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Tape Index Sheet

General Topic of Interview: 1st Seasonal Ranger - BRP

Date: 11/12/96

Place: Phone Interview - Spruce Pine to Greenville, NC

Length: 35 mins.

Personal Data:

Narrator

Name Dr. Earl Trevathan (pron. tree-vay-than)  
 Address ~~P.O. Box 101A~~ 242 RiverBank Lane  
Greenville, NC 27834 (919) 830-1331

Birthplace Tarboro, NC  
 Birthdate 09/29/23  
 Occupations(s) 1st Seasonal  
ranger, Doctor

Interviewer

Name Julie Mullis  
 Address 1489-1 Brown's  
Chapel Rd. Boone, NC 28607 (704) 262-3445

Title: Interp Ranger  
 What was the occasion of  
 the interview?  
Oral History Project

Interview Data:

Side 1 Seasonal Ranger

Side 2 park personalities, current impression of pkwy.

Estimated time  
on tape:

Subjects covered, in approximate order (please  
spell out names of persons & places mentioned)

<u>1002'</u>	<u>Asheville Assignment</u>	<u>Tarboro, NC</u>
<u>1008</u>	<u>Crabtree meadows, Linville Falls</u>	<u>Nash Co.</u>
<u>1014</u>	<u>Moonshining</u>	<u>Edgecombe, Co.</u>
<u>1016</u>	<u>interpretation</u>	<u>Paul R. Franke</u>
<u>1020</u>	<u>Worst experience</u>	<u>Grand Teton</u>
<u>1023</u>	<u>Granville Liles</u>	<u>Bernie Campbell</u>
<u>1025</u>	<u>Sam Weems</u>	
<u>1026</u>	<u>Parkway Visits</u>	
<u>1029</u>	<u>Linn Cove Viaduct</u>	<u>Hugh Morton</u>
<u>1030</u>	<u>Litter</u> <sup>cut off-</sup>	

Use back of sheet if necessary

is there anything you would like to add to the  
interview?  
-I remember when visitors  
would...

May 13, 1999

Dr. Earl Trevathan  
Rt. 1, Box 101A  
Greenville, NC 27834

Dear Dr Trevathan:

Enclosed is a copy of your 1996 interview about your experiences on the Blue Ridge Parkway. This copy is for you to keep. The original transcription and tapes are being inventoried and stored in the Blue Ridge Parkway archives collection where they can be used by park staff and the public for future research.

I want to thank you for your participation in the Parkway Oral History Project and helping us to preserve the history of the Blue Ridge Parkway.

If you have any questions, please feel free to contact me at (828) 271-4779, ext. 243.

Again, thank you for your contribution to this very important project.

Sincerely,

Jackie Holt  
Park Curator

enclosure

Dr. Earl Trevathan 11/12/96 Greenville, NC  
(Phone-interviewed by Julie Mullis)

- JM: OK. This in an interview with Dr. Earl Trevathan, who was the first seasonal Park Ranger. Now Dr. Trevathan, I'm gonna start by just asking you some real basic questions. Like, when was your birthday? When is your birthday?
- ET: Uh, September 29, 1923.
- JM: And where were you born at?
- ET: Tarboro, North Carolina.
- JM: Marlboro?
- ET: Tarboro, T-A-R-B-O-R-O, Tarboro North Carolina, in Edgecombe County.
- JM: OK.
- ET: Down East.
- JM: OK, I've heard of that. Were your parents both born there as well?
- ET: Parents were born in Nash County and in Edgecombe County.
- JM: OK. Um, so you were the very first seasonal ranger on the Blue Ridge Parkway?
- ET: Right.
- iN: Where were you stationed at?
- ET: At that time, I had just been discharged from the United States Navy, into World War Two, and I had returned home to Pitt County, and had submitted application for employment to Superintendent Sam Weems, in Roanoke Virginia, for employment on the Blue Ridge Parkway. And I can tell you a little bit how that happened, if I may.
- JM: Yeah, I would love to hear that.
- ET: All right. I had just been married a couple a months by that time. Actually, my father-in-law was Paul R. Franke, who was superintendent of Grand Teton National Park in Wyoming. He was a long time career Park Service person. And he had met Mr. Weems at one of the superintendent conferences that are held yearly. And he asked Sam if he knew about the availability of seasonal employment in the parks. And Sam had not heard of that position being open, but my father-in-law explained that such an opening could be made available on the Parkway, and he told him that his son-in-law might apply for such a job. And I think the reasoning at that time, was, anything the government could do to get veterans employed was an appealing motive, and I think he was very happy because I was a veteran, to put me on the force as a seasonal ranger. So I think that had somethin' to do with this job becoming an opening, and also my getting employed on the Parkway.
- JM: So, where did you go to your first day?
- ET: Uh, I reported to Asheville, which was a district office. And my district ranger was Mr. Granville Liles, who was a park service career person, and years later he became superintendent of the Parkway, and Smokey Mountain National Park, and some Western parks, also, so he had a long career with the park service. And he's the one I reported to directly. And since it was kind of a new position, and since the travel on the Parkway right after the war was still quite low, lack of gasoline and other reasons, there was not a lot of tourists. My major jobs at that time, uh, marking boundary lines, or repainting flashings, and identifying old flashings along the property right-of-ways. Especially right in the Asheville area and all the way up to Craggy Gardens. So during the week, and doing jobs like that, and spending some time on the Parkway, 'specially during the weekends, when we did have more tourists, it's what took most of my time during that first summer. I was given a 1938 green Chevrolet pick-up truck, and I had a brand new pretty uniform, which the Park Service had told me where to order, from the uniform company, and I guess I paid for it myself. And I was also supplied with a 45 caliber pistol, I wasn't

ET: (continued) sure what that was for, but I never had to use it, but I guess that was, in law-enforcement, one of the things that a ranger would be given, to use for whatever reason, I'm not sure.

JM: Right. Were you given any training in use of the pistol?

ET: No, no training. Matter of fact it was a rather hard item to fire, because it had such a kick on it. I did take it out one time just to see if I knew how to shoot it. But uh, there was never any threat on my life, or any need to use it, so I guess it was just for symbolic reasons, law enforcement.

JM: How many years were you a seasonal ranger?

ET: Three summers. The second two summers were between my first and second years in medical school, and it worked out real well, getting out of school in May, and being able to work until the first of September. I usually reported first week in June, and left the Parkway in late August, just at the time the early leaves were beginning to show autumn colors, I can remember.

JM: What years were these, that you were a seasonal ranger?

ET: '46, '47, and '48.

JM: Did you stay in Asheville all three seasons?

ET: No, the first year was in the Asheville area. My district was from Balsam Gap on to the French Broad River. And that section of the Parkway, from one of the county roads, leading up to Craggy Gardens, only about 20 miles of the Parkway that were open at that time. I believe they were unpaved, it was gravel road. Was the district of patrol. And there right many tourists going up at that time to Craggy Gardens to see the beautiful rhododendron, up in that area. And because of the high altitude, because it was so remote and beautiful, around the Asheville watershed, we had right much traffic go on there, 'specially during the weekends. My second summer I was living in, let's see, Black Mountain. And I went around to Marion, and up to Buck Creek Gap, and I did the district from Balsam Gap all the way back to Grandfather Mountain. And in those days, going up that long haul to Ridge Crest, with about a hundred and thirty two switchbacks. It was a trying trip, as compared to today, with that Interstate easy climb up the mountains.

JM: Did you see the other seasonal rangers begin?

ET: Did what?

JM: Were there other season rangers beside you?

ET: I think the three summers I was a seasonal ranger, I was the only one that was doing seasonal work. I don't know, the budgets were quite limited, I guess. But I do not recall a seasonal ranger doing the same job I was doing, further up north on the Parkway. And I don't know when other rangers came aboard, but I'm sure it was later, and even maybe after I finished my last year there. My last summer there.

JM: Right. Was the conscientious objector camp, at Buck Creek Gap, still, uh, still working while you were there? Do you remember anything about that?

ET: I don't remember anything about it. Seems like I'd heard of it. But I just, I'm not sure about where it was, or anything, I guess over on the South Toe River somewhere.

JM: Right. Was Crabtree Meadows Campground and Picnic area built when you were working?

ET: The Campground was open, the fireplaces and the picnic tables were there. There was no supervision or registration. And I noted, in recalling that, that there was very little use. I would go through in the late evening to see if we had campers, and would occasionally find three or four campsites in use. But it was never used very heavily during the three summers I was there. I would visit with people there and see if they were behaving, and

- ET: (Continued) making sure there was no alcohol being used, I think that was one thing that we were concerned about. And, uh, handling their fires properly. And I'd always tell them about the beautiful hike down to Crabtree Falls, and that it was a trip worth taking, if they could physically do it, because that was such a beautiful falls, that very few people knew about, and I thought it was a great experience.
- JM: Right. It still is. Did you um, what about Linville Falls? I don't believe that area was developed yet, but did y'all interpret the Falls at all?
- ET: We would tell 'em about the beautiful trip down there, and that there were overlooks where they could see the falls, and I'd often send people down that way. At that time it was not part of the Parkway. And uh, scout troops would go in there for their hiking and overnight experiences. And I would often suggest that as a sight for people who wanted to see something really spectacular. And I went down in the falls, on several occasions, fishing. And it was very rough, and very much a wilderness, and quite a wonderful area to visit. But that wasn't part of my recommendation for most people.
- JM: Right. The Linville River Bridge, it was built by then, wasn't it?
- ET: Yes.
- JM: Were people at all interested in looking at it? I know it's one of the most beautiful pieces of work on the Parkway, I believe.
- ET: Yes. I think the arch in the bridge there was spectacular for photographing, and adding so much impressive sculptural features of the Parkway. And I always enjoyed that section up around Linville, anyway.
- JM: What was your first memory of the Parkway?
- ET: IA.... Well of course the high altitude, and the overlooks that gave access to seeing the high mountains, and coming up the mountains in Spring, watching the parade of colors, beginning with the Spring Dogwood, and then the Turks Cap Lily, was a favorite one, on the Parkway. And people would often stop and ask what that was. It was a beautiful orange lily with spots on it.
- JM: Right.
- ET: And then the laurel would come, and then those rhododendron, and it was just a procession of color, because the lower altitudes in late May would have all the color, and it would continue on to mid-June, crowning with the blooms up at Craggy Gardens, in early-June. So they were my first impressions of just the beauty of the right-of-way, through the mountains. And then overlooking the valleys, the old farming areas, the small towns, and so forth. There was quite a bit of wildlife, up in the high country in those days, because the traffic didn't— in the evening you always saw deer on the road, and uh, once during the week you'd see a rattlesnake making his trek across the highway up in the high country. And then my second summer I picked up two or three of those and put 'em in a cage that was built in one of the maintenance sites, and occasionally I'd take a couple a visitors over there to see a rattlesnake, and they thought that was extraordinary. I don't know whether that's part of the Parkway policy, I imagine it isn't, now, but, anyway, it was one thing that I did, enjoyed doing, those times, in those days. Occasionally we'd see a bear. 'Specially at night, uh, cruising the Parkway, or coming home from other duties up that way.
- JM: Do you ever remember seem' any mountain lions?

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ET: Mountain what?

JM: Mountain lions, or cougars?

ET: No. No, never did see a cougar, or bobcat. Maybe I saw a bobcat, but never a mountain lion, or things like that. Used to hear about 'em, and I used to visit with an old bear hunter, goin' up the Mount Mitchell road. I can't think of his name now, but everybody knew— Tom Somebody. And listen to

- ET: (Continued) bear stories. That was a favorite hunting activity in the mountains in those days, was bear dogs chasing bear across the Parkway right-of-way and all that, there was no way of stopping it, there was no problem, far as I know.
- JM: Did you get to know very many of the local people while you were there?
- ET: Uh, mostly the local people that worked on the Parkway that did physical work, and picked up the trash and things like that. I got to know them, but not any much of the neighborhood areas. I did, uh, have some curiosity about moonshining, and that was an interesting thing in those days. Because late in the evening, or at night, you could hear 'em chopping wood along the Parkway right-of-way. They would cut up dead trees to fire stills, to produce moonshine whiskey. And 'course, working at night, you wouldn't see any, there wouldn't be any smoke problems, so they could go ahead and work, distill the mash and create the whiskey. And I would stop and listen to 'em cuttin' wood down there, and I could actually hear 'em talk from the Parkway, and one daytime, I went down to explore the area and found a large still, with eight or ten barrels of moonshine, and I took pictures of it, and just sort of looked the area over and came back out. And later I mentioned that to Ranger Granville Liles, and he didn't say anything at the time, but later, he got me aside and pointed out the risk of doing such a thing as that. A risk to the Parkway, he said, if locals who feared the government intruders knew that you were watching their operation, or there was any danger of being reported, they had a mechanism of retaliation. They just set the woods on fire and burn up a strip of the Parkway, if they wanted to. So that little warning was enough, and I never went back to seek out the moonshining near the Parkway right-of-way, which was a business of revenuers, and others in law enforcement, and not any business of ours. But anyway, I have some good pictures of an active still. But only one time.
- JM: Do you remember any actual cases of moonshiners burning the forests down, while you were there?
- ET: I never saw evidence of that, but it was a good warning that it could happen.
- JM: Right, I've heard similar—
- ET: I had heard that, but I didn't see scars, or anything that— well maybe so, maybe it had occurred in the past, and certainly that was the first thing he wanted to tell me. Aside from whatever risk it might've been to me, to be in that area.
- JM: Right. I read an interview of Sam Weems, and that was one of his hardest things, was getting land from people who were moonshiners. 'Cause they were so afraid that he was like a revenuer, and they tried very hard not to get him to go in some parts of their woods, just because of the still.
- ET: Yeah. Yeah, well 'specially if you had a ranger cap on, and a ranger uniform, which I wore. I can see the lack of wisdom of going into that particular area and then being seen as a federal officer, so to speak. What a risk that might be to me, and for the Parkway too. And it just wasn't our business, since they weren't usually on the Parkway right-of-way I guess, in their operations. But it was a busy industry up in the coves of the mountains in the 1940s.
- JM: As a seasonal ranger, was part of your job to interpret the Parkway? Or to do naturalist programs and such?
- ET: Yes, we did some of that. I never received any instructions in instructive programs, or informative programs like that. But I built a little program of my own. I would memorize all of the mountain peaks and their elevations, which

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was a frequent question asked at overlooks. Stopping at an overlook where there might have been eight or ten people, standing around, taking pictures and looking, was a perfect place to meet the public. And they always would come up and say, "Hey Ranger. What's the name of that mountain right there,"

ET: (Continued) how high it was. So I could always provide that information. They would often ask how to get to Asheville, or how far was it. They would often ask where they could spend the night. Where there were tourist homes. I saw tourist homes because that was just about before motel days. Most of the people stayed in tourist homes when they were traveling and visiting our mountains during the mid-forties. I did a lot of aid in people, not stranded, but cars breaking down and getting too hot. And I could tell 'em where water was, and loan 'em a bucket to go dip the water out of a stream, come back and pour in the radiators, because you'd see them pull off the side of the road with the hood of the car up, and steam just pouring out after a long climb from Buck Creek Gap tryin' to get to Mount Mitchell. And I could tell 'em how far they could coast without gasoline coming from Mount Mitchell to Buck Creek Gap, and all the way down to Spruce Pine, or all the way down to Marion, to get gas. And I think from Balsam Gap to Buck Creek Gap, there's only one area where you couldn't coast all the way. Where there was a rise in the road. And at that point, I could take my truck and push 'em over the rise, and they could go all the way to get gasoline. Don't know why people be running out of gas in the mountains, but they did.

JM: (Laughs) That still goes on today. It does, that's a long strip between Asheville and Spruce Pine.

ET: Yeah.

JM: Can you think of the worst thing that happened to you while you were on the Parkway?

ET: The worst thing?

JM: M-hm.

ET: Yes, I can think of a near accident that involved, nearly involved me, that I haven't forgotten until this day, because it was so frightening. But they had a lot of fire schools in those days, I guess you still do.

JM: Right, we still do. I just went through it this year.

ET: It's very much a part of the ranger's work. Well at one of the maintenance areas, they had a fire truck there and were rehearsing things, how to get the pumper on the truck going. And the hose was wrapped, as it is, around a drum. And someone turned the water on, the pressure into the wrapped hose. And that started the drum spinning, and the end of the hose extended, and it flipped around the truck like a whiplash. And the nozzle on that hose would have crushed an automobile, nearly. Well that thing shot up in mid-air and made a quick flip over and hit the ground from about five feet of where I was standing. And it startled everybody that uh, that accident was allowed to happen. And it frightened me, being so near it. And I've never forgotten that. I guess that's what you say coming close to disaster. I don't know what would've happened if it hit me on the head, but I'm sure that'd been the end of it.

JM: M-hm, I think so too.

ET: But otherwise, there was no accidents, and no lost people, or no tragedies that I can think of, that I was involved in. A lotta things would happen, I think we'd have a plane crash or two in the area, and we'd stand on the Parkway with field glasses and see where a plane had crashed very close to the right-of-way, or somewhere up along in there. And a death would be associated with it, but it was only, uh, incidental to the Parkway at that time. I don't remember being involved in any personal misfortunes of tragedies.



JIA: What was Granville Liles like?

ET: He was one of the nicest guys. A real mountain person. Sharp. Great energy.

ET: (Continued) Sort of a Type A personality. He had a great ability to communicate, 'specially with mountain people, and knew what actions oughta be taken to resolve conflicts, and things like that, 'cause he knew the people. And um, he was a very handsome man, and I think, the persona of a Park Ranger. And his greatest regret, and greatest worry was the fact that he never obtained a college education. I think he came right into the Park Service as a young boy out of high school before the war, and I don't know whether he ever served in the military or not. But he was working when I was there. And he thought that would always retard his advancement. And I felt surely he had a great career in the Park Service. But he felt it would limit his advancement because of the lack of formal education. Again, he represented the person who was well-educated without formal education. I think he proved that, 'cause he went over to the West Coast to superintend a park out there, and he came back to the Parkway as superintendent, and in the Smoky Mountains as superintendent. So I think he had an excellent career. Even without the formal education.

JM: Right. Were there any other employees that stood out to you?

ET: Well, the chief Ranger out of Roanoke was Bernie Campbell, Bernard Campbell. He stood out, as many of 'em did, because they took such a personal interest in me and my wife Ruth, and wanted to keep up with us in our future academic careers, in medical school and all that. And we communicated for a few years, at Christmas anyway, and Bernie Campbell went on, I've forgotten where, but I think he did finally superintend a park somewhere, a small park. And I'm not sure he went on to help open up the Everglades, one other ranger that I liked very much, I can't remember, went down there and worked at the Everglades, and that was his career. There weren't many rangers, 'bout eight or ten of us, and they were scattered all over the Parkway, so we didn't get to see 'em a lot. I would often see Mr. Campbell and Mr. Weems on the Parkway, 'cause they would make their rounds, coming South, meetin' probably with community leaders or businesspeople, county officials, and things like that, 'cause I think that's where they had most of the work assignments. And I'd see them on the Parkway and have a little social visit for a few minutes.

JM: What was Mr. Weems like?

ET: Mr. Weems? Uh, rather small stature, and he was along in years, he wasn't a young man at that time. And very friendly. He sort of reminded me more of a businessman, an intellectual person, a good CEO type. He certainly didn't remind me of a man of the wilderness, or the mountains, or anything. But he apparently did a good job, 'cause he stayed there all of his career. I think he was asked to go to other parks but refused. I don't know whether that's truth or rumor.

JM: Eventually he ended up in Australia, helping them to design their national parks. But he spent a long time here, on the Parkway. Have you been back to the Parkway often?

ET: Parkway office?

JM: Have you been back to the Parkway, often?

ET: Oh, often. Yes. Sure. With family, with the children camping, with the grandchildren. 'Cause I knew so many side areas to visit, and so many good fishing streams, and where I thought the best campsites were. And that always served me well while I was up there with my family in later years. And even as of last September, with grandchildren, up at Rocky Knob, and, again, telling 'em about the old days. And I've been a great continuing supporter of the Parkway.

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I've given a lot of programs on the Parkway, and in Rotary Clubs and things like that, 'cause I keep quite a file of information and I'm a publicist for the Parkway.

JM: What is the favorite story that you tell your grandchildren?

ET: Favorite story? Oh, uh, about the fishing streams, and about hiking this particular area and running into bear, or wildlife, and just the things I did during that time. Again about their parents, who were up there as infants, tots and so forth. My first daughter was brought up there one week when she was two weeks old. And two summers later there was a son. And, so they were there as babies. And later as little children, I've got pictures of them, when they were little schoolchildren, along the Parkway, with the signs in the background, and things like that.

JM: Well, what changes have you noticed over the years?

ET: The changes that have concerned me most is what's concerned the Parkway, and that's the crowding of development. In my day we'd see A-frames, cottages, sitting right up against the Parkway, and I see a tremendous number of access roads, which seem to be a lot more than we had in later days, there were right-of-ways that could be opened up, or had to be opened up in the future to accommodate development areas, things like that, I don't know. The other change is the increase in use, because the Parkway has a great deal of traffic on it now. Much more than I saw in the early days. There's some wonderful visitor centers now, with an active staff on hand, and such facilities that were not necessarily needed in the early days but certainly are now. And grocery, canteens, or shopping areas where you can buy goods, camping goods. Visiting centers, and Ranger information programs, and naturalist programs. Um, expansion of many of the campgrounds, which were part of accommodating a growing group of visitors, I'm sure. But a lot of things are different.

JM: Did you ever expect to see the Linn Cove Viaduct built around Grandfather Mountain?

ET: No I didn't. And I was very very concerned, even in the 'forties. The Parkway was easy to move down from up North, all the way down to Grandfather Mountain. Not Grandfather Mountain, all the way down to Mount Mitchell. But when you would hit the Grandfather Mountain area, the narrow little switchback dangerous road slowed traffic way down, and backed traffic up sometimes. It was a real, real problem. And we were struggling then to find out when and if the Parkway would ever get completed around that area. We knew the right-of-way had been marked at a couple of places, and had already been flashed on trees, so we knew where it was to go, but we were facing the objections of a very powerful individual named Hugh Morton. He had great State contact, and was a man of some clout in the state, even in those early days. And he was determined what he wasn't going to allow to happen. And whereas most others had to submit to the government, the state's right-of-way purchase, they left Hugh alone, so he was treated as a separate individual, I guess in a way that's called some discrimination. But apparently what he had in mind was something like the viaduct that had been done. And even though it was forty years late in coming, and even though it was very expensive, I'm glad to see it happened the way it did. The mountain is not scarred like he thought it would be. And I guess the planners in those early days never thought we could ever have the funds to do what has been done, and it took a stubborn man to hold out for it.

JM: That's true. (END OF SIDE ONE)

ET: ...Their blankets, and cut their watermelons, and have a big dinner, right on the Parkway, on the shoulders, anywhere they wanted to. And I used to dread that, because, so many times, when they'd fold it up to steal away, they'd leave their watermelons and the trash right there. And I'd have to pick it up, and put it in the back of my truck where I carried a can for litter. And I had a long stick with a nail point in the end of it, and I picked up tons of trash, during all those three summers. And helped to keep that park clean. I think now it's become part of our culture to work that way, and we don't see that much littering going on. But from that time on I've always had a, sort of a horror of litter, and I'm obsessed with getting it cleaned up. Even today I work with the Sierra Club to clean up the highways around here, in the pick-up, highway cleanup project, which North Carolina sponsors. I'm sure I got my start on the Parkway. But now I think we have a more informed public, and they know that facilities are available for picnic sites, and things like that. And that allows for a much more beautiful Parkway.

JM: I agree with that. I thank you for spendin' the time doin' this with me. I think it will be real valuable to everybody.

ET: I hope so, it's been fun. (END OF INTERVIEW)

November 4, 1996

### Recollections --Blue Ridge Parkway--1946-48

I was the first "seasonal " ranger employed by the Parkway. Superintendent Sam Weems was made aware of the position for employment by father-in-law, Superintendent Paul R. Franke of Grand Teton Nat'l Park, Wyoming. I was a recent veteran of WW11 and qualified for employment. My District Ranger was Granville Liles and I was assigned the district from Balsam Gap to the French Broad river.

My duties were to check and mark boundry lines, and on weekends meet the public, answer questions, give directions, and cruise the parkway. I kept a daily work diary to turn in each week to the Asheville office. A 1938 green chevrolet was my vehicle, and in my possession was 45 calibre pistol which I never had to use.

One occurrence in 1946 I remember was the horror of finding 27 acres of beautiful oaks clear cut off the home stead property of a Mr. Hemphill on Highway 70 just east of Asheville on the proposed parkway right-of way. The state was to acquire the land and when a settlement was made he cut the beautiful trees.

Much moonshine making activity occurred on parkway property or adjacent to it and I could hear the wood chopping at night along the way, usually meaning that the moonshiners were firing the stills when the smoke would not be a give-a-way. I visited an unoccupied still one day to photograph it. Upon learning of my exploits Ranger Liles gave me a harsh lecture about the consequences of such risky acts. The locals would retaliate against the Parkway by setting the woods on fire, or other dastarded acts. After that I avoided the temptation.

There was no active informative program in those summers but the rangers did carry brochures around to hand out to visitors at the overlooks where cars would stop. People were curious about the height of a mountain peak or it's name. Some would inquire the name of a tree. I would often visit the nearby resorts such as Linville or Blowing Rock to leave brochures. The camping area were under used. Crabtree camp area never had more than 3 or 4 campers. Just after the war there were few tourist but the number increased each of my summers. The section from the Mt. Mitchell road to Craggy Gardens was not open so travelers had to double back and exit at Buck Creek Gap to continue on to Asheville.

Mr. Ted Pease was resident engineer out of the Asheville office and Bernie Campbell was chief ranger based in Roanoke and I would often meet them on the Parkway on my rounds. I recall a gentleman from a distinguished Richmond family named Hunston Carey owned a summer home near Ashville on proposed Parkway right-of-way and he befriended me as I was sometimes in the area checking out boundry lines. He had me for lunch one day at his lovely place. They served clabber with strawberry preserves which I couldn't eat. He was intent on seeing my design

maps of the parkway so he would know the status of his property. I was cooperative but I felt taken advantage of.

Much picnicking occurred on the roadway shoulders in those days and the tourist would often leave their litter. I picked up many a truck of trash and watermelon rinds, and from that time on I've been conscious of highway litter. It was hard to enforce "picnicking in designated areas only".