

Is a Paper Devoted to the Upbuilding of the Sandhill Territory of North Carolina

Address all communications to  
THE PILOT PRINTING COMPANY, VASS, N. C.

FRIDAY, JUNE 17, 1927.

SUBSCRIPTION \$2.00

## COKER ENDORSES GRAPE PROPOSAL

Offers His Assistance in Promoting This New and Promising Industry.

Mr. David R. Coker, president of the Coker's Pedigreed Seed Company of Hartsville, S. C., has expressed his approval of the proposed development of the Grape Industry in the Sandhills of the Carolinas. Perhaps nowhere in the South, and indeed nowhere in the Sandhills is there one better qualified to speak with authority on a new agricultural development than is Mr. Coker.

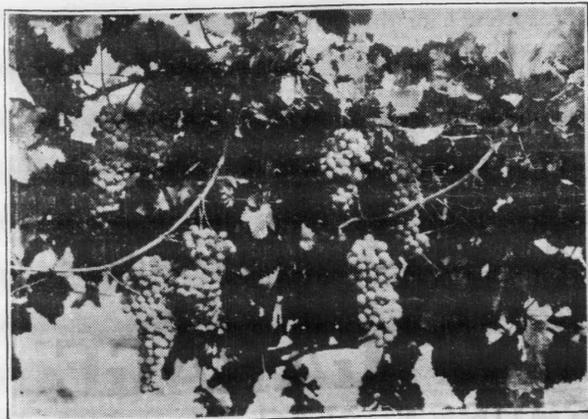
Mr. Coker, as the public knows, has long been identified with the agricultural development of the South as indicated by his most meritorious work in connection with the improvement of cotton varieties. In placing his approval on the development of European grapes in the Sandhills, Mr. Coker has not spoken idly but has watched with keen interest the results of the experimental grape work at McBee, S. C. After watching the result of four years of experimentation work, Mr. Coker is convinced as to the wonderful possibilities that the Sandhills hold for the Grape Industry. In this connection, Mr. Coker's letter to Mr. J. N. McBride, General Agricultural Agent, Seaboard Air Line Railway, Savannah, Ga., is quoted in full as follows:

"I am glad to note that the Seaboard will shortly begin a campaign to interest the Sandhill sections of both North and South Carolina in the growing of grapes. You and your associates will only be discharging your duty to the public by fully setting before it the splendid results of your wonderful experiment in grape culture carried on at McBee, S. C., in co-operation with Messrs. W. L. and J. K. McCoy.

As you know, I have been vitally interested in the development of the agricultural resources of this section for over 25 years. During that time I have never seen so complete and significant a demonstration of a new and undeveloped agricultural resource as your grape experiment at McBee. You have proved beyond question that many splendid varieties of both European and American table grapes of the very finest quality can be grown on our typical Sandhill land. The very heavy yields of many of the finest varieties and the further fact that the ripening season of the most successful extends from July to October seems to indicate the logical conclusion that we are on the verge of the development of a large, new industry with possibilities of most profitable results.

On the eve of this great new development, it occurs to me to issue a few words of caution. Many new and promising agricultural developments have failed or been much delayed in reaching a profitable stage by a failure to promptly grasp and put into effect all of the elements of success. No question remains as to the fact

(Please turn to page 5)



The above is a variety of a European grape which has been successfully grown at McBee, S. C., and is adapted to the entire Sandhill territory.

## EARLY DAYS IN THE SANDHILLS

Wastefulness of Lumbering Methods, but Sawmills Start Things

By HON. ROBERT N. PAGE.

Second Article.

With the coming of a new population, naturally there were people of other church affiliation; Methodist and Baptist particularly and while every body attended the monthly services at the old church, the building of others began to take form. Mr. W. C. Petty who was merchant, railroad agent at Manley was a very staunch Baptist, there were others, and the result, very early in the Eighties, a church of this faith was built at Manley, the then principal center of the newcomers. My father, A. F. Page, was equally as staunch Methodist, and there were others, so very soon a Methodist church was built at Manley that attracted all of that faith from the whole territory.



The opening of this whole Sandhill section to the outside world by the building of the railroad, first in the army of laborers engaged in its construction, followed by those finding employment in the mills and turpentine orchards with the usual temptations of pioneer life, unquestionably had a demoralizing effect upon the entire population; as is always the case in new countries, certain restraints were removed and temptation walked in open daylight. Churches and their influences were needed. Bethesda, however, continued to hold place in the love of the population of every creed, probably because of its age and long establishment, as well as its continued prestige as the social center of a large section and increasing population. Other people went to their own church services but care was taken not to have these services conflict with the monthly service at the old church.

It was a busy, energetic, almost feverish population. Everybody was at work and there was no limitation on hours of labor other than that set by nature, the coming of night; when it did, there was no place to go except to bed, and as a rule the long hours of labor made this no hardship. Those who had established themselves at first by small holdings put their profits and borrowings in extending their timber holding; this led back from the railroad and brought the problem of transporting a heavy product like lumber to the railroad, where nothing but sand beds for roads seemed possible, teaming was a slow and expensive method and trams using small steam power, with track made of timbers began to be experimented with, in fact the first trams had for motive power mules, but, a team of mules could haul three times the load on wooden rails that could be carried on wagons. The Page interest acquired from time to time additional timber along the Seaboard road, South of Aberdeen, reaching to a point about where Pine Bluff is now located, and west toward and beyond Pinehurst, until there was something like fifteen thousand acres in their holdings. As a rule small portable mills were used because it was so much easier to carry the mill to the timber, than to bring the timber to the mill, and at the mill the waste was eliminated, leaving only the finished or marketable product to transport to the railroad and the markets. In 1882 the water power of Aberdeen creek was utilized and the first dam to what is now Aberdeen lake was built and the power generated, ran a saw mill. As the timber got further away this mill could not be moved, and methods to bring

the logs to the mill took attention; first there was the mule tram, reaching out along the line of the present road bed of the Norfolk-Southern railroad, up to where the Chapin orchard now blooms. The grade was such that, mules pulled the empty log cars up the hill, they were loaded and run in by gravity. This was fine as long as it lasted, though many an hair rising ride was had down the two and a half mile grade when the brakes, as they occasionally did, refused to function. There was only one thing to do under those circumstances, that was for the crew to take French leave of the cargo, leaving the cars and their loads of logs to the fates; that fate was always the same, when speed beyond a certain point was gained as they went down the grade, the wooden track gave way and cars and logs piled up by the side of the road, to be righted and re-loaded, and on to the mill. This gravity transportation would not extend beyond the point named above, since the grade turned there the other way, and to get the timber from beyond, something else had to be devised. The first was the baby steam locomotive of all time, necessarily of light weight to be supported by the wooden rails. This was picked up as I recall at Norfolk, Va., from some defunct contracting firm, it made a few trips, but was a failure. About that time some man brought out a geared off locomotive with concave wheels designed to use small pine poles as rails, by merely digging a trench, or rather two of them in the sand, putting the poles end to end for rails, or a railroad. This was known as the Shag logging engine, and a number of them were operated in the section in the late 1880's and early 90's.

The Seaboard at this date operated two scheduled trains between Raleigh and Hamlet. A local freight train left Raleigh in the morning, reaching Hamlet late the same afternoon, and the next morning headed for Raleigh, arriving there in the late afternoon; this train handled all the local freight for the various stations and carried an occasional car for destination beyond Raleigh to make out its load. The other was a mixed through freight and passenger service, leaving Raleigh each evening about 7 o'clock, arriving at Hamlet about midnight, and returning to Raleigh on a schedule leaving Hamlet about 3 a. m., and arriving in Raleigh about 9 o'clock, making connection with a passenger train for

(Continued on Page Two.)

## JUDGE VARSER LIKES COUNTY

Says Moore Has Contributed Good Men to State and Nation.

Judge L. R. Varsler, of Lumberton, in a brief address to the Kiwanis Club at its Wednesday meeting at Southern Pines, referred to the contribution of good men Moore county has supplied the State and Nation, and among the rest Frank Page, the good roads man of North Carolina. The subject of good roads had come up and the Judge said that when he left the legislature it was with the decided determination never to refuse to help in the building of a good road any place, but to help to build a good road wherever the chance offered, and he believed in a double road, or two roads, or more roads any place, and that experience had shown that all the argument is in favor of more roads all the time.

He talked a little about the attitude of the Kiwanis clubs, which is to build, and was emphatic in his approval of creative suggestion. He did not take kindly to the destructive criticism which he says is far too prevalent in this as well as other states, and he figures that about 99 kickers and critics are to be found for every helpful creator and builder.

The question of the double road between Southern Pines and Pinehurst was up again for some discussion, and next Wednesday was appointed for a debate on the matter. Ed McKeithen and Gordon Cameron are to head the opposing factions, and it is expected that they will try out most of the argument that is to be heard for either side. Talbot Johnson is preparing a brief to submit to the Highway Commission on the subject.

Gordon Cameron and Dr. Medlin, who were delegates to the international meeting of the clubs at Memphis made a report on their journey, and it is needless to say they came home much pleased with the trip. It was so alluring that they have awakened Frank Buchan's interest in the meeting next year and when some of the gathering told Frank he would have to sing for the club if he wanted to go to Seattle next summer he sang like a nightingale. He made a hit, and scored some on next year's trip.

## BOLL WEEVIL BACK ON JOB

Appears in Robeson and Scotland Counties, Reports Official of Aberdeen.

Boll weevils are now being found in some numbers on cotton in Robeson and Scotland counties, according to J. A. Harris, in charge of the State agricultural department's laboratory at Aberdeen. He reports finding them at the rate of 100 to 200 per acre as early as June 6, which was a week earlier than they were found a year ago. He states that the weevils are now in the bud of the young cotton plants and that some of the farmers are preparing to dust their cotton with calcium arsenate in the hope of poisoning the weevils before the squares are large enough for them to breed their first generation.

According to Entomologist Harris, the winter survival has been rather heavy. He looks for a weevil year on cotton if the summer weather is favorable to their increase.

In addition to looking out for the boll weevil Mr. Harris represents the State department of Agriculture in assisting the peach growers to spray and dust their trees for the suppression of the curculio.

Over 500 club boys and girls are expected to attend the annual club short course at State College July 11 to 16.

## MOORE COUNTY FARM NOTES

Now Is the Time to Make Preparation If you Intend to Have Alfalfa This Fall.

Preparation of Land for Alfalfa. If you want to be sure of success with alfalfa this fall or next spring, then begin to make preparation for it now. Nothing but good land should be planted in alfalfa and this should have been well prepared well in advance. Grass and weeds are two of the worst enemies that alfalfa has. By planting the land in cow peas or soy beans a good portion of the grass seed and the weeds will be destroyed. In addition to this you will get the land in fine chemical and mechanical condition by turning under one of the above named crops before planting time. Time must not be overlooked in making preparation for the crop. On the heavier types of soil an application of not less than three tons should be made. On the sandy soil we can get by with a good bit less lime, but alfalfa on the sandy soil especially is not recommended as being very profitable. It can be grown all right but is better adapted to the heavier types of soil, particularly the Davidson found around the Horse Shoe and also around Haw Branch. The land must be well prepared and well drained. It should be worked to a fine condition for three or four inches and sub-soiled if possible. After this has been done the land should be kept harrowed as often as possible until the seed are planted. Do not be afraid to put on plenty of fertilizer and one that contains a good bit of potash.

Sowing should be made in September if possible and not later than November 15th at the latest. If it is impossible to get this done then a spring sowing can be made after the danger of frost is over. Fall sown alfalfa has two advantages over spring sowing; it generally yields one more cutting the first year and one of the greatest advantages is that it has a start on the weeds and grass when they get up in the spring.

In fall sowing be sure to put out at least 25 pounds of seed per acre and 30 pounds is still better. This will allow for a little winter killing and still leave plenty in the soil for a good stand. For spring sowing a little less seed per acre can be used and still assure a good stand.

An acre of alfalfa if well seeded and conditions are favorable should yield not less than three to four good cuttings in one year.

Alfalfa as a cash crop competes very favorably in many respects with cotton, and as a hay crop it can hardly be beaten. It is almost corn and roughage too.

The following are ten points well worth remembering:

1. Only good farmers should plant alfalfa.
2. Plant only on good land.
3. Turn under a pea or bean crop if possible.
4. Harrow often after land is turned.
5. Apply 2 to 4 tons of ground lime stone per acre.
6. Make a good application of fertilizer.
7. Be sure to inoculate the seed.
8. Plant at least 25 pounds good seed per acre.
9. Plant preferably in September when the ground is moist.
10. Cover lightly.

### Treating Poultry for Lice.

Recently there has been some complaint about lice on poultry. A hen when covered with lice is not very profitable as a layer and for small biddies it is almost sure death. One of the best methods, especially during the summer months is to dip the flock and then spray out the houses. For dipping the hens use 1 ounce of Sodium Fluoride to each gallon of water. With the right hand grasp the hen by her wrings and dip her

(Please turn to page 5)