

**POLK COUNTY NEWS**

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**PAVE THE HIGHWAY**

Ways and means of hard surfacing the Appalachian Highway from the North Carolina state-line to Hendersonville linking in with the new Asheville-Hendersonville highway will be taken up at a meeting to be held in Tryon within the next thirty days of members of the highway commissions of both North and South Carolina. Plans are underway to assemble the commissioners here together with representative citizens of Spartanburg, Asheville and intermediate points interested in fostering of a paved road.

Parts of the Appalachian Highway between Saluda and Hendersonville, have been in bad repair throughout the winter season. As one of the principal roads from the Piedmont section into the resort towns of Western North Carolina it was pointed out by the delegation of Tryon and Spartanburg business men who attended a conference with Col. Joseph Hyde Pratt, director of Western North Carolina, Inc. last Friday, that some measures must be taken in the near future to place this road in good condition for the annual influx of summer tourists and vacationists. It was further shown that Asheville and Hendersonville were advocating the use of the Greenville-Hendersonville highway as a means of motoring to southern points, in spite of the fact that the Appalachian Highway was passable under all conditions. Attention was also drawn to the fact that the delegation did not want to eliminate travel over the Greenville highway, but on the contrary wanted to see both roads hard surfaced which would give an excellent loop road for recreation motoring.

The delegation from Spartanburg assured their hearty support to any move that may be made to surface this road stating that this region was "their playground." With the completion of the bridge across the Savannah river within the next few days, it was pointed out that the route via Spartanburg and Columbia south to Florida would be considerably shorter than the present route being used. Considerable attention was given the road conditions of Kentucky and Tennessee north to Cincinnati which disclosed the fact that this highway would be in good condition in ample time for summer travel. This would throw a large volume of travel, Florida-bound each year through Asheville, Tryon and Spartanburg rather than through Ohio, Pennsylvania and south from Washington as the route that the majority of south-bound motor traffic now takes.

At the present time a well organized bus-line is running between Greenville and Hendersonville over forty odd miles of highway along which there are but few settlers. A hard-surface road from Greenville across to the Landrum road through Gowansville, connecting up with the Appalachian Highway and thence through Tryon, Saluda, Flat Rock and into Hendersonville would permit well regulated passenger runs for busses serving the Piedmont sections as well as the resort sections. It is true that this routing of bus-lines would increase the mileage but not enough to offset the additional territory served by them.

Such a step on the part of the Chamber of Commerce of Hendersonville, the secretary of which states that that organization's pledge has been given to Greenville in its attempt to hard surface that road, would be of immeasurable benefit to the mountain community as well as vacationists and business interests in Greenville.

Col. Pratt has repeatedly outlined the value of circuitous roads throughout the mountain region in giving motorists pleasure runs through the scenic drives of this great "playground." But it is essential that highways entering Western North Carolina, of which there are three in this immedi-

ate vicinity, be placed in the best of condition in order to attract the thousands of automobilists going to and from Florida annually.

**THE HELPING HAND**

The Helping Hand, together with the Red Cross, stands as a clearing house for the charities of Tryon. This fact is not sufficiently recognized and the result is that individual gifts are occasionally made in cases of destitution or disaster without the knowledge of these societies. In such instances often times duplications of service take place.

It is not the wish of any organization to discourage individual charity, but rather to let the public know that, with its intimate knowledge of local conditions, the Helping Hand is in a position to administer help promptly and without waste of efforts or money. If contributions are made through this group such waste may be avoided and funds may be made to cover a greater area of activity among the needy.

**TRIVILLE C. OF C. HAVE GIVEN ROAD PLEDGE**

The following correspondence resulted from a conference between the Tryon highway delegation and the secretary of the Hendersonville Chamber of Commerce, A. M. McWhirter, and is self explanatory:

Tryon, N. C., Feb. 16, 1924.  
Mr. McWhirter,  
Sec'y Chamber of Commerce,  
Hendersonville, N. C.

My dear Mr. Secretary:  
I have been in Tryon just two winters, so am ready as yet to do not much more than to observe, learn and gradually form my conclusions. Therefore I was with the Tryon delegation yesterday almost as an observant third party, and as such the President of the Tryon Chamber of Commerce asked me to write a note or two.

May I venture then, as a man also over 70 years of age, to make a comment or two and some suggestions growing out of the discussion of yesterday with you and your President.

In the first place, I suggest that, regardless of where one comes from, when he hires himself to a city's Chamber of Commerce, it is his one paramount duty to work in the interest of his employers and never as a partisan of anyone else or any other community.

In the second place, I conceive it to be his duty to take nothing as fact until he has first made himself by proper investigation absolutely sure of his ground, and that all investigation must be without prejudice.

With these principles in mind may I now state one or two personal conclusions as an observer, in complete good nature?

Greenville's road to Hendersonville is an important feeder and connection. Tryon's road to Hendersonville is equally important to it, and in view of the number of communities between the places, I should say somewhat more important. Neither should be aided to develop to the detriment of or against the other. Thus far, from your statements, you are discriminating for one and against the other, to the harm (I should say) of Hendersonville.

You stated that you had obligated yourselves in favor of the Greenville Road, which was perfectly proper, but you prejudged the attitude both of Col. Pratt and of the Tryon and Spartanburg delegations toward that road and yourself and your Chamber. Col. Pratt did not, as you stated, pledge himself for the Tryon road and commit himself against the other; he specifically stated to us that he wanted both, and advocated for Hendersonville and Asheville the loop through Hendersonville as a pivot to Greenville and Tryon; he specifically warned us against knocking the Greenville highway; unnecessarily of course, because we had no such intent. We want both.

You should go on and fulfill your obligation (if any) to Greenville; in your own interest you should take up your obligation to your own Chamber, for Hendersonville, to bring in the road from Tryon; but you accused us of knocking Greenville, when one of the party merely asked the question what Greenville would say if your attitude to them was what it

seemed to be toward us. Hendersonville should pull for itself in any and all directions, and will be harmed only as it varies from the rule of fairness and equal and courteous treatment for all who seek its connection. Go on, as I say, and fulfill any obligation, and if Greenville or any other point asks that beyond this you refuse rights or courtesies or fair dealing to others, it will be to their detriment alone that they do so, unless you yield to such suggestions; as it would be if the shoe were on the other foot and we were asking for discrimination as against any other section or community.

I know you wish to do what is right and that you will be glad to have well-meant suggestions; and it is one suggestion that I would like to insist upon that I offer as the first thing for you or your Chamber to do; and that is to get into immediate touch with Col. Pratt and do not exactly what he desires and why, and then co-operate closely with him. He has at heart, first and foremost, the interests of his principals, "Western North Carolina Inc", and you and we and all Western North Carolina must co-operate actively with him. Tryon invites Hendersonville to take off its collective coat and work in friendly competition with us and everyone else in assisting him in his work; which can best be done by getting together.

For the Chamber of Commerce of Tryon, I am  
Very truly yours  
Wm. C. WHITE.

February 18, 1924.

Mr. Wm. C. White,  
Tryon, N. C.

Dear Mr. White:—  
Your letter of February 16th surely contains much wisdom, good advice, and carries every ear mark as coming from a gentleman. You can be assured of its appreciation by the Writer.

We agree with you that the Spartanburg Road is of much importance to Hendersonville. I tried to be frank with you gentlemen, (and I am sure you are a man that appreciates frankness above deceit) and show you that we had pledged (now get the word, pledged) our cooperation with Greenville over twelve months ago in building the Greenville Highway. It seems I could not get your delegation to understand that we were not against the Spartanburg road but were afraid if we should start agitating the Spartanburg Highway, Greenville might misunderstand our efforts, thus causing them to withdraw their co-operation with us. We certainly cannot treat our pledges and obligations lightly. We must first fulfill our obligations to Greenville; then we will be free to join hands with Spartanburg.

We do not mean to discriminate against one community to the detriment of another, and this we firmly deny. We have no attitude toward Tryon other than friendly. If Tryon and Spartanburg had come to us before the Greenville delegation, and secured our pledge to co-operate in building to Spartanburg, we would have been bound to have stuck by our people; and, if later Greenville had come to us as you did, we would have been just as frank with them as we were with you. Now Mr. White, it is not a matter of which road with us;—it is a matter of honor.

The Writer firmly denies that he had jumped to any prejudgments in regard to Col. Pratt and your delegation. We are trying to act in good faith with all parties concerned.

If you can build the road to Spartanburg without tearing down our program, we certainly will be glad to see it done.

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**Tryon, N. C.**

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However, we must not dream but face the facts as they are. Where is the money coming from to build both roads at the same time.

We certainly shall be glad to have a large delegation of your citizens to come to Hendersonville and put before our citizens your thoughts and ideas.

Before closing the Writer wishes to reply to the fourth paragraph of your letter:

The Secretary of the Hendersonville Chamber of Commerce tries to visualize the future and works to that end; his first thought is for the City for which he works. He tries to put over the concerted ideas and plans of all the citizens, and not any partisan thought or idea of any individual or group.

If the whole citizenship of Hendersonville want the Greenville Highway in preference to the Spartanburg Highway, it behooves the Writer to work for what they want, and not for what Greenville, Spartanburg or Tryon might want. Under the conditions the Writer fails to see any reason why Tryon or Spartanburg should have any grievance toward Hendersonville. Remember we don't object to anything you people do to get this road, but at the same time we hope you will give consideration to our pledged plans. We hope you can give us both roads.

Most Cordially,  
A. M. McWhirter, Secretary.

Tryon, N. C., Feb. 19, 1924.  
A. M. McWhirter, Sec'y.  
Chamber of Commerce,  
Hendersonville, N. C.

My dear Mr. Secretary:  
I thank you for your courteous letter and I quite agree with you that mutual frankness is the only sure basis for mutual understandings. With this in mind, may I refer to two paragraphs of your letter?

In paragraph 5 you state that if we "can build the road to Spartanburg without tearing down your program" you will be glad to see it done, but you ask where the money for both roads is to come from. Now we have frankly stated that we do not ask or wish to have your program varied; we wish it simply extended; neither road being discriminated against. As to the wherewithal, that remains to be seen and in that we would expect co-operation on the part of the pivotal point, Hendersonville.

In your final paragraph you say that "if the whole citizenship of Hendersonville want the Greenville highway in preference to the Spartanburg highway, it behoves the writer to work for what they want and not for what Greenville, Spar-

tanburg or Tryon might want." This approaches frankness but does not quite arrive. Is that what the citizenship of Hendersonville wishes? And I would suggest that if you are not quite certain, you consult your president before answering this question.

We cannot think this true but we would be glad to be assured on this point.

Yours very truly,  
Wm. C. White.

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