

State Highway Men Backing Original Route Of Parkway

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sion grew in profusion in Western Carolina, and especially in the section the originally mapped and approved parkway was traversed.

He asserted that the proposed alternate route would have no scenic value of note from Asheville to the entrance of the park, and that chief purpose of routing the parkway through the Pisgah National Forest between Waynesville and Brevard was to secure a route that would give America an opportunity to really see the wonders of this area. To change the routing, Mr. Browning emphatically stressed, would be to defeat the purpose of the connecting link between the two great National Parks.

"Pains were taken to give Secretary Ickes, President Roosevelt and other government officials just the type scenic grandeur in a drive that they asked for," Mr. Browning said,



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"at considerable expense to the State of North Carolina, and any change from this original route would be such a poor excuse for scenery that it had just as well be stopped altogether in my opinion."

J. Q. Gilky, of Marion, who was chairman of the North Carolina Parkway committee when the project was proposed, argued that it was the job of the State Highway Commission to see that the original plans were carried out, and that the matter was resting in their hands, and the people were seeking leadership in the fight.

Fred Weede, manager of the Asheville Chamber of Commerce told the commission that establishment of the parkway had been a battle between Tennessee and North Carolina for years before it was finally adopted and accepted, and that unless the interests of Western North Carolina and the state were given protection now that there was grave possibility of the terminus of the route going to Tennessee instead of North Carolina.

"Western North Carolina was united on establishment of the route as it was laid out and approved by the State Highway Commission back in 1933 and 1934 and we are still united solidly as to location of the route. It is too big, too great, for any one section or community to stand in its way in any shape, form or fashion and we people of Western North Carolina are standing together in our efforts to leave the parkway where it was located, accepted, and approved. We can do nothing of material worth unless you gentlemen of the commission aid us, united as solidly as we are, and we are here today to ask your support."

Harry Buchanan, of Hendersonville, explained that the 1929 legislature approved two million dollars for the project and that he had been given personal assurance in the past two months that in so far as Mr. Ickes was concerned the routing would follow the Pisgah National Forest line. Mr. Buchanan asked the commission to assist in getting surveys started at once on that section west of Asheville, and that one section should be let as soon as possible in order to tie up the project for future expenditures.

Frank Miller, of Waynesville, former member of the highway commission, estimated that cost of rights of way for the proposed alternate route would cost the State of North Carolina between six hundred thousand and one million dollars, and this added to the already large expenditures of state monies already invested in making surveys and mapping the Pisgah Forest route.

Commissioner McKee told his fellow members that in his opinion the board ought to re-affirm its stand in the matter and that a delegation ought to be sent to the Blue Ridge Parkway highway body.

Charlie Ross, attorney for the commission, seemed as enthused over the project as any member of the board, and said that the question was one of grave importance, and that a check-up should be made to see that funds allocated to the Blue Ridge Parkway

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L. N. Davis States C. Of C. Following 3-Point Program

(Continued from page One)

brief a review of the work for the past year and also some of the objects for the coming year.

President Davis then explained that the program had been built around local members, and in turn called on the following, who spoke briefly on the topics assigned:

W. D. Smith, county farm agent, The Outlook for Farmers.

James Neal, The Purpose and Plan of the Land O' The Sky.

M. H. Bowles, The Value of Adequate Recreational Facilities.

Mrs. T. L. Gwyn, Chamber of Com-

merce Advertising. B. E. Colkitt, Industries. J. E. Shields, Membership. Mrs. S. P. Gay, Town Beautification. Rufus Gaddis, Needs of a Labor Day Celebration.

Elmer McClure, The Value of Hospitality.

R. L. Prevost, The Need of Increased Accommodations.

should not be diverted. He too was of the expressed opinion that Chairman Dunlap should go to Washington to see Secretary Ickes, and said in closing that the parkway was the biggest task in the state.

The Western Carolina advisory committee was exceptionally well pleased with the fine spirit of co-operation shown by the commission, and were elated over the fact that two hours of the commission's time was given in discussing the matter.

Members of the committee attending included Chas. E. Ray, Jr., and Frank W. Miller, of Waynesville, W. E. Elmore, of Bryson City, chairman of the Swain county board of commissioners, Don Cowan, of Sylva, chairman of the board of commissioners of Jackson county, C. M. Douglas, editor of the Transylvania Times, Harry Buchanan, representing the Hendersonville Chamber of Commerce, Fred L. Weede, manager of the Asheville Chamber of Commerce, A. J. Dills, representing the Rotary Club of Sylva.

E. L. Withers, The Clean-up and Paint-up Drive. Guy Massie, The Membership Drive. All the speakers confined their remarks to three minutes, and as a climax to the meeting, Chas. E. Ray, Jr., presented in detail the present status of the Parkway and the Great Smoky Mountains National Park. Mr. Ray gave a report of the meeting which

had been held that morning. In some thirty representatives from counties had gone on record for the survey and construction of the Blue Ridge Parkway along the as had been adopted several years ago.

Fire Requires Fuel Enthusiasm. Like any other needs both fueling and watering.

WATKINS NEWS

VOL. 1 ECONOMICAL TRANSPORTATION

Published Every Thursday by Watkins Chevrolet Company, Inc.

R. L. Prevost, the proud owner of a 1937 Chevrolet, made a fast trip from Indianapolis last Thursday. He drove from the Indiana capital to Hazelwood in 12 hours, stopping two hours in Knoxville. Upon reaching Hazelwood he found he had covered over 500 miles, and had averaged over 50 miles an hour for the trip.

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We expect another car of new Chevrolets this week. We invite you to come in and look them over.

We offer our congratulations to the Chamber of Commerce for the successful banquet staged last Thursday night. And by the way, the annual membership drive is be-

ing made this week. We urge you to invest liberally in this organization.

The Mayor and his board of aldermen have started off nicely by painting the parking lines on Main Street. Let's go after better traffic conditions this summer.

We now have adequate space for storage. Any time you have guests who have a car, don't let it stay out all night. Bring it to us.

Here's hoping that Charles Ray and Frank Miller bring back encouraging news from Raleigh about the Parkway in our section.

If your tank is running low

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ALL 15c Dyes	10c
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