

A SUGGESTED CAROLINA TOUR

By Lawrence S. Holt, Jr. in Carolina Notes.

During a motor trip experience covering a number of years and a greater number of states one notable difference between North Carolina and other states has impressed me. This difference is the relative ease with which information regarding roads, towns, objects of interest, or historic interest, and the like are obtainable in most parts of North Carolina. It is not the corresponding difficulty of obtaining such information in our own State.

One of the chief objects of the Carolina Motor Club is the dissemination of full and accurate information about the roads of the state so that any motorist or visitor will be able to do his motoring with a maximum of pleasure and advantage and a minimum of delay and annoyance. It should further be its aim to guide the tourist along roads which will bring him in contact with the best we have to offer in scenery, industry, agriculture, historical interest and the like and if this can be done we are confident that any motorist will depart with the recollection of his trip pleasantly occupied and mind filled with unsuspected facts regarding the old North State.

To reach every part of our state is an undertaking which will require years of the average man's spare and vacation time. The improvements of our bonded state Highway Commission have made it much easier and quicker of accomplishment, but even after the state has millions are all converted into roads most of us will have to admit that we have not yet seen a large portion of the net work which will cover the State. It is my purpose to outline briefly a tour which can be taken in a week and which will take the motorist through some of the fertile agricultural lands, the most beautiful scenery, and some of the best historical spots which we have. It is my intention to give an outline of such a tour as it is now, and which one should see to know North Carolina properly, but it does not follow a cross section of the state which will be extremely interesting to any stranger visiting here to become familiarly acquainted with the state, and let us hope encourage him to extend his travels to include other sections which are not touched by this tour because they are too distant or too inaccessible to be visited without duplication of routes or excessive mileage.

Naturally, this tour should start at Raleigh, our historical and beloved capital. Its sites and attractions alone would repay a visit to the state and are too well known to enumerate. From Raleigh Route 10 takes us to Durham, being "Renowned the world around," as its slogan states. Here one sees side by side leading examples of three of the state's industries, cotton, tobacco and hosiery—manufacturing with Trinity College overlooking the religious and cultural side of life. At the top of twelve miles brings us to Chapel Hill, the oldest state University of the Union now re-born and adding new brilliance to its name of old. From Durham westward by historic Hillsboro and on through busy Alamance with its Battle of Regulators, the first armed and organized resistance to British injustice and tyranny and Elon College rising Phoenix like from its ashes to Greensboro, home of many big industries and educational institutions an important insurance center, with the famous Guilford Battleground nearby. Leaving Route 10, we go on to Winston-Salem, the State's largest city with its Moravian memories, its diversified industries of furniture, rubber tires, wagons, hosiery, underwear and cotton manufacturing, all overshadowed by its enormous tobacco plants. Then thru the rich fields and valleys of Forsyth, Yadkin and Wilkes County to North Wilkesboro, the beginning of the Boone Trail and the center of a large and increasing fruit culture. From North Wilkesboro following the Boone Trail, to the town which bears the name of that hardy pioneer, the Seat of the Appalachian Training School and the gateway to Northeastern Tennessee. From Boone to Blowing Rock, unsurpassed by altitude and scenery by any resort east of the Rockies, where raindrops falling on the same acre go different ways North to join the waters of the Ohio West to the Tennessee and South to the Yadkin. Down the mountain to Lenoir and on across the Catawba to Hickory where Route 10 is again picked up and followed west to Valdese, the quaint and thriving settlement of a hardy persecuted European race, to Morganton which at one time extended to the Mississippi river and is the mother of all Western North Carolina with the all of The State of Tennessee thrown in. Next comes the largest expanse of water which this tour reaches, Lake James, better known as Bridgewater

to thousands of enthusiastic fishermen, the back log of hydro-electric power which keeps the wheels of industry turning in the Carolinas regardless of coal strikes and droughts, whose blue waters reflect the outlines of Sherriff, Table Rock and Hawk's Hill and whose six thousand feet of area absorb all mountain freshets and floods, thus tempering the lower reaches of the river from any repetition of the disastrous flood of 1916. On through Marion and Old Fort, passed Andrews Geyser and over Swainson's Leap and along the beautiful Swainson Valley with its religious and recreational centers of Ketchikan, Montreat and Blue Ridge, using a day to motor to the top of Mount Mitchell, the highest elevation east of the Rockies and on into Asheville. While Asheville is selected as the western terminus of this tour, it is unthinkable that any motorist would not avail himself of the opportunity to take several of the many motor trips of which Asheville is the center. Down the French Broad to Marshall and Hot Springs, through Pisgah National Forest and to the summit of Mount Smith itself, up the French Broad to Beever the Sapphire country, Caesar's head and highlands and Westway to Waynesville past Balsam, the highest railroad station east of the Mississippi, and on to Bryson City. These are only a few of the wonderful trips that can be taken from Asheville.

At Asheville we turn eastward along Route 20 through Hickory, Nut Creek, Bat Cave, and Chimney Rock, down the fertile valley of Broad River to Rutherfordville and Shelby. Next come to see the peaks of Fats Mountain on whose summit was fought one of the decisive battles of the Revolution. We are now in the heart of the cotton mill section which centers about Gastonia the manufacturing marvels, where mills spring up like magic and which may be truly said to dominate the fire and iron market of the United States. From there to Charlotte is an almost unbroken stretch of cotton mills with its villages of attractive cottages, schools and churches. At Charlotte, trading on Winston-Salem, lies the home of the State's largest city. We are in the midst of Revolutionary landmarks, the Hermit's Nest of Cornwallis, the home of the Rocking declaration of Independence, antedating the Emancipation document by more than a year, the hydro-electric center of the South with important manufacturing interests and a tremendous jobbing and distributing business. Concord comes next with its shady streets and many mills and further on is Kannapolis, which furnishes towels and bath mats to half the nation. Salisbury is soon reached and passing Spence, and its huge railroad shops we cross the Yadkin. Lexington next claims our attention and Thomasville the chain town, providing mats for the mighty and lowly as well. Just beyond is High Point with its silk and hosiery mills and hosiery furniture factories and the corner Greensboro, completing the western loop of our trip.

From Greensboro we go directly South to Ashboro through the sand hills of Montgomery and Moore counties where land which was considered worthless a few years ago is now eagerly purchased at \$300 to \$500 an acre, where peach orchards stretch for mile after mile whose blossoms every year attract lovers of the beautiful from hundreds of miles away. Next comes Pinehurst with its wonderful climate, probably the greatest golf center in this country, where during the season private cars are parked like automobiles. At Aberdeen we turn northward through Southern Pines, Sanford and Cary, traversing fields of cotton and reach Raleigh, our starting point.

This tour as outlined covers approximately seven hundred miles and can be taken with comfort in a week, although a greater time should be allotted to it. Being shaped roughly like a figure eight with Raleigh and Asheville at its eastern and western extremities and Greensboro at its center, it permits of many variations of order in which one may go and if there is not time for the whole circuit either loop may be taken independently, leaving the other for a

more convenient season. One particular advantage is the facility with which some part of this tour can be reached from every section of the surrounding states. From the north it is approached from Richmond by Oxford and Henderson, from Danville by Rockville and from Roanoke by Lenoirville and Madison. From the west by Hot Springs and Marshall, and from the south there is a wide choice, from Spartanburg and Greenville, converging at Hendersonville and by Blacksburg to Charlotte and further east by Rockingham to the Pinehurst section. A great many tourists bound for Florida resorts from the north cross the state in the most direct way and see only that part of it on the bee line. With proper advertising a large part of them could be induced to take all or a part of this tour en route to or from Florida. An ideal way for the northern tourist to combine the Carolina tour with his trip to Florida would be to tap at Raleigh or Durham, going west to Winston-Salem, Blowing Rock and Asheville and back to Charlotte, then continuing south. Returning northward, he could take it at Charlotte and finish the eastern part by Greensboro, Pinehurst and Raleigh, going on to Oxford and Richmond. Thus two or three days more en route each way would enable him to see much of the best our State has to offer. Another great advantage is that this tour would be served by the best hotels in the State, a factor of utmost importance. The tourist is assured of a good modern hotel at the end of each day's run.

If the tour as outlined could be attractively and properly described in a booklet with maps, photographs, mileage tables, road directions and lists of accredited hotels, and garages, and this booklet given a wide circulation throughout the country, being furnished for free distribution to prominent hotels, tourists, agencies, railroad ticket offices and the like, the result would be the stimu-

lation of interest in our State to a degree which is difficult to estimate. Such methods have been used for many years by New England and other parts of the country with great success and the present popularity of New England resorts is in no small degree due to the widespread publicity given them by the Ideal Tour originally organized by a few fastidious hotel men and so cleverly and persistently advertised that today it is well known throughout the world. The Carolina Motor Club has the opportunity of placing the Carolina tour on the map alongside the Ideal Tour. We have the climate, the scenery, the roads, the hotels, and the objects of interest to make this the equal of any tour in America and can challenge comparison, mile for mile, day for day, and dollar for dollar with the Ideal tour or any other tour in the country. Shall we neglect this opportunity and continue our present methods of advertising in a small and unrelated way, isolated sections and objects, or shall we combine in exploiting this comprehensive unit thereby bringing benefits to our whole State. It is up to us.

MAKE IT NATION WIDE

Daily we read of grade crossing accidents with the inevitable death toll. Warning devices, gates, flagmen and even approaching trains which are in plain sight fail to deter many drivers in their mad attempts to cross the tracks without hesitating a few seconds.

In their determination to eliminate railroad crossing accidents the cities of North Chicago, Illinois, and Waukegan, Wisconsin, have passed ordinances which provide that all vehicles, automobiles, trucks and other conveyances propelled by animal or motor power and used in and upon the streets and public highways within the city limits, shall when approaching a railway crossing, be brought to a full stop ten feet therefrom and the driver ascertain if the way is clear before proceeding to cross.

Penalty for violating the ordinance is a fine of not less than five nor more than two hundred dollars for each offense.

The state of North Carolina has instituted a law similar to this.

Similar ordinances or state laws throughout the country would reduce the grade crossing death toll which runs between ten thousand and fifteen thousand persons annually.

Such a law which saves life would be, instead of a expense to the taxpayers, a money maker for fines collected for law breaking.

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TO THE PRODUCERS Of Guilford, Davie, Ashe, Yadkin, Wilkes, Surry, Rockingham, Stokes, Alleghany, Watauga, and Davidson Counties, we are offering special premiums, open to you.

EDUCATIONAL DAY—FRIDAY OCTOBER 5th, 1923. All White Pupils attending or Will Attend Public Schools of Guilford, Davie, Ashe, Yadkin, Wilkes, Surry, Rockingham, Stokes, Alleghany, Watauga, Davidson, and Forsyth Counties admitted to the FAIR FRIDAY OCT. 5, 1923 FREE.

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