

The Mountaineer

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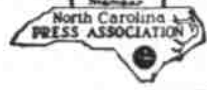
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Foes Of Democracy

It has been recently said that the "three great enemies of democracy are fear, prejudice, and hatred." Viewing the world today there seems little doubt that the three are doing their part in contributing to the chaotic state of affairs.

Fear, prejudice, and hatred have no abiding place but in the human mind. It is there that they gnaw, and consume and destroy. It is there that the warmth and confidence fades; the strength of reason becomes flabby and frail; and the tenderness and sweetness of love become virulent and venomous.

We have all seen both friends and enemies whose hearts have been eaten by these three destroyers. It behooves all of us to take stock ever so often and analyze our hearts. We cannot say today we will put these human frailties out from us forever. They come back like weeds. They must be continually plucked out, lest they choke out the better impulses.

Today we see not only individuals, but nations suffering from fear, prejudice and hatred. Not by compulsion of arms will these enemies of democracy be conquered but by the spiritual values alone will harmony be restored.

Here and There

—By—
HILDA WAY GWYN

Editor's Note—The writer of this column is on a two-week vacation out west, and this column was written while "on tour." She is expected back in Waynesville Sunday afternoon.

En route West... boarding the Carolina Special in Asheville... on West through the great farm lands of the middle West... through industrial centers... the farms seemed so gigantic in their endless acres... as compared to our mountains... with "patches in cultivation... but as always... great stretches... where earth and sky meet in unbroken lines... that seem to go out to meet eternity... we are restless... they do not give us the calmness and serenity of the tucked in protective landscapes of our native hills... into Chicago... across the city to our station where we take the "City of Denver"... over the gate to the track we noticed a sign about "all reservations made for this sailing"... when we took the train at 6:20... we understood then, for we literally "sailed" until we landed in Denver the next morning at 9:20... into the West with the speed that covered nearly 100 miles an hour... but with unbelievable smoothness... if you want the last word in train accommodations we recommend the "City of Denver..."

Theory And Practice

We note with interest the new Cooperative plan of Engineering Education at State College whereby students may alternately work in industry and attend classes.

While the plan is provided for the boys who are trying to get an education under the most trying financial conditions, there are advantages offered in the work and study combination, that the supposedly more fortunate boy might envy.

For after all the school of experience gives the student a priceless knowledge, that enables him to apply his theory.

The plan will also afford industry an ideal method of locating high-grade employees already trained for a particular type of work. The boy who is willing to work his way through college usually takes his work pretty seriously and has ambition to forge ahead.

Seventy-one students have applied for admission to the cooperative plan, at State College, for this fall, but only 40 are to be taken on this first year, according to Prof. Frank F. Groseclose, director of the plan.

Juniors and seniors in the school of Engineering, under the plan, who are hard pressed for money will be allowed to attend classes at the college for six months and then the following six months will work in industries allied with their study.

Several North Carolina firms already have agreed to take part in the Cooperative program and 20 students have been assigned to jobs beginning in September.

It has been in operations for 4 years... there have been other streamlined trains since then on other roads... but we have been told that none can surpass the "City of Denver"... but we learned later from observation that it is typical of the magnificent scale on which the Union Pacific does things out here... it is a pioneer in developing streamlined trains... on the "City of Denver" there is nothing left undone for comfort... tan painted trimmings in soft shades... cedar rose upholstery... black glass and chromium... trim... soft rugs in blending shades... spotless clean... the next morning we ran our fingers over the window sill in the dressing room and not a suggestion of dust or dirt... service of every description... excellent meals... (at the most reasonable prices we have ever encountered on a diner)... observation car... radios... desks... bar and the "shack"... one of the most unique facilities... an authentic reproduction of a western frontier shack... of the period at the close of the Civil War... and the early "90's"... it has an intriguing atmosphere of cordiality that marks the west... even today... the walls and ceiling are of unfinished and unvarnished pine boards... flooring of old fashioned scrub oak... uneven widths... walls lined with pictures of the frontier... old theater posters, bills... and notices of early days in the West... all authentic... Clinton, Neb... we are crossing the Mississippi... dusk has fallen... but we glue our faces to the windows... to catch a glimpse of the great river...

The Pure-Breds Safe

When Hitler and his forces took possession of the British Channel Islands on July the first fears were expressed in America for the future of the pure breed of Jersey and Guernsey cattle which have made the islands famous.

The American Guernsey Cattle Club and the American Jersey Cattle Club have assured dairymen and breeders that there is no need for alarm, although the herds of both breeds were left on the islands and are now in the possession of the Germans.

The reason set forth by the clubs is that while regret may be felt for Great Britain, there are several hundred times as many pure-bred Jerseys and Guernseys in the United States as there are now on the islands.

For almost a hundred years now the quality of American-bred stock has been so high that American-bred Jerseys and Guernseys have been shipped regularly to all parts of the world to start new herds with registered bloodlines that date back many years in this country and through their imported sires to pedigrees more than 500 years old.

There have been approximately 2,000,000 such Jerseys registered in the United States and about the same number of Guernseys. The herds in this country are said to be the largest in the world. The records of their bloodlines assure a continuation of the pure strain, regardless of the fate of the parent stock on the Channel Islands.

The German army must be on a sightseeing tour. Wasn't it Hitler who only a year ago declared he had no further territorial aspirations in Europe?

General Sherman was correct in his declaration that "war is Hell". And Neutrality is no bargain, either.

An astronomer thinks our satellite, the moon, will leave us presently, and who are we to blame her? The neighborhood is terribly run down.

The next morning we are in Denver... then on to Colorado Springs... two days at the famous Broadmoor Hotel... built by one of the mining kings of the West... in last copy of Life Wendell Wilkie among its many guests... you may have seen the picture taken there... everything in sport and amusement offered the guests... ice skating... water sports... on lake golf... every indoor sport... from here a trip to Pike's Peak... when we are 14,000 feet... we do not find words to express our thoughts... for as we gaze off into the distance... we are overcome with the power of Him who watches even "the fall of the sparrows"... and we realize how all things are in His keeping... and we feel very humble... and then mere words cannot describe the grandeur of the Rockies... returning a trip to the Cave of Winds... under ground... near Manitou Springs...

Sunset brought us to the Sun Shrine... memorial to Will Rogers... on a cliff more than 8,000 feet... on the spot from which Pike's Peak was first discovered... a tower of stone... inside containing murals of life in the West... a bust of Will Rogers with the inscription of that familiar quotation from him... "I never knew a man I did not like"... all day there is a program of his favorite music... continuously... as we viewed the landscape spread out in such magnificence before us... and strains of "God Bless American"... filled the air... we were filled with a spirit of gratitude for the country in which we live...

Then en route to Cheyenne... we passed dozens of silver and gold mines... many abandoned... many in operation... they had made and ruined many alike... lunch at Idaho Springs... where gold mining was first started in Colorado... through Berthoud

TO THE RESCUE



Voice of The People

With the Soco Gap road authorized and No. 284 under construction, what in your opinion would be the most important road project for this section from the standpoint of advantage to Haywood County?

Frank W. Miller—"The extension of 284 to Newport, Tenn. This would be a through route to all points North and South. Now we are compelled to go around-about way to get North."

Weaver McCracken—"I think the completion of 209 through to Hot Spring."

George A. Brown, Jr.—"The extension of 284, which would give complete North and South route through Haywood and Waynesville for both the local people as well as the tourists. I think it is the most important road to be constructed for both commercial and tourist travel, as it gives a water grade all the way to Newport, Tenn."

Jack Messer—"The road down Jonathan Creek and through Waterville into Tennessee. It would give an outlet to both North and South from this county and section."

L. N. Davis—"One of the most important and hoped for roads in this section is the extension of 284 on a water level route down the Pigeon to Waterville—that would

link us up with all the Newport Tennessee area."

E. L. Withers—"I think the continuation of 284 to Newport outlet I know. It would give us a water grade road and enable us to get travel through to the middle west, which is heavy and gives the Florida bound visitors a chance to come through the Great Smoky Mountains National Park, then to Pisgah National Forest and out to the South on to Augusta and on south. Would shorten the route from Detroit to Florida from 100 to 150 miles and give a scenic highway that could not be beat in the country."

Jonathan Woody—"I am advocating, and will continue to advocate and to preach that we have a paved road into Newport, Tennessee, and when we do—we will double our population here in five years."

R. L. Prevost—"I think the next most important project would be to fix all the local roads leading from farms to market and have them hard-surfaced. We need to look after home folks and their needs more than we have."

C. N. Allen—"My opinion would be the completion of the highway down Pigeon River to Newport, Tennessee."

Hugh J. Sloan—"To open down Pigeon River to Tennessee."

Pass... and from its majestic throne on Continental Divide... we view the watershed of the Atlantic and the Pacific Oceans... first surveyed in 1861... then Cheyenne, Wyoming to the World famous Rodeo... for its 44th annual event... attracting people from all over the country... a week of festivities... significant of the West... the town wide open... joy is unconfined... everybody wearing something "Western"... both men and women in "cowboy" hats, boots, etc... the parade... dozens of vehicles from the days of the 60's on... covered wagons... all authentic... wagons that had crossed the continent... we wish we had the time and space to give in detail the color of the place... at the rodeo... 20,000 witnessing the events... which are staged daily for the week... (we had a seat by a man who turned

out to be a family connection of Mrs. Harry Rotha... married her cousin)... we did not know there were so many horses in the world... or such riders... we saw the cowboy in his most glorified form...

There is something about the West that gets you... if you have any red blood in your veins... you feel very close to those pioneers who came West... and you do not wonder that they stayed... the country is hard and lonely... but rich in natural resources... and magnificent in its physical aspects... when we think of the great things that have been accomplished in the West... in this comparatively new country... it makes us very modest about our older settlements in the East... and renews our admiration for the romantic men and women who blazed the trails into these frontiers... and have helped make America what it is today...

BOY, PAGE SIR ISAAC NEWTON!



Stewart Weighs

Arguments for, Against an Early European Peace

WHY SWEDEN'S so anxious a "negotiated peace" between many and Britain is understandable enough. The Swedes, of realizing their own imminent danger of being side-swiped by conflict any day, naturally peace, negotiated or otherwise, as soon as possible.

However, the Svenska Dagbladet a Stockholm newspaper, entered at our state department, especially well informed concerning the war situation, takes the position that, at this juncture, maybe the belligerents would be rather inclined to but of "negotiating" if some-ble would-be mediator were to gest the idea.

Though it's denied, rumors Europe repeatedly have at the Premier Franco of Spain trying to get himself listened a mediator role. Franco, like a good deal of a peace figure influentially in so large a transaction. Still, he probably has his reasons for favoring peaceful spell, to enable the ish to recover from the ravages of their recent civil struggle. Anti-English

True, the average Spaniard anti-English, because Gibraltar took Gibraltar away from his country, back in the early 1700's, the more enlightened Franco, less has the sense to see that if, through an unequalled victory over Britain, Spain nominally get back "Gib" it really be Spain's; it'll be Italy or Germany's, in the background. So it's possible that Franco actually would like to diate. What makes him seem probable is that he's too a bore.

The mediator the big bellents need, if they're prepared negotiate at all, is somebody U. S. Sam's size.

That's what the Svenska Dagbladet hints at. The state department knows it and unquestionably would be glad to act on the only the Svenska Dagbladet's nearly official opinion.

Here's its purport: Britain is nearly licked—but quite. Yet certainly John must be sufficiently scared by willing to negotiate. If the mans prove, across a conference table, to be too greedy, per Mr. Bull will choose death in preference to a 100-per cent surrender but surely he'll be willing to terms.

Hitler's Problem Herr Hitler is almost victorious but not quite. It's a safe bet he's confident he WILL win the British conclusively—if he's alone to consummate the job. But WILL he be left alone?

Russia is crowding him like in the 2 Balkans. His entire semi-partner, Comrade Stalin, threatens his whole eastern ground. Hitler and Mussolini, with huge interests in that game have been doing their best to that rumpus up, but it isn't pendably hushed.

Given time to complete his quest of western Europe, Stalin clearly assumes that he can act to Russia at his leisure. The chances are that he can—if proceed with the leisure. His isn't as numerous as Stalin's, nobody disputes the superiority its fighting ability.

The fly in the German diatribe is that the Nazis can't well afford to be delayed in the task of ramping up Britain by a move of the Muscovites to the eastward. That might be just the wrong weight to knock the delicate Axis German balance cuckoo.

Time to Negotiate? Accordingly argue the Swedes isn't this the time for both to be inclined to hit on a compromise—if the right mediator urges it?

Even if the scheme should work it would have one flaw in it: It would be only a temporary dicker.

It might last for a few years maybe. Not the most optimistic state department official thinks there could be anything permanent about it.

Nevertheless, the Svenska Dagbladet thinks it would be a temporary relief. AIRCRAFT PILOT NO. 1 (Spartanburg Herald) By act of Congress Orville Wright has been awarded an honorary aircraft pilot's certificate which bears the number 1. The award brings to memory the Dec. 17, 1903, at Kitty Hawk, N.C. when Orville and Wilbur Wright made four flights, of 12 to 60 seconds duration, in a flimsy machine the first to be lifted by its own power.

Five years later Orville made sustained flight of fifty miles in one hour and ten minutes at Fort Meyer, Virginia. The same year Wilbur took a plane to Europe and won the Michelin prize for a flight at Paris. The award of this honorary pilot's certificate to Orville Wright should end all discussions about the inventor of the airplane.