

National Park Service Celebrating 30th Year; Expansions Are Planned

21 Million People Visited National Park In 1941; Larger Crowds Forecast

By NEWTON B. DRURY, Director, National Park Service

The National Park Service is now celebrating its 30th anniversary. It was established by an act of Congress which was signed by President Woodrow Wilson on August 25, 1916.

Even at that time, of course, the development of an American "national park system" had progressed far since that night in 1870 when explorers of the Yellowstone country, having envisioned fascinating possibilities of personal gain from the natural splendors and curiosities they had seen, decided to forego their chances of enrichment and, instead, to work for the establishment of a national park.

The law that, two years later, brought Yellowstone National Park into being, laid the foundation of a new pattern of land use, destined to be applied not only to Yellowstone but also to the other national parks which Congress has

established during these 74 years. The act which created the National Park Service gave it definition when it placed upon the new agency the responsibility, with respect to the national parks and monuments, "to conserve the scenic and historic objects and the wildlife therein and to make them available for public enjoyment in such manner and by such means as will have them unimpaired for the enjoyment of future generations."

It has sometimes been said that the establishment of a national park or national monument means that its resources are therefore "locked up." It is true that they are therefore kept from commercial exploitation, the forests, the wildlife, the meadows, the lakes and flowing streams, and the natural relationships of all living and growing things are left undisturbed. But the 21,000,000 people who visited and enjoyed them in 1941 would hardly be likely to agree that they were locked up or that their resources were not put to desirable uses, nor have the more than 3,000,000 men and women in the uniform of the United States armed forces who have entered them during the past five years sought to have any such opinion. Instead, thousands of them have felt that these remnants of original America and these reminders of their country's inspiring historic past were part, and an important part, of what they were preparing to fight, or had fought, to safeguard.

At the time the National Park Service was established, those basic principles of management were made applicable to 14 national parks and 21 national monuments which had been entrusted to Department of the Interior safekeeping but which had been, up to then, somewhat like stepchildren

Director



NEWTON B. DRURY, well known here, has been director of the National Park Service since 1940—the fourth to hold that position since the Service was established in 1916. A former advertising executive, he served for 21 years as executive secretary of the Save-the-Redwoods League of California, which was instrumental in preserving thousands of acres of virgin redwood forest. From 1929 until his appointment to his present position, he was also in charge of the \$12,000,000 state park purchase program for the State of California. For these services he received the Intehinson medal awarded by the Garden Club of America in 1945; the Pugsley gold medal of the American Scenic and Historic Preservation Society; and the Conservation award of the Massachusetts Trustees of Public Reservations.

of the Department, with no responsible official held directly responsible for their management or for impressing their needs upon Congress.

Congress alone can establish a national park or abolish one. Since 1916 it has added 15, containing a total of nearly 5,300,000 acres, greatly enriching a system already possessed of extraordinary distinction.

Especially noteworthy has been the extension of national parks east of the Mississippi—Great Smoky Mountains, the biological and botanical wonderland in Tennessee and North Carolina; Shenandoah, a 100-mile section of Virginia's Blue Ridge; long famous Mammoth Cave in Kentucky; Acadia, first distinguished as the Sieur de Monts National Monument, whose granite heights rise direct from the Atlantic; and the island wilderness of Isle Royale in Lake Superior.

The same period has seen the year-after-year employment, by every president from Theodore Roosevelt to Franklin D. Roosevelt, of the Antiquities Act, passed in 1906, to set aside distinguished scientific, historic and prehistoric sites as national monuments.

The National Park Service was exceptionally fortunate in having had, as its first Director, Stephen T. Mather, of California, who brought to his pioneering task a fine organizing ability, a great capacity for engendering loyalty among his subordinates as well as for making friends for the young service, and a splendid conception of the potential usefulness of the system he was called on to manage. Horace M. Albright, who succeeded him in 1929, had been Mr. Mather's "right bowler" throughout the latter's entire period of gov-

ernment service and Arno B. Cammerer, who succeeded Mr. Albright in 1933, and who served until ill health forced his resignation in 1940, also had been associated closely with the first director for many years. Of the man who "put the National Park Service on its feet," former representative Cranton of Michigan has said, "He laid the foundation of National Park Service, defining and establishing the policies under which its areas shall be developed and conserved unimpaired for future generations. There will never come an end to the good that he has done."

The thirty years of the National Park Service's existence have been full ones. Aside from the addition of national parks and monuments, progress has been attained along many different lines. Among the most noteworthy of these might be listed the following:

The development, virtually "from scratch," of an adequate technical and administrative organization, comprising the headquarters office temporarily in Chicago; four regional offices in Richmond, Va.; Omaha, Neb.; Santa Fe, N. M.; and San Francisco, Calif.—all established in 1937; and the superintendents and custodians of the individual areas with competent administrative, protective and interpretive staffs.

Long range planning of area developments through creation of "master plans" which are flexible guides, revised and brought up to date at regular intervals.

Development of an effective interpretative program to enable park visitors better to understand the natural phenomena and the historic and prehistoric sites and objects in the system. Its main elements are research both within and without the service, ranger-naturalist and ranger-historian services, museums, and interpretative and informational publications.

Modernization of the road systems of the earlier parks, and construction of road systems in those more recently established, to reveal a fair assortment of the major features while leaving much the greater part of each area to be penetrated only afoot or on horseback.

Establishment of the George Washington, Colonial, Blue Ridge, and Natchez Trace Parkways—the beginnings of what may ultimately be a much more extensive parkway system.

Consolidation of all national parks, monuments, and miscellaneous historical areas into a single "national park system," and the development of specialized administrative and interpretative techniques for the various types of areas included.

Passage of legislation which permits the Secretary of the Interior, with the consent of the President, to establish "national historic sites," whether federally owned and operated, or owned and operated by non-federal agencies.

Direction of the Civilian Conservation Corps program on national park system areas and on hundreds of state, county, and metropolitan parks.

Legislation authorizing National Park Service cooperation with other federal agencies and with state park agencies in selection of park and recreation areas and in planning their development.

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Allocation to the Bureau of Public Roads, now the Public Roads Administration, the job of directing the construction of national park system highways.

Cooperation with war agencies throughout the war in the issuance of more than 2,400 permits for war uses to further the conduct of the war, under conditions satisfactory to those agencies and yet with such safeguards that the end of the war finds the areas virtually unimpaired.

As the National Park Service nears the start of its fourth decade, it finds itself faced with a multitude of problems. Perhaps the most pressing is that of consolidating the properties in the National Park System by acquisition of the non-federal lands within their boundaries. These lands total some 625,000 acres. While it may take as much as \$20,000,000 to purchase them all, it will be worth it in the preservation of scenic, scientific and historic resources; in simplification of administrative control; and in permitting needed developments that will otherwise be impossible of accomplishment or much more expensive. Closely related to this is the necessity of making boundary revisions that will provide more satisfactory year-round wildlife habitats or that will eliminate lands not needed for national park purposes.

The Service is faced continually by pressures to open the areas to such economic exploitations as the logging of ancient and majestic forests; the harnessing of streams and the changing of lake levels to provide power and irrigation; the extension of domestic livestock grazing, and the removal of mineral resources.

During the war, because the nation's needs required it, one park and one monument were opened to mining. When it is clearly proven that national need, rather than local desire for enrichment and exploitation, justifies the commercial utilization of these resources, it will doubtless be necessary to permit it however regretfully. But

Robert L. Gifford Released From Navy

Robert L. Gifford, Seaman First Class, son of Mrs. Anna D. Gifford, of Waynesville, R.F.D. No. 1, was among twenty North Carolinians who were released to inactive duty or honorably discharged at the Charleston Naval Separation Center on Tuesday, of last week.

Seaman Gifford entered the navy on August 21, 1944, and served a total of 18 months in the navy, eight of which were spent on sea duty. He was employed as a clerk in a local store at the time he entered the service.

Seaman Gifford is entitled to wear the American Theater ribbon, Asiatic-Pacific theater, and the Victory medal.

The time has not yet come when this fraction of one per cent of the nation's area, comprising its finest scenic resources and the most precious of the places where its history has been made, needs to be invaded for gain. The National Park Service is strong in its faith that, in safeguarding these priceless things, it has a responsibility which, if conscientiously met, will contribute greatly to the physical well-being and the spiritual satisfaction of many generations of Americans yet unborn.

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Now In Effect, New Smoky Mountain Stages Schedule
--- Read Across ---

Waynesville to Asheville

Leave Waynesville	Leave Clyde	Leave Canton	Arrive Asheville
A. M.			
2:00	2:25	2:35	3:10 (Bus from Chattanooga)
2:40	2:55	3:10	3:50 (Bus from Knoxville)
5:10	5:25	5:35	6:15 (Bus from Atlanta)
5:45	6:10	6:20	7:00 (Bus from Chattanooga)
6:30	6:55	7:00	7:45 (Makes up at Waynesville)
7:30	7:45	8:00	8:40 (Makes up at Waynesville)
8:20	8:40	8:50	9:30 (Bus from Bryson City)
9:30	9:50	10:00	10:40 (Makes up at Waynesville)
10:30	10:50	11:00	11:40 (Makes up at Waynesville)
11:10	11:25	11:35	12:20 (Bus from Knoxville)
11:10	11:25	11:35	12:20 (Bus from Chattanooga)
P. M.			
12:30	12:50	1:00	1:40 (Makes up at Waynesville)
1:30	1:50	2:00	2:40 (Makes up at Waynesville)
1:35	1:55	2:10	3:00 (Bus from Knoxville)
2:30	2:50	3:05	3:40 (Makes up at Waynesville)
2:30	2:45	2:55	3:30 (Bus from Atlanta)
3:10	3:25	3:40	4:20 (Bus from Knoxville)
3:30	3:50	4:00	4:40 (Makes up at Waynesville)
4:30	4:50	5:00	5:40 (Makes up at Waynesville)
5:30	5:50	6:00	6:40 (Makes up at Waynesville)
6:10	6:25	6:40	7:20 (Bus from Knoxville)
7:00	7:20	7:30	8:10 (Makes up at Waynesville)
7:10	7:25	7:35	8:20 (Bus from Chattanooga)
8:10	8:25	8:40	9:20 (Bus from Knoxville)
8:50	9:05	9:15	10:00 (Bus from Atlanta)
9:50	10:10	10:20	11:00 (Bus from Chattanooga)
11:50	11:55	12:10	12:50 (Bus from Knoxville)

Asheville to Waynesville

Leave Asheville	Arrive Canton	Leave Clyde	Arrive Waynesville
A. M.			
2:30	3:05	3:10	3:25 (Arrive Knoxville)
5:45	6:25	6:35	6:55 (Arrive Chattanooga)
6:15	6:50	6:55	7:10 (Arrive Knoxville)
7:30	8:10		
8:00	8:40	8:50	9:10 (Stops in Waynesville)
8:30	9:05	9:10	9:25 (Arrives Knoxville)
8:30	9:10	9:20	9:40 (Arrives Chattanooga)
9:00	9:40	9:50	10:10 (Stops in Waynesville)
10:00	10:40	10:50	11:10 (Stops in Waynesville)
11:15	11:55	12:10	12:25 (Arrives Atlanta)
11:15	11:55	12:05	12:20 (Arrives Chattanooga)
P. M.			
12:01	12:40	12:50	1:05 (Arrives Knoxville)
12:01	12:40	12:50	1:10 (Stops in Waynesville)
1:00	1:40	1:50	2:10 (Stops in Waynesville)
1:30	2:10	2:20	2:40 (Stops in Bryson City)
2:00	2:40	2:50	3:10 (Stops in Waynesville)
2:00	2:40	2:45	3:00 (Arrives in Knoxville)
2:30	3:15	3:25	3:40 (Arrives Chattanooga)
3:00	3:40	3:50	4:10 (Stops in Waynesville)
3:30	4:10	4:20	4:40 (Arrives Atlanta)
4:00	4:40	4:50	5:10 (Stops in Waynesville)
5:00	5:40	5:50	6:05 (Arrives Knoxville)
5:00	5:40	5:50	6:10 (Stops in Waynesville)
5:30	6:15	6:25	6:40 (Stops in Waynesville)
6:00	6:40	6:50	7:10 (Stops in Waynesville)
6:00	6:40	6:50	7:05 (Arrives Chattanooga)
7:00	7:40	7:50	8:10 (Stops in Waynesville)
8:30	9:10	9:20	9:35 (Arrives Knoxville)
10:00	10:40	10:50	11:10 (Stops in Bryson City)
11:15	11:50	12:10	12:30 (Arrives Atlanta)

Canton and Waynesville by way of Woodrow

Leave Canton	Leave Bethel	Arrive Waynesville
A. M.		
8:30x	8:45x	9:05x
10:30	10:45	11:05
P. M.		
3:10	3:25	3:45
6:00	6:15	6:35

x-Daily except Sunday

Waynesville to Canton by way of Woodrow

Leave Waynesville	Leave Bethel	Arrive Canton
A. M.		
7:15x	7:35x	7:50x
9:50	10:10	10:25
11:50	12:10	12:25
P. M.		
5:00	5:20	5:35

x-Daily except Sunday

Waynesville to Bryson City of Cherokee

Leave Waynesville	Leave Maggie	Leave Cherokee
P. M.		
6:15	6:30	7:00
5:45	6:00	6:30
2:40	2:55	3:30

Bryson City to Waynesville of Cherokee

Leave Bryson City	Leave Cherokee	Leave Maggie
A. M.		
4:10	4:30	5:00
A. M.		
7:00	7:20	8:00

RIDE THE BUS

Waynesville Station Depot Street Phone 136 Hazelwood Station Arwoods Service Station