

PINE KNOT.

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VOL. 2.

SOUTHERN PINES, N. C., SATURDAY, JANUARY 28, 1888.

NO. 18.

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We see that an urgent call has been issued for a meeting of citizens in Raleigh, to take steps for the erection of a cotton mill. The call is signed by Mayor Thompson and W. C. Stronach and we know that it means business. We haven't been in this section, three years yet, but we've seen lots of new enterprises in Raleigh in the time—enough almost to make a new city—and we confidently look to see tall chimneys and hear a big buzz of spindles there within the next six months.

THEY ALL SAY SOMETHING LIKE THIS.

The following is taken from a letter received here a day or two since. It comes from Dr. N. R. Adams, who spent several weeks with us. The letter was a personal one and not intended for publication, but we hope to be pardoned for printing this short extract. It voices the experience of so many who have left us to go further South, that we cannot refrain from giving it to our readers.

"We have missed the pure, and invigorating air, the cool, good water of Southern Pines. How many times I have longed for a dip into your spring! The water through the portion of Florida traversed by us is warm and strongly impregnated with sulphur. The weather has been debilitatingly warm until within a few days, since the arrival of the tail end of the Northern blizzard, the thermometer getting down to 37° and 38°, with a slight frost near by us. I am rather fearful of the climate here, as there are two or more cases of intermittent fever in the village."

WHERE ARE OUR PLANK SIDE-WALKS?

There are very few towns of the size of Southern Pines that have so many attractive buildings and at the same time such picturesque and—and surprising streets. Yes, *surprising* is the word, we can't think of any other that is equally descriptive. To illustrate: not long since one of our most esteemed fellow citizens was hurrying to catch the early train for Raleigh. The night, or rather the morning was so pitchy dark that the rays from his lantern could scarcely pierce the gloom. suddenly he encountered a stump, an uncivil, hard-hearted, unyielding stump that stood right in the street and had before that time gained a most unsavory reputation for causing wounds and profanity. Our E. C. (esteemed citizen), before mentioned, rebounded from this obstacle with considerable violence and his lantern shot out through the blackness and landed a

rod or two away. Bruised and bleeding he picked himself up, and with undaunted spirit hastened on after the train. But it was days before he recovered from the shock, and he kept the bruises for weeks afterward. We believe the cause of this particular disaster has been since removed, but there are plenty of his kindred remaining. Nor are stumps the only danger the belated traveller must encounter. The tough roots of the pine weave to and fro across his path and trip unwary feet; "grubs" of black jacks oppose his onward march and send him sprawling; rain washed gullies in the road make an unlooked bed for his prostrate form; cool, but not inviting. Individual effort has done much to remedy this state of things, but no individual or party of individuals, that does not include every tax payer in the community should be expected to look after all the interests of the town.

We heard once—or did we dream it?—of beautiful plank-side walks to be laid through the length and breadth of our town. The material was to be obtained by subscription, and the work was to be done by energetic and self sacrificing citizens. But those lovely sidewalks have never materialized. The planks that were to make them still rest secure in the hearts of our noble pines and the energetic citizens, alas! grow old and the hammers drop from their palsied hands.

GOING SOUTHWARD.

We had occasion this week to make a pleasant trip over the line into the Palmetto State. At Aberdeen (late Blue's Crossing) we noticed that rails were being laid rapidly and that the trestle was fast being completed on the Aberdeen & West End Railroad. A noticeable feature of this new road is that the rolling stock, rails, grading, etc., are paid for, without a mortgage. The Hamlet Woolen Mill which has six looms and eighty spindles does a small business but needs more capital. The site is good and the water power is excellent. The factory was built about seven years ago, at a cost of about \$5,000 but has never been run to its full extent. The machinery is in good order and the building will be roomy and convenient with twice the machinery. This is a good opening for a small capital and with the four railroads there the shipping facilities are all that are needed for many factories.

The Palmetto Railroad, running from Hamlet to Cheraw, S. C., is 18 miles long, well built and equipped. It was opened to the Great Pee Dee River on June 27th, 1887, and began running trains into Cheraw on Sept. 18 following. Mr. Wm. Moncure, late of Virginia, is the efficient Superintendent of this road and we are much indebted to him for many favors received. One train each way is run daily and W. T. Throw, the Conductor is very attentive to the comfort of his passengers.

We spent part of two days in Cheraw. This is one of the most beautiful places on the continent, the village was laid out over a hundred years ago. A Land Improvement Company has just been formed at Cheraw and the town is on the dawn of a great future. The boom is a healthy one and nothing but merited success is before it.

C. E. G.