

The Mountaineer
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THE PROPOSED PARKWAY

Just what is this proposed park-to-park scenic route, or highway, that we have heard and read so much about lately; and how, if any, will it benefit this community and the rest of Western North Carolina? No doubt these questions are being asked by hundreds throughout this section, because they cannot comprehend immediately just what it is all about.

After a two hour conversation with Frank W. Miller, member of the state highway commission, and one of those who have been most vitally interested in better roads and the development of the park, we learned much that heretofore has been kept quiet.

Briefly, here is the story:

The federal government is developing two national parks in Eastern America—the Shenandoah in Virginia and the Great Smoky Mountains National Park in North Carolina and Tennessee. Because of the interest that has been shown by the public of Eastern America, it was deemed wise to connect these two parks which are 400 miles apart, with a parkway. Not a regular highway as we know highways, but one that will within itself be a park 100-miles long and 200 feet wide, with a 32-foot strip of hard surface in the center for cars to travel on at moderate rates of speed. No trucks or commercial vehicles will be allowed on it. Neither will there be a filling station every hundred or so feet.

This 100-mile by 200-foot park will, like all other national parks, be under the supervision of the national park service. All maintenance will be done by that service. All businesses that are allowed on the route will be under the direct control of the service, also.

On either side of the 32-foot drive, will be 84-feet of planted grass and trees, together with shrubbery and anything else that will add beauty to the route. Along the route the government will buy tracts of land of several hundred acres and establish a camp site, or hotel site for the convenience of those who will travel the route. This is made more or less necessary because of the fact that the highway does not go from town to town as state highways do, but this new route will go from park to park and traverse the territory between the two parks that will be richest in scenic beauty. Towns will be avoided.

Who is to determine where the richest scenic beauty is, and have the final say so in the location?

The Federal Park Service has appointed a commission composed of landscape engineers and road engineers to go over the territory between the two parks and has authorized them to determine the most suitable location for a scenic route.

It so happens that when three states are interested in one major project such as this, there is more or less anxiety and competition. In order to give all concerned a fair opportunity, the commission set dates recently and heard delegations from each state present their claims for the park-to-park route.

Virginia was first. Unfortunately her delegation was split on the matter and presented several routes, all of which the commission heard with interest.

The second day of the hearing the delegation from North Carolina presented their claims. Before appearing before the commission, the state highway commission very wisely and carefully selected only one route and presented the one route to the commission. Harmony prevailed in every detail with the North Carolina delegation because they were of one accord, all of which impressed the commission greatly, according to their own statements later. The members of the state highway commission selected the route which they proposed without personal feelings in the matter other than to select a scenic route which could not be excelled in any other state. Territories and

sections were ignored except for their scenic beauty.

The third day the Tennessee delegates were heard. They too, like Virginia, had not agreed on one specific route before conferring with the commission, and some having lost their temper a short while before, made a rather poor impression.

Beginning immediately, members of the commission, will personally travel all the routes which were proposed to them by the three states. This will likely take the greater part of February, March and most of April. After completing their tours, which will have to be made mostly on horse back, the commission will definitely decide on the location of the route. Which ever state is fortunate enough in getting the route will make the survey and then construction will get underway immediately.

With the facts which North Carolina had to present, and the manner in which they were presented, there is little doubt but that the route as proposed by the State will be accepted. North Carolina will either get the route proposed, or not any. There are no substitutes.

Assuming that the route is granted, it is interesting to know that Haywood County would benefit materially from it. Now this one point should be stressed here. Haywood County is not sharing in this just because Frank Miller is on the highway commission. Mr. Miller and the other members of the commission followed the route provided by nature, and not that of their personal desires.

Although Governor J. C. B. Ehringhaus has at times been severely criticized in Western North Carolina, he went to bat for his critics and made a hit with the commission in Baltimore when presenting North Carolina's claim for the parkway. He ignored criticism and worked for the interest of the state. Members of the delegation will likely receive some criticism for not favoring some particular section, but as stated above, they decided on the proposed route because of its scenic beauty and not because of its relation to counties or towns.

The route, as proposed, enters the state at Low Gap on the Virginia line and runs to Roaring Gap, Blowing Rock, Linville Gorge, Little Switzerland, Mount Mitchell, The Craggies, then across the French Broad River to Mount Pisgah where Buncombe, Henderson, Transylvania and Haywood Counties meet. From there the route follows the Haywood-Transylvania line to the Haywood-Jackson county line on to Balsam gap, to Jones Knob on to Soco Gap, on the Swain County line.

From the time the route hits the place where the four counties meet, namely Buncombe, Henderson, Transylvania, Haywood, the route will maintain an average elevation of 5,000 feet, going as high as 6540 at Richland Balsam. The lowest point will be at Balsam Gap where Highway No. 10 would be crossed, this being 3315 feet.

A careful study of the map will show that no route could be made that would touch as many counties and at the same time maintain the scenic beauty that will be afforded by that route. Just imagine a park 200 feet wide and 30 miles long with an elevation of 5,000 feet on the borders of these counties just named. We can't comprehend just what it will mean.

There are so many advantages that will be afforded by this route that they would be hard to mention in one article. One or two are as follows: The entire 400-mile route is to cost sixteen millions. Two hundred miles of the four hundred are proposed to be in North Carolina. At least eight or ten millions would be spent in this state alone. This is Federal Relief money.

The new route would open up country that heretofore has been isolated from the rest of the world. Mountain craft being sold to the millions that would travel this route would bring a new source of revenue into this county.

The new route would enable summer visitors to make a new and complete loop drive daily and see new country each day for an indefinite period. The advantages are so numerous that they cannot be enumerated.

The Mountaineer has said time and time again that nature has wonderfully blessed this section of the world called Western North Carolina, and we believe that the world will soon have a new way to get to this section, and that way will be by the park-to-park scenic route which will follow the top of the rugged ranges which nature has so bountifully provided in this section, and of which no other state can boast.

BRIEF REMARKS

Solitude encourages thinking.
 People run in debt, but crawl out.
 Hot climates develop hot tempers.
 We want most what we need least.
 Success treads on the heels of endeavor.
 He who falls in love with himself has few rivals.

ODD THINGS AND NEW—By Lane Bode

MYSTERIOUS UNIVERSES— ALL THE STARS WE SEE FORM, WITH THE MILKY WAY, A VAST UNIVERSE, YET THOUSANDS MORE OF SUCH UNIVERSES HAVE NOW BEEN FOUND TO EXIST.



STOPPING POISON IVY! BEST PREVENTER OF POISON IVY IS A 5% SOLUTION OF IRON CHLORIDE IN HALF WATER AND HALF ALCOHOL, APPLIED AS EARLY AS POSSIBLE.

CHROMIUM TRIM! A CHROMIUM LAYER ONLY 0.00017 INCHES THICK RESISTS RUST AND CORROSION.

22 Years Ago in HAYWOOD

(From the file of February 25, 1912)
 Dr. J. Howell Way attended the meeting of the Tri-State Medical Association at Columbia last week. As president of this most important meeting he made a big hit in his way.
 The work of moving the College into its new quarters in the Bas building is now about accomplished though there is still much to do in the way of straightening up the office. This move has given us the opportunity of seeing how much we have and we find that we have at least enough to not want another move for some time to come.
 "Manton Sherry," the biggest of the year, will be given at the Asheville auditorium February 28. "Every Little Movement Has a Meaning of Its Own."
 Let me be your Grocer during 1932—J. D. Boone, The Grocer.
 Plumbing and Tinning Work—stall steam, hot water and hot air heating. When you want your work done at a fair price call Miller and Young. Near the Inn, on Main Street.
 Turkey, Duck, Potatoes, Onions, Apples and Eggs at the Waynesville Produce and Provision Company.
 Pictures, Framing a specialty at the Waynesville Book Co. Give us a hurry order and see the wheels go round.

Random SIDE GLANCES
 By W. CURTIS RUSS

"This is the first time I agree with you," you say. "I don't know if it is getting ready to 'chill you' in the point of view of my newspaper column."

I find it rather annoying to have someone nod his head approvingly at something I say.

It is worse, however, to have them disagree with everything you say or do. And, oh boy, do folks that can't agree with me about my own newspapering.

Last week just after the paper was published one of my friends met me and said, "So, you got your system on? Well, that 'ol 'ol' you' snapping his fingers as he left."

Yes Sir and I like pickled pig's knuckles and raw turnips.

Two weeks ago while driving on Highway No. 10 I was made to feel so little that I have just gotten up courage enough to mention it. Having been told that an honest confession is good for the soul, here it goes.

Several hundred yards ahead of me I saw a truck being turned around in the road in a rather narrow place. I thought I was going to have to stop, but the driver kindly backed into the shallow ditch and waved to me to pass.

I was getting ready to think something not so good about him when he threw up his hand, waved and smiled. Did I feel little?

Nothing can let one down so fast and hard (except ice) as a genuine smile.

Speaking of ice. Yes, I'm on the mend and also a pillow.

SADDER THAN SADDEST
 "Of all sad words of tongue or pen, the saddest are those: 'It might have been.'"
 Not so! The saddest words are those: "Wake up! The water pipes are froze."

While talking to James Atkins on the street, a small boy about eight years old came up and said: "Gimmie a match."

When asked what for he replied: "The fellers over there."

Across the way were two young lads trying to smoke a cigarette stub with the grace of a young woman. When trying to dispose of the excess saliva, the wind caught it and—oh, well, it was disgusting.

There is one thing nice about being fat when you laugh there seems to be so much having a good time.

Am I dizzy? Whew, I'm just back from a visit to the local telephone exchange, and the way they do things there.

I'd never be able to work my hands as fast as some of those telephone girls much less think at the same time.

I know now why it is that Bill Lampkin can go through briar patches and thickets so good when on bear hunts—I saw just how he connects wires at the telephone exchange. Anybody who can go through those wires like Bill, can look on a briar patch as a straight and narrow path.

Number please?
 "Oh, gimme thirty. (In newspaper language that means the end.)"

"Here's your number—thirty."
 (What a telephone operator I'd make.)

LETTERS to the Editor

Editor Mountaineer

If you will permit me I will give you a bit of what we think Florida looks like. We got into Jacksonville about daylight so we could not see how it looked above there. After leaving Jacksonville, the country is a low, rather pretentious for a way, then we get into territory that is thingy-pongy-look. The land is so level that you can see it would save from 15 to 100 miles.

The prices are about the size of a stick of gum, and a few cakes about the size of a pick handle. Occasionally a change is passed and some nice strawberries can be seen. After reaching a nice place called Wild Wood things began to look better and there are lots of fine strawberries in the fields. At Plant City they ship thousands of crates of berries a day.

From Plant City to Tampa there are orange groves and plenty of grapefruit, but little farming. So far I have seen only two hay stacks, I can't see what this country depends on for a living. You pass hundreds of real nice homes and not even a garden in sight.

Tampa is the cleanest city I have ever seen. Along the Bay there are some of the most beautiful homes to be found anywhere. One of the main attractions here is Davis Island. This is fair week. It is a great sight for a mountaineer to see the big ships come in.

Yours truly,
 GEORGE A. BROWN
 Read the Ads

CAN YOU IMAGINE!



CAN YOU IMAGINE— the cheerful grin of the Worcester, Mass., tailor who, after suffering from severe stomach trouble for 7 years, was instantly relieved by a dose of BISMARX in a Rexall Store, felt much better after taking one bottle, got positive relief after three more, and now enjoys his meals, can do more work than ever before, and has a new lease on life!

EXPLANATION

Bisma-Rex is a new antacid treatment that is bringing welcome relief to thousands everywhere who suffer the agonies of indigestion and other acid stomach ailments. Bisma-Rex acts four ways to give lasting relief in three minutes. It neutralizes excess acid; soothes the stomach of gas; soothes the irritated membranes; and aids digestion of foods most likely to ferment. Bisma-Rex is sold only at Rexall Drug Stores. Get a jar today at Smith's Cut Rate Drug Store. (Ad)

Why Don'tha Com' Up Sometime?

Let's get better acquainted! We'll be glad to check your radio tubes, replace worn out ones with Matched TUNG-SOL Tubes. Our service men are experienced—can quickly cure your radio ills. If you don't want to "com' up" just phone and we'll "com' down."

MARTIN ELECTRIC CO.
 Radio Service Phone 31 Electric Service

SERVICE—ON THE PHONE

There's a lot of satisfaction, when the emergency unfortunately arises, to know that your hurry-call to ALEXANDER'S will be answered by an experienced registered druggist—he understands, for he knows his business; there is no delay and annoyance due to misunderstanding for which inexperience usually is responsible.

ASK YOUR DOCTOR

ALEXANDER'S DRUG STORE

Phones 53 & 54 Opposite Post Office