

The Cherokee Scout

The Official Organ of Murphy and Cherokee County, North Carolina

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GOOD ROADS

By Achille du Fresne
(Continued)

In general the proper location and design of a road involves: (1) determining its controlling points; that is fixing its general route with reference to certain points which the road must pass through, (2) surveying a route which passes through the controlling points and is otherwise adapted to the lay of the land; (3) a study of the drainage situation; (4) preparing such plans and drawings as are necessary for proper construction and a complete record.

Controlling Points

Such features of the locality as gaps through ridges, exposure to the sun, narrow stream crossings, and suitable points for crossing railroads (preferably by means of overhead bridges or under passes), together with the necessity for connecting up with certain centers of population, usually will serve to fix the location of a road within fairly definite limits. For important roads these controlling points are determined by careful inspection of all possible routes.

The Survey

The care which should be exercised in making a road survey necessarily must depend upon the importance of the road and the amount to be expended in its improvement. An ordinary farm road, for example, usually requires no survey other than lining it by the eye between the controlling points. Some unimportant public roads may require very little more than farm roads in the way of survey, but if any considerable amount of grading or other work is to be done, either at the time the road is located or later, the survey should include all instrument work necessary to insure that the work will be done economically.

The purpose of a survey are (1) to determine accurately the topography or lay of the land so that the location may follow the route which presents the fewest obstacles, (2) to fit the grade line to the ground surface so as to keep down the amount of grading necessary, (3) to balance cuts and fills so that whatever grading is done will be to the best possible advantage, (4) to line up the road and provide stakes for controlling the work, (5) to obtain data from which proper plans may be prepared and an estimate of cost made, (6) to provide a record that will prevent subsequent contentions among landowners regarding the original location of the road. While the importance of all these purposes is apparent, frequently it is not realized that they cannot be accomplished except by means of a careful survey, and that such surveys can be made only by experienced men who have been trained especially for such work. Farmers and business men generally are inclined to underestimate the amount of skill required to make a road survey properly and their influence has been responsible in the past for much bungling and for uneconomical road work for which they have had to pay in heavy taxes.

In fitting the grade line to the ground surface and balancing cuts and fills it should be borne in mind that earth, after being thoroughly compacted, will occupy less space in an embankment or fill than in its original position.

Drainage

Effective drainage usually should be the very first consideration in connection with the location and design

of any road. This statement requires no explanation, because the action of water changing clay into mud and in causing all kinds of soils, except sand, to give way when a load is applied, is familiar to every person living in a humid climate.

The outstanding cause of bad roads is poor drainage or a total lack of it. Side ditches frequently are found to be higher than the middle of the road, and in some places is found one ditch instead of two, and that one in the middle of the road. Road drainage is just as essential as farm-land drainage.

Many culverts are completely clogged with dirt, and the water has no means of escape other than flowing over the road and by seepage. Drainage is all important and primary consideration in road grading.

Grandview, N. C.
4-12-27

Editor of Cherokee Scout,
Murphy, N. C.

Dear Mr. Editor:-

Will you please allow me space in your paper to make the following corrections?

Now, to make myself understood, it is necessary to refer to some articles that appeared in a recent issue of your paper, one written by a Mr. Spencer of Brasstown; and one written by a Mr. Mulkey, of Grandview.

Mr. Spencer made some statements in his article commenting on Mr. Mulkey's article that are very misleading to any one not familiar with the situation and those who failed to read Mr. Mulkey's article.

Mr. Mulkey made the statement that there were seven and one half miles of road graded leading from Murphy to Grandview upon which there has been very little work done in the past five years, and that he was informed that the Federal Government was considering the discontinuance of the rural route leading from Murphy to Grandview because of the bad condition of this seven and one half miles of road. In case this was done, stated Mr. Mulkey, people would be compelled to travel twenty miles for the purpose of mailing and receiving mail.

Mr. Spencer seemed to think very strange of the above statement and intimated in his article that the great need at Grandview was schools and not roads.

Mr. Editor, for Mr. Spencer's information allow me to state that there are more high school graduates at Grandview than in any other community in Cherokee County exclusive of towns—Grandview has sent out more men and women who have made good in the various professions and callings than any other community in Western North Carolina, and this can be proven and names given. Now for Mr. Spencer's further enlightenment: The mail is taken from the Grandview postoffice by star route carrier by way of Unaka, and Oregeta to Violet, North Carolina, a distance of fifteen miles air-line from the Grandview post office. Fifteen plus seven is twenty and two to spare. I agree with Mr. Spencer that none of our schools are what they should be, but all rural schools are on the same basis, so Grandview school is just as good as any other rural school. Some years past when school teachers were paid less than now, Grandview employed the better grade teachers. To do this we paid them a bonus to that which the county paid them. Many of those teachers are yet alive and are working while citizens of this county. I have no ill will toward Mr. Spencer or anyone but I think before one writes disparagingly they should inform themselves.

Thanking you, I am,

Yours respectfully,

W. A. ADAMS.

OLD BRASSTOWN ROAD

To The Editor:-

As one who has lived many years on this road I was pleased to see that the people are beginning to complain about the way that the Commissioners are neglecting to give us even a little fair play.

We have to pay Road taxes every year but for many years we have had very little work done on one road and not one penny spent in work that was a real improvement. The road was scraped with an old scraper a few days ago, but, as it was done mostly during heavy rain, what was done was labor wasted and it is now almost as bad as ever.

I have been told that the large scraper owned by the County is miss-

ing and can't be found so they had to do the job with a little old one. I wonder how often the county equipment gets lost or stolen because nobody seems to look after it. I suppose they spend so much money on equipment that they have none to spend on using it, and the tools lie around rusting away and people forget where they are.

Anyway it is money thrown away dragging dirt roads unless culverts are put in to drain away the water. On our road there are no drains or they are choked up and the water just lies there softening up the dirt and making mud puddles.

And money spent by the County is mostly thrown away because there is nobody interested in seeing they get a days work for a days pay.

It would be better to give the work by public contract to lowest bidder and have somebody to see that the contractor did his work right.

W. L. PENLAND.



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DR. CALDWELL AT AGE 93
Dr. Caldwell's SYRUP PEPSIN

NOTICE TO TAXPAYERS OF CHEROKEE COUNTY

This being the quadrennial year, and the year for re-assessing all real estate in Cherokee County, and in payment to the law thereof, the Board of County Commissioners have appointed a tax supervisor and he, and three assistant tax listers for each township, the listing and assessing of real and personal property will begin on the first Monday in May, which duty and timely notice will be given by posters placed at different public places in each township, and in the cooperation of every taxpayer of Cherokee County to meet the tax listers at one of these places with an itemized statement of all personal property, and for the purpose of ascertaining a true and adequate valuation of real estate then owned by them.

This April 14th, 1927.
A. J. MARTIN, Tax Supervisor.

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MRS. JAS. H. CATHEY,
Sylva, N. C.

FOR SALE—One good Cream Separator not used long. Will sell cheap. T. H. DAVIS, Marble, N. C. (36-2t-pd)

320 acres, 50 acres bottom land, finely watered, good buildings, goes at \$5000.00, terms. 200 acres finely watered, common building, on graded road, \$10.00 per acre. 90 acres lays fine, on graded road, enough timber on farm to pay for it, good 4 room box house, \$2,500, buys it. Good water power corn mill with 30 acres land, \$2,000.00. In addition to the above I have a number of small farms can suit anybody. My motto is a square deal or none. Write John Kimbo, Madisonville, Tenn. (36-2t-pd)

FOR SALE—One milk cow, 8 years old. This cow is above the average, took first prize at county fair last fall. J. A. HAMPTON, Murphy, Rt. 1. (1t-pd)

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