

U. S. 1 Highway Starts Campaign For Safety

Organization Wants Four-Lane Roadway Entire Distance From Maine to Florida

Alarmed at the national increase in automobile fatalities and injuries and determined to make U. S. No. 1 a leader in a great safety movement, officials of the U. S. No.1 Highway Association met recently and resolved to make their highway the safest in America.

This highway, America's first, all-paved, North-South route and today the only continuous Maine-to-Florida road, has already taken steps in making its lanes safe. It possesses more three- and four-lane road today than any other North-South route. With this wonderful background the association will open a campaign to make the entire route of extra lanes. The aim is for four-lane-highways with a center spread of grass dividing the lines of traffic.

It is the hope of the officials of the wide-awake U. S. No.1 Highway association to lessen the fast-increasing number of accidents along American highways. The association has assumed the role as leader in this humanitarian movement. The officials, representing every state from Maine to Florida along U. S. No.1, have already begun their job of getting public leaders interested in this safety movement. Scientific studies have shown that extra-lane, high speed highways are a leading immediate solution to the problem.

U. S. Highway Association consists of members of civic and business organizations in the points along the highway which runs through Boston, New York, Washington, Richmond, Raleigh, Augusta, Jacksonville and Miami. The executive meeting was attended by association directors and state vice-presidents.

A Golfing Scene at the Southern Pines Country Club



A Former National Champion, Helen Hicks, is Putting on the 18th Green in the Finals of the Annual Women's Mid-South Tournament, Held on this Course Each Spring.

FISH HATCHERY LARGEST OF KIND IN UNITED STATES

The 60,000-acre Sandhills land demonstration project of the Resettlement Administration near Southern Pines, will have the largest fish hatchery in the United States for the breeding of bass, braem and crappie when completed. The plant, already in partial use, is to have twenty one-acre breeding ponds, fed from McKinney Lake, for which a new earth and concrete dam has been built.

The game of roque is popular in Southern Pines and the Men's Club maintains two courts which are available for visiting enthusiasts of this sport.

THREE SANDHILLS ROADS FEATURE LOCAL HISTORY

Only Sections of Yadkin, Pee Dee and Morganton Remain in Use Today

TWO WERE INDIAN TRAILS

(Continued from page 1) house, then the McMillen plantation beside a noted spring, once an Indian camp site, and for years a welcome resting place for travelers.

There the road turned to the right, crossed the ford of Joe's Fork, then the approximate line of U. S. route number 311 to Candor and on through Gap.

Another road, not as ancient as the Yadkin or the Pee Dee, of which a part is still in use, was the so-called "Seal's Road", named for Justice William Seals and ordered laid out by the May term, 1785, Moore county court. The stretch from the Midland to the Airport and to Lakeview follows for the most part the lines of the old road.

The Pee Dee Road

Other settlers, principally Scotch, entering the port of Charleston or Georgetown, and making their way to the present Cheraw, S. C. turned the Virginia trace of the Indians to a road through Richmond county into the present Moore county, crossing the Yadkin road on the ridge-top west of Southern Pines, and on to Avent's ferry over the Cape Fear River, and to Raleigh. Down this road during the Civil War went many a wagon-load of corn and meal transported by the local folks for the troops in South Carolina.

The Pee Dee trace entered Richmond county at the Grassy Island fords of the Pee Dee River, wound through that county to the Coleman homestead, located near the present Mossygl lake, and then to the crossing of Drowning Creek where Coleman, noted as one of our first road builders, had constructed a bridge over that stream. For many years this was known as Coleman's bridge, then as Graham's, then as Blue's. From this river crossing the road ran almost in a straight line to the present Bethesda Church, then to the ford of Hector's creek, later Ray's, and now known as Powell's pond, whence the road wound to the present Shaw house and then through Jimtown to Mill creek where it crossed another ford now submerged beneath the Southern Pines water supply pond; thence on to Eureka, Union Church, Jonesboro to Raleigh, all of this road from Bethesda to the Midland Road, and from the Southern Pines-

Carthage road to Eureka is still in use.

In the minutes of the County court for the recently formed County of Moore, is an order dated May term, 1785, directing Duncan Patterson to be overseer of the road from Cole's bridge to the Adkin (Yadkin) road, hands to be Hugh McDonald, Peter Blew, Donald Patterson, John McLoud, Norman McLoud (McLeod), Archibald Black, Hector McNeill, James Ray, John Patterson. The Pattersons all lived on or near the site of Bethesda Church, Peter Blue and Hugh McDonald south of the Patterson, and nearer the bridge; Hector McNeill on the site of Pine Crest sanitarium; Archibald Black near the present forestry fire tower; James Ray near Hector's creek. It is scarcely necessary to state that the "hands" were farm or plantation owners and used their employees, or slaves for maintenance or roads.

The Old Morganton Road

Frequent reference is found in old deeds and surveys, and in newer designations of township lines to the "Old Morganton Road" and in Southern Pines some traces of this old highway from Fayetteville to the mountains still remain, but save for a few yards here and there it is no longer passable for any wheeled traffic; newer roads have taken its place and stranger vehicles supplanted the patient ox and fractious mule. Perhaps the wraiths of olden time linger in the silvery ribbon of the old road where it enters the sombre woodland, or crosses the ancient fords, creaking wains full loaded with hides, or caravans of tobacco hogsheads, troopers in blue or gray, or the hurrying carrier of the mail.

To relieve the ancient Yadkin road and to facilitate the carriage of raw material into Fayetteville, and the return transportation of such commodities as the outlying settlers could purchase in that metropolis, the General Assembly of North Carolina just 119 years ago passed an act calling for the construction of the first state road through the Sandhills. Tradition has it that this was a military road. Surely its surveyors laid its course as straight for the mountains as their somewhat inadequate knowledge of bridge building permitted.

Chapter XXX of the Laws of North Carolina, 1817, provided for a road from Fayetteville to Morganton, to be laid out along the most convenient route. A supplementary act in the following year authorized the appointment of commissioners to survey the road from Morganton to the line of Tennessee near Yellow Mountain, and chapter LV authorizes the overseers in Moore county to draft the inhabitants within three miles, and those of Cumberland county living (Please turn to page 7)

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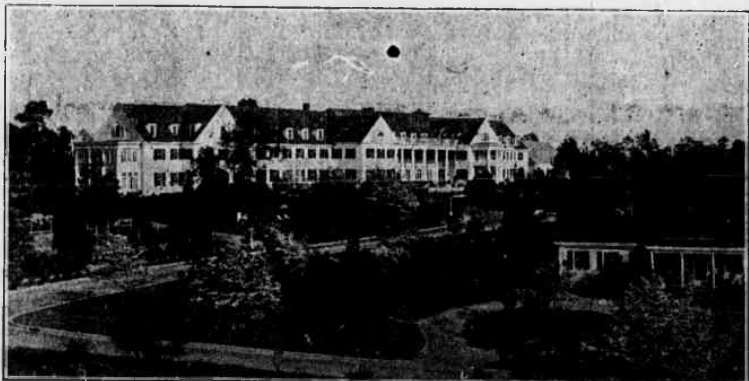
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