

Route of the Scenic Parkway



Parkway Will Be Highest Road In East, Averaging 2,500 Feet Elevation

This is the first of a series of articles regarding the Parkway which will follow from time to time. Any information desired may be had by writing Mr. Abbott at the Va. ...

By Stanley W. Abbott.

Shenandoah-Great Smoky Mountains National Parkway now being planned by the National Government through the Blue Ridge mountains is being built as the most important public improvement since railroad days in the growth of Western North Carolina. Five hundred miles in length and traversing Virginia as well as this State, the Parkway is one of the longest to be spanned as a single unit in American road-building history. It will also be the highest road in the East, averaging 2,500 feet and climbing in several sections higher than one above sea level. The federal program under P. W. A. is estimated to cost in the twenty millions and will include the development of wayside recreation in addition to a parkway drive connecting the Shenandoah and the Great Smoky Mountains National Parks. These superbly wild areas have been set aside for conservation and are now being developed with appropriate road systems and recreation features. Although they are relatively young members of the National family, these parks already attract thousands of tourists each year from all states of the country. It is proposed not only to make them more accessible by the new road, but to create the parkway in such a manner as to be in itself an alluring invitation to the vacationer.

It should be unnecessary to point out the recreational value of the Appalachians to its close neighbors, the Carolina-Virginia mountains in their variety and in their forest-clad friendliness call forth high praise from the most casual observer. To assure for all time and all people this great recreation resource, the most important aspect of the National project is that it will provide a

"parkway" as contra-distinguished from the ordinary commercial highway (with which the American tourist is all too familiar).

The parkway idea is a relatively new and a highly specialized solution for the traffic problem. It may be defined briefly as a road devoted to recreation and located within an "elongated park." Parkways have been developed in suburban regions near New York City and in the case of the Mt. Vernon Memorial Drive near Washington. The worth-while-ness of this type of drive in the suburban plan has been amply demonstrated not only as a benefit to public recreation, but as the most efficient solution yet devised for safe and rapid movement of passenger cars. These parkways, however, can hardly be pointed to as true prototypes for the park-to-park program. This project is a pioneer type by which the national government seeks to meet on a broad scale of interstate planning the ever-increasing demand of the vacation tourist. Probably no scenic parkway in the world approaches the magnitude of this conception.

Technicians recognize three elements of great importance distinguishing the parkway from the common road: first sufficient width of park land to provide a protective "buffer" on both sides of the paved motorway, excluding private frontage and giving opportunity for extensive roadside beautification; second, the elimination of principal road crossings, by means of bridges over or under the parkway; and, finally, the spacing of access roadways at infrequent intervals to minimize the friction with the main traffic stream. Of these principles, that of the broad insulating park strip is considered of greatest importance in the case of Shenandoah-Great Smoky Mountains Parkway, predicated as it is on scenic values. The control will eliminate the parasite and unsightly border development of the hot-dog stand, the gasoline shack and the billboard. It will make possible the preservation of unspoiled natural surroundings. The parkway, including its structures, will be characterized by simplicity and informality, being designed to harmonize with this natural environment.

The roadway location is being carefully studied to take best advantage of the scenic variety and interest of each region. Contrary to some opinion, the parkway is not to be an all "skyline" location. Sections of mountain top location will be interspersed with sections of mountain side, mountain stream valley and even occasional broad river valleys. A desirable diversification of scenic type as well as engineering requirements dictate this principle of changing road position. The designers are aiming for a higher standard of grade and curvature than characterizes most of the mountain motorways in this country. It is believed that safety and easy driving qualities are essential requirements in order that the motorist may devote a larger share of his attention to the appreciation of the unfolding scenery. It does not follow, however, that the parkway is being designed as a fast traffic artery. Rather it is to be a drive for the leisurely motorist who may spend days or even weeks along its five hundred miles. For the reason of its location in the mountains and be-

cause the Appalachians are flanked by fast utility highways, it is considered practicable to regulate against the use of the drive by commercial vehicles.

Particular attention will be given by the designers to the planning of the two-lane motorway so that it will repose in the rugged topography with the least possible scar. By weaving of the roadside grading into the existing contour of the ground it is hoped to soften the evidences of machine construction. It is planned that extensive planting programs along the parkway will augment the existing foliage with native trees and shrubs as dictated by the prevailing notes. At focal points a concentration of flowering materials, the mountain laurel, rhododendron, azalea and the dogwood will be introduced to heighten the interest of the drive. Forestry work will be applied to conserve the wealth of existing plant growth, and under judicious supervision to open up glimpses into the deep woodlands, meadows and distant off-scapes.

Concurrently with the parkway program the government plans to develop at intervals wayside recreation opportunities. In addition to the parkway strip to be provided by state funds, federal land programs have been directed toward the acquisition of broad scenic areas along the way. These will preserve for public use whole mountains or groups of mountains. Foot paths, bridle trails and woodland picnic areas by which the motorist may retire for more intimate appreciation of nature, will be the main developed features. More active recreation, as fishing, swimming and boating may also be provided.

The Shenandoah to Great Smoky Mountains Parkway is being designed by the engineers of the United States Bureau of Public Roads in close collaboration with landscape architects and architects of the National Park Service. The close working together of these allied planning professions should harmonize the factors of usefulness and beauty in the completed project. The most stubborn and time-taking problem, however, is acquisition of the parkway land. This division of the work is the province of the state and to the right-of-way agents of the State Highway department falls a large share of the responsibility and credit for the forward movement of the whole project. Through North Carolina the parkway lands, which will vary in width as directed by the local scenic qualities, will average approximately 100 acres per mile. In addition, the state has been asked to negotiate for scenic easements averaging approximately 50 acres per mile. These easements are a device permitting land to remain in private ownership for its normal agricultural or residential use, but by which the owner agrees not to place billboards, unsightly structures or refuse in the area adjacent to the park land. The intent of these agreements is to secure a maximum of protection to the natural scenery without increasing the amount of land to be purchased. A fair attitude on the part of the property holder and an attitude which looks beyond selfish gain at the expense of the new road will be essential to rapid progress.

The effect which this project will

exert on the future growth of Western North Carolina is obviously consequential. We may reasonably expect a sizeable increase in the flow of tourist travel through this region with the attendant benefits to the "market" for local produce. The belt of influence will not be restricted to the immediate vicinity of the drive, but will comprehend the many cities, towns and individual farms for miles on either side. Independent of its employment relief aspects and its obvious recreation benefits to millions annually, the project may therefore be said to have a dollars and cents value to the people of this region for all time.

Refreshing Relief
When You Need a Laxative

Because of the refreshing relief it has brought them, thousands of men and women, who could afford much more expensive laxatives, use Black-Draught when needed. It is very economical, purely vegetable, highly effective. Mr. J. Lester Roberson, well known hardware dealer at Martinsville, Va., writes: "I certainly can recommend Black-Draught as a splendid medicine. I have taken it for constipation and the dull feelings that follow, and have found it very satisfactory."

BLACK-DRAUGHT

NOTICE OF TRUSTEES SALE
On Monday, July 29, 1935, at eleven o'clock A. M. at the Court House door in Waynesville, Haywood County, North Carolina, I will offer for sale, at public outcry, to the highest bidder for cash, the following described property in the town of Hazelwood, more particularly bounded as follows:

FIRST TRACT: BEGINNING AT

a stake at the intersection of the South margin of Georgia Avenue with the Eastern margin of Balsam Street; and runs thence with said margin of said Balsam Street, S. 8° 30' W. 240 feet, more or less, to a stake, Northwest corner of lot No. 3-d in Block XVI, and runs thence with the line of said lot S. 79° E. 104 feet to a stake; thence N. 8° 30' E. about 200 feet to a stake at the South margin of Georgia Avenue; thence with said margin of said Avenue 104 feet, more or less to the BEGINNING, being a part of Block XVI of Grimball Park, as per survey and plat of J. N. Shoobred, Dec. 1922, and recorded in Map Book "B," Index "G," office of the Register of Deeds of Haywood County, North Carolina.

SECOND TRACT: BEGINNING AT a stake in the Cole line at the North margin of the paved street, being opposite and near the Southeast corner of lot No. 35 of the W. H. Cole subdivision, and runs thence with the West line of said lot and with the West line of lot No. 36, N. 16° 45' W. about 170 feet to a stake, corner between lots Nos. 36 and 37; thence with the line between said lots N. 74° 15' E. 100 feet to a stake; thence S. 16° 45' E. about 180 feet to a stake at the edge of the pavement; thence with the margin of the pavement in a Westerly direction 100 feet to the BEGINNING.

Being lots Nos. 34, 35 and the Western portion of 36 of Block No. 3 of the lands of W. H. Cole, as per survey and plat made in 1918 by J. W. Sawyer, and recorded in Map Book "A," page 63, office of the Register of Deeds of Haywood County, together with a small strip between said lot and the present paved street.

Sale made pursuant to power of sale in a deed of trust executed by B. K. Miller and wife, C. V. Miller, to A. T. Ward, trustee, to secure \$523.00 to Burgin Brothers, dated April 27, 1934, and recorded in Book 32, page 121, Record of Deeds of Trust of Haywood County.

This the 25th day of June, 1935.
A. T. WARD, Trustee.
No. 304 July 4-11-18-25.

NOTICE OF EXECUTOR
OF NORTH CAROLINA,
WAYNESVILLE, N. C.

I, the undersigned, Executor of A. E. Allison, deceased, do hereby give notice that I have taken the same to be proved before the 25th day of June, 1935, of this notice will be published in the MOUNTAINEER, a newspaper published in said estate in the same of once.

24th day of June, 1935.
FRED ALLISON,
Executor of A. E. Allison, Deceased.
July 4-11-18-25-Aug. -

Since June 10th

178 FAMILIES

have

Subscribed

To This Paper

During The Past Week

48

Have Paid

This is proof enough that this Paper is an unexcelled advertising medium in Haywood County

★ New and Renewals

Calotabs
ILLIUSNESS

Job Printing
EXPERT WORK
The Mountaineer
PHONE 137

Save the Systematic Way
Take Shares in the July Series

—of—

The Haywood Home Building and Loan

TAX FREE—4% PAID

IT'S NOT WHAT YOU EARN—IT'S WHAT YOU SAVE

Statement As Per Audit of Mr. Jas. A. Hill, State Examiner.

ASSETS

Cash in bank	\$ 29,066.58
HOLC Bonds	7,150.00
Real Estate	89,254.28
Mortgage loans	158,390.26
Stock loans	1,750.00
Accts. rec.	513.60
Total Assets	\$286,424.72

LIABILITIES

Installments	\$111,037.75
Full Paid-up stock	149,300.00
Profits accts.	19,987.20
Reserve	6,099.00
Total Liabilities	\$286,424.72

OFFICERS
R. L. PREVOST, President E. J. HYATT, Vice President
S. H. BUSHNELL, Secy-Treas.

DIRECTORS
J. R. BOYD C. N. ALLEN L. M. KILLIAN
R. L. PREVOST L. M. RICHESON J. W. RAY
E. J. HYATT W. H. BURGIN S. H. BUSHNELL
O. H. SHELTON

FLY

Stunt Flying, Air Show, Passenger Flights

Long Ride \$1.50 --- Short Ride \$1

Special Rates For Longer Flights

Friday - Saturday - Sunday

McCracken Field

HAZELWOOD

U. S. Licensed Planes and Pilots