

Opportunity's Empire--Waynesville Altitude 2,802 Feet--Unsurpassed Natural Resources For the Location of Manufacturing Industries

# THE WAYNESVILLE MOUNTAINEER

Volume XXXVIII Number 34

WAYNESVILLE, HAYWOOD COUNTY, NORTH CAROLINA THURSDAY, SEPTEMBER 30, 1926

\$2.00 a Year in Advance, \$2.50 if not so Paid

## A PROCLAMATION BY THE GOVERNOR.

The State of North Carolina has for years led in efforts to reduce fire waste and its attendant loss of life and property. October 3rd to 9th, inclusive, has been designated as FIRE PREVENTION WEEK throughout the United States, and I appeal to our citizenry to become actively interested in this great problem of conservation.

Carefully gathered statistics show that in 1925, \$6,914,014.00 worth of property was destroyed by fire; that 293 human beings were burned to death in North Carolina, caused largely through carelessness. Compared with our National fire loss of 570 million dollars and 20,000 lives destroyed, this is low, but entirely too great for an intelligent citizenship such as ours. It is well known that carelessness and ignorance go hand in hand as the chief causes of our great National Fire Waste.

I, THEREFORE, urge that the week of OCTOBER 3rd to 9th be set aside as FIRE PREVENTION WEEK in accordance with Section 6080 of the Consolidated Statutes, which provides that the Governor of North Carolina shall, each year in October, issue a proclamation urging the people to proper observance.

During this week I also urge that fire drills be held in schools, State institutions, factories and stores, and that they be continued at regular intervals;

That schools, theatres, churches, public and private hospitals and institutions, factories, stores and hotels be inspected, to see that every safeguard against fire is provided, and also that exit facilities are sufficient, in the event of fire;

That local municipal authorities examine their fire ordinances and make them sufficient if they are lacking in any particular.

To this end I urge our citizens to thoroughly co-operate with our Insurance Department, and that every Mayor issue a Proclamation. I earnestly request the co-operation of citizens, Chambers of Commerce, Rotary, Lions, Kiwanis and Women's Clubs, and all other civic bodies and the press.

AND NOW, THEREFORE, I do issue this my Proclamation and do set aside and designate October 3rd to 9th, 1926, as Fire Prevention Week

and do urge all our people to a proper observance of this week in obedience to the law of North Carolina.

Done at our City of Raleigh, this 11th day of September, in the year of our Lord, one thousand nine hundred and twenty-six, and in the one only were extraordinary precautions taken with the gasoline, but the Lincoln automobile, which paced the Fords, was tested as to the accuracy of its speedometer by members of the police department, who checked its speedometer against their tested and sealed speed recording mechanisms.

## FORD GASOLINE TEST OPENS EYES OF AUTOMOBILE OWNERS

Plain Stock Cars With No Attachments Used in Testing Motor Cars on Average Paved Road; Merits of Cars Proved During Trials.

The momentous question—"How far can Ford automobile travel on a gallon of gasoline?" has been answered.

The answer is—49.3 miles.

It was ascertained last Wednesday in a contest participated in by 28 Charlotte and out-of-town Ford owners, and promoted by 18 Ford dealers, living in various towns in the Charlotte trade territory.

Not only was the astonishing record of nearly 50 miles to the gallon hung up by one of the contestants, but the average mileage of all the 28 cars was the almost equally astonishing record of 38.5 miles to the gallon.

### Three Judges

The tests were held under supervision of a committee of three judges, consisting of T. McP. Glasgow, of the Glasgow-Stewart company; Joseph P. Fitzsimmons, of the Carolina Auto Supply house, and T. J. Person, advertising manager of The Charlotte Observer.

It was the duty of this committee to see that all contestants competed on equal terms, to inspect the tanks of the cars before gasoline was poured in, and to attest to the mileage made by each automobile.

Only Ford stock models with 1926 serial numbers were eligible to compete, and no extra equipment, such as special carburetors, ignition systems, etc., were permitted. Nor were stripped-down models eligible.

Every car must be exactly as it was turned out by the Ford factory.

### Ordinary Gasoline

Only ordinary gasoline, such as can

be obtained at any filling station, was permitted. No high-test gasoline selling at extra prices, could be used.

Previous to the start of the tests, three judges saw that the gasoline lines of each car were disconnected, and all fuel drained from the tanks. The carburetors then were inspected

to see that they, too, were dry. Then while the judges stood by, a gallon of gasoline, poured from a measured container, was placed in each tank, and the tanks sealed to prevent further fuel being added. These seals were required to be in tact at the end of the run. Otherwise the contestants

were disqualified.

Every effort was made to avoid criticism of the records made. Nor

the one only were extraordinary precautions taken with the gasoline, but the Lincoln automobile, which paced the Fords, was tested as to the accuracy

of its speedometer by members of the police department, who checked its speedometer against their tested and sealed speed recording mechanisms.

### Start Runs.

The economy runs were started from the Ford plant on Statesville avenue. The contestants were started north on the Statesville road to a point 22 miles north of the city, where a man was stationed to turn them around without stopping. They then proceeded southward toward Charlotte.

Each automobile was required to run until it stopped for lack of gasoline, and the driver was required to remain at the place his car stopped until he was reached by the following Lincoln and the official mileage recorded.

The cars started out closely bunch ed, but were allowed to proceed at any speed selected by their drivers—and it may be added that the cars were driven by their owners, not by trained mechanics. Some contestants chose to drive slowly, others rapidly, each according to his own idea of the most economical speed of his vehicle.

The tests began at 12 o'clock Wednesday afternoon, and it was almost 7:30 o'clock in the evening before the judges certified to the mileage made by each car and returned to their homes.

### Prizes Offered

Prizes of \$300 in gold had been offered by the 18 associated Ford dealers to the high-scores in the tests, and the first prize of \$100, offered Elizabeth Overcash, Kannapolis, for the highest mileage obtained by an open car, was won by B. B. Deal, roadster, 39.

He was the owner who made the astounding record of 49.3 miles. Second prize in the open car class, scoring contestants.

### CARD OF THANKS.

We wish to thank each and every one of the many friends for the kindness shown me during the death of my husband, Robert Bryson. May the Lord's richest blessings rest on each and everyone of you.

--(Signed) MRS. LAURA BRYSON.

## CULLOWHEE FACULTY ROYALLY ENTERTAINED

The faculty members of Cullowhee State Normal were delightfully entertained last Monday evening from 5 to 7 o'clock at the home of Professor and Mrs. Frank H. Brown. Fleasing musical solos were presented by Misses Feagans, Graves and Franklin of the Cullowhee faculty, while Miss Eleanor Gladstone, librarian, rendered a very amusing reading.

An outdoor dinner was announced by the hostess at 6 o'clock, and the party was invited to partake in buffet, or cafeteria style. The tables upon the lawn in front of the Brown residence presented a very pretty picture with their beautiful appointments, while the entire scene was one of exquisite peacefulness, with grass covered mountain slopes on all sides and twinkling stars of an Indian Summer twilight forming a canopy of glory overhead. Ice cold punch, home made cake and ice cream completed the inviting refreshments, which were greatly enjoyed by the following: President and Mrs. H. T. Hunter, Miss Elizabeth Ann Hunter, Prof. and Mrs. W. F. Bird, Prof. and Mrs. J. S. Seymour, Rev. and Mrs. A. W. Lynch, Mr. and Mrs. W. N. Coward, Mr. C. H. Allen, Miss Edna Reams, Miss Alice Benton, Miss Mary Rose Feagans, Miss Daisy Franklin, Miss Eleanor Gladstone, Mrs. Lucy Posey, Mrs. J. R. Walton, Miss Annie Ray, Miss Mary Graves, Miss Elizabeth Martin, Miss Fannie Goodman, Miss Helen Saunders, Miss Fannie Scovill, Miss Clemmie Case, Miss Glenn Cloyd, Miss Frances McCracken, Miss Mary Thomas, Mr. John N. Wilson, Miss Annie Brown, and Mr. Conn Bryan.

### UNIDENTIFIED WOMAN KILLED

News was received in this office of the death of an unidentified woman, supposedly Miss Johnson, of Waynesville. Miss Johnson was killed in a Ford roadster driven by herself near Kieth's Bridge, Ga.

The wrecked car bore the North Carolina license tag No. 221332.

Miss Johnson was a young woman with bobbed red hair and had a distinct black mole on the left side of her chin near her mouth. She was wearing at the time of the accident, knickers, khaki colored, and an army shirt.

The body is being held at a Gainesville, Ga., undertaking establishment awaiting location of relatives. Any information concerning Miss Johnson will be appreciated if reported to this office.

First prize of \$100 for the best record by an automobile with a closed body, was won by J. F. McGinnis, of Charlotte, who tooted off 46.6 miles in a four door sedan.

A "dead heat" was scored for second place in this division. The coupe of Miss Eska Baker, of Marshall, and the Tudor sedan of L. R. Pennington, of Concord, stopped "neck and neck" at 41.86 miles. A prize of \$50 had been offered for second place, but the Ford dealers decided to award a prize of \$50 to each of the drivers.

### Other Records

Other records were as follows: Parks Hutchinson, Chariot, roadster, 47 miles; D. H. Howard, Mount Holly, roadster, 44.7 miles; W. A. Mangum, Monroe, roadster, 44.5; E. B. Gresham, Jr., Charlotte, roadster, 43.1; Miss Effie Jones, Lincolnton, coupe, 33.9; R. P. Siler, Gastonia, coupe, 33.85; R. C. Rush, Belmont, roadster, 32.4; John Haffey, Matthews, coupe, 31.3; Raymond Jacobs, Fort Mill, touring, 29.5; Eric Hornback, Marshall, roadster, 35.1; L. A. Abernethy, Belmont, coupe, 34.55; Roy Bass, Fort Mill, coupe, 45.5; P. O. Payne, Gastonia, touring, 34.1; W. P. Frazer, Statesville, roadster, 34; M. R. Ingram, Pageland, coupe, 37.3; Henry Smith, Pageland, roadster, 37.2; W. T. Williams, Jr., Rock Hill, 35.98; R. H. Leannard, Matthews, roadster, 35.95; David Brown, Statesville, fodor sedan, 35.9; W. E. Luckey, Mount Holly, coupe, 41.7; B. F. Davis, Charlotte, coupe, 41.3; Miss Elizabeth Overcash, Kannapolis, coupe, 39.3; T. J. Burgin, Lincoln, roadster, 39.

In addition to the cash prizes, awards of special equipment were given by the Ford dealers to high-

## WESTERN NORTH CAROLINA GOOD WILL TOUR.

All Spaces Are Taken—Cities Along the Route Will Be Ready to Green Asheville Visitors.

Tuesday's Asheville Times.

Western North Carolina tonight will start 125 of its representatives on a twelve-day sectional advertising and good will tour through New England and East Canada. The party will leave the Southern Rail-

way station in Asheville at 7:30 on a specially chartered train. Hundreds

of Western Carolinians will be present to bid the tour party farewell.

At noon today everything was in

readiness for the start of the good will trip, Walter P. Taylor, chairman

of the tour arrangements committee reported.

Every space on the

train was filled and not a single

accommodation left over.

C. of C. Busy Place.

The Asheville Chamber of Com-

merce which is sponsoring the tour

was in a bustle of excitement and achievements are known in every town in the national as well as the

last minute work all during the day.

Final instructions were being issued

by the following: President and

Mrs. H. T. Hunter, Miss Elizabeth

Ann Hunter, Prof. and Mrs. W. F.

Bird, Prof. and Mrs. J. S. Seymour,

Rev. and Mrs. A. W. Lynch, Mr. and

Mrs. W. N. Coward, Mr. C. H. Allen,

Miss Edna Reams, Miss Alice Ben-

ton, Miss Mary Rose Feagans, Miss

Daisy Franklin, Miss Eleanor Glad-

stone, Mrs. Lucy Posey, Mrs. J. R.

Walton, Miss Annie Ray, Miss Mary

Graves, Miss Elizabeth Martin, Miss

Fannie Goodman, Miss Helen Saun-

ders, Miss Fannie Scovill, Miss Clem-

mie Case, Miss Glenn Cloyd, Miss

Frances McCracken, Miss Mary

Thomas, Mr. John N. Wilson, Miss

Annie Brown, and Mr. Conn Bryan.

## FORMER WAYNESVILLE VISITOR CAROLINA MOTOR CLUB LAUDED FOR HELP IN FIGHT FOR MOTOR TAX CUT.

News and Observer.

Edwin Bjorkman, eminent literary

critic and translator, who recently

came to the mountains of Western

North Carolina to make his perma-

nent residence, has a few months

ago, signed the New Revenue Bill by

President Coolidge Marks End of

Successful Campaign to Cut

Taxes.

On the eve of the signing of the

new tax bill by President Coolidge,

people of Asheville and its vicinity.

W. F. Shipman, manager of Western

Carolina, brought the news to

Raleigh yesterday by Joseph Du-

olina Motor Club, received a letter

from the American Automobile Asso-

"Asheville has become quite used

complimenting the Carolina Motor

Club on the aggressive and helpful

said, "but it is seldom that we have

part it took in the successful battle

the opportunity of knowing them for

the reduction of the federal au-

revenue tax.

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