

THE SAND-CLAY ROAD

IT HAS STOOD EVERY TEST

The Terrific Weather of the Past Winter Did No Damage To the Buncomb Sand-Clay Road—Read This, You Who Claim that the Sand-Clay Road Is a Failure.

While discussions abound concerning the respective merits of sand-clay and macadam roads it is interesting to hear the Asheville Gazette-News assert that the road problem for most sections of Buncombe county has been solved, because a sand-clay built through Beaverdam Valley meets every requirement and stands every test. The first section of this road was laid in December, 1910, and a second section was made the January-February following. It has been a good road since its first day. The terrific weather of last winter did practically no damage, it has never been either dusty or muddy in any considerable degree, and yet it has endured much heavy hauling from the very start. While automobiles play havoc with macadam, they positively benefit

the sand-clay. "The sand-clay road leading from Grace up Beaverdam creek," declares County Engineer J. C. M. Valentine in the Gazette-News, "is the best road in the county today." Mr. Valentine states, "that even the Baltimore roads, a model of macadam construction, have suffered heavily; through the severe weather, whereas the sand-clay almost entirely escaped. The formula of this excellent road is given as follows: Six inches of sand and upon that a layer of clay, three inches deep; on that four inches of sand; the whole finished with one inch of clay or gravel. It is stated that the gravel finish proved somewhat the better. Mr. Roland Wolfe, the supervisor of the road, says that to be kept in the best condition the surface should be dragged at a cost of about \$3 per mile each year. Regular dragging has not been practiced thus far. The belief is that with such care this highway would almost never wear out. And the Gazette-News editorially urges that sand-clay construction costs only about \$600 per mile, as against \$2,500 or more for the macadam type.

Experience had with another sand-clay road now building is suggestive of the causes behind many of the complaints which we hear. "Mr. Valentine," it stated, "said that considering everything this road is in good condition and that it would not be long until it would be in fine shape. The wet weather and the freezing caused a thorough mixing of the sand and clay, which was just what was needed, although he said some of the people became discouraged about the road and some said they wished it had been let alone as it was. They will probably sing another tune next winter.

All the condemnation of the sand-clay road which we ever heard came from people who had manifestly given it an incomplete or insufficient trial. In most cases they had not constructed a real sand-clay road, at all, but had acted upon the assumption that any dumping of sand upon mud constitutes a construction of this type. In some other cases people who had little faith from the loss that little by failing to make necessary allowance, as the Buncombe people quoted by Engineer Valentine nearly did. For real sand-clay road fully as good engineering service is needed as for the macadam type. Nor does it follow that because an engineer has built good macadam roads he has all the requisite experience for building good roads of the other kind. We have been impressed with the fact that, notwithstanding the sand-clay type is comparatively a new invention, experienced road engineers everywhere pronounce well-built sand-clay roads good. They know what can be done, as the layman does not. Condemnation comes from people who have attempted the building of such roads without competent advice. Accustomed to placing

faith only in rock, they generally made no more than half-hearted attempts at that.

There are sand-clay roads and roads called sand-clay roads which are not the type known to engineers. People who get the first kind are delighted, while people who get the second kind complain. On its proved merits wherever it has had a fair trial the real sand-clay grains high favor and commends itself to all who seek an economical yet extremely serviceable road which endures severe weather and the conditions of modern travel as the far more expensive macadam does not.

The Allen Man-Hunt A Game of Hide And Seek.

March 14—Search begun.
 March 17—The Allens entrenched in Devil's Den. Site chosen for camp in case of troops ordered out. The Allens hold a conference at home of Jasper ("Jack") Allen, who did not take part in the shooting.
 March 19—Located at Squirrel Spur. Hurry calls sent out. Get away before posse arrives.
 March 20—Sidna Allen at home. Escapes posse by fifteen minutes.
 March 21—Trap laid to capture Allens. Big secret posse on trail. Smaller ones at Hillsville a blind.
 March 22—Sidna Edwards captured.
 March 23-24—Deluge retards the search. Claude Swanson Allen eludes pursuit. Detectives hot on trail of Sidna Allen, Freel Allen and Wesley Edwards.
 March 25—Posse finds deserted camp. "Battle is imminent."
 March 27—Sidna Allen located in Sugar Loaf Mountain. Posse makes early morning descent, but loses the scent.
 March 28—Claude Swanson Allen captured.
 March 29—Freel Allen found

in carriage house at father's home.

March 30—Sidna Allen and Wesley Edwards located on south side of Sugar Loaf Mountain.

March 1—Camp of Sidna Allen and Wesley Edwards found in


clump of laurel on Buzzard's Roost. Fugitives ran away in dense thickets when hundreds of alarmed birds flew up, giving the warning.

April 1—Bloodhounds put on trail of Sidna Allen and Wesley Edwards.

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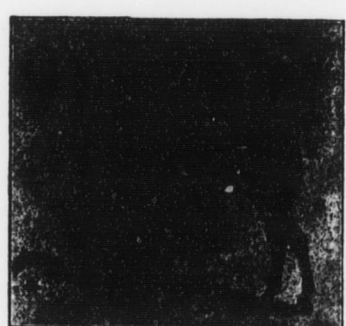
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