

many fine farms in the vicinity and its historic associations are varied and interesting; an excellent hotel adding to its attractions.

"In the sand hills of Moore County," said Dr. Walter Page in a recent speech at Richmond, "they taxed and bonded themselves to the limit and built roads and *maintained them well*, from anywhere to nowhere, because, for the most part, there wasn't anywhere to build them to or from! And the interesting part of it is, that it worked for the people came and settled along these roads and occupied land which had not been used since the beginning of things." And Dr. Page was right, for the southern half of the county was, up to five years ago, the laughing stock of the State. "Cotton tail rabbit has to take rations when crossing this desert," was the facetious remark, not without its suggestion of truth.

Today, however, this same "desert" raises more corn and more cotton to the average acre than any part of the State and its development is very rapid. Land sells for five times what it did before the good roads movement and sells readily, where formerly it could hardly be given away. It is said that it is the only place in the United States where the older the road is the better it is, for while the roads are cheaply and poorly built, they are *well maintained*; their permanent condition excellent because of perpetual care. In this particular many more favored sections can study Moore County to advantage for the real test of a road is *endurance!*

The early road history of this section may be briefly summed up as interminable twisting sand beds, and washed and gullied clay hills. When a sand road became washed out as a tree fell, it was *easier* to drive around the obstruction than to remove it. Naturally although the original road may have been straight, ultimately it became crooked enough to "break a snake's back."

Up to thirty years ago when the Raleigh and Augusta Air Line railroad—now the Seaboard—was built, all produce was hauled by wagon to and from Fayetteville from the western part of the state and there were a number of main thoroughfares in this section running easterly and westerly and converging at Fayetteville, the head of navigation on the Cape Fear river. The Morganton road ran by the present location of the Dairy barn, through the polo field, and proceeded along near the present location of the Pinehurst-Southern Pines road. This road was used by Kirkpatrick and a detachment of Sherman's army during the Civil war. The Yadkin road was north of this and the portion on the Pinehurst West End road from the negro settlement going west for a mile or so, follows this. This road was originally a Buffalo trail. The next road north is the Fayetteville road which passes through Carthage. Above this again was the Chicken road. South of Pinehurst was the old turnpike just south of Aberdeen, which is closely followed by the new road built from Raeford to Fayetteville. A short time before the war a company was formed which built a toll plank road from the western part of the state to Fayetteville. The mill that cut the timber was the first steam saw mill ever used in this section and the product was the first material

used for the improvement of the roads. The charges for tolls were "one cent a mile for each horse, mule, ox or cow." It failed after the beginning of the war. There was only one road, going north and south, in this entire section. This is located a few miles east of Pinehurst and bore different names in various sections. Near here it was called the Pee Dee road, while a few miles further north it was styled the Raleigh road. This was originally opened by Cornwallis from Georgetown, S. C., to Yorktown, Pennsylvania. Surely in face of present accomplishments, we may again bestow upon Pinehurst's founder the title "Alladin of the Pines." Always those few words will bespeak volumes because they are synonymous with the welfare of mankind.

ACTIVITIES OF THE SUMMER

(Continued from page one)

North Carolina State fair. The greenhouses at the market garden have been entirely rebuilt thus increasing the scope of one of the most appreciated departments.

Mr. John R. McQueen continues as General Office superintendent and the assistant of Mr. Leonard Tufts, the owner, and Miss F. B. Gray is again in charge as cashier. Special articles, printed elsewhere treat with various departments; sports, activities and plans for the season. The weeks to come are indeed a pleasant "outlook," and we feel that this special issue is comprehensive and complete.

Many Visitors Bring Automobiles

The number who will enjoy motoring is unusually large, Mr. and Mrs. Tyler L. Redfield of New York, Mr. and Mrs. Leonard Tufts of Boston, Mr. and Mrs. H. W. Priest of Portsmouth, Mr. and Mrs. E. L. Merrow of Bethlehem, Mr. and Mrs. I. S. Robeson of Rochester, Mrs. Emma J. Sinclair of Boston and Dr. Myron J. Marr of Dorchester among those who bring their cars.



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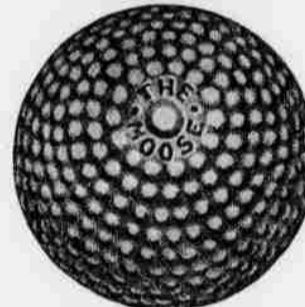
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