

Jackson County Journal

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THE KNOXVILLE-AUGUSTA ROAD.

For a number of years The Journal has advocated a direct highway across the state from South Carolina to Tennessee, traversing the length of Jackson county, from Cashiers Valley to the Swain county line, thence up the Oconia Luta, through the Cherokee Indian lands, to the Tennessee state line.

That would be a magnificent, scenic highway, of incalculable value to Jackson county. It would be worth vastly more than its cost to the state. It would be the making of Jackson county, and of a rich and important part of Swain. Along it would be scenery and interesting places, new, alluring and different, that are not to be afforded by other routes. This has been our contention.

Now comes Mr. Hugh C. Middleton, of Augusta, pointing out, in The Augusta Chronicle, that such a road, from Augusta, via Sylva, to Knoxville would shorten the distance from Augusta, Jacksonville and other southern cities to Knoxville and the middle West, by seventy-five miles or more, and would be a great trunk highway, of importance to every city and town through which it would pass, and to a large part of the South and of the middle West.

Through Highlands, by Whiteside, through Cashier's Valley, across the Blue Ridge, down the Tuckasegee, by Sylva, and through the Cherokee Reservation, the road would penetrate the Great Smoky Mountains National Park, and on into Knoxville, Louisville, Cincinnati, and Chicago, shortening the distance from the cities of Augusta, Jacksonville, and numerous other important Southern cities and towns to Knoxville by more than 75 miles, putting them at the very edge of

the great National Park, and making its value to the entire South vastly greater. Can anyone imagine a scenic road of more importance, of greater charm, of more describable beauty and awe inspiring grandeur? Is there a single highway projection of more direct importance to so many people?

The task is not so great as would at first appear, for the reason that every foot of it, in North Carolina is on the original state highway map. Most of it is now in use. All but 12 miles of North Carolina's part is either already completed, or is now under construction, leaving only 12 miles, that from Revesford to the top of the Smokies, to be graded. Through this state, the route would come to Highlands, and from there would follow No. 28, now being maintained by the state, to Cashier's Valley, where it would enter and follow No. 106, now in use, state maintained, and being surfaced as fast as possible, to Sylva, where it would enter the state's greatest highway, No. 10, and follow it, over road now paved, to Ela From Ela to Ravensford the road is now state maintained to Ravensford, leaving only the 12 miles, already mentioned, to be graded.

In South Carolina and Georgia, the task of making highways of these states would even be easier. The task for Tennessee would only be to meet North Carolina at the top of the Smokies, with about equal distance to build. Really it is easy, just a few little links to connect up the whole, and the most marvelous of all the highways is a fact.

The Journal suggests that the Sylva Chamber of Commerce call a meeting, early in the summer and invite the civic bodies of all the cities and towns affected to meet with us here and get behind the construction of this highway, that means money and pleasure to all of us.

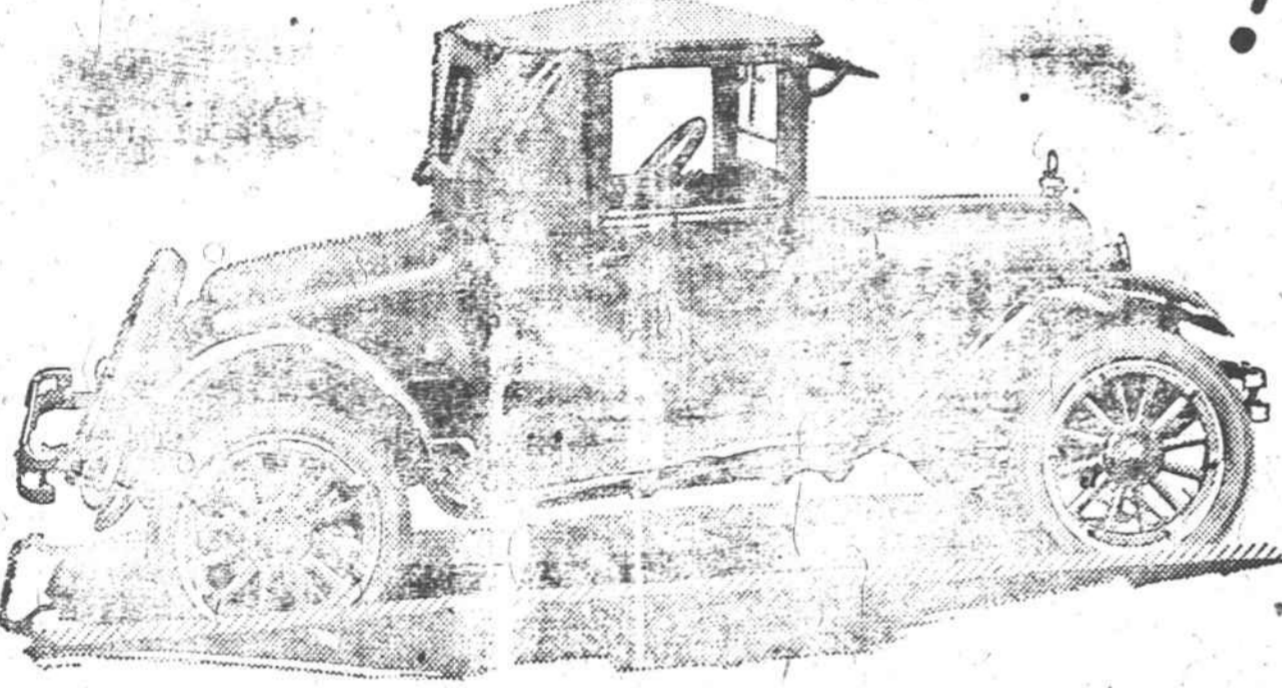
The people of the Southeastern Seaboard want the Park. It is as much theirs as ours, and a road that will place them at its doors, will intensify their interest and increase the value of the National Park to some millions of Americans, and at the same time afford a route for the Middle Westerners, through the Park, when they journey Southward for the winter.

It can be done.

Keep your feet on the ground Western North Carolina. Sell when the price is fair. Buy when the price is fair. Keep things moving, and gamble on your own beautiful mountain country.

"YOU ARE ENTITLED TO KNOW THE FACTS"
DODGE BROTHERS, INC.

Over a Cliff in this STEEL BODY without injuring the DRIVER!



A careless driver . . . A triple somersault over a cliff . . . and this is the car—a Dodge Brothers all steel safety car.

A triple somersault over a cliff with the car you see in this picture! Such was the experience of its owner, who came through the fall uninjured.

After an hour of repair work, he drove the car from Montana to Minneapolis—a more sensible driver and much wiser.

All steel construction saved his life, as it has saved many other lives in the past, and will save thousands more in the future

Dodge Brothers print this advertisement because they believe motorists are entitled to all steel safety and should insist upon it.

That's why Dodge Brothers introduced all steel construction more than eleven years ago—and recently announced additional all steel safety features.

The streets are swarming with 20,000,000 motor cars—millions more are on the way.

Safety is the issue. Armor yourself and your family with steel.

Dodge Brothers Motor Cars—both open and closed—are all steel in the strictest sense of the term. Steel reinforced by steel—framed, braced and buttressed by steel—with all seams solidly and permanently welded together by electricity.

Slim steel pillars replace the old bulky wooden corner posts—permitting unparalleled driving vision—a safety feature of the first importance.

Compare such bodies with the usual wood, or wood-and-metal body, and you will be astonished that every automobile builder has not adopted this advanced safety construction.

Remember, also, that safety is the watchword of Dodge Brothers construction throughout, as witnessed by Dodge Brothers exceptionally large, quick-action brakes, and the exceptional ruggedness and dependability of Dodge Brothers axles, frames, steering parts, and other vital units.

This car will continue to be a "four".

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Summer, Autumn and Winter, we are on the job filling the wants of our people, contributing to their health, comfort and pleasure, from every department of our store.

Prescriptions are carefully compounded from the best of drugs. The people come here for druggists' sundries, fountain drinks, school supplies Hollingsworth's Unusual Candies.

We thank you.

Buchanan Pharmacy

J. D. COWAN, Prop.

NORTH CAROLINA, JACKSON COUNTY.

IN THE SUPERIOR COURT BEFORE THE CLERK.

IN THE MATTER OF,

Lawrence Lindsay, Minor, by his Guardian, J. M. Lindsay, Ex-Parte.

By virtue of an order directed to the undersigned, Commissioner of Court, from the Clerk of the Superior Court of Jackson County, in the above entitled matter, ordering and directing the undersigned, the lands hereinafter described, I will on Monday, the 5th day of April, 1926, at 12:00 o'clock noon at the Court House door in the Town of Sylva, in said County and State, sell to the highest bidder for cash all the rights, title and interest of the said Lawrence Lindsay, in and to the following described real estate, to-wit:

Beginning, on a black-gum the same being the corner of T. H. Queen's and J. P. Joyce, and runs thence South 18 degrees East, 28 poles and 9 links to a dogwood corner of J. P. Joyce, and A. C. Frost; thence up the ridge 12 poles to a stake; thence on up said ridge 24 poles to a stake on top of the ridge at Joyce's corner; thence Northwest direction to a rock on the bank of the State road; thence South 45 degrees West, 67 poles with T. H. Queen's line to a white oak; thence South 30 poles to the Beginning, containing 14 acres more or less.

This the 1st day of March, 1926.

D. D. ALLEY, Commissioner of Court.

ENTRY NO. 6160

NORTH CAROLINA, JACKSON COUNTY.

I, Dr. A. S. Nichols of the aforesaid County and State do hereby enter and claim (10) ten acres more or less, in Canada Township, Jackson county, N.-C., on waters of Tennessee Creek and more particularly bounded and described as follows:

Begins at set up stone in Blackwood Lumber Company's line runs S. 8 W. 31 poles to a Locust; thence S 20 W. 13 poles to a stake in Keller Brancell; thence N. 73 1-2 W. 37 poles to a stake; thence N. 15 E. 57 poles to a stake-Blackwood's line; thence S. 76 E. 4 poles to the beginning, running so as to include all vacant land in that vicinity.

Entered this February 20, 1926.

A. S. NICHOLS (Seal) Claimant.

Approved: Raymond R. Nichols, Ex-Officio Entry Taker.

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Lard, best pure, lb.	20c
Lard, compound, lb.	15c
Baked Beans, our own brand, 3 cans for	25c
Sugar, per lb.	6c
Fat Backs lb.	17c
Bellies lb.	22c
Tomatoes, firm red flavor, 3 can for	25c
Paggetti, in spicy cheese and tomato sauce	10c
Prunes, luscious California, medium size 2 lbs. for	
Flour, A & P 24 lb.	\$1.37
Flour, A & P, 48 lb.	\$2.66
Best Rice, per lb.	10c
Corn Flakes, 3 for	25c

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