



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

BLUE RIDGE PARKWAY
P. O. Box 1710
Roanoke, Virginia

IN REPLY REFER TO:

*Parks, Parkway
& Forests*

Ref

April 26, 1957

Hon. Luther H. Hodges
Governor of North Carolina
Raleigh, North Carolina

My dear Governor Hodges:

I am sorry to be so long replying to your letter of April 10. As Mr. Stricklin wrote you I was out of the office last week, and this week I had to make a field inspection with the Chief of our Eastern Office of Design and Construction.

Since returning to the office this afternoon, I have learned that Mr. Wirth had an opportunity to talk with you in Manteo yesterday about the questions you had after reading the brief of MISSION 66 for Blue Ridge Parkway. If there are other matters on which you would like to have additional information, please let me know and I will be happy to obtain it for you.

*See:
Cape Hatteras
Natl Seashore
letter to
Wirth -
4/29/57*

Thank you for writing and with best wishes.

Sincerely yours,

Sam P. Weems
Superintendent

RECEIVED
APR 29 1957
GOVERNOR'S
OFFICE



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON 25, D. C.

IN REPLY REFER TO:
D30-D

April 23, 1957

Memorandum

To: Director

From: Chief, Division of Design and Construction

Subject: MISSION 66 Brief, Blue Ridge Parkway, Questions by Governor Hodges

Reference is made to Mr. Cox's memorandum of April 17, and Governor Hodges' letter of April 10 to Mr. Weems on the above subject.

Taking up Governor Hodges' questions in order, his first query is "What is the situation about Asheville and Roanoke?" The MISSION 66 brief, copy attached, refers on page 5 to the program and states "Completion of the Parkway road, except for the Asheville and Roanoke links, is the major MISSION 66 objective for Blue Ridge Parkway." You will recall that the MISSION 66 program omitted the Parkway units near Asheville and Roanoke as well as section 3-P of the Natchez Trace Parkway in the vicinity of Jackson, Mississippi, and the bridge over the Potomac River on the George Washington Memorial Parkway, in order to stay within the anticipated program total based on \$16,000,000 per year over the MISSION 66 period. Depending upon the rate of progress on other parkways, the refinement of estimates, the possible increase in appropriations and other factors now indeterminate, it is possible that both the Asheville and Roanoke units, estimated to cost approximately \$3,410,000 and \$4,400,000 respectively, might be completed within the MISSION 66 program. In any case it is planned that both of these units will be undertaken in the fiscal year 1967 if they cannot be included in prior years.

The Asheville section extends between the end of existing construction on U. S. 70 to U. S. 25, a distance of 6.2 miles, including 0.75 miles on Section 2Q between U. S. 70 and the Swannanoa River, and 5.45 miles on Section 2R between the Swannanoa River and U. S. 25W.

The Roanoke section includes 15.3 miles from U. S. 460 to U. S. 220 south of Roanoke.

Governor Hodges' next question is "What do you mean when you say with regard to the Grandfather Mountain section, 'this work can be programed when the right of way is made available?'" It is true that Chairman Graham has advised that the rights of way for the lower location of Section 2H could be provided within 90 days from time of selection of this route. The latter is quoted from a letter dated April 6 from Mr. Graham to Mr. Scoyen, in reply to a letter from Mr. Scoyen to Mr. Graham of March 30 requesting the rights of way for Section 2H on the basis of the higher or tunnel location.

Governor Hodges further states "I realize it is not the exact location which some of your folks wanted but the location can be obtained by the State. I would appreciate very much your further comment on this." While we are not aware in this Office of any further developments in this matter we see no advantage to be gained from varying from the Service position which is in favor of the higher line including the tunnel. I would think that it might be desirable to point out to the Governor that the Service is still firm in the belief of the superiority of the higher location from a public use standpoint as well as the avoiding by use of the tunnel, approximately 1-1/4 miles of added distance with heavy scars as well as the additional maintenance.

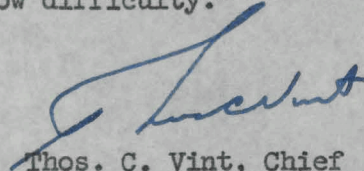
As a matter of general information the following three paragraphs are quoted from Mr. Spelman's letter to Mr. W. H. Rogers, Jr., State Highway Engineer, dated September 14, 1955:

"There is apparently a great deal of misunderstanding concerning the 'high line' or the location upon which agreement was reached some years ago. The highest elevation reached by the 'high line' is only about Elevation 4,500, as compared with a high point of Elevation 4,200 on the existing Yonahlossee Trail, and 4,415 on the so-called 'low line.' This high elevation of 4,500 on the previously approved line is much lower than the high of 5,940 for Grandfather Mountain, and the 5,000 or greater Elevation of the so-called 'mile high' bridge.

"The high line location previously approved lies about one and one-half miles away in horizontal distance from the high point of Grandfather Mountain and is approximately 1,400 feet below that high point in elevation.

"Some suggestion has been made that the so-called high line would present much greater winter time difficulty with ice and snow because of its higher elevation. The difference in maximum

elevation of 300 feet between the so-called high line and the present Yonahlossee Trail is not likely to present any material difference in the ice and snow difficulty."

A handwritten signature in blue ink, appearing to read "Thos. C. Vint", written in a cursive style.

Thos. C. Vint, Chief
Division of Design and Construction

Attachment



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

BLUE RIDGE PARKWAY
P. O. Box 1710
Roanoke, Virginia

IN REPLY REFER TO:

April 17, 1957

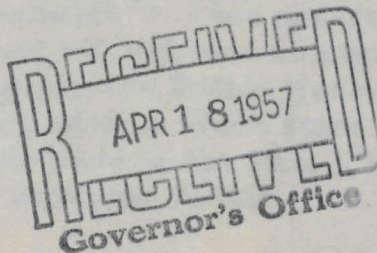
Hon. Luther H. Hodges
Governor of North Carolina
Raleigh, North Carolina

My dear Governor Hodges:

Superintendent Weems is in North Carolina on official business, and I am taking the liberty of acknowledging your letter to him of April 10. He will be in the office next week, and I will be sure that it is brought to his attention as I know he will want to write you personally.

Sincerely yours,

Howard B. Stricklin
Howard B. Stricklin
Assistant Superintendent



*Parks, Parkway
+ Forests*

✓
April 10, 1957

Mr. Sam P. Weems, Superintendent
National Park Service
Blue Ridge Parkway
P. O. Box 1710
Roanoke, Virginia

Dear Mr. Weems:

Thank you for your letter of April 5, enclosing a brief of MISSION 66 for Blue Ridge Parkway, which I have read with interest.

You were kind to give me the data about when you expect to finish various portions of the Parkway. Could you answer two further questions?

What is the situation about Asheville and Roanoke? You refer to those towns two or three times in the report. I do not know what the long-range plans are for highways connecting the Parkway around those towns.

What do you mean when you say with regard to the Grandfather Mountain section, "This work can be programmed when the right-of-way is made available"? I had understood that the right-of-way was available, and you had been so advised by Chairman Graham of our State Highway and Public Works Commission. I realize it is not the exact location which some of your folks wanted, but the location can be obtained by the State. I would appreciate very much your further comment on this.

With assurances of my highest esteem, I am

Sincerely yours,

LHH:rh



IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
BLUE RIDGE PARKWAY
P. O. Box 1710
Roanoke, Virginia

2054 Sub

April 5, 1957

Hon. Luther H. Hodges
Governor of North Carolina
Raleigh, North Carolina

My dear Governor Hodges:

I am enclosing a brief of MISSION 66 for Blue Ridge Parkway. In it we have tried to present a practical and sensible program for development of the Parkway which, when carried out, will benefit the visitor while preserving the area. The quality which gives the Blue Ridge Parkway national significance and importance, the problems which have been encountered, the solutions proposed are all matters touched upon in the brief. If you would like detailed information about any of them, I hope you will let me know.

Major road construction underway in North Carolina as part of the MISSION 66 program includes grading and structures on the last 13 miles of Parkway into the Great Smoky Mountains National Park at Ravensford. Progress on the work has been good, and we expect the section can be opened to visitors for the 1959 travel season. Construction of the high altitude section between Balsam Cap and Soco Gap, 12.7 miles, is carried in the 1958 fiscal year program. Grading plans are being reviewed at present, and the job is expected to be started this summer. The grading of nearly five miles through Price Park near Blowing Rock is substantially complete, but three structures remain to be constructed before the section can be opened to visitors. Work on one of them has been started. A contract has been awarded for grading the 5.5-mile section south from Deep Gap to Grandview. This leaves only the 5.5-mile section across the slopes of Grandfather Mountain to complete the 265-mile Roanoke to Asheville stretch of the Blue Ridge Parkway. This work can be programmed when the right-of-way is made available.

offer

I hope you will have an opportunity to visit the Blue Ridge Parkway this season, and if I can assist in working out the details of such a trip please let me know. It would give me a great deal of pleasure to accompany you over some of the Parkway if that could be worked into your plans.

With best wishes.

Sincerely yours,

Sam P. Weems

Sam P. Weems
Superintendent

Enclosure

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MISSION 66

FOR

BLUE RIDGE PARKWAY

NATIONAL PARK SERVICE
UNITED STATES
DEPARTMENT OF THE INTERIOR

WHAT IS MISSION 66?

MISSION 66 is a forward-looking program for the National Park System intended to so develop and staff these priceless possessions of the American people as to permit their wisest possible use; maximum enjoyment for those who use them; and maximum protection of the scenic, scientific, wilderness, and historic resources that give them distinction.

Construction is an important element of the program. Modern roads, well planned trails, utilities, camp and picnic grounds, and many kinds of structures needed for public use or administration, to meet the requirements of an expected 80 million visitors in 1966, are necessary; but they are simply one means by which "enjoyment-without-impairment" is to be provided.

Under this program, outmoded and inadequate facilities will be replaced with physical improvements adequate for expected demands but so designed and located as to reduce the impact of public use on valuable and destructible features. It will provide both facilities and personnel for visitor services of the quality and quantity that the public is entitled to expect in its National Park System. It is intended to assure the fullest possible degree of protection, both to visitors and resources.

MISSION 66 is a long-range program; it will require at least 10 years to accomplish on a sound and realistic dollar basis. That means completion in 1966 -- the 50th anniversary year of the establishment of the National Park Service. The program has received enthusiastic endorsement by the President of the United States and his Cabinet, and well received by the Congress and the Nation at large.

The MISSION 66 program, as it pertains to Blue Ridge Parkway, is briefed in the accompanying report to provide information on what is planned and when it will be accomplished.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MISSION 66
for
BLUE RIDGE PARKWAY

Introduction

Significant Values

The Blue Ridge Parkway affords recreational and inspirational travel at its best. It connects over a mountainous distance of some 500 miles the Shenandoah and Great Smoky Mountains National Parks. These three contiguous areas have become one of the great tourist objectives in the East. They are the heart of the Southern Highlands.

The Parkway road makes accessible and reveals representative sections of the Virginia-North Carolina mountains, among the oldest and most lived-in of the world. The acknowledged attribute of the region is scenery--scenery that is a composite of many diversified elements, complex, but to a substantial degree self-revealing, exquisitely beautiful and undeniably inspiring. It is no accident or attempt to be facetious that the mountain people refer to the Parkway simply as "The Scenic." Designed especially for ride-awhile, stop-awhile motoring, the Parkway adapts to a changing environment as it threads its way through a variety of scenic types, ranging from the rugged, forested mountain crest to the open and cultivated plateau of interest for its hill farms, log cabins, and split rail fences.

No ordinary highway would take the route that was chosen, along the crests and on the shoulders of the Virginia and North Carolina mountains. The Blue Ridge, Blacks, Craggies, Pisgahs, Balsams, and Plott-Balsams are the ranges that contribute to the changing scene along the way.

The Parkway is primarily for the motorist. It has, in good sense, been called a first national tourway, for upon completion it will afford the ingredients necessary to days or weeks of motor vacation.

Means to an End

Contrasted with the concentrated impact of visitation in units of the National Park System that provide a static destination for the visitor, the Parkway provides a way to savor and enjoy scenes of tranquil, natural landscape unfolding along 477 miles of gently winding highway. Traces of the homespun

culture of the Southern Highlands remain, and will be preserved, unthreatened by the despoliation of commercial developments which have disfigured so many American roadsides.

Though physically narrow, the Blue Ridge Parkway is as wide as the eye can see. A primary concern in its development has been to blend the ribbon of Parkway land into the broad rural scene. Careful planning and construction, with favorable growing conditions, have done much to eliminate the scar of construction, inevitable companion of a mountain road. The scars of erosion inherited with the right-of-way have been slower to heal, but these, too, are yielding to soil and moisture conservation methods. A vital program of land use, by which appropriate Parkway lands are leased under closely supervised terms designed to restore their fertility and productivity, is having the good effect of scenery conservation as well. Selective cutting is another means of scenery conservation.

The two-lane motor road, 477 miles long, is the backbone of the Parkway development program. Its easy grades and curvature produce a safe and comfortable road. The Parkway is a means of leisurely travel in striking contrast to state highways which are through ways for fast traffic. Elimination of grade crossings by bridges, limitation of access, and restriction of traffic to passenger cars are important elements of Parkway design. The broad right-of-way prevents the nuisances of billboard, pole line, and hot dog stand. Parking overlooks to the side are convenient and safe balconies, or a place to leave the car while taking a leg-stretcher trail to a vantage point.

The opportunity to save for future generations the interest of pioneer mountain architecture led to the acquisition and restoration of old structures at a number of points along the Parkway. Log dwellings, farm buildings, old churches, grist and saw mills have been grouped for maximum interpretive benefits. Miles of split rail fence enclosing farm fields add authentic mountain flavor to the scene.

The Problem

The Blue Ridge Parkway does not have the usual problems resulting from overuse, for an obvious and outstanding characteristic is its capacity to absorb an astounding number of people without creating great concentrations. Nor does it have fragile formations, wilderness areas, great forests that must forever be alertly protected if they are to survive for the enjoyment of future generations. It is no oversimplification to state that a big problem is to develop an understanding of what the Parkway is as a basis for good public relations with the thousands of neighbors, dozens of towns, the tourist industry, state agencies, and local organizations who consider the Blue Ridge Parkway their very

own. This problem is intensified by the nature of the Parkway--an elongated park, averaging 800 feet wide, and extending nearly 500 miles through a lived-in region.

A consideration in Parkway planning is the extreme mobility of visitors. Factors stimulating visitor movement and dispersal are the length of the Parkway and its physical developments, the dependence on private enterprise to provide the great majority of visitor services and accommodations outside but nearby, and a series of climaxes rather than one climactic feature.

Conservation and Protection

The Blue Ridge Parkway is a new means of conservation, but it brings up the familiar problem of developing for visitor use without impairing the natural scene. Minimum requirements of the motorist for accommodations are provided in the Parkway in wayside recreation areas. Here also are located the camp and trailer areas, picnic grounds, comfort stations, trails. The important purpose of these areas, however, is to conserve, unspoiled, representative sections of the Southern Highlands. The character and extent of recreational development of the Parkway have been carefully limited to that which can be absorbed in the Parkway's largeness without detriment to its beauty.

In a region almost devoid of municipal and state parks, certain of the Parkway areas have served the local desire for recreation. Although well distributed, these areas do not provide all the local needs on weekends but are adequate for weekday use. Camping is definitely on the increase, and additional campgrounds are planned. Although it is now necessary to close certain portions of the Parkway due to winter conditions, the season of visitor use is steadily lengthening.

Prior to its acquisition for the Blue Ridge Parkway, approximately three-fourths of the land now within the right-of-way was forested and the remainder was devoted to an agricultural pattern typical of the Blue Ridge Mountains. Years of abuse and misuse, aggravated by serious soil depletion, caused widespread soil losses. A primary concern in Parkway development is to merge the ribbon of Parkway land into the broad rural scene. The only faithful yet economical method to suggest itself thus far has been to lease under prescribed conditions, appropriate parcels of Parkway land to neighboring farmers. Thus, a selected agricultural pattern may be brought to the road edge, and preservation of distant vistas frequently results.

Land Problems

Inholdings; scenic easements; reserved rights in the form of access roads, cattle lanes, utility lines, water rights; and

that portion of the boundary described in the deeds as an equidistance from the centerline of the motor road constitute the more pressing land problems in the Blue Ridge Parkway.

Maintenance

As a scenic motor road the Parkway must be at its peak as to maintenance during the summer period of heaviest visitation; yet obtrusion of maintenance on the visitor's consciousness should be at a minimum.

Much of the Parkway is built as fill or part-fill, part-bench sections, and in many cases the fills rest on steeply sloping bedrock. At frequent intervals there are severe rainstorms along the Blue Ridge, during which from six to twelve inches of rainfall occur in one 24-hour period. On such occasions there are slides depositing huge masses of rock, earth and full-grown trees onto the road surface or fill washouts of great size.

A factor contributing much to the Parkway scenic beauty and creating many of its special maintenance problems is its climate. Near ideal growing conditions prevail resulting in lush beautiful vegetation, but creating a problem of some magnitude if a parkway is to be maintained. "Stabilized" slopes do not of necessity reduce maintenance costs; the maintenance is simply changed from the endless drudgery of wasted work to working with and guiding nature in producing an interesting everchanging landscape picture.

Heavier use of the Parkway is a certainty. Heavier visitor use will place new strains on utilities. Water supplies, derived in large part now by gravity from sources near the tops of the mountains, will be taxed during dry years. Special effort and ingenuity will be required to meet legitimate demands for water.

Heavier use may overload existing sewage disposal facilities. Abandonment of some old sewage disposal fields and their reconstruction at new locations may be a necessity.

Interpretation

The Blue Ridge Parkway is in many respects a unique area in the National Park System. Because of its unusual nature and the different type of visitor use which prevails, the problems of interpretation are not those ordinarily encountered in the more or less self-contained National Parks and Monuments. The Parkway forms a connecting link almost 500 miles long between Shenandoah and Great Smoky Mountains National Parks, and although it traverses some of the most beautiful sections of the Southern Highlands it is not so much a destination in itself as it is a means of leisurely travel. Any interpretive plan for the Parkway must give prime

consideration to the extreme mobility and wide dispersal of the visitors, which in 1956 numbered 5,022,933 with indications that by 1966 and future years an annual visitation of eight to ten millions is not an unreasonable expectation. Although the great mobility of the Parkway visitor may at first appear to increase the difficulties of putting an effective interpretive program into operation, it is not without certain advantages. As long as the visitor can be kept on the move along a predetermined tour route with full interpretive development there is almost no limit to the number who can be served. Thus, visitor mobility becomes an asset, reducing danger to area values and permitting effective interpretation with a basic plan and organization not in constant need of enlargement.

Visitor Accommodations

Because the Blue Ridge Parkway for most of its length is removed from cities and towns, basic services for the visitor are required within its boundary. Today's motorist expects to find beside the road he travels some facilities for car service, food, and lodging. At present four service stations are in operation, but as new Parkway sections are opened to travel additional ones will be required. This also applies to requirements for simple food items.

The problem as it relates to lodging is somewhat different. Most Parkway visitors want to stop for the night in a town or city where there is more to do, but there are others who want to remain in the Parkway. So that all may achieve fullest enjoyment and benefit from visiting the Blue Ridge Parkway, it is an important service to inform visitors about accommodations and attractions in the nearby towns and cities as well as to make some provision for overnight stays within the Parkway for those who do not wish to leave the area.

Staffing

Blue Ridge Parkway has been allotted adequate funds to carry on an extensive construction program which is essential to this type of project. But with the construction of additional mileage and recreational facilities, and an ever increasing visitor use, there are added responsibilities for maintenance, protection, interpretation, and public relations. The Parkway staff will need to be increased gradually to meet the expanding responsibilities.

The Program

Completion of the Parkway road, except for the Asheville and Roanoke links, is the major MISSION 66 objective for Blue Ridge Parkway. Parking overlooks, guard rail, bridges, additional

camping facilities, new recreation areas, are complementary developments to meet the requirements of millions on the move. The pattern of development has been set--MISSION 66 provides an orderly method of accomplishment.

Interpretation

In many ways the Parkway can be compared to one long park tour route with numerous features of interest along its length, and we must provide the visitor an opportunity to take an interpretive tour along this route.

In nine visitor centers, which are kind of wayside museums, exhibits, displays, audio visual devices, and related facilities will reveal the human and natural history of the Southern Highlands. Additional self-guiding trails to features of particular interest will be installed.

Evidences of the "homespun" culture of the Southern Highlands are of great interest to the visitors. The principle of grouping related buildings in pioneer exhibit areas and contriving to make them "live" as at Mabry Mill is to be extended where appropriate.

A publication program jointly supported by a cooperating association and the Government will be developed. Needed publications include a parkway guide book; a natural history handbook; guide booklets for trails; a series of popular booklets on such subjects as trees, flowers, animals, geology, and history; and possibly a series of technical reports on Parkway research projects.

Evening programs will be expanded. Outdoor program facilities will be provided at all recreation areas having overnight accommodations, lodge or campground.

Visitor Accommodations

Recognizing that the majority of Parkway visitors will want to enter the Parkway, stay a hundred miles or so, and then leave it to explore other attractions in the Southern Highlands, no effort is made in the Blue Ridge Parkway to take care of all visitor needs. Indeed private enterprise is encouraged to develop facilities outside but easily accessible by public highway from the Parkway road.

Visitors will expect to find service for their cars and food. Some will expect lodging in order to obtain the fullest enjoyment from a visit in the Blue Ridge Parkway. For them a comfortable, quiet place to spend the night away from television, movies, and the ordinary pleasures of the city is looked forward to. They want for entertainment an evening program by a ranger or naturalist, or perhaps just to be left alone to enjoy the

tranquility of the southern mountains. A beginning has been made, and in MISSION 66 it is proposed that private enterprise construct, equip, and operate the additional accommodations which will be required by the eight to ten million visitors expected annually by 1966.

The tabulation which follows indicates the location and type of accommodation, existing and proposed, provided by private enterprise and by the Government.

Mi.	Name	Provided by Private Enterprise					Provided by Govt.				
		Gas	Lunch	Gifts	Coffee Shop	Lodge	Cabins	Bus Serv.	Pic- nic	Camp- ing	
<u>Virginia</u>											
8	Humpback Rocks								x	o	
29	Whetstone	o	o	o						o	
55	Otter Creek	o	o	o						o	
86	Peaks of Otter	x	x	x	o	o		x	x	x	
144	Pine Spur									o	
155	Smart View	o	x	o					x	o	
169	Rocky Knob	x						x	x	x	
176	Mabry Mill		x	x							
213	Fisher Peak								o	o	
<u>North Carolina</u>											
217	Cumberland Knob		x	o					x		
241	Doughton Park	x		x	x	x			x	x	
273	Tompkins Knob	o	o							o	
294	Cone Mem. Park			x							
297	Price Mem. Park									o	
316	Linville Falls	o	o	o						o	
339	Crabtree Meadows	x	x	x					x	x	
365	Craggy Gardens								x		
409	Mt. Pisgah	o		o	o	o				o	
424	Tennessee Bald	o	o	o						o	
<hr/>											
x Existing o Proposed											

The Staff

The MISSION 66 program proposes gradually increasing the present Blue Ridge Parkway staff by nearly one half to take care of the added responsibility for protection, maintenance, and service to visitors. By 1966 it is entirely possible that visitation will reach an astronomical eight to ten million persons annually. Particularly will the protection staff need increasing to provide the protection, information, and assistance required. The ranger-naturalist staff must be enlarged to man the new visitor centers. The never ending job of maintenance will be considerably stepped

up by new miles of parkway, acquisition of additional lands, new campgrounds, new buildings, increased visitation; and the forces required to do this job must be expanded.

Summary

The following tabulation, while not a firm and final statement, will indicate the size and scope of improvements included in the program over the next 10 years:

Road and Trail Construction	\$24,175,500
Buildings and Utilities	<u>3,243,100</u>
Entire Blue Ridge Parkway	\$27,418,600

Conclusion

Ten years from now the Southern Highlands will be a destination for travelers in the same sense that New England, the Northwest, and the Southwest are today. The visitor will find the Blue Ridge Parkway complete except for the Roanoke and Asheville links. He will be able to enjoy the delightful and varied scenery of the region from a parkway road free of trucks, traffic lights, billboards, and the usual roadside developments. He can travel in leisurely fashion along the mountain crests and enjoy side excursions to nearby points of interest. Interpretive signs, exhibits, visitor centers, and uniformed personnel will help him to understand and thereby more fully enjoy what he is seeing.

An occasional gas station or lunch shop will supply some of his immediate needs. For the campers and picnickers, there will be several areas where they may enjoy the great outdoors. Lodging accommodations will be available in limited quantity, but the great majority of visitors will find overnight accommodations along the main highways or in nearby communities.

The visitor will find that he can enjoyably spend two or three weeks in the Southern Highlands with its many and varied attractions. He will soon learn that while the Blue Ridge Parkway is a convenient and pleasant way through the area, there is also much to be seen and enjoyed by exploring the side roads, visiting the nearby communities and industries. In 1966 North Carolina's slogan "Accessible Isolation" will have been made more meaningful by completion of the Blue Ridge Parkway which conserves some of the "Isolation" and at the same time makes it more "Accessible."