

**TODAY and TOMORROW**  
— by —  
**FRANK PARKER STOCKBRIDGE**

**ROADS** . . . . . automobiles

There couldn't be any roads before men invented the wheel and made roads necessary. Nobody knows how long ago that was, but it was before the Indians came from Asia to America, for they knew nothing about wheels until the white men came. 400-odd years ago, and brought horses and wheels.

It was a long time after that before we had anything that could be called a good road anywhere in America. Probably we would have had good roads earlier if the railroads had not been invented. Thomas Jefferson's project for a great system of national highways had hardly got well started before people began to build railroads and road-building practically stopped for almost a century.

Nothing that we would call a good road today existed on this continent until the invention of the automobile compelled folks to improve their roads. We've got a lot of good roads today, but not nearly enough, and few of them as good as the best roads of Europe.

**PIONEERS** . . . . . Ford

I have a deep personal interest in roads for two reasons. My first American ancestor, John Stockbridge of the Plymouth Colony, was the first wheelwright in New England. He came over from England in 1629 in response to a call from the colonists for an artisan who could not only build wheels for vehicles but knew how to build a water wheel.

He built the first grist mill and the first sawmill in the colony. He was also chosen as "pathmaster" of Plymouth, in charge of highways. I sometimes think I inher-

ited some of his interest in wheels and roads to run them on.

As a very young man I was an ardent cyclist, and took part in the movement to build cycle paths along every highway. I abandoned the bicycle for a horse and buggy. When the motor-car came I owned one of the first American cars, and found out from personal experience just how bad a road could be.

I took a hand, in 1912, in organizing the movement for Federal Aid for Highways, which has resulted in the great national road system of today. We couldn't get Congress interested until after Henry Ford had sold enough of his cars to farmers so that they no longer regarded automobiles as rich men's playthings, and wanted good roads for themselves.

**ROMANCE** . . . . . Romans

To me there is more romance in an old road than in an old house. So many people have travelled over it that the old highway seems to echo with the clatter of hooves and the chatter of human beings who once rode over it but are long since departed.

The best, if not the only good roads of ancient times were built by the Romans. I drove a few years ago at 80 miles an hour over a part of the Apian Way, leading south from Rome into Campania, with only a thin skin of modern concrete laid over the ancient stone pavement laid down nearly 200 years before Christ.

There is romance, too, in the ancient Roman roads of England and France. From 55 B. C. on, the Romans were building paved roads to tie their far-flung empire together. Watling Street, the most famous of the ancient British Roman roads, is still a main highway, and many miles of its first foundations are still as solid as when Caesar's legions built them.

**AUTOMOBILES** . . . . . engineering

Probably more highly-trained engineering talent is engaged in planning and building motor roads today than in any other single field. The combination of speed and safety is not impossi-

**Six More Free Tickets To Be Divided Among These**



Here are the three who will receive free tickets to the Elk or Lyric theatre if they will call in person at The Tribune office. Two tickets will go to each one—and they are good at either theatre. There will be more free tickets next week, so watch for the pictures.—(Tribune Photos.)

**That's Right**

Wife: "Here's a riddle. What makes my life so miserable?"  
Hubby: "You've got me."  
Wife: "That's right!"

**Fork Leaks**

"Why are you eating with your knife?"  
"My fork leaks."

ble. European countries where modern highways have been built have practically no legal speed limit. But they have separate traffic lanes and no cross traffic.

In the thickly settled parts of America an approach to the ideal road conditions is being made. There still remains much to be done. If all the taxes paid by motorists on gasoline and for licenses were applied to modern highway building we would soon have a perfect road system. Seven states so far have adopted constitutional amendments prohibiting the diversion of such taxes to other purposes.

**TOMORROW** . . . . . dreams

I have just had a letter from Charles M. Upham, director of the American Road Builders Association, holding its convention at the San Francisco World's Fair. Mr. Upham describes the roads of tomorrow as he and his associates visualize them.

"Tomorrow's highways will be freeways," he writes. "Multiple-lane highways will be constructed with center parkways to separate opposing streams of traffic. Highway illumination will be provided for the most heavily-travelled arteries. Steep grades will be levelled and sharp curves will be straightened. Grade crossings and blind intersections will be eliminated. Guard-rail protection and pedestrian walkways will be provided and all surfaces will be skidproofed.

"These super-highways of tomorrow will be built as component parts of a master plan so that in the future it will be possible to incorporate them into a nation-wide system."

That is a dream that will come true if enough people want it to come true. And I think the American people are getting fed up on the annual toll of lives in motor accidents due largely to poor highway conditions. It will take time and work and money, but we've done tougher jobs than that, and I believe Mr. Upham's dream will come true.

**CYCLE**

N. B. Castevens, Jr., a student at the University of North Carolina, Chapel Hill, is visiting his parents, Mr. and Mrs. N. B. Castevens, Sr.

Mr. and Mrs. Hugh Howard and children were week-end guests of Mr. and Mrs. Blaine Howard in Winston-Salem.

Rev. Enoch Wooten filled his regular appointment at Oak Grove Saturday and Sunday. A large crowd attended the services.

Mrs. Foy Hemric recently visited her parents, Mr. and Mrs. Craver, in Boonville.

Guthrie Nicks, of Winston-Salem, visited his mother, Mrs. Caudle Nicks, last week.

Ferd Cheeks was a business visitor in Elkin Saturday.

Correct Answer  
"What would you do if you married a rich woman?"  
"Nothing, I expect."

**NOTICE OF APPLICATION TO OPERATE MOTOR VEHICLE CARRIER AND DATE OF HEARING THEREON**

As required by Section 3, Chapter 136, Public Laws of 1927, notice is hereby given that application has been made by S. & E. Transfer Company, for a Franchise Certificate, authorizing the operation of motor vehicles for transporting freight between Charlotte and Mount Airy, N. C. over the public highways via the intervening towns of Statesville, No. 21, Elkin, No. 268 and U. S. 801; Return via Mocksville, Yadkinville, over U. S. No. 64; to Charlotte over U. S. No. 21, and that the Utilities Commission will hold a hearing on the said application in State Depats. at Raleigh, on Thursday, May 11th, 1939, at 11:00 o'clock a.m.

N. C. UTILITIES COMMISSION,  
5-4c R. O. SELP, Chief Clerk.

**Temperature**  
Father: "Johnny, what is this '60' on your report card?"  
Johnny: "I-I th-think, that's the temperature of the school room."

**Good Reason**  
Mistress: "Why don't you keep the baby quiet, Kate?"  
Kate: "I can't keep him quiet, ma'am, unless I let him make a noise."



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"Robbin Good" - News — Admission 10c-25c

Friday-Saturday, Matinee and Night—

**GEORGE HUSTON**

In **"FRONTIER SCOUT"**

Serial-Comedy-Color Cartoon - Adm. 10c-25c

Monday-Tuesday, Matinee Monday—



SEE IT!  
**"WINGS OF THE NAVY"**

with **GEORGE BRENT OLIVIA DeHAVILLAND JOHN PAYNE**

Frank McHugh • John Litel  
Victor Jory • Henry O'Neill  
Directed by LLOYD BACON  
A COSMOPOLITAN PRODN  
A WARNER BROS. PICTURE  
Original Screen Play by Michael Fenner

Special: Floyd Gibbons in **"Toils of the Law"**  
Admission 10c-25c

Wednesday, Matinee and Night—

**"GANG BULLETS"**

Serial - Selected Shorts — Adm. 10c to All

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