

Weymouth Heights to Expand Southward to Bethesda Road

Roadways and Building Sites for Development Are Now Being Laid Out

PARK AMONG PROJECTS

By Bion H. Butler

James P. Swett has for the past few weeks been working on a survey of another tract of land that is to be added to the Weymouth Heights plan of building sites. As soon as he completes the contour survey A. B. Yeomans will take the maps and determine the location of roads and drives through the property and the boundaries of the building tracts. This will be done with Mr. Yeomans' skillful and careful study, and when completed the ground will be ready for buyers. The territory includes all of the Weymouth holdings south of Massachusetts avenue to the Bethesda road, not quite to the Duncan Shaw old home, and to the Arbutus road which goes down the hill from the Olmstead house to the Lemons place on the Bethesda road. It will be an extension of the lot plan from the McKinney and Merrill homes, and will take everything west of the Bethesda road between Arbutus road and Massachusetts avenue.

The expansion of the Weymouth Heights development required further lots for builders and buyers, and this subdivision will offer some of the most interesting sites on the ridge. The ground is broken by a number of steep declivities, the McKinney house and the Merrill site showing these steep to advantage, and Mr. Swett and Mr. Yeomans will bring out to the best advantage these little mountains. This will bring the frontier of the Weymouth addition to Southern Pines to the Watch Hill pack house and to Mr. Lemon's home. Plans for the new tract will probably include a park site in the area, water, lights and telephones, cross roads and drives that will traverse the hills and valleys to the best advantage, and anything that Mr. Yeomans can do to bring out the unusual features of the land.

Alluring Neighborhood

At the Bethesda road the wide sweep of the Weymouth land ceases. The Lemons holdings is there encountered, and the Maples lands and those now owned by Hyde, Tompkins, Wadsworth, and that group of recent buyers who have in the last two or three years picked up a lot of acreage from the Bethesda road out toward Fort Bragg. North of the Lemons land the Weymouth property embraces some fine territory on the same interesting hills with similar pine covered foliage, but it is not so far out to the east until the dead wall of the Fort Bragg boundary shuts off further expansion in that direction. Beyond the new subdivision is an attractive surrounding. The old Shaw farm and home afford some breaks in the forest, and all about the old farm are continuous pine forests, clean and inviting. A more alluring neighborhood is hard to find any place, and it is beyond dispute that the man who secures a bit of this land is establishing himself for the future.

When the break over the ridge gets a little more headway with a few new houses that are soon to come, that outlook to the rising sun is going to develop into one of the most romantic parts of the Sandhills. And just next door to the Country club, just beyond the Highland Pines Inn, just outside of the present limits of the village of Southern Pines, although not outside for long, for the boundary will gradually go to the Bethesda road, it will not take a great while to dot that eastern slope with the same kind of admirable homes that are now on the summit and on the first drop of the ground to the east.

Verner Reed's Team Wins Polo Match

Six Chukker Challenge Match Ends in Defeat of Sandhills by Visitors.

Four selected poloists at Pinehurst teamed up in a six-chukker challenge match against Sandhills Polo team, runner-up North Carolina champions Wednesday. Captain of the visitors at No. 1, Verner Z. Reed, of Brookville, L. I., scored three goals, his team winning a close battle by 7 goals to 6. James W. Tufts, of Pinehurst, and Capt. W. W. Cowgill, of Pittsburgh, each with two goals, headed the score for Sandhills.

Gaston County farmers plan to have home gardens on nearly all farms in the county this year.

One shipment of 1,500 pounds of sweet clover seed has been received by farmers of Anson County.

THE "WHOOPEE" MINSTRELS

Several musical members are being added to the "Whoopie Minstrels" to be given March 8, at the Carolina Theatre, Southern Pines, by Alpha Lodge 182, I. O. O. F. These added attractions by talented musicians of the non-professional groups, will be greatly appreciated by the music lovers, as well as those who like comedy in its highest vein. Tickets will soon be on sale.

Southern's Corn Cup

Chas. N. Long of Bremen, Ga., Haralson county corn grower, who was awarded the Southern Railway System's crop cup as the producer of the best ten ears of corn in the South in 1928, received the handsome trophy from the hand of Governor L. G. Hardman, of Georgia in the executive offices in the State Capitol on Thursday, January 31st.

The cup will remain in the possession of Mr. Long until the winner of the 1929 competition is announced and his name will be engraved on it along with those of Willie Pat Boland of Newberry, S. C., winner in 1925, James A. Patterson of China Grove, N. C., 1926, and Dan Bickley of Armo, S. C., 1927.

Automobiles Late in Coming to Sandhills Due to Poor Roads

Mule Cars from Southern Pines to Pinehurst Ousted by Wood Burning Engine.

THREE DAYS TO RALEIGH.

We were invited to fly up to Chapel Hill the other day in Lloyd Yost's monoplane and unfortunately we were unable to make the trip, but it set us to thinking of the progress in transportation made in the Sandhills just since the beginning of the century.

In the early days when people came to Pinehurst they left the train at Southern Pines and climbed into a street car that awaited them at the station. When all the bags had been distributed and the passengers crowded into their seats the driver cracked his whip and the old mule shoved off lazily on his long trip to Pinehurst, for there was no electricity in the Sandhills in those days and mule power took its place. There is not now a trace even of the old tracks that connected the two villages and the

cars were sold when the line was abandoned.

A little later when it was decided to run a train from Southern Pines to Pinehurst, coal was too expensive a proposition for these parts and the power was wood. A special car was carried for the logs, but so much was needed to pull the load up the hill that wood piles were stationed along the route and stops were made for refueling.

Five Days from Washington.

It is rather uncertain who had the first automobile in the Sandhills and many claim the honor, but at any rate progress along those lines was hard because of the poor roads. When the Hurds made their first trip by motor to the Sandhills it took them five days to come from Washington and that was a feat of recklessness to be exclaimed at. They were pulled out of the mud eight times in Virginia and a few times in North Carolina. Sometimes they would have to be pulled behind a horse for several miles for fear of skidding off the slippery roads. Leonard Tufts didn't care to break his neck by trying for such speed so his trip to Raleigh in an automobile was a leisurely one, taking all of three

days. His first night's stop was in Sanford.

To speak of the Hurds' trip with bated breath sounds ridiculous, but when one considers that on the roads of those days one was doing well to average four or five miles an hour, the story takes on a different aspect. Often the highways were only a pair of wagon tracks, so overhung with branches and growing things that a new car was soon scratched and dilapidated. There was rarely room for more than one vehicle and often no bridges. The stream that crosses the old road to Southern Pines had to be forded by horses and was impassable to cars. When traveling an unfamiliar road the driver sometimes had to back up a full half mile before finding a place to turn around and then start out on his trip all over again, making a lengthy detour. No wonder people thought that automobiles were only a fad. In this section at least it was much easier and much quicker to use good old Dobbin.

The Blow-out Age.

Another of the many hazards to be met was that of a blow-out. At that time there were no repair stations and one patched one's tubes himself, a difficult job of some hours' duration

for after the place was mended it took an hour or more for the glue to dry. A length of rope was always carried to wind around the rim instead of a tire in case the repair equipment had been forgotten or the men of the party did not want to take the time or the energy to do the job.

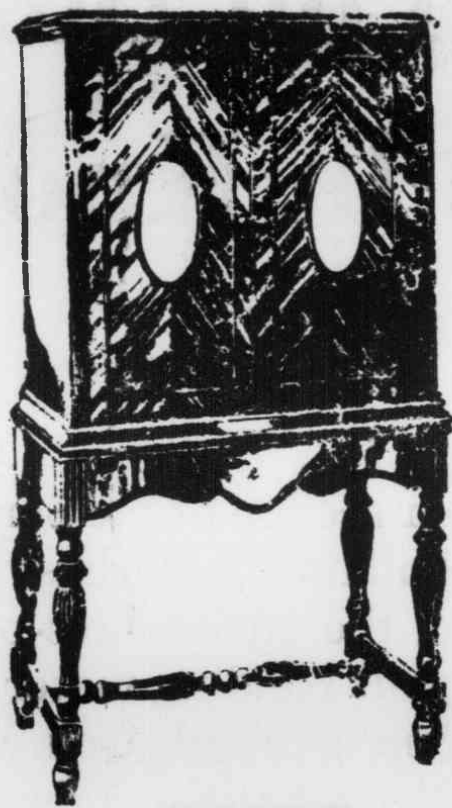
And now look at the place! There is a continuous stream of automobiles between Southern Pines and Pinehurst. On Saturday afternoons and evenings one's life is in danger in the Market Square. There is no doubt that many of the negroes find motoring just as much of an adventure as these pioneers, because of their uncertain means of conveyance, but for most people such mishaps and obstacles are a thing of the past and the automobile has become a necessity, fast relegating the horse to the realm of luxuries. And as for flying—well Lloyd Yost never thinks of making a trip by automobile or train and there are a good many others to whom the aeroplane has become just as much of a habit.

No domestic science course is necessary to enable a girl to make a traffic jam.—Florence Herald.

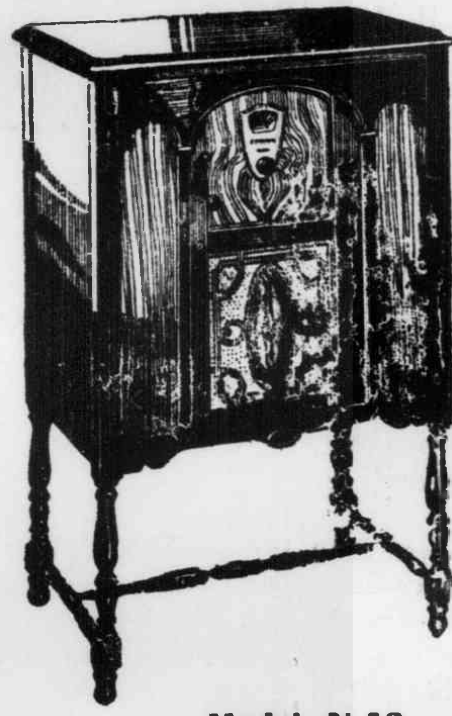
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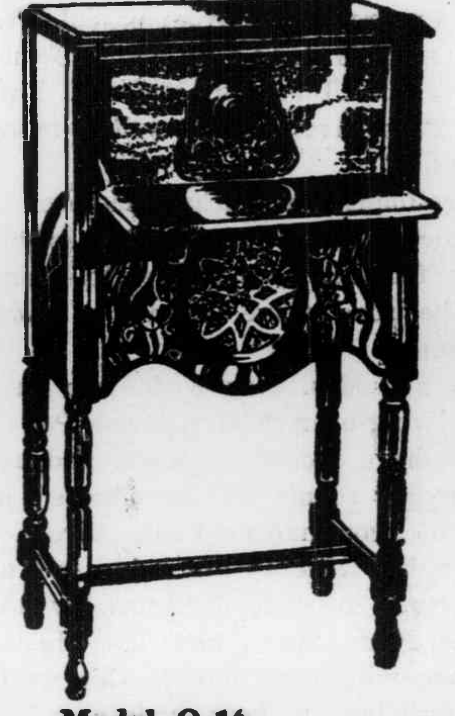
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MODEL N-12. Handsome console of selected walnut. Illuminated dial, built-in Peerless DYNAMIC Speaker, UX 250 Super-power Amplifying Tube.

MODEL QD-16. Charming desk-type console with exquisite walnut finish. Illuminated dial. The only all-electric receiver using both the new UX 222 Shielded Grid Tube and built-in full DYNAMIC Speaker.

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