

The Mountaineer

Published By
THE WAYNESVILLE PRINTING CO.
Main Street Phone 137
Waynesville, North Carolina
The County Seat of Haywood County

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W. Curtis Russ and Marion T. Bridges, Publishers

PUBLISHED EVERY THURSDAY

SUBSCRIPTION RATES
One Year, In Haywood County \$1.50
Six months, In Haywood County 75c
One Year, Outside Haywood County 2.00
All Subscriptions Payable in Advance

Entered at the post office at Waynesville, N. C., as Second Class Mail Matter, as provided under the Act of March 3, 1879, November 20, 1914.

Obituary notices, resolutions of respect, cards of thanks, and all notices of entertainments for profit, will be charged for at the rate of one cent per word.



NATIONAL EDITORIAL ASSOCIATION
1941 Active Member

THURSDAY, NOVEMBER 6, 1941

The Patrolman's Side

It is beyond us to understand how a sensible person would resent being warned against dangers that might result in bodily injuries and possible death, yet such resentments are part of the every day job of the highway patrolman. All this, and more too, we learn from the article in this newspaper today, written by Hilda Way Gwyn, after interviewing Haywood's two patrolmen.

We trust you will read the entire article and we call special attention to the last paragraph, about the courts meting out impartial justice.

We have never had a hankering to be a patrolman. In fact we have never given the matter much thought, but since the increase number of highway accidents, we have gone behind the scenes, in getting the news, and we have come to this definite conclusion. A patrolman has a difficult job at best, and the worse part of it is trying to keep people from getting hurt, which many times they don't appreciate, thinking the patrolman has it in for them.

We recommend that you read the article and perhaps some would-be reckless driver will see the other side of the question, and get down to earth, and thus save his life and perhaps many others.

Bent On Benches

If public sentiment has its way by next summer we will see benches tucked about on Main Street, provided the municipal authorities heed the demands.

Mrs. Frank Smathers in a recent letter to the editor, pointed out the advantages of this type of community service and also of what a small park in the town would mean to the tourists. Mrs. Smathers spends the greater part of the year in a great tourist center. She has traveled extensively in tourists centers in this country. She knows what other communities have to offer.

Waynesville need not ignore the fact that it faces a problem of enlarged tourist facilities. Last summer and this fall have proved beyond any doubt that the outside world has discovered this section and approves of it.

Next spring will be a little late to make plans and put them into effect. Now is the time to prepare. We would like to call the attention of this problem to the incoming board of directors of the Chamber of Commerce.

Waynesville, as we have commented before, is a country village. It is not a city and has no prospects of being one any time soon. So let us make the most of the advantages that one expects to find in a country town.

Beware Of Brer Rabbit

Dr. Albert McCown, medical director of the American Red Cross, is warning hunters to "think twice before shooting the lack-adaisical rabbit, for it may carry the deadly tuleremia germ."

Dr. McCown points out that tuleremia not only threatens the hunter, but the housewife and market man as well. He advises those handling rabbits in dressing and cooking to wear rubber gloves. Fortunately cooking kills tuleremia virus, removing possibility of infection.

Hunters are advised to avoid the listless rabbit that makes too easy a target; chances are it is diseased, more than likely with tuleremia.

Haywood and Heaven

Tom P. Jimison, by right is Haywood's uncrowned press agent. In his article today, he points out that he tells people who don't know about Haywood that it is "just a half mile this side of heaven".

This brings to mind, that Senator Reynolds while trying to impress a delegation in Washington of the altitude of Haywood's towering mountains, rose on his toes and shouted: "You can stand on the top of the mountains, reach up and tickle the toes of the angels."

These two publicizers have placed Haywood within mighty close reach of heaven, and not for a minute would we question either's knowledge on the subject. In fact, we agree that Haywood is the best spot on earth to live, because it is in this county that "Nature Did Her Best".

Food For Defense

Evidently methods used in the last World War are being improved in the present impending danger, at least, in the manner in which the farmer is going to do his bit in this critical hour.

We like the program of "Food For Defense" as recently outlined to the Haywood County farmers. It shows a well thought out plan for building, not only for the present emergency, but building for the future.

Through the demand for increased production the farmer is destined to learn the possibilities of his farm and make improvements that might not have come in years in peacetime.

We like the serious manner in which the local committeemen were instructed by the district and state leaders in the program to help each man study his farm. The program is not to be made out on paper in an office, but right there on the farm, with every advantage and every disadvantage of the land pointed out and considered.

One silver lining in the dark impenetrable clouds of war is visioned in the great farm program in the name "Food For Defense".

Lack Of Fear

One of the most impressive illustrations of the power of lack of fear was demonstrated in the life of little Pamela Hollingworth, five-year-old, who was lost alone recently in the wilderness of New Hampshire's White Mountains.

For eight cold, rainy days the small child lived on nothing but water from the mountain brooks, and yet doctors said her condition was "surprisingly good".

Lack of fear saved her, according to the medical authorities. What a lesson to those who fear life, and through that fear so often defeat the objectives they wish to realize.

An Example Of Thrift

According to authorities, the scrap aluminum collected in the recent drive amounted to 11,835,139 pounds. This is reported to be short of what was expected, but even so it is an impressive total when we are told that 350 big four-motored bombers could be built from it.

The drive was well worth the trouble. We are an extravagant people, and it was a fine lesson in thrift and saving. It no doubt will be the means of showing the American people other hidden sources of materials that are going to waste.

There are other phases besides collecting aluminum to the drive which includes, making us more conscious of the needs of defense, and offering a means by which the most humble person could do their part, as we feel they did all over the country.

To the Colors

You can't get ahead of women. They stay right up to the minute in style and current events will be shown in their dresses. The following from the Raleigh News & Observer gives proof of the foregoing:

"The bride, reports the Charlotte Observer, was dressed in an outfit of defense blue velvet, with accessories to match. It seemed a little odd to the eyes of the mere male even in a time when everything is being tied to defense.

"It turns out that it is not strange at all. The society editor adds that there are also in the colors of our times and our girls are wearing R.A.F. blue, air force blue, and soldier blue. There is also cadet blue, but it is an older and more familiar shade.

"Now comes convoy green to the society editor's desk from a marriage in the First Baptist church in Elizabeth City. The downfall of civilization may be ahead, but the ladies are marching very colorfully into the future all the same."



Some Motorists Resent Patrolmen Trying To Make Them Careful

(Continued from page 1)

ing across our note book trying to keep up with their observations . . . which, incidentally . . . could be compiled into a manual for motorists . . . Our first question was . . . "How do you account for the increase in accidents?" . . . Patrolman Jones spoke up . . . "Disregard of motor vehicle laws . . . personal safety and failure on the part of the owners to keep motors in safe driving conditions . . . if the public in general had the same manners, and showed the same courtesy to drivers on the road that they do to their guests in their home (which they should) . . . accidents would instantly decrease." . . . Then spoke up Patrolman Roberts . . . "Carelessness is one of the greatest sins of the motorists . . . too many people drive their cars mechanically . . . not using their brains at all . . . which are needed every minute . . . haven't you seen people just give a mere glance up and down . . . when coming into a highway, not really seeing a thing . . . maybe they are lucky nine times . . . but often that tenth time they meet death." . . .

"Driving an automobile safely is an art within itself" . . . continued Patrolman Jones . . . "In order to learn typing at any speed, a person takes a long time to become efficient . . . it naturally looks as if a person would approach driving a car in the same way . . . exercising his capacity as in typing . . . but no, they just start driving." . . .

"It's a funny thing about people speeding . . . when they are caught they never seem to realize how fast they are going . . . at least, it is mighty hard to get them to admit it . . . another thing, you have seen it happen hundreds of times . . . A driver thinks the car coming ahead of him doesn't have the lights dimmed enough . . . he will turn his on at full blast . . . which is just as bad for his safety as that of the driver coming toward him . . . Another serious problem . . . is that motorists do not slow down enough for pedestrians at night . . . and again when a car is being repaired on the highway . . . instead of slowing down and waiting a minute, you see too many drivers just squeeze through . . . and take their lives and the other fellow's in their own hands . . . and when they get by . . . they feel fine over their good driving . . . maybe brag about it afterward" . . . continued Mr. Roberts.

"What time of the day is the zero hour for drivers?" we asked . . . and E. W. Jones replied . . . "More fatalities happen at dusk than any other time . . . people are tired . . . they are not as alert as earlier in the day . . . and in many instances are in a bigger hurry to get home . . . or where ever they happen to be going . . . and another thing . . . men don't like to admit it . . . but it's true . . . they have more accidents than women . . . of course there are more men driving . . . and they drive longer hours" . . . and Patrolman Roberts broke in with . . . "Yes, and there is no getting around it . . . the average man just naturally drives faster than the average woman." . . .

"One of the greatest ways to cut down accidents would be prompt trial for violators before the facts have time to 'get cold' . . . and public interest in the case is lost

. . . another thing . . . all drivers should be treated alike . . . the prominent citizen driving drunk is just like any other man . . . he is a potential killer turned loose on the highways . . . in fact there is little difference between the drunk driver on the highway and a man standing on the highway with a gun ready to shoot at passersby . . . Then you take the 'half-lit' driver . . . now there is a real problem . . . you know the type . . . mental capacity and driving ability at a low point, but his spirits rising . . . and his power to argue going strong . . . he's a real menace . . ." said Patrolman Jones.

"Another problem we have," spoke up O. R. Roberts all heated up on the subject . . . "you would be surprised at the number of people who take your stopping them from speeding as a very personal matter . . . that you have it in for them . . . they don't seem to realize . . . that it is our job . . . and that we are trying to help them as well as the other fellow . . . they seem to lose sight of the fact that they may cause some one else to have a wreck as well as themselves . . . Stopping a car certainly has its effect on the highway, though . . . You stop a car for speeding . . . and other drivers coming on will slow down . . . and it seems to go down the line . . . slowing up things in general."

"There is a misconception on the part of the public as to speed limits in North Carolina," continued E. W. Jones . . . "The law states that a man 'should operate a motor vehicle in a reasonable and prudent manner at all times' . . . with due regard for the rights and safety of others . . . the fact that the speed limit is 60 miles an hour . . . does not mean that a driver can travel safely at all times that fast . . . he must bring into consideration the condition of his car, the road, traffic at the time, weather, and the hour of the day or night . . . they all should determine his speed . . ."

"How do you spot a liquor car?" we asked . . . the answer . . . "To be honest we know most of them and have a general idea of the local cars transporting . . ."

"Where does your duty begin and end?" . . . "Our duty is keeping the highways safe . . . making arrests, if necessary . . . then secure warrants and give evidence . . ."

Registered in the United States is 71 per cent of all the passenger cars operated on earth. The world record for motor vehicles registered was broken in 1939 with 45,027,000 automobiles and trucks in use; the figure represents a four per cent gain over 1938.

THE OLD HOME TOWN



Rambling Around

By W. CURTIS RUSS
Bits of this, that and the other picked up here, there and yonder.

Voice OF THE People

What is your favorite of all the so-called popular songs ever written?

Mrs. Fred Martin—"One of my favorites is 'Alice Blue Gown'."

Mrs. E. L. Withers—"I would say 'At Dawning' as it is one of my favorites."

J. Dale Stentz—"My favorite is 'The Old Man River' from the Show Boat."

Mrs. L. M. Richeson—"I don't know that I like anything any more than old favorite, 'Love's Old Sweet Song'."

R. B. Davenport—"I'd say 'My Old Kentucky Home'."

J. M. Long—"I don't think you can beat 'Home Sweet Home'."

Mrs. Fred Campbell—"I believe I like 'Muddy Water' as well as any song I think of just at the moment."

Robert Boone—"I believe that my favorite now is 'God Bless America'."

J. W. Killian—"My favorite is Silver Threads Among the Gold."

Mrs. T. G. Boyd—"I have always loved 'Roses of Piccadly'."

Miss Sue Willard Lindsley—"It is hard to say as I have so many favorites, but I am very fond of 'Perfect Day'."

at a trial . . . beyond that we are powerless . . . for our duty stops . . . that is as far as our authority goes . . . as to the enforcement of the law . . . and judgments handed down . . . that is up to the other officers" . . . they both agreed.

We found out among other facts . . . that Monday, generally speaking, is the dulllest day of the week . . . Saturday, the most active . . . but more cars on Sunday . . . but the Sunday traffic is made up of a different type of driver from that of Saturday . . . on the latter day are more drunks and reckless motorists . . . celebrating . . . the week-end . . . it seems the younger you learn to drive, the better driver you become . . . 16 is not too young, if you have matured the normal expectancy of that age . . .

Back to the starting point . . . of fatalities on the highway . . . "To teach people by example, punishment for violations, there must be cooperation between all law enforcement officers and the public," spoke up Mr. Jones . . . "There are three important 'E's' in our work . . . Enforcement, Education, and Engineering (improving roads)" . . . he continued.

On that point of cooperation both men were emphatic . . . until each driver feels their responsibility, not only for their own safety, but also for the other fellow . . . and the courts mete out justice in an impartial manner, need we hope to lower to any great extent the present rate of fatalities on the highways of Haywood county or the State of North Carolina . . . according to Patrolmen Jones and Roberts . . .

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Redistribution Of Population Causes Concern

By CHARLES P. STEWART
(Central Press Column)

National population distribution would seem to be a subject peculiarly of interest to the bureau, but Assistant Secretary Adolf A. Beale has been specializing on it of late, and lecturing on it, and studying it most intensively. Perhaps it would be more correct to say that Adams is with RE-distribution the redistribution that's now and the RE-distribution he foresees as necessary. Defense boom's past. Today's taking care of the cost of considerable increase to the country's income but it's in progress. The next time, it clearly is to Berle, a very competent, it's going to require excellent management, or else something a lot more mere inconvenience. To begin with, the United States was predominantly rural, arrived here from all over the world mainly to take up the scattered centralized communities into which the farmers' their crops and critters to and in which they did the ping, but big cities were even they weren't overly so. Following the War of 1860, though, manufacturing developed on a vast scale, brought farm kids into the ing towns in droves, for multiplying and expanding trial plants. They could be from out on the prairie.

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