs through cut-over land that, judging from the stumps, was a wonderful growth of long leaf pine and had it been properly cut on a sane and conservative basis would have still been a great source of wealth to the State. It is not too late yet to adopt a reforestation plan and with the almost subtropical climate which the proximity to the Gulf Stream affords it would be only a few years before the timber would be again a source of wealth to these counties. This section now lies dormant waiting for the stimulus which a modern highway will undoubtedly give toward development.

"When the present Highway Commission took over the so-called Wilmington and Jacksonville highway in the spring of 1921, it probably presented one of the longest continuous stretches of unimproved road in the new State system. For 12 miles out of Wilmington, to Scott's Hill, the road was built of surface-treated macadam. From Scott's Hill, to Jacksonville there was so semblance of a road, the 'highway' being merely a sandy trail, impassable a major portion of the time.

"Construction was started in November, 1921, the first project being 15.54 miles in length and known as No. 375. The contract covered grading, structures and artificial sand-clay surfacing. Owing to the scarcity of clay, however, this surfacing was abandoned on February 13, 1922. The clay surfacing would have proven far too costly for the result obtained, for clay was of an inferior quality and had to be hauled excessive distances.

"Contracts were let in rapid succession for the grading and structures on the balance of the road to Jacksonville. This was let in two projects, No. 361-A and 364-B, successively.

"Owing to the extremely sandy soil the graded road would have proved but little better than the original trail. In the light of this, investigations were started immediately to select a type of surfacing that could be strictly and cheaply built. A type of pavement known as sand asphalt was suggested. Tests were made of several sand deposits adjacent to the highway. The result of these tests were encouraging and in the early spring of 1922 a location was adopted and a portable asphalt plant was ordered. A project 10 miles long, beginning at Scott's Hill was to be constructed and as this project was to be considered an experiment, no bids were invited, an organization being perfected by the Highway Commission.

The plant arrived the latter part of March and the first asphalt was laid in May. The work proved satisfactory from the beginning, and it was decided to continue this type of construction to Jacksonville, and in order to expedite the work another plant was ordered about the same time. Both plants are now turning out asphalt and it is hoped that the road will be completed by the fall of 1924. Owing to the light traffic expected from a country so thinly populated, a pavement 16 feet wide is being constructed. Should future traffic justify a pavement of greater width the present one can be easily widened. This type of pavement has now passed the experimental stage. Its advantages lie in its cheapness and the utilization of local sand. The cost is considerably low.

Measure Wealth By Their Reindeer

Laplanders Who Are Millionaires Have as Many as Three Thousand Animals

Narvik, Norway, Sept. 18.—Never ask a Laplander how many reindeer he owns, is the initial bit of advice which Dr. W. H. Gantt of Baltimore has to offer travelers who wander off the beaten path and invade the primitive territory occupied by the Laplanders. This question is equal to asking an American the size of his salary, or the extent of his holdings in stocks and bonds. Riches with the Laps are measured in reindeer. Some few of them, the Henry Fords of the Arctic circle, have as many as 3,000 animals, but they dislike talking about their wealth.

Sweden has protected the Laps against invasion and exempted them from taxation, so they are able to carry on their life in Northern Sweden much as their ancestors did centuries ago. Their villages are extremely primitive and mobile. Families follow their flocks into the mountains in the summer and wander again into the lowlands in the winter.

One elderly Laplander told Dr. Gantt with great pride that he has a son living in America who recently eloped with an extremely wealthy girl and married her. The young Laplander was serving as chauffeur when he and his employer's daughter became enamored of each other and found an accommodating justice of the peace before the angry father caught up with them.

HORSESHOE STARS READY TO FLING

Cleveland, Sept. 18.—The fourth annual tournament under the auspices of the National Horseshoe

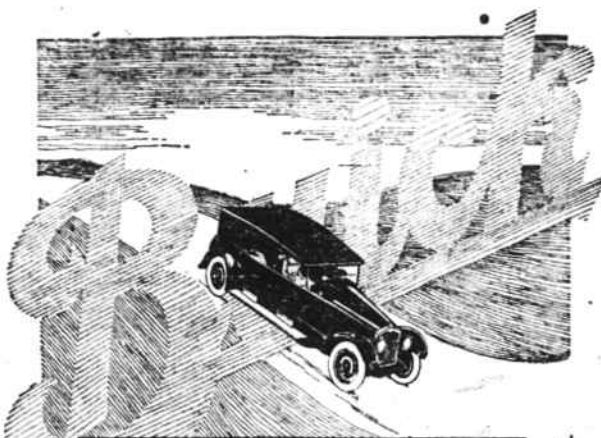
club is in progress here today. More than the average contract price for asphalt surfacing, the price being \$1.60 per square yard for the finished pavement.

"The pavement is merely what its name implies, being a mixture of sand and asphalt, mixed so as to obtain a maximum density. The same standards for engineering and inspection work are exacted in this work as on our other State work. A cost record is being rigidly kept, which, it is hoped, will prove of inestimable value to future work of this class.

WILHELM IS SEEKING GREATER SECLUSION

Dover, Sept. 18.—Instead of time spent on the seclusion of the former monarch, he is about to retire even more completely from the scene, for he has ordered the creation of a barretto to prevent his residence from being overlooked from the high road. The framework for the new screen, which is eight feet high, will successfully prevent anyone from getting even a fleeting glimpse of the fretful monarch as he walks in his garden.

The recent publicity given to a bonfire celebration in the grounds of Down House is said to have been the motive for the greater privacy.



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E-5-15-NP

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