THE PINEHURST OUTLOOK

(Continued from page four)

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FROM

ing acquaintance. You stop a man on the road and ask him if he saw Henry Hamestring go by, and he shakes his head. "He was driving a Packard four," you tell him, and his eye brightens. "Naw, he isn't down this way today," you get answer. "Pumpelly's six cylinder Cadillac, that 1913 model Overland from up above Biscoe, that Ford fellow that come out from the Rockingham road, and a Raeford Hudson six is the only folks I have noticed since morning.'' If Shakespeare lived now he would revamp his tragedies. He would say: "Clarence is come from false fleeting, perjured Clarence, that stabbed me in the field by Tewksbury. I saw his Studebaker, that one with the break in the lower windshield, so I know he is around here somewhere." Or Hamlet could assure us that I am "doomed for a certain time to ride the streets at night in that Michigan self-starter that will start quills upon the fretful porcupine as well as any other thing." One man asks another, "Was that a Southern Pines crowd that just went past?" "Nawp. It was a Detroit Chalmers," which settles it, for you are supposed to know nobody in Southern Pines has a Detroit Chalmers.

WITHOUT VALUE AND WITHOUT PRICE

It is impossible to measure the value of a good road. We might as well undertake to measure the value of the sun, or of food, or of any other thing that is so essential that it is beyond the function of measurement. The community that has good roads is open to commerce. It can dispose of the things it makes and trade in the things it wants. A good road enables any place to become cosmopolitan. It permits the man at the cross roads to avail himself of everything under the sun, silk from Japan, lobsters from Main, shoes from Lynchburg, gasoline from Pennsylvania, any old thing from anywhere. It puts him on the earth, for the big road that leads to the earth is on the earth. A good road brings the school to the children, and it brings the church, and the village, and the rural postman, and any good thing that can move on wheels. It brings neighbors, and with neighbors comes more conveniences, for a populous community can pay for many things that a thinly settled neighborhood must go without. More neighbors mean more money for public affairs. Probably it North Carolina could hatch up a scheme of public roads that would touch every square mile in the State that one thing of easy ingress would add materially and at once to the population. People are most likely to go to places that are easy ot reach, and they are not readily persuaded to tie themselves down to a place that you must get to by struggling over ways that are obstreperous.

sand clay road is merely a process of marking out the route, smoothing it up a little with a plow and a road machine, then adding a few inches of clay from a convenient pit close by. Clay roads can be built at the rate of a mile every few days, without interrupting traffic, and without any fuss or any big crowd of men. Such a road is repaired by running water over it occasionally with a drag to shape it up, or with a few shovels of clay where it wears down once in a while. The biggest task in repairing the roads is going from one place to another that is in need of attention.

It is probably safe to say that one of the biggest assets of the State of North Carolina is the surprising cheapness with which good roads can be built fit for traffic, and the durability of these cheap roads under the wheels of the automobiles. A good rubber tire packs a sandclay road and makes it better, instead of wearing it out to plow away in impalpable dust as too often is the case with the harder roads of the North. The sand holds enough moisture to keep a clay road reasonably slid almost all the time, yet does not hold enough to make it muddy.

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