

The Franklin Press

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Very reasonable, and will be made known upon request.

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THE FRANKLIN PRESS PLATFORM

Extension of the sewer lines.
 Beautify the school grounds.
 Two hundred summer cottages.
 A sewage disposal plant.
 The construction of business blocks.
 Plant trees along the State highways of the county.
 Make a white way of Main street.
 An excellent school library.
 Courteous treatment for visitors.
 Improvement of county roads connecting with State highways.
 A fish ladder at the municipal dam.
 10,000 Dairy Cows, 50,000 Sheep, 400,000 Hens, 4,000 Brood Sows and 20,000 Stands of Bees in Macon county. The above will mean water and lights in each farm home.
 80,000 Acres in Improved Pasturage in Macon county.
 Co-operation, vim, push, work-everything for the good of Franklin and Macon county, New court house and jail combined.

How About It?

Raskob appears to be the best Democratic party boss the Republicans ever had.

Murphy is having a time, but which time?

The centennial was a big success and the U. D. C.'s deserve much praise.

The Reds down in Gastonia are making some of the citizens of that town see red.

For it's always fair weather
 Till Congress gets together.

Senator Borah wants to adjourn, but the corn borer can't see it that way.

The entire county regrets that Uncle Johnny Crawford was unable to be present last Saturday.

Mrs. McKee made a brilliant and touching address to the old Confederate Veterans. It is evident that her heart is in this work.

Now that Congress has relieved the farmers the tillers of the soil will perhaps have time to do a little work.

In placing the negroes on a social equality with the whites Beal, down at Gastonia, might learn a lot at the White House.

It is a mystery to us just how Mr. Pritchard gets the idea that the measley increased-tariff on mica is going to work wonders in the mica industry.

Finish the Grading

THERE is some talk of stopping the grading work on Highway No. 28 when this task is completed as far as Highlands. In our opinion this would be a serious mistake. The same opinion is held by hundreds of other citizens in Macon county. While the machinery and the men are available the grading work should continue through Highlands and on to the Jackson county line. When the highway is graded there will be nothing to hinder the paving work when that starts within the next 18 months or two years.

Common Sense Road Building

THE solution of the automobile accident problem is within the control of the people and state road building authorities. Narrow pavements, sharp unbanked turns and worn and rutty surfaces take toll of thousands of lives each year. Main highways should be wide enough for several cars to pass. It is now necessary to build secondary roads not only to relieve traffic on the main highways but to give a fair distribution of road tax funds and to develop the back country. Secondary roads increase the value of farm land, put new life into smaller towns, relieve congestion of traffic in the larger centers by furnishing better distributing and marketing facilities and opening new avenues for traffic. Improvement of secondary roads can be accomplished at moderate expense through the scientific use of asphaltic materials and road oils which can be utilized to give a water proof surface that eliminates mud and dust. Each state probably needs 10 miles of sec-

ondary or feeder roads to one mile of state highway if a road system is properly developed and tax funds equitably distributed.

No Politics Under City Manager

THE elimination of politics from government! Can it be done? "Yes," replies Auburn, Maine.

The experience of other communities are always worth observing, even though they make no direct application to Franklin at the moment.

Auburn, for instance, has had the city manager form of government for the past ten years.

Writes W. R. Ludden of the Auburn Free Press:

"It has practically eliminated the element of politics from city elections. The councilmen serve without compensation, appointing a city manager, who is a salaried official. The mayor was originally elected to serve without pay, but more recently has been voted a small salary. His duties are largely honorary.

"Under this form of government, it has been Auburn's experience that the city managers have been well qualified to perform their duties, that they have constantly reduced the city debt without raising the tax rate, and at the same time have been able to give the city more permanent improvements than have ever been made in a similar length of time.

"Several years ago an attempt was made by a faction in Auburn to return to the mayor-alderman-councilmanic form of government and a set of candidates ran for office on that platform. They were thoroughly defeated and no opposition has appeared since."

Others' Comments

MACON COUNTY—THE OLD AND THE NEW

With pageantry reconstructing the times and customs of pioneer days Macon County yesterday celebrated the centennial of the county's organization. As an ox wagon led the procession through the principal street which is now a part of the interstate highway from Asheville to Atlanta, many of the spectators thronging the sidewalks recalled the days when that street in winter was deep in red mud and Franklin's nearest railway station was 20 miles away across a mountain divide.

As hosts and guests drove by automobile over Highway No. 28, from Franklin to Highlands, the older days and their modes of transportation came back to mind, almost now however, like a dream. It was hard to believe, seeing all this progress, that Macon was ever shut in by its encircling mountains, set apart in many ways from the life of other sections of the state. (This highway is one of the state's scenic attractions).

In 1929 the county government was established and the county named for Nathaniel Macon. Little did the progressive citizens who formed the first Board of Magistrates realize that the county would be forced, by natural conditions, to wait 78 years for its first railroad. Rather too literally Macon had to live the life of isolation which was dear to Mr. Macon, who advised his countrymen never to build a house where they could hear the barking of the nearest neighbor's dog.

Behind the covered pioneer ox-wagon, many watching the parade seemed to see also through the procession of the years the train of schooner wagons that in the old days brought to Franklin the merchandise of the outside world. There might well have been a float representing William Guest with his mule-teams, master of Macon's freight transportation for so many years.

First, Georgia and later South Carolina towns were Macon's freight terminals—Turnersville, Walhalla. Then the Western North Carolina Railroad, was extended from Asheville to Murphy; Dillsboro became the freight and passenger station for Franklin, and Almond, Bryson City and Nantahala for other sections of the county.

But let it not be forgotten that without good roads—for those days they were good—Macon would have been doomed even till now to stagnation of its economic life. Dr. C. D. Smith wrote in his history of Macon:

As an illustration of the spirit of the men who first settled Macon, it was agreed that the county should build a road leading from Franklin down the Tennessee river to the mouth of the Tuckasegee river to connect with a turnpike for which Joseph Welch had a charter to the Tennessee state line.

That was the work of Macon's first body of magistrates; that spirit has lived-on and today it has brought the county into the fullness of a new day.

There were other things those pioneers did not forget to bring with them, as they followed where Jacob Siler and William Britton had led. Even in those early days Macon citizens had some of the best private libraries in the state. It is not strange, then, that Macon adopted the first compulsory school law in the state, and that Franklin is said to have more college graduates, population considered, than any other town in North Carolina.

The Macon settlers loved good music. Investors of the old days in Macon, who came

attracted by the county's mineral wealth, expressed their admiration for the high quality of the musical programs, especially the character of the church music. And so it happened that "Professor" Burke, the old German music teacher, found a fertile field of labor in Franklin, a generation ago.

College graduates manned the "subscription" school in Franklin many years before the state high school system was begun. Frank Siler of later years, an apostle of education for women before he entered the ministry, sent many Macon girls to Greensboro.

Such in sketch were the people who laid the foundations of Macon County. Their natural environment must have had it wholesome influence, too. The county seat is set on a hill where the old Cherokee Indian town of Nik-wasi stood, the Little Tennessee flowing around it through a wide valley, the mysterious mound between town and river, built by the Cherokees or possibly by the legendary Monnd Builders. And all around a circle of mountains some of the peaks going up 5,000 feet. Rich grass lands, timber and game in plenty; it was a land to draw a pioneer.

The isolation of those shut-in valleys lasted over long despite the strenuous efforts of the people. Now the pioneer life has become a proper subject for the pageant's reproduction. The original spirit and power of the people are at last reinforced by the devices and conveniences of science and industrial genius. And Macon, picturesque, sturdy and of adventuring spirit from the first, turns now into the broad highway of twentieth century advancement.—Asheville Times.

ARE SOUTHERN STATES THE "SHAME OF THE NATION?"

In a scathing reply to the editorial of a Chicago newspaper, quoted as pointing the finger of shame at the South, Holland's The Magazine of the South, in the current issue says: "Utter and amazing ignorance, not only of the South but of our country as a whole, is revealed in a recent editorial in the Chicago Daily Tribune entitled 'Public Life in the Sticks States,' which talks not of Louisiana and her political problems, of Oklahoma's impeachment trials, of the 'Ma' Ferguson episode in Texas, and of Bilbo of Mississippi—but which does not mention, oddly enough, Al Capone or Len Small of Illinois—and goes on to say that the Southern States are remote from centers of commercial activity, culture, and learning, and are the 'shame of the nation.'

"After the first wave of surprise at a so crass display of sheer ignorance, we are amused at being termed the 'shame' of anything by a newspaper in such an abattoir as Chicago, with its putrid politics, its guarded elections, its gangster-ruled streets, its St. Valentine's Day slaughters, its beer 'barons' and its neighboring Herrins and Ciceros. Political disputes in the Southern States at least are settled in courts of law, and not with machine guns. The Southern States have no unseated United States senators, nor does any of their senators send a floral offering and his personal card to a gangster's funeral.

"The South, in six years, increased its manufactured-products values \$567,000,000. In those same six years, manufacturing values in the rest of the country decreased \$279,509,000. Southern ports handle 42 per cent of the country's water-borne tonnage. Over 61 per cent of all active cotton spindles in the nation are in the South. Such facts as these are endless. If this remoteness from commercial activity, make the most of it.

"The South was steeped in culture and learning, and its cities were the sites of recognized colleges and universities, more than three-quarters of a century before Chicago came into existence. Its first college founded over 140 years before Chicago. In fact, when Chicago was founded, there already were 40 universities and colleges in the South—as against only 20 in the Middle West and 36 in the remaining states. Two of these Southern colleges were in Louisiana and Mississippi.

"The second college founded on American soil was in a Southern state—the college of William and Mary, at Williamsburg, Virginia, in 1693. Only one other university was founded in America during that century—Harvard, in 1636, located in Massachusetts, which is not a middle west state.

"In the eighteenth century, beginning with the founding of Washington and Lee University at Lexington, Virginia in 1749, the South saw 13 colleges and universities founded within its borders, and 14 founded in the rest of the country. No college or university was founded in the Middle West during that century.

"The first American college established in the nineteenth century was the University of South Carolina, at Columbia, in 1801—the fifteenth Southern university to be founded prior to the establishment of any such institution in the Middle West. Before the founding of Chicago's first university, the South had 58 colleges and universities. Of these, three were in Texas, two in Louisiana, and one in Mississippi—states according to the learned Tribune, 'remote from culture and learning.'

"Of the twoscore Southern universities founded while Chicago was still but an idea of a trader's mind, one was Wesleyan, in Macon Georgia, the oldest woman's college in the world, and the first to award a degree to a

woman. Subsequent Southern colleges, preceding Chicago's first, included the famous Baylor in Texas, in 1845—Baylor College for women and Baylor University.

"Today, there are in the Southern States 189 recognized colleges and universities. The Middle West has only 116. The remainder of the country has 275.

"In justice to the Middle West, the North, and the East, it should be understood and stated that this ridiculous editorial in the Tribune does not reflect the attitude and opinion of the public in those sections toward and regarding the Southern States, but is actuated probably by jealousy and is indicative of a narrow policy that has characterized the Tribune's attitude toward the South for many years. Business men in Chicago and the Middle West know its utter falseness; and it is to the interest of those same business men—many of whom seek Southern patronage—to see that such misstatements are not circulated in the future.

"If the editorial writers for the Tribune are weary of recording murders, gang fights, and bootlegging in Chicago—as they have reason to be—and are merely seeking a new project we suggest that they choose one on which they have more information. A little knowledge is a dangerous thing, but none at all is gross ignorance."—Holland's Magazine.

MACON COUNTY'S CENTENNIAL

This is to be a great day in Macon County, the one hundredth anniversary of the county's establishment in 1829. Eleven years before that time, in 1818, Jacob Siler and William Britton had crossed over the Balsams and the Cowees and settled in the valley of the Cartoogechaye. All that country was then primeval forest. It abounded in fish and game of all descriptions. Siler and Britton resisted every effort of the Indians to discourage their making it their home and in the face of threats established themselves in the territory, which had been newly acquired from the Cherokee Indians by treaty. Other settlers followed, the town of Franklin was organized in 1820, and nine years later Macon County was duly created by act of the Legislature.

For a long period, and down to the very recent past, Macon, as The Franklin Press reminds us, was one of the "lost provinces." It was cut off almost completely from the rest of the world until the completion of the Tallulah railroad in 1907. That tied it with Georgia rather than North Carolina. It was not until the building of the concrete road across the county three years ago, connecting with No. 10 at Dillsboro, that Macon was linked with the State of which it is a part.

During all these years, however, again to quote The Franklin Press, the heritage of courage and high ideals handed down by the sturdy pioneers has been illustrated in the lives of the inhabitants of the county. The Press points out that Macon County was the first in the State to make education compulsory and that Franklin "in proportion to its population has more college graduates than any other town in the state." The forests which the early settlers found there have disappeared. The game and fish were destroyed, the one-crop system wore out the soils; but these losses are well repaired. Macon is today one of the most progressive counties in Western North Carolina. Its people are alive to the importance of diversified agriculture. They are developing their resources, restocking their streams with fish and their mountains with game, and they look to the future with the same bold confidence which marked the county's earliest settlers.

No part of Western North Carolina has benefited more from the improved highways than Macon. Franklin is the Southern gateway to the Land of the Sky. Highway No. 28 which leads through it from Asheville to Atlanta is fifty-seven miles shorter than any other road between the two cities and the scenery through which it passes is beautiful and grand beyond description. A fine program has been arranged for the centennial celebration today and a great many visitors from far and near will be on hand to help make the occasion one long to be remembered.—Asheville Citizen.

MISPLACED ZEAL

One of the worst advertisements a town or country can have is indiscriminate searching of automobiles without warrants. Every law-abiding citizen in the land wants prohibition enforced. They want the real boot-leggers and rum runners stopped from plying their nefarious trade; but this business of eternal searching of automobiles is distasteful to the people.

If all we hear is true, or if half we hear is true, officers of the law make a practice of searching automobiles on the bridge on this side of Franklin. Ladies and gentlemen out for a drive over the splendid highway the state has builded, connecting Sylva and the Georgia line, are held up and submitted to the indignity of having their private business inquired into and their automobiles searched. Some of the people are made angry, some take it as a huge joke on the good town of Franklin, while others are just plain disgusted with the whole business. However, it all works to the injury of the good name of our friend and neighborly town, across the Cowees.—The Jackson County Journal.