

**A-F-A CELEBRATION
SUCCESSFUL AFFAIR**

Continued From Page One

from former Governor Cameron Morrison on down the list, passed forward to congratulate him, and well they did. He had put all of those who were to follow him on their mettle, and he had made their task a most difficult one. You had to have a lot of deep horse sense to give tongue to break down the impression Lee Barnard had made.

When Mr. Meador responded, he did full justice to the occasion. That the visitors were happy to be here he made quite clear; and to the humorous jibes of Mr. Barnard, he, speaking to Georgia, responded wittily and to the point. He told the crowd that North Carolina's good road work was an inspiration to Georgians. But Georgia, though she may not use the same methods as this State, is working hand in hand with every movement looking to the betterment of conditions. "Know that Georgia is always ready to back you up," he told the Tar Heels.

Introduced by Commissioner Stikeleather as one example of a prophet who is honored in his own country, Chairman Page, in a single sentence, endeared himself to Macon county. He had been told, he said, that this county had been cut off from North Carolina for years, and that the road just completed from Dillsboro brought the county back into North Carolina. Then, quite simply, he said:

"Macon county, and this section, we welcome you back to North Carolina."

The highway commission chairman told his hearers that he had heard much criticism of North Carolina's methods of financing her road construction, but that that criticism, without exception, had come from outside the State. He explained that the roads are paid for by the motorists who use them, as they use them through the automobile license and gasoline taxes, and gave figures to show that these taxes pay the interest on the bonds, create a sinking fund, maintain the roads, and leave a balance for new construction.

True enough, North Carolina is in debt, but it is bonded because its leaders had "faith enough in the future of North Carolina to bond the State and build roads and use them now, rather than wait for future generations" to build and enjoy them. The faith has been justified, he said, and the fact that the credit of the State is better today than before the first bond was issued is evidence that it was justified. North Carolina's prosperity is the result, he believes, of the highways which make possible interchange of commerce and ideas. The next legislature will make ample provision for carrying on the highway program, he predicted.

At the conclusion of Mr. Page's address, John S. Trotter announced dinner, and the crowd systematically moved out of the tabernacle and into the roped-off section where a luncheon composed of fried chicken, ham, potato salad, chicken salad sandwiches, pickles, coffee, ice cream, cake, and cigars and cigarettes was served.

Visitors were served first. Then the home people filed in, and there was more than enough for everybody. Taking charge of the meeting again Mr. Stikeleather again voiced an appropriate introduction, and former Governor Cameron Morrison had the crowd with him. He held them for nearly an hour.

In his best Morrisonesque campaign style, the former Governor paid tribute to Georgia, the State that produced "the eloquent, the immortal Grady," had his say about the "reactionaries," lauded the "program of progress," and urged the completion of that program.

So delighted are North Carolinians with a partial realization of the program, he said, that "we forget the other planks in the program of progress." And he outlined them.

First, "we want the Appalachian Park for Western North Carolina. The people of the east don't know much about it, but we must tell them. I have been studying this thing, and I am ready to debate with any reactionary who wants to swap fur with me. North Carolina, as a State, ought to make a contribution to help the

people of Western North Carolina and East Tennessee make here the most beautiful park in the world."

Second, Mr. Morrison demanded authorization for \$40,000,000 additional highway bonds by the next legislature, making a total of \$125,000,000, to complete the highway system.

Third, "we must make modern, enlightened use of the navigable waters" in the east. This was taken as referring to Mr. Morrison's defeated port terminals project.

Fourth, enlarge the "educational program and equipment as fast as we can without oppressive taxation," and likewise the agricultural and health departments of the State government.

"The old idea of government," he said, in this connection, "was the government that could spend the least. Modern government, that the consciences of good men and women demand, is a new thing under the sun. It looks for an army of experts to study every phase of human endeavor, and then, through various educational agencies to carry this knowledge to the people. It will cost something, but it will create new wealth to share the burdens of government."

Tar Heel speakers, in the course of the program, had, rather good naturedly, rapped Georgia, and boasted of the progress of this State, particularly with reference to highway construction. And John N. Holder, chairman of the Georgia Highway Board, whose address followed that of Mr. Morrison, had, in addition, misunderstood one of Governor Morrison's references to "reactionaries." Mr. Morrison later made clear that the reference was to North Carolinians only, and not intended as a discourtesy to the visiting Georgians. But Mr. Holder, campaigning for Governor of Georgia, on a pay-as-you-go platform, had quite evidently been made uncomfortable by the speakers who had preceded him, and their references to what North Carolina had done by bond issues.

Any discomfort he may have felt, however, was removed by Commissioner Stikeleather, when he came to introduce the Georgian. Georgia's methods were different from ours, he said, but so also, perhaps, were conditions. And he pointed out that Mr. Holder had got more value received for the money he had had to spend than any man he knew. The introduction was an example of the best in fine courtesy, tact, and thoughtfulness. And Mr. Holder responded in kind, by praising the ninth district commissioner, and declaring that he placed "no North Carolinian above Jim Stikeleather."

Mr. Holder graciously paid tribute to North Carolina's progress, and to Governor Morrison and Mr. Page, as well as other North Carolina leaders. And the banding of the Tar Heels was mostly taken by him in good humor. He did, however, declare that "all we ask is the privilege in Georgia of working out our own salvation in fear and trembling."

"Wherever North Carolina wants to meet us, we are there to meet you," he said. "We have met you at Murphy, and we are meeting you here. We have let the contract for all but a little stretch in Habersham, and we are going to build a paved road from Clarksville to the North Carolina line as fast as money, men, mules and machinery will build it."

Turning to the boasting of North Carolina, Mr. Holder, half jokingly, half seriously, said:

"I can brag when it's necessary to brag, and I can give 'em hell when it's necessary to give 'em hell. I glory in Georgia," and he explained that Georgia has suffered from business depressions in recent years much more than North Carolina. He told of what is being done in highway construction in Georgia and declared that: "When we get through with ours we won't owe anybody a darned cent."

Although it was late in the afternoon when Mr. Holder finished speaking, there were many prominent people present, and Mr. Stikeleather called upon a number of them for a few words each. Mayor R. D. Sisk, of Franklin, and C. A. Webb, co-publisher of the Asheville Citizen, each spoke briefly. Mr. Stikeleather expressed his happiness at seeing the

highway development in this section, and paid tribute to the people of his district; and Congressman Zebulon Weaver, Roger Miller, manager of the Asheville chamber of commerce, and Professor Duggar, each addressed the gathering.

To quote the Asheville Citizen again:

"At the end of a perfect day the folks folded their tents and, like the Arab, silently rode homeward, everyone feeling that it had been good to be there."

A number of the motorists took the trip to Asheville over Nos. 285 and 10, to enjoy the hospitality of the Asheville chamber of commerce, but with the Tabernacle program Franklin's share in the Asheville-Franklin-Atlanta-short cut highway celebration came to an end.

The day's celebration and motorcade, which ended at Asheville in the evening, was staged under the general direction of committees from each of the towns from Asheville to Cornelia, J. H. Wilson of Sylva, and C. C. Poindexter, of Franklin, having been chairman and secretary, respectively, of this general committee.

The Franklin program, however, was under the auspices of the Franklin chamber of commerce, and the work was done through its committees, with the assistance of members of the organization and citizens. An arrangements committee, composed of John S. Trotter, T. W. Porter, and C. C. Poindexter, was in general charge, and various committees, each to handle a separate phase of the work, were appointed to work under the direction of this arrangements committee. A few days prior to the celebration, the board of directors of the organization, realizing the necessity for one-man control and responsibility for an affair as big as the road celebration, appointed Mr. Poindexter to have charge of the entire Franklin program, and direct the activities of the day.

Motorists were here during the day from as far east as Washington, N. C., and numbers of towns in Georgia, in addition to Atlanta and other towns on the A-F-A were represented. Highlands people came down to Franklin and helped entertain the visitors. Cars were also here from Andrews Bryson City, and other Western North Carolina towns not directly on the route.

Prominent people here for the celebration, in addition to those appearing on the program or otherwise already mentioned, included: W. T. Lee, of Waynesville, chairman of the North Carolina Corporation Commission; W. R. Neal, of Atlanta, Georgia State Highway Engineer; Frank T. Reynolds, of the Dinkler Hotels, Atlanta; Horace Kephart, author, of Bryson City; Colonel Wade H. Harris, editor of the Charlotte Observer; O. J. Willoughby, of the staff of the Atlanta Constitution; Harlee Branch, staff correspondent of the Atlanta Journal; Ben Dixon MacNeill, feature writer of the Raleigh News and Observer; C. A. Webb, co-publisher, and D. R. Barbee, managing editor of the Asheville Citizen; Miss H. M. Berry, of Raleigh, formerly secretary of the North Carolina Good Roads Association; Colonel R. E. A. Hamby, of Clayton, member of the Georgia legislature; W. E. Duncanson, of Tiger Mountain Farms, Tiger, Ga.; President H. T. Hunter, of the Cullowhee State Normal School; Miss Elizabeth Kelley, of Raleigh, formerly of Franklin, prominent in educational and cooperative marketing circles; Judge C. R. Brown, of Cornelia; C. T. Roan, of Whittier, Democratic candidate for the State senate; and the following members

of the inter-city general committee co-operating in working out the details of the entire celebration and motorcade from Atlanta to Asheville; J. H. Wilson, chairman, who is chairman of the Jackson county highway commission; Holmes Bryson and H. Roger Miller, president and manager, respectively, of the Asheville chamber of commerce; D. J. Kerr, H. A. Osborne, and W. E. Jones, of Canton; C. M. Dicus and Frank Miller, of Waynesville; J. H. Wilson, D. G. Bryson and J. F. Freeze, of Sylva; Dr. Dover, of Clayton; Henry Stovall, of Cornelia; W. G. Meador, mayor of Gainesville, and H. H. Estes, of Gainesville, secretary of the Piedmont Air-Line Highway association.

**WALDROOP FARM TO BE
SOLD AT AUCTION 29TH**

Sale, at auction, of the Mrs. Mary Waldrop farm, three miles from Franklin, one of the most beautiful

farms in all Macon county, is announced by Horney Brothers, of Asheville.

The farm of 200 acres, lying on highway No. 28, is to be cut into small tracts and sold, at auction, on next Wednesday, September 29, at 10:00 a. m. In addition to the land, the farm tools, cattle and other stock are to be disposed of.

IN MEMORIAM

**Martha Vera Greene
September 24, 1925.**

No one knows the silent heartaches. Only those who have lost can tell Of the grief that's borne in silence For the one we loved so well. 'Tis sweet to know we will meet again, Where parting is no more, And that the one we loved so dear Has only gone before.
R. C. GREENE
VERNA GREENE

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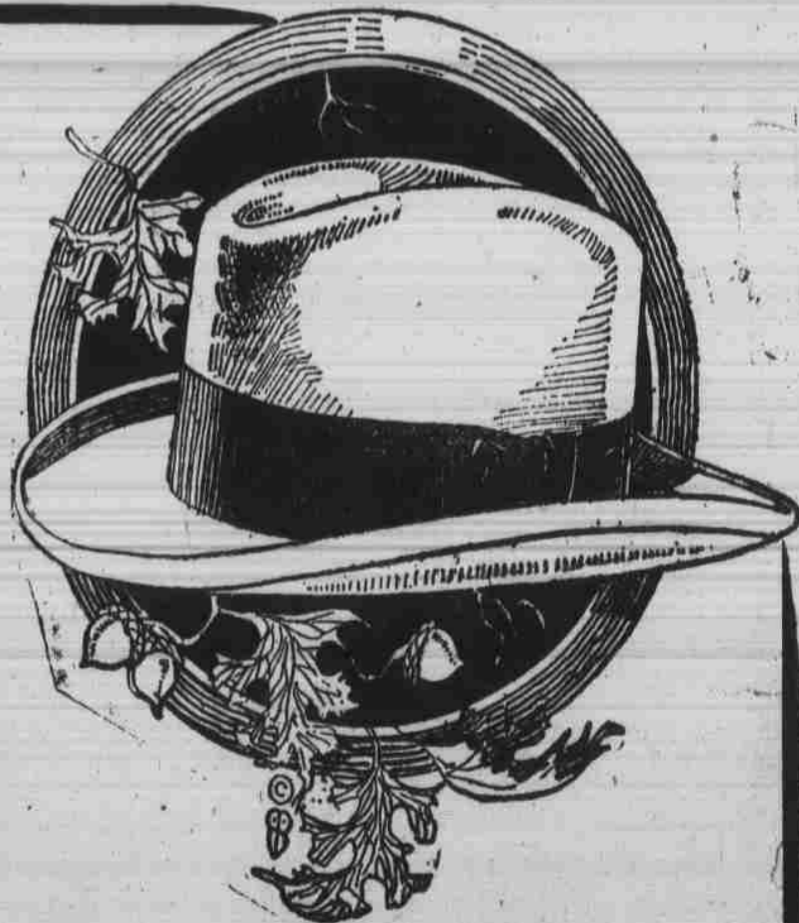
Types for men of all types!
You'll find, fellows, that this display includes practically all you could ask for in the way of headgear.

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