

Jackson County Journal

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Come again, Governor.

The voters in Waynesville found a way to have a central high school.

Of course Governor Morrison felt fifty per cent better after spending a few days in upper Jackson county, anybody would.

Maxwell says he is standing on his charges, and here we were thinking that Governor Morrison had already put his foot down on 'em.

The state is spending approximately \$500,000 building up the Cullowhee Normal and Industrial School, more than the state university was accustomed to get in the not so distant past. A hard-surfaced road to the school is very greatly needed.

If the modern tax-dodger were forced to fork over as much as one tenth of all he had made, every week, for the support of the church and civil governments, he would have less confidence in the law of Moses than most of them now profess to have.

According to statistics published by the University News Letter, we pay but \$8.41 tax per each in Jackson county. In Wilson they pay \$16.10, while in Alleghany they only pay \$3.58. Jackson is 38th in the list of counties of the state, Swain 16th, and Haywood 81st. In 37 counties in the state more taxes per capita is levied and collected than in Jackson, while in 62 counties less is paid per capita. At that \$8.41 a head a year is mighty little to pay for roads, schools, the care of the poor, the maintenance of the state and county governments, and all other purposes.

WHAT THE STATE NEEDS IN JACKSON

Either fortunately or unfortunately for this county (we have been unable to decide which) there is a longer mileage of state highway to be constructed in Jackson than most of the counties of the state.

At present the grading is completed from Sylva to Balsam on Highway No. 10, and most of the surfacing with gravel is done on that road. Constructed and under construction is the concrete road, a continuation of No. 10, from Sylva to Dillsboro. There is under construction the continuation of the road from Dillsboro to the Swain county line, the contract for that link calling for a surface of water-bound macadam, which is considered the best type of class B roads. The contract is let and the grading has been for some time under way on the road from Dillsboro to Franklin, the present contract calling for grading only. The construction is under way on the road from Tuckaseegee to Glenville, the contract calling for water-bound macadam surface.

As this paper sees it, the building of the state roads through the counties is not a question, so much of what the counties, individually, need; but of what the state needs in the counties.

The state needs in Jackson county the No. 10 highway, from Sylva to Balsam, surfaced with concrete or other permanent material. It needs the road from Dillsboro to Franklin surfaced with concrete, water-bound macadam, or other permanent material. It needs the road from Sylva to the Cullowhee Normal and Industrial School, the only great state institution west of the Blue Ridge, hard-surfaced. It needs the continuation of the same road from Cullowhee to Tuckaseegee, graded and surfaced. It needs the road constructed from Glenville to Cashiers' Valley. It needs the road constructed from Sapphire via Lake Fairfield and Cashiers' Valley to the Macon county line.

That looks like a large requisition, but it is undeniable that each and every of these projects, all of which are on the map for construction, is of great importance to the state, and that they form vital links in the great state system of highways of importance not only to Jackson county, but to the entire state, furnishing outlets in various directions. These are matters that are by no means of only local importance. They are not local questions. The state system of roads in Western North Carolina is weakened so long as they are not constructed. The people of Buncombe, Henderson, Haywood, Transylvania, Macon, Swain, Cherokee, Clay, Graham, of Georgia, South Carolina, Eastern North Carolina, Tennessee, the middle west and the far south are interested in them almost as much as the people of this county, because of their strategic location on the road map.

This paper realizes what the state highway commission had to go up against in constructing the roads in the mountains, and in Jackson county where there had been but little construction work done on any of the main highways. We realize that a large amount of work has been done; but we also are impressed with the imperative necessity of carrying on until the weak links are connected up.

The gravel surface on No. 10 from Sylva to Waynesville was not intended to be and is not permanent in character. The grading only on the Savannah road was not intended to be and is not as good a road, by far, as is needed. The link under construction from Tuckaseegee to Glenville is over the worst part of that road and the highway commission very wisely began its construction first, but to make it as useful as it should be the road will have to be constructed to Tuckaseegee from Cullowhee, and surfaced from Cullowhee to Sylva, where it connects with No. 10.

We believe that Mr. Stikeleather, our highway commissioner, sees and knows these things, and we further believe that if it were possible to impress upon the chairman, Mr. Page, the members of the commission from the central part of the state, and the people of Central North Carolina generally, the dire need for these things that they would be done and done quickly.

This is not written in a spirit of criticism, but is, as we see it, a frank, honest, and absolutely true statement of the state's needs in road construction in Jackson county.

It will cost approximately \$750,000 to pay for the work that has been done and is now under contract. It will cost some more hundreds of thousands to finish the job, that must be done in this county; but it will be worth many times what it will cost to the state.

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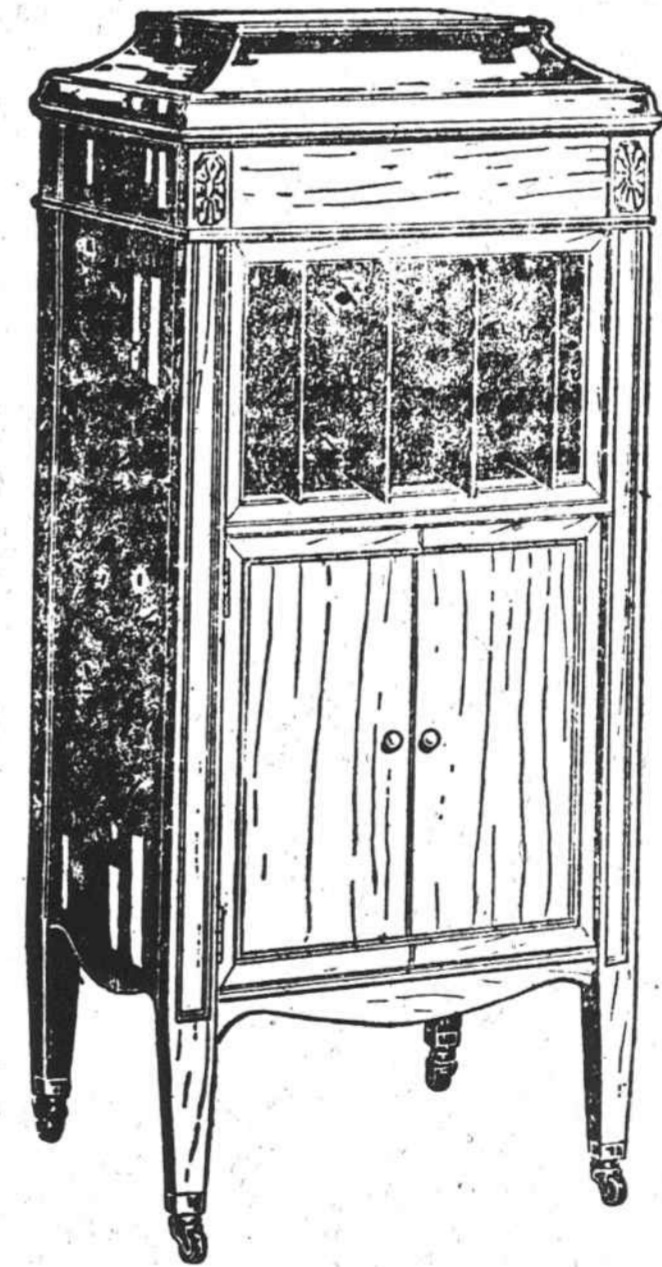
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