HISTORIC RESOURCE STUDY

DAVEY FARM

Prepared by

BARRY M. BUXTON

Research Assistants
Hank Weaver
Lisa Rhodes

February 1990

PREFACE

This historic resource study and historic structures report has been conducted under the rubric of a cooperative agreement between the National Park Service and the Appalachian Consortium which was executed July 9, 1986. Data contained in this report will be used in interpretation, preservation/restoration, and management needs at the site.

The study focuses on the land and structures which comprise the Davey Farm (Soco Gap Multi-Purpose Center) at Milepost 455.6 on the Blue Ridge Parkway in Jackson County, North Carolina. Included is information about the Davey family, early settlement of Jackson, Haywood, and Swain Counties, daily life of Jim and Jeannette Davey, and information on their relationship with neighbors and people in the surrounding communities. Also included is general information about the Davey Tree Expert Company and the Davey Institute of Tree Service in Kent, Ohio.

Much of the research for this report was conducted in Jackson and Haywood Counties in the spring months of 1989. Additional material was gathered in the autumn of 1989. The report was drawn from earlier research by William Lord in 1963, Kristine Johnson of the National Park Service in 1988, and Robert Pfledger in 1977. To the people of Jackson, Haywood, and Swain Counties, who gave so generously of their time in interviews, I am grateful.

The historic structures report associated with this project has been prepared by Rick Palmer, of Southern Designs, in Banner Elk, North Carolina. The architectural drawings, fabric analysis, and recommendations for treatment are all a product of his labor. Appreciation is expressed for his keen sensitivity to detail.

Several people have directly assisted in preparing this report. Foremost among these is Hank Weaver, a graduate student at Appalachian State University. His detailed interviews and exhaustive research have contributed immensely to this final product. My gratitude is also extended to Professor David Williams, Director of the Center for Appalachian Studies at Appalachian State University, who supported the project and encouraged its completion. Lisa Rhodes, also a student at Appalachian State University, conducted research and directed additional field interviews. Eric Olsen and Judy Ball, in the William Eury Appalachian Collection at ASU, were helpful in identifying research material. Jeannette Crockett Davey has generously shared her memories of life at Mountain Dew Farm, as well as additional valuable data and photographs. Martin Davey, Jr., provided firsthand accounts of life as a member of America's first family of tree service. Finally, the author acknowledges the guidance and support of the National Park Service. Allen Hess, Cultural Resource Management Specialist; Arthur Allen, Chief, Division of Resource Planning and Professional Services; and Robert Hope, Resident Landscape Architect for the Blue Ridge Parkway, have strengthened the final product through suggestions and information. District Ranger Tim Pegram and his staff were generous with their time and knowledge of the site.

Barry M. Buxton

February 1990

TABLE OF CONTENTS

Chapter 1	**Origin of Davey Farm**	
	The Soco Gap Area	1
	Haywood County	1
	Jackson County	2
	Swain County	3
	Soco Gap	3
	Acquisition of the Land Comprising the Farm of Jim Davey	8
	Building The Farm	10
Chapter 2	**The Davey Family**	
	John Davey	17
	Jim Davey	19
	Martin Davey	25
	Paul Davey	27
	Paul Davey, Jr.	27
	Martin Davey, Jr.	28
	Dorothy Binney	28
	Jeannette Davey	29
Chapter 3		
	Davey Tree Expert Company	34
	Davey Institute of Tree Service	36
Chapter 4		
	Relationship of the Daveys to the Community	38
	Economic Interest	38
	Social Influences	40
	Foster Children	43
	Modernization and Furnishings	47
	Landscaping	49
	Modern Domestic Conveniences	49
	Domestic Animals	50
	Furnishings	51
	Timber and Sawmill	52
Chapter 5	**Acquisition and Management of the Davey Farm by the National Park Service**	
	Acquisition	56
	Management	70

ANNOTATED BIBLIOGRAPHY 80
PUBLISHED DOCUMENTS AND BOOKS 80
PAMPHLETS 81
INTERVIEWS AND MEMOIRS 81
NEWSPAPER ARTICLES 82
ARTICLES 82

NOTES 83

PRIMARY SOURCES 90

HISTORIC BASE MAP

APPENDICES
A - Sale of Campbell land...1935
B - Sale of Blanchard land...1944
C - Davey Tree Expert Company vs. NC State Highway...1948
D - Dorothy Binney Palmer vs. NC State Highway...1948
E - Judgment...between Davey Tree Expert Company and NC State Highway...1951

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

Chapter 1

Origin of Davey Farm

The Soco Gap Area

The Soco area of western North Carolina is one of America's most scenic places. The pure beauty of wooded mountains, fertile valleys, swift-running streams and waterfalls abound. And the Soco area is also rich in history, as this study will demonstrate. Soco sits atop a high mountain range that now carries the last few miles of the Blue Ridge Parkway before it terminates to the south at the Great Smoky Mountains National Park. Soco Gap is located in Haywood and Jackson Counties and lies very near Swain County. Therefore, a brief sketch of each of these counties is helpful in providing a balanced perspective of lofty Soco.

Haywood County

Haywood County consists of 546 square miles of rugged mountains, rolling foothills, and fertile valleys with altitudes ranging from 1,400 feet above sea level at Shaterville on the Pigeon River to 6,621 feet atop Mount Guyot. There are nineteen peaks in the county with elevations over 6,000 feet. The county is surrounded by mountain ranges--the Great Smokies to the north, the Newfound Mountain range on the east, Pisgah Ridge to the south, and the Balsam Mountains on the west. The main waterways are the Pigeon River, and the Richland, Cataloochee, Jonathan Fires, and Big Creeks. Lake Junaluska and Lake Logan are two large manmade lakes in the county.

All of Haywood County was originally part of the Cherokee Indian Nation. After the Revolutionary War, many Scotch-Irish, English, and German settlers made their way into the

mountain territory. The Cherokees were generally friendly to the white settlers and gave up much of the land and moved to the west and north of the Tuckaseegee River. The formation of Haywood (from Buncombe County) was completed March 27-28, 1809. The county was named for long-time State Treasurer, John Haywood, who served from 1787-1827. The county seat is Waynesville.[1]

Jackson County

Jackson County was formed in 1851 from parts of Haywood and Macon Counties. It was originally much larger than the present 499 square miles. In 1861, Transylvania County was formed from parts of Jackson and Haywood Counties. Ten years later, a part of Jackson County, along with a portion of Macon County, was used in the formation of Swain County. By legislative acts, Jackson county was named in honor of Andrew Jackson. The original county seat was named Webster in honor of Daniel Webster. Both Jackson and Webster died shortly before Jackson County was formed. In 1914, by popular vote, the county seat was moved from Webster to Sylva, where it remains today. The move was made, in part, because of the greater convenience of railroad transportation and because existing governmental facilities in Webster were fast becoming inadequate.

The Jackson County terrain consists of peaceful valleys with rivers and streams, elevated plateaus, rolling hills, and rugged mountains. The principal mountain ranges are the Cowees, Blue Ridge, Balsams, and the eastern edges of the Great Smokies. The highest elevation is on Richland Balsam at 6,540 feet. The Blue Ridge Parkway attains its highest altitude of 6,053 feet as it traverses that peak. The lowest elevation of 1,845 feet is at the town of Whittier. The Blue Ridge Mountains divide the principal waterways with streams

on the east flowing to the Atlantic Ocean via the Savannah River and its tributaries. The Tuckaseegee River, to the west of the Blue Ridge Parkway, winds its way to the Gulf of Mexico by way of the Tennessee, Ohio, and Mississippi Rivers.[2]

Swain County

Swain County is a third scenic county contiguous to the Soco area. Swain's history differs significantly from Haywood and Jackson Counties in that, from the 1830's, it has been home to the Eastern Band of the Cherokees on the Qualla Boundary, the Cherokee Indian Reservation. A century later, huge federal projects created the Fontana Dam and Lake as well as the Great Smoky Mountains National Park.

The county was named after David L. Swain, a native of nearby Buncombe County, who served as Governor of North Carolina and, for many years, was President of the University of North Carolina at Chapel Hill. Swain County was formed from portions of Jackson and Macon Counties in 1871. The county seat is Bryson City.[3]

Soco Gap

Soco Gap, at an altitude of 4,337 feet, is one of four depressions in the Balsam Range extending from Tricorner Knob, in the Great Smokies on the northwest, to Tennessee Bald, at the junction of the Pisgah Ridge on the southeast. Soco Gap was the most important and widely used passageway for early eastern American Indians in the present day Haywood, Jackson, and Swain County areas. Generally, the Cherokees lived in the valley and hunted and roamed the heights of Soco. Those who escaped forced relocation to Oklahoma in 1838, along the "Trail of Tears," continue to live just west of Soco Gap today on the Qualla Boundary Reservation.

The Cherokees called Soco Creek, a stream that tumbles westward from the Gap, "Sa-gwa-hi," meaning "one place." "Soco" is the white man's version of this name. The Gap itself was known to the Cherokees as "ahaluna" or "ambush place," so named for a fierce battle fought at the site. A large party of invading Shawnees was ambushed by the home-standing Cherokees and all the Shawnees were killed, except for one. The Cherokees cut off his ears and sent him back to his tribe as a warning. Soco Gap was a stronghold and a gateway for the Cherokees. Anyone approaching the Qualla Boundary Reservation from the north, east, or south generally did so via Soco Gap.[4]

After the American Revolution, white settlers began to move into the area east and south of Soco. They were predominately Scotch-Irish, English, and German. Many of them (or their fathers and grandfathers) had already pioneered a huge sector of the Piedmont and Appalachian foothills from southeastern Pennsylvania to northeastern Georgia. The settlers were a hardy lot and demanded land while the Cherokees sought to live with the newcomers in harmony. In the interest of peace, the Cherokees reluctantly deserted the rich valleys which presently house the communities of Maggie Valley and Dellwood.

The Cherokees moved up through Soco Gap and westward beyond the Balsam Mountains. They resettled along Soco Creek and the Oconaluftee and Tuckaseegee Rivers, with waters that run west. Thus, a westward focus evolved early for the Cherokees during white settlement. However, many of the Cherokees, whose ancestors moved over Soco Gap prior to the 1830's, managed to escape the historic trek westward to Oklahoma when the United States Government forcibly relocated most of the Cherokee Nation in 1838. This is the principal reason for few reports by white settlers of Cherokees living east of Soco.

Many ceremonial mounds, village sites, burial places, and other archeological discoveries attest, however, to earlier Cherokee inhabitation east and south of Soco Gap. Today, about 10,000 Cherokees make up the Eastern Band of the Cherokee Nation and live on or near the Qualla Boundary Reservation, immediately west of Soco Gap.

The earliest documented white settler in Haywood County was Edward Hyatt and family, who arrived about 1785-1786. Hyatt is said to have driven the first wagon into what is now Haywood County and established roots there.[5] When Haywood County was formed in 1809 and Mount Prospect (now Waynesville) developed as the main community, an "Indian Trail" came into being. A footpath suitable for horsemen and light wagons was carved from Cherokee to Waynesville. The trail from Cherokee went east up Soco Creek, through Soco Gap, down Jonathan's Creek to Dellwood, and through Dellwood Gap to the tiny frontier village of Mount Prospect.[6] This is the same route where today U.S. Highway 19 traverses the mile high mountains between Waynesville and Cherokee, crossing the Blue Ridge Parkway at Soco Gap. Millions of tourists continue to motor up from Maggie Valley or journey along the high ridgeline of the Blue Ridge Parkway and cross, as did the Indians and the white settlers, Soco Gap. Many are on their way to the Cherokee Reservation, the Great Smoky Mountains National Park, Fontana Dam and Lake, or numerous other attractions in what has become a Southern Appalachian Mountains playground for the nation.

A treaty in 1819 gave the white settlers land titles to the south of Soco Gap in what is now Jackson County. The treaty moved the Cherokees even further west, beyond the Cowee Mountain Range. Certified copies of surveys show that white settlers had been living

on parts of these lands before the treaty was made. Each survey carries the size of the tract and bears the name of the original white settler. Into this region came the Crawfords, Brysons, Ledbetters, Browns, Rogers, Buchanans, Allens, Underwoods, Galloways, Longs, Hensons, Loves, Enloes, and many other names still familiar to the area.[7]

The ever-growing pressure for land near Soco was exacerbated by the discovery of gold in northern Georgia in 1825. After the discovery, the United States Government embarked on a policy of removal of several southeastern Indian tribes, including the Cherokees. By 1838, the tribes had been relocated west of the Mississippi River, except for the small band of high mountain Cherokees that lived in present day Swain County.

William H. Thomas was a white man born in 1805 who was raised near the Cherokees. He worked extremely well with the Cherokees and became the Indians' foremost white friend and representative to the United States Government. As a Confederate loyalist at the outbreak of the Civil War, Thomas raised and commanded a Confederate regiment composed of mountain whites and Cherokees.

The regiment took part in several campaigns during the Civil War and played a key role in the last military engagement of the war in North Carolina (May 9-10, 1865). A Union Army regiment, commanded by Colonel Bartlett, had crossed from Tennessee to Waynesville. At Waynesville, the supposedly "conquering" Union troops were confronted and taken under siege by the Haywood County Home Guard under Colonel James R. Love, and the mountain whites and Cherokees unit commanded by Colonel William H. Thomas. The Confederates demanded and received Bartlett's surrender. This engagement occurred a month after General Lee had surrendered at Appomattox, Virginia, and several weeks

after General Johnston had ostensibly surrendered the remaining Confederate forces in the Carolinas at Bennett Place, near Durham. The Cherokees lived across Soco Gap from Waynesville and crossed through the Gap on their way to the siege at Waynesville, ironically, after the Civil War was formally over.[8]

In 1871, Swain County was formed and, by 1876, the Qualla Boundary was formally given federal recognition, which had, for all practical purposes, been the Cherokees' reservation since 1838. This set the stage for the next major development in the history of the three counties that border high Soco, the coming of the railroad. The long-in-coming Western North Carolina Railroad had its eastern terminus at Salisbury, in the Piedmont; and, by 1861, it had reached the Appalachian foothills at Morganton. The Civil War and its aftermath prevented further construction until the 1870's. Laying of the rails west of Asheville commenced in 1883, and by April of 1884, the first train reached Waynesville. It was then built westward through Balsam Gap, Sylva, and Dillsboro to Murphy, where in July 1891, the Western North Carolina Railroad linked with the Louisville and Nashville Railroad. This opened the southwestern North Carolina mountains for railroad service, both east of the Appalachians and to the Tennessee and Ohio Valleys. Without the railroad, logging, manufacturing, and mining would have developed much later, if at all.[9]

When the railroad arrived, farmers of the area were able to reach distant markets, and cattle and sheep raising increased significantly. In 1893 farmers shipped carloads of cattle and sheep to Richmond, Charleston, and Augusta. During the early 1900's, however, agriculture began to decline. The presence of numerous minerals and vast forests caused a rapid swing to mining and logging. The most profitable mineral was kaolin, a type of clay

ideal for use in bricks. Mica, corundum (used in whetstones and abrasives), copper, and olivine (used in making lightweight magnesium metal) were also mined extensively. Logging was the area's second major extractive industry. The last decade of the 19th century and the first quarter of the 20th century saw a tremendous boom in logging and sawmilling near Soco Gap. The Great Depression caused a severe downturn in the lumber market, but, by the mid-1930's, business picked up again. Logging has remained a significant industry to the present. Although the area still has sizeable timber resources, the day of virgin forests and large scale logging appears to be over. Manufacturing increased due to logging and often specialized in varied wood products, including tannic acid, which is used in tanning hides for shoes and belts. Paper products also became an important industry.[10]

Acquisition of the Land Comprising the Farm of Jim Davey

By the mid-1930's, Soco Gap and the surrounding countryside had experienced dramatic events and great change: prehistoric Indian battles, settlement forays by European-descended colonists, the removal to the Oklahoma Territory of many Cherokees, Civil War troop movements and sieges, railroad construction, an era of timbering and sawmilling, the rise of wood products manufacturing, and the depths of a Great Depression. Now came a new chapter in the geographic and cultural history of the area.

Jim Davey (to be profiled at length later in this study) was a member of the family that founded The Davey Tree Expert Company, pioneers of the science of tree surgery and tree and shrub care. The company, headquartered at Kent, Ohio, had operations all over the United States and part of Canada. Davey was an entrepreneur and adventurer who

excelled at photography and public speaking. He came from a working class, self-effacing family and was embodied with a strong sense of individualism and self-direction.

The New Deal programs of the first Franklin Roosevelt administration were deeply alarming to some people, especially those who had succeeded largely on their own ingenuity and effort. Jim Davey was among these, and the policies of the New Deal left him disillusioned and disaffected. After traveling through much of the world, Davey decided to leave the New York City area, where he had lived for almost a decade, and return "back to the land." He longed for a simpler life, close to nature and unassuming people.

While attending the horse races at Saratoga Springs, New York, in 1935, Jim met a North Carolina State Senator from Waynesville. Their discussions were wide-ranging but ultimately included ideal parts of the country to live in. The Tar Heel legislator told Davey that he thought the most beautiful spot to settle down was where U.S. Highway 19 scaled the mountainside from Maggie Valley near his hometown and reached a spectacular pinnacle at a place called Soco Gap. The description of Soco Gap intrigued Davey, and he made a resolution to go there and see for himself if it was all the Senator had said it was. He traveled from New York in his converted school bus, a prototypical recreational vehicle which was his home-away-from-home when exploring the United States. Once he motored up the mountain westward on Highway 19 from picturesque Maggie Valley and came to Soco, he was hooked, and would spend the rest of his life in the gentle beauty of Soco.[11]

Davey immediately contacted a Waynesville realtor who began the process of buying property at Soco Gap from the Campbell family. The land Jim Davey wanted to own was in eight tracts and totaled 640 acres. It was commonly called the Campbell Soco Gap Lands.

An earlier registration of the land in the early 1850's was in the name of Amos, John, and E.V. Plott. They were from a family that settled in the area during the frontier days and bred the distinctive breed of hound known as the Plott Hound, the pre-eminent black bear hunting dog. Their land registrations were only slightly more than a decade after most of the Cherokees had been forcibly removed from their native lands near the Smoky Mountains.

On July 13, 1935, the Campbell Soco Gap Lands were passed from the Campbell heirs to Jim Davey and his first wife, Mary Binney Davey. She and Jim lived in Maggie Valley while their Soco house was being built. Tragically, she died unexpectedly in 1937. It remained for Jim's second wife, Jeannette Crockett Davey, to become the First Lady of the Farm at Soco Gap. The Daveys paid six Campbell heirs a total of $5,000 spread over three years in eighteen incremental payments, for the 640 acres at the Gap (see Appendix A).

Building The Farm

Prior to the commencement of construction at Soco Gap, Jim Davey rented one of the few available houses in Maggie Valley while he supervised the building of the ridgetop farm. He recruited local workmen from Maggie and Dellwood to begin clearing the land. Jobs were scarce because nearly all of the sawmills had been closed when the Government took over nearby land for the Great Smoky Mountains National Park. Also, the Great Depression's effects were still being felt and there was very little nonfarm work available.

Davey was impressed with the capabilities of the local men. He had been in the tree business for years but had never seen trees cut and cleared so quickly. The men offered to

work for fifty cents a day, but he started them at a dollar per day. Davey was accustomed to much higher-priced New York and Connecticut labor, having recently developed exclusive residential neighborhoods in Old Greenwich, Connecticut.

Crawling through rhododendron and laurel thickets, Davey laid out sites for the farmhouse, sawmill, barns, cottages, smokehouse, pigpen, as well as riding trails. Davey showed the men how to use the tools; and, with very little assistance, they were able to install the indoor plumbing--bathtubs, toilets, showers, sinks, and other refinements of modern living with which they were unfamiliar.[12]

During the process of clearing the land, several abandoned whiskey stills were found. Since it was apparent that moonshining had been an important part of the land's history, Jim Davey gave his new home the name "Mountain Dew Farm." The farm was comprised of a large family house, a bunkhouse, a garage apartment, a smaller family house, a smokehouse, a chicken house, a guest cabin located uphill from the main complex, and two barns. Davey had no formal training as an architect but was talented with lines and form. He designed and supervised the construction of all the farm's buildings from sketches he made on graph paper.

Each building was designed and built for a specific purpose. The large house was home to the Davey family, as well as the caretakers, Zeb and Cornie Moody, who lived in an upstairs apartment. The bunkhouse was used by bachelor visitors (or married men unaccompanied by their wives). Davey built the garage apartment and the smaller house (presently a park ranger residence) for some of the farm employees. The smokehouse was used to cure hams, made from the hogs raised at the farm. The guest cabin was built

specifically for Dorothy Binney who was Davey's sister-in-law from his first marriage and was a lifelong friend after the farm was built.

The barns were extensively used. The larger of the two housed an assortment of farm animals and the smaller one was largely for storage. The animal barn was situated too close to the rear of the main house and, during warm weather, the smells and flies created problems. The Daveys kept cows, chickens, and hogs in order to operate Jim's dream of a self-sufficient farm. Their most popular animals, however, were their horses. Jim Davey designed riding trails which covered a large amount of the property and equestrian sports were a favorite pastime of the family and friends. The land around the buildings was landscaped using native mountain flora, mainly mountain laurel and rhododendron.[13]

The farm provided a commanding view to the west as a result of Davey having cleared one hundred acres of forest. The location, therefore, was highly strategic and Jim Davey harbored the idea of enlarging the farm to create a full-scale resort along the heights of Soco Gap. About forty acres at or near Soco Gap, fronting U.S. Highway 19, were cleared and large hemlock stumps were removed. Driveways were constructed to the buildings and roads were laid out for later construction to prospective building sites. Walls were built of selected field rocks and plants were transplanted to provide a most attractive setting for the farm and the planned resort community.[14]

The principal structure built was the main house, a large two-story building with an "L" wing extending back from the front of the structure. This house is still standing. The first story is constructed of hewn logs laid in cement. The upper floor and lower floor of the "L" are built with rustic-type boards. The entire structure rests on a cement foundation with

a large, fully-excavated basement. The basement contained a cold storage room with running water originally flowing in from a nearby cold spring and into a large concrete trough. The walls of the basement were built thick and ample enough to keep things from freezing. In the basement was the Davey's laundry with built-in equipment, a shower/bath, toilet, and a modern heating plant with heating units extending throughout the entire house. The basement also contained coal and wood storage rooms and ample general storage space.

The main house has two large chimneys of selected field stone in cement. One chimney extends up through the "L" portion of the structure while the other is at the end of the front part of the building, providing a large open fireplace in the living room. The living room in this building is about 15 by 24 feet in size. The overhead joists are of hewn oak beams exposed in rustic style. This room and the other rooms in the house were originally studded and covered with heavy rubberoid paper and paneled with broad chestnut boards. The floors of the entire building were laid of well finished oak boards. The stair treads are of extra heavy oak boards dressed and finished in rustic style. In addition to the large living room on the main floor, the front portion of the building contains a hallway and two bedrooms.

On the "L" part of the main floor is a large kitchen, bathroom, and large dining room or combination room. Extending along this portion of the house is a wide glassed-in porch with a stairway leading down to the basement. The kitchen and other rooms contain built-in cabinets (two of them handmade of solid cherry) and in the kitchen is a Monel metal sink 16 feet in length with modern metal doors and drawers. The kitchen sink alone was valued at $1,000 in 1948.

On the second floor of the main building are three bedrooms and two baths. In addition, an apartment with a kitchen and one other room with a large glassed-in porch is located in the "L" portion of this floor. The entire building was equipped by the Daveys with electric lights and running water.[15]

Another building located near the main house was known as the guest house. Like the main house, the guest house is still standing. This building has a garage on the ground floor, four rooms, a bathroom, and a screened-in porch. The main floors are of hardwood and the interior walls were initially studded and covered with rubberoid paper and paneled with chestnut boards. The basement of the building includes a garage, a room with a well-equipped built-in laundry, a modern furnace for heating the building, a bathroom with shower/bath and toilet, and two stalls for keeping saddle horses. The exterior walls of the basement are built of rock and cement, and the upper floor is finished with rustic boards. The guest house was also originally equipped with running water and electric lights.

A building known as the bunkhouse, located near the dwelling-house, was constructed on a stone foundation of field stone, with a garage beneath. On the upper floor were four built-in bunks, and a large open fireplace and large rock chimney built of field stone. The rooms were paneled with chestnut boards, and there was a screened-in porch.

Near these buildings was a large stock barn, which was built on a rock and cement foundation. The first floor of this barn had nine single stalls and two box stalls for animals. The second floor of the barn was laid on heavy locust sills which were needed to support the weight of trucks. On the ground level there was a saddle and harness room, three feed

rooms; and, on the side of the building, a shed room used for a chicken house or for stalls for stock. The barn was equipped with running water.

At the rear of the barn was a large, rectangularly-shaped concrete silo measuring about eleven by fifteen feet and extending to a height of about thirty feet. At the rear of the silo was a concrete foundation for a further extension of the barn, with part of the walls extending up a few feet.

Another building, consisting of two stories, provided room for the modern power plant for furnishing electric current to the buildings. The building had a concrete floor in the lower part which, in addition to the room for the power plant, was used for a repair shop. The second floor of the building provided room for storage, with a wide outside stairway. Other nearby buildings included a two-story smokehouse, on a stone foundation, and a chicken house.[16]

The dwelling that was built by Jim Davey for his sister-in-law, Dorothy Binney, is now called the Browning Cabin. R. Getty Browning was responsible for land acquisition for the North Carolina Highway Department during the construction of the Blue Ridge Parkway. The cabin is a rustic log design, finished primarily with solid chestnut. Like the other structures Davey built, it had running water and electricity, as well as a foundation of rock masonry.[17]

In addition to the improvements and construction on the farm property, a road was constructed from Soco Gap, for a distance of about seven-tenths of a mile, to a point known as Bear Pen Gap or Picnic Gap. Along this road, sites were cleared for two small lakes.

From Bear Pen Gap, three roads were built to distant portions of the property. These roads enabled trucks to haul timber out to U.S. Highway 19 at Soco Gap.

The water supply for the buildings and prospective improvements was provided by water running from mountain springs into a reservoir which had a capacity of 8,000 gallons. A four inch water pipe ran from the reservoir to the buildings on Mountain Dew Farm. A picnic shelter was built near a spring to the north of where U.S. Highway 19 ended. The shelter was near Thunderstruck Ridge, so named because of the many trees struck by lightning there.

Chapter 2

The Davey Family

John Davey

The Davey family originated in Stawley at Somersetshire, England. It was there that John Davey was born on June 6, 1846. John's father, Samuel Davey, a hard-working, diligent man, managed a large farm. He instilled in John a work ethic which became the Davey family philosophy. As a small boy, John stood watching his father planting potatoes. Years later, John Davey recalled:

> *Do you know, it was the first great thing that ever happened to me. I had asked my father who was planting potatoes if I might plant one too. So he cut a potato in half and he had me get a big iron spoon, because I was too small to handle a hoe or a shovel. Then he told me to listen to him carefully, and with all the earnestness of which he was capable he said, 'Do it right or not at all.' He showed me how to plant each half of the potato, and then, with my iron spoon, I carefully shovelled the earth back into the trench. Through the weeks that followed, I tugged pails of water to put on my two plants. I kept the weeds away. And always my father would repeat to me, 'Do it right or not at all.' That sage statement became the motto of the Davey Tree Expert Company.*[18]

Ann Shapland, John's mother, instilled a love and deep devotion to God and nature. These strong influences helped shape a man of creative genius. At age twenty-one, John moved to Torquay, England, where he not only apprenticed in horticulture and landscaping, but also learned to read. With an insatiable appetite for knowledge, he continued to learn, studying Latin, Greek, astronomy, and botany. John left England for Castle Garden, New York, in 1873, and eventually settled in Warren, Ohio. He married Bertha Reeves in 1879. They produced seven children; James Davey was their fourth child. Five of the children

grew to maturity: Belle, Wellington, Martin, Jim, and Paul. They knew what it was like to be poor as their early years were marked by tough financial times for the Daveys. Later, all enjoyed financial and creative success. Their family story is one of great achievement in the best tradition of America as the land of opportunity. The family story is well told in *Greenleaves, A History of the Davey Tree Expert Company*, by Robert E. Pfleger, published in 1977.

It was during this time that John Davey moved his family to Kent, Ohio, and became professionally involved in the emerging science of tree surgery. He felt that trees were neglected and most died prematurely. Building on his background training in horticulture, he hypothesized that the decayed area of a tree could be excavated, sterilized and carved to conform to sap flow. Then by filling the area with concrete, the tree should develop a callus to cover the area, adding many years to a tree's life.[19] In 1901, he wrote *The Tree Doctor.* Although he went $7,000 in debt to publish the book, it drew national attention to his vision of tree care. As people became familiar with the concept of tree care, they began requesting his services. Soon business was booming and he had to train men to work with him. In the meantime, he continued to write more books: *A New Era in Tree Growing* (1905), *The Tree Doctor: A Revised Edition* (1906), and *Davey's Primer of Birds and Trees* (1907). In addition to his prolific writing, he traveled the country lecturing on "The Salvation of Our Trees and Birds."

John Davey was, as shown, in the founding of the Davey Tree Expert Company and in the rearing of his children, a man of far-reaching genius. According to Jeannette Crockett

Davey, John instructed his children in public speaking, encouraged poetry recitations, and other forms of recitals. He felt that every successful person had to sell himself.

Elbert Hubbard, poet and close friend of John Davey, set Davey's persona in writing:

> *John Davey is the Tree Man or the Tree Doctor or the Father of Tree Surgery. I like to call him the Tree's Brother....For a genius is one who has the faculty of abandonment to an idea or a course. His was a genius without a taint of degeneration--a genius with the innocence of childhood and the intellect of a man....John Davey's heart is in his art; and his art is the art of preservature.*

A tireless creator and writer, John Davey wrote a final book in 1923 about his life's work with trees. Upon completion of the final chapter, on November 9, 1923, he said, "Now, I think I can get some rest." Later, John Davey, age seventy-seven, the father of the science of tree surgery, died of a heart attack. John's wife, Bertha, died the following year, December 10, 1924.[20]

Jim Davey

The owner and builder of Mountain Dew Farm, James Abram Garfield Davey, was born January 29, 1887, in Kent, Ohio, to John and Bertha Davey. He was named for President James A. Garfield, a man admired by John Davey. James Davey was widely known as "Jim" to his friends and close acquaintances during his life.

Jim joined his eldest brother, Wellington, in working with his father in their Davey Tree Expert Company in Kent, Ohio, in 1904.[21]

At the age of nineteen, Jim was sent east in the summer of 1906 to supervise field crews. As the family business began to grow, new service regions were being established. Brother Martin started in sales and Jim was considered an "outside man," working directly

with the trees.[22] Jim switched to sales in 1908 and soon proved to be an excellent salesman, one grounded in the practical experience of having worked in the field for four years. An early sign of the obstinate independence which characterized his personality was his frequent neglect to fill out an expense account. One year, after a great deal of nagging resulting in no compliance, Martin gave up and in exasperation estimated Jim's expenses at the year's end and paid him one lump sum.[23]

The family's business was incorporated in 1909 and Jim was one of the four original stockholders of the Davey Tree Expert Company. The patriarch, John, along with children Belle, Jim, and Martin were the original owners of the company.[24] Jim continued to show his versatility as the company grew. When the company sought winter work in the south in 1910, Jim went to northern Alabama and headed up the company efforts in the new region.[25]

In 1913, Jim assumed a new role in the company. Some of the company's salesmen "jumped ship" and went after business already held by the Davey Tree Expert Company. Jim went after the renegade salesmen's territories one by one. By hard work, knowledge of the field, and a glib tongue, he shored-up the sales situation. Once he had restored sales in an area, it would be turned over to a loyal salesman of the company and Jim would move on.[26] The year 1919 saw Jim become the manager of the company's New York City office. The same year, Hugo E. Birkner was elected by the Board of Directors to be assistant general manager back in Kent, Ohio. Birkner was to play an important role in the State of North Carolina's acquisition of the Davey property at Soco Gap in the 1950's.[27]

In 1927, New York City's famed Central Park experienced a crisis with its trees. Many trees had mysteriously died and others were dying. The advent of automobiles with their heavy emissions was thought to be the cause of the tree problems. Firmly established and respected in the area, Jim Davey volunteered to determine the cause of the tree destruction. He identified the red spider as the primary cause of the trouble and documented that the arachnids had made inroads largely as a result of the failure by park attendants to spray the trees properly. In addition to the trees in Central Park, those on Riverside Drive, the Bronx' Grand Concourse, and in several other parks and drives were similarly affected. As a result of Davey's findings, New York City appropriated $1,000,000 to eliminate the arachnids and to further protect the trees. Jim Davey supervised the work without compensation. Thus, millions of New York citizens and multitudes of visitors to Central Park and other scenic areas have Jim Davey to thank, in part, for the large and healthy trees that stand there today.[28]

While running the New York City office of the Davey Tree Expert Company, Jim lived in the suburb of Old Greenwich, Connecticut. There he used his family-taught skills in landscaping to transform a formerly swampy piece of land into what has been called "the most beautiful small park in America." Davey's inspiration came from a trip to Japan where he was captivated by the beautiful Japanese gardens. Davey used a bulldozer and a dragline to drain the swamp, build the lake, and reroute streams. He planted shrubbery and trees and constructed several oriental-style arched bridges. As a result of this work, Jim became a close friend of the Binney family of Old Greenwich. The park was named Binney Park in honor of his first wife's father.[29]

While Jim Davey was not a trained landscape architect, he made an impact on Old Greenwich beyond his work on Binney Park. Having hired a prominent New York City architect to design his home in Old Greenwich, Davey became disgruntled at several errors in the design which he felt were inexcusable. For instance, in the only space in the master bedroom where a bed could be placed, there was a large radiator in the architect's plan. Ever the independent spirit, Jim decided to make his own plan. He designed and, with the help of his chauffeur, personally built a garage apartment at the rear of his house. This proved so personally gratifying that Davey began developing an area in Old Greenwich that was a combination of newly built and remodeled houses. He purchased some old houses on Long Island, had them placed on jacks, floated them across Long Island Sound, and placed them on lots in his new development. Then he remodeled them and placed them for sale. Much of the capital that was later used for Davey's construction in North Carolina came from this period of his always active, always creative life.[30]

While based in New York and Connecticut, Davey's interests expanded beyond tree surgery and care. He had become a lecturer, naturalist, world traveler, photographer, and real estate developer. He traveled the world photographing rare and interesting trees and flowers. He presented slide lectures all over the United States, utilizing the public speaking skills his father had stressed. Long before settling at Soco Gap, Jim had lectured to the Asheville Garden Club. At such events, he was simply introduced as "James Davey, Vice-President of the Davey Tree Expert Company." He was part of a safari from Capetown to Cairo and later, on the first ship to do so, traced Magellan's sea route around South America. He owned a houseboat which he harbored at Fort Lauderdale, Florida.

The boat was named "Dunnworkin" and on it he sailed up and down the Atlantic Coast from Maine to Florida, going ashore to search out interesting trees and flowers to photograph.

In order to range farther inland, Davey had a school bus converted into what he called the "Hippopotabus," an early prototype of today's recreational vehicles. He could sleep, eat, and develop photos in a small dark room aboard his beloved home on wheels, which was featured in a 1933 House Beautiful article. Davey said that the lack of adequate lodging in areas which he cared to photograph prompted him to seek out a way he could work until sunset, sleep on-site, and resume his work at sunrise. The bus was his creative solution and served him well. Later, the vehicle carried him to North Carolina when he first saw Soco Gap and purchased the land upon which he built Mountain Dew Farm.[31]

Jim Davey had a number of his photos published in the National Geographic Magazine during the early 1930's. His versatility was extraordinary. Jim tried his hand at painting. He was often irked that artists rarely clearly defined trees in their paintings, usually making trees look like blurs or blobs. Davey hired an Old Greenwich artist to teach him to paint and became good enough to enter some of his paintings in local art exhibitions. Characteristic of his dry wit, he signed his work "Mike Angelo II."[32]

Jim Davey was in his mid-1940's when he married Mary Binney of Old Greenwich, Connecticut. She was of the Binney family of the Binney and Smith Crayola Company, the world's largest maker of crayons. He was fifty years old when Mary died of pneumonia in 1937. They had no children. The next year, Davey remarried. His second wife was the former Jeannette Crockett. Jeannette was twenty-three years old when they married on

August 19, 1938, in Easton, Pennsylvania. Jim and Jeannette had three children, all of whom were born in North Carolina.[33]

Three years into his marriage to Jeannette, at age 54, Jim had a severe heart attack. The resulting heart condition would plague him for the next decade until, on September 13, 1951, he suffered a fatal heart attack at the age of 64.

Jeannette Davey has remarked that Jim always said he would have no regrets when his life ended because he had lived more in his lifetime than most. Although married only 13 years, Jim and Jeannette had a wonderful, full marriage. Jeannette says she never knew a more talented, interesting, or entertaining man. Davey's nephew, Martin L. Davey, Jr., remembers his uncle as a clever man who could think of a justification for everything he did--whether others agreed with his reasons or not. He liked to build and was much like a busy child with toys when he cleared land, built structures, landscaped terrain, and cared for farm animals. He was also a patriotic man. After the United States became a participant in World War II, Jim and Jeannette moved, on doctor's advice, from High Soco to the Fletcher community just south of Asheville. There they built a motel and housed Naval Aviation Cadets who were being trained at the nearby Asheville Airport. As a means of expressing their patriotism, their policy was to charge the Government the lowest rates possible.[34]

Davey's niece, Evangeline Davey Smith, the daughter of Martin Davey, Sr., of Kent, Ohio, described Jim thusly:

> *"Uncle Jim Davey was a remarkable person--gifted, far-sighted, much fun to be with, optimistic, a builder, generous; also, a touch of impractical, stubborn, not always thoughtful of others - a good bit like the rest of his English-descended family...a character.*[35]"

Martin Davey

Martin Luther Davey was Jim's elder by three years. Martin was born July 25, 1884, in Kent, Ohio. He graduated from Kent High School and attended Oberlin Academy and Oberlin College, though he did not graduate. The family patriarch, John Davey, persuaded him to withdraw from college temporarily in 1907 and enter the family business. From then until his death in 1946, Martin was a major figure in the Davey Tree Expert Company and in local and state politics. Martin was a skilled businessman. For every record Jim would fail to keep, Martin would meticulously keep one of his own and sometimes those of others (such as Jim's travel expenses for one whole year). He secured prestigious tree service contracts for the U.S. Capitol, the White House, and the Canadian Parliament grounds.[36]

Martin assisted his father in the organization of the Davey Tree Expert Company's "Davey School of Practical Forestry." When John Davey died, in 1923, Martin became president of the company. Throughout the Great Depression and WWII, he was a gifted administrator who skillfully led the family-owned company. He oversaw the innovative public relations efforts of the business. "The Davey Hour," aired on radio, and the Davey Bulletin, a business newsletter, which was first published in 1910, were foremost among those efforts. The Davey Company was one of the early users of radio network time as a sales tool.

During the "Davey Hour" programs, Martin would devote ten to fifteen minutes to discussions of various aspects of tree care. He would often warn listeners about the "quacks" in the business. The program was very successful and played nine months a year, from 1929

through April 1932. Due to the hardships brought on by the Depression, the radio programs were reluctantly dropped after the 1932 season.[37]

In addition to being a skilled businessman, Martin was also attracted to politics. In 1913, at the age of 29, he was elected mayor of Kent, Ohio. He served three terms as mayor and was later elected to the United States House of Representatives where he served four terms. From 1935 to 1939, he served two terms as Governor of the Buckeye State. Frank Lausche, who later served five terms as Ohio's Governor, had this to say about Martin:

> *Martin L. Davey was Governor of Ohio at a time when the finances of the State were at their lowest ebb and the demands of the distressed people were at their very height. How he managed to operate the government with the finances that were available is a mystery to me as I have studied the relative revenues of the different administrations over the last sixteen years. He did a remarkable job with the finances he had.*[38]

Martin also found time to organize the Kent Board of Trade, serve as a director of the City Bank of Kent, and be president and treasurer of the Davey Investment Company. He was chief consultant to the Associated Garden Clubs of Ohio for many years.[39] He married Berenice Chrismen of Kent in 1907, the year he left Oberlin College and joined the family business full-time. The couple had three children: Evangeline, now Mrs. Alexander M. Smith, Mary Berenice, who died in childhood, and Martin Jr., the young man known as "Brub" who would take over his father's position with the company.[40] Martin's influential life ended as a result of a heart attack on March 31, 1946. He was 62 years old. During the last decade of his life, Martin made several enjoyable trips to visit his brother Jim at Soco

Gap. Jeannette Davey has fond memories of being a young bride and entertaining the prominent brother-in-law on several occasions.[41]

Paul Davey

Creativity ran strong among all the Daveys and Paul H. Davey was perhaps the most creative of the whole family. He was born August 19, 1894, in Kent, Ohio. He was educated in the Kent public schools and, like his brother Martin, attended Oberlin College. He transferred to Yale University and graduated in 1918.

Paul became associated with the family business before his graduation from Yale. He had worked for the company before attending Oberlin and spent his vacations working in sales for the organization. In 1917, he was made field director and vice president. By 1922, he began a long series of experiments which resulted in the development of the Davey Air-Cooled Air Compressor. This compressor was designed originally to furnish power for the handling of the larger and more time-consuming operations in tree surgery. However, the compressor proved to be so superior to other compressors of that era that a wide market for it was soon realized. Accordingly, the Davey Compressor Company was incorporated in August 1929 for its commercial development. Paul was also heavily involved in developing further tree care techniques, such as spraying for insects and transplanting trees.[42]

Paul Davey, Jr.

Paul H. Davey, Jr., was born March 23, 1924, and his life has in many ways mirrored that of his father. He, too, attended Yale University but dropped out to enlist in the U.S. Army Air Corps in 1943. After service, he returned to Yale and graduated with a B.S. in

Mechanical Engineering in 1948. This education and his father's earlier work in the development of air compressors destined Paul Jr. to work in the family compressor manufacturing business. He also succeeded his father in 1961 on the Board of Directors of the Davey Tree Expert Company. Over fifty patents for power equipment were issued to the Paul Daveys, both father and son.[43]

Martin Davey, Jr.

Martin Luther Davey, Jr., nicknamed "Brub," also graduated from Yale University. There he majored in botany and minored in business administration--excellent preparation for a young man destined to enter the family tree care business. He gained practical experience by working as a tree surgeon during his summers home from Yale. Upon graduation in 1940, he worked in the company's personnel office until his entry into the U.S. Army in 1943. He was discharged in late 1945 after seeing considerable action in Europe in the latter stages of WWII. Within less than four months, Martin Sr. died of a sudden heart attack. Brub took over as president, treasurer, and general manager of the Davey Tree Expert Company on April 3, 1946. Brub was only twenty-eight years old when he became president of the company, but under his leadership, sales reached record levels. He added chemical brush and weed control to the services the company provided. He also strengthened the company's insurance plans and kept the morale and welfare of the employees as key parts of company objectives.[44]

Dorothy Binney

Dorothy Binney was Jim Davey's sister-in-law from his marriage to Mary Binney. Dorothy bought land at Soco Gap from Jim and his second wife Jeannette. A log cabin was

built by local carpenters on the property where it still stands today. The cabin was called "Sundown Cabin" because of the beautiful view of the sunset from its location, uphill and east of the main house and farm buildings. Dorothy Binney would later marry George Putnam, a scion of the Putnam Publishing Company. They had two children, David Binney Putnam and George Palmer Putnam. From the late 1930's to the early 1950's, Dorothy spent much of the summer months at Soco Gap. She liked to host visitors and often brought guests with her to Soco. According to Jeannette Davey, Dorothy Binney was a dashing and sophisticated woman who added great flair to Mountain Dew Farm. She was well-educated, musical, and outgoing.

After her divorce from George Putnam, Dorothy remarried. Her second husband was Don Blanding, poet laureate of Hawaii. Blanding's visits to Soco brought touches of the outside world largely unknown to the mountain people. When Blanding first arrived at the farm, he was wearing a Hawaiian flower-print shirt with the shirt tail worn outside his trousers. Mrs. Zeb Moody thought, as did other local residents, at first, that Blanding was still wearing his pajama shirt.

Dorothy later divorced Blanding and married for a third time. Lewis Palmer was her last husband, and while perhaps not as colorful as Blanding, they enjoyed numerous stays together at Soco Gap until the cabin and land passed to the State of North Carolina.[45]

Jeannette Davey

Jeannette Davey was Jim Davey's second wife, the mother of his children, and helpmate and hostess par excellence. She joined Jim as a major figure in the maintenance and operation of Mountain Dew Farm during its peak period of 1938-1941.

Jeannette served as hostess to the intermingling of guests from far-flung places and divergent backgrounds who visited Mountain Dew Farm. She was also admired and respected by the native mountaineers who helped in the operation of the farm. In turn, she developed a deep and abiding appreciation for the mountain people and their customs.

Mrs. Davey was born Jeannette Crockett, September 26, 1915, in Newark, New Jersey. She descends from Davey Crockett and the Singer family of sewing machine fame. Her ancestors owned a farm in Manhattan, where Lexington and Eighth Avenues intersect today.

Jeannette was a young career girl in 1937, working for the prestigious J. Walter Thompson Advertising Company in New York City. Jim's wife, Mary, had died that year of pneumonia while helping Jim construct Mountain Dew Farm. Jeannette's mother and Dorothy Binney, Mary Davey's sister, were long-time friends in Old Greenwich, Connecticut. It was through this friendship that Jim and Jeannette met and became attracted to one another. Jim invited Jeannette to visit his ridgetop Mountain Dew farm. Jeannette's mother balked at the invitation until she learned there was a live-in couple at Jim's house, Mr. and Mrs. Zeb Moody, who were the house and grounds keepers. With the Moodys as unofficial chaperons, Jeannette visited Soco for the first time in early 1938. She came to love both the land and the man. She married Jim Davey on August 19, 1938, and turned twenty-three during her first month at Mountain Dew Farm. Jeannette was twenty-eight years younger than Jim and sometimes they were mistaken for father and daughter, but a strong union was formed and a hardy family grew from it.

As a young wife, the change from urban life to life in the North Carolina mountains was drastic indeed. Jeannette, with her adventurous spirit and level-headedness, accepted the challenge to learn mountain ways. She recalls that many of the local women she first met looked about sixty years old when they were actually in their thirties. She would later regard this as a sign of how hard life often was for women in the mountains. At first, the natives thought Jeannette was not very clever because of her lack of domestic skills. Nevertheless, she revealed a willingness to work hard to learn the local customs and ways.

Jeannette remembers one incident that earned her respect from the local women. It occurred during the food canning season. The women who worked on the farm were afraid to use the modern pressure cooker which Jim had purchased. Jeannette read the instructions and safely operated the cooker. No other woman would enter the kitchen while Jeannette was using the pressure cooker. When the food was cooked and nothing exploded or steamed over, Jeannette was accepted. One sign of their acceptance as a couple was when Jim and Jeannette were treated to an old-fashioned "shivaree" by their neighbors. This folkloric event features the neighbors routing-out the newlywed couple in the middle of the night, playfully subjecting them to games, and then staging a big welcoming party.

Jeannette was blessed with many social skills and she performed with grace the sometimes taxing role of hostess to a constant stream of guests during the summer months. Friends from New York, Connecticut, and Florida, and family from New Jersey and Ohio came to enjoy the cool weather, beautiful scenery, and gracious life style at Mountain Dew Farm. She also bore three children within four years, all born in Asheville, but nurtured at Soco Gap. The eldest, James A.G. Davey, Jr., was born October 23, 1939. The first of two

daughters, Jeanne, was born November 19, 1940. The baby of the family, Helen, was born on March 20, 1943. They were too young to remember much of what life was like at High Soco when the family lived there year-round. In 1982, Jeannette wrote a long, lovely letter to her children telling them, with the poignant passion of time, her memories of life with their father at Soco Gap.

Today Jim Jr., is a Captain in the U.S. Navy, soon to retire after a distinguished career as a military lawyer. He is stationed in Corpus Christi, Texas. Jeanne lives in Huntsville, Alabama, and is a homemaker and part-time interior design student. Her husband is a lawyer and officer in the Alabama Bar Association. Helen flew for Pan American Airlines for twenty years as a flight attendant. She also managed to complete an MA in psychology while working full-time for Pan Am and is currently a PhD candidate. She has devised a training program for Pan Am to assist career transitions for employees who are about to retire or have been laid-off. The hard working and creative characteristics so apparent in the Davey family from John down through Paul Jr. and Martin Jr. are evident in the Davey children.[46]

Whatever genetic traits the Davey children may have received from their father's side, they were equally blessed from the Crockett and Singer lineage. Jeannette's life, since leaving Mountain Dew Farm behind, is one of hard work and achievement. When Jim died in 1951, Jeannette was thirty-six years old and had children aged twelve, eleven, and eight. She assumed full management of the motel they had built in Fletcher, North Carolina, along U.S. Highway 25, while she raised the children. When the children were grown, she took a job in nearby Hendersonville, North Carolina She worked as a secretary with Western

Carolina Community Action, Inc., an organization that provides and coordinates various social services. In 1980, fifteen years after she began as a secretary, she retired at age sixty-five as the organization's Assistant Director. She was named "Woman of Achievement in Henderson County, North Carolina, for 1967" by the Business and Professional Women's Club of Hendersonville. She was cited for her record of service and devotion to the community, including supporting nurses' aide training, adult counseling and enrollment in adult education classes, recreational facilities for poor children, and child care for working mothers. She also served as a board member for the local Red Cross Chapter, United Fund, and the County Concert Association.[47]

Jeannette Davey lives an active and happy life in retirement in Hendersonville, North Carolina.[48] She speaks of her time at Soco Gap with affection but markedly little nostalgia. She expresses little bitterness toward the loss of the farm to the State of North Carolina. She realizes that the Blue Ridge Parkway's passage across the terrain of the former Mountain Dew Farm has been a scenic boon to tourists traveling that lofty stretch of land straddling the Haywood and Jackson County borders. She first saw Soco Gap as a young woman of twenty-two years of age when courting Jim Davey, and it will forever be a special part of her.[49]

Chapter 3

Davey Tree Expert Company

The Davey Tree Expert Company is one of the true American free enterprise success stories. Founded by the English immigrant John Davey and his sons, the company pioneered tree care service to a wide variety of customers ranging from middle income families to captains of industry. Cities from New York to San Francisco and institutions like the U.S. Capitol have benefitted from Davey work. The success of John Davey's books about tree care helped establish the credibility of the company. In the early part of the 20th century, public officials and the general public alike were becoming increasingly aware that the natural beauty of the United States needed to be conserved and that trees and large shrubs were an integral part of that beauty. John Davey's dream of tree science began to take root in this fertile ground.

People like J. Horace McFarlend of Harrisburg, Pennsylvania, the president of the American Civic Association, and George Eastman of Kodak fame supported John Davey in his then unheard of ideas about care for large plants. An early job for the city of Cleveland, Ohio, was a rousing success and the term "Davey Type" care for trees became vogue.[50]

On February 4, 1909, at Kent, Ohio, John Davey and his children incorporated their business and took the name "The Davey Tree Expert Company." It was selected because it seemed to be descriptive of the enterprise. The stated purpose of incorporation was to provide care, preservation, cultivation, propagation, and sale of trees, shrubs, and vines, and to nurture the practice of landscape architecture.[51]

Key personnel were encouraged to be stockholders. Eight of nine directors on the board were active in the business, and operators and employees alike were encouraged to buy stock. Employees were well taken care of with accident and illness insurance at a time when such benefits were not common for rank and file workers. Field foremen with four years experience with the company were given a twenty-year endowment insurance policy for $1,000 with the value of the policy increasing as their service in the company increased. As a result of this progressive management and entrepreneurial spirit, services were expanded and telephone and power line clearing became a specialty beyond tree care.[62]

The Great Depression of the early 1930's hit the company hard, as it did nearly all American business. Bank problems were severe and the cash flow slowed, but through outstanding employee and stockholder dedication and sacrifice, the company survived when many others went bankrupt. Several times employees agreed to take salary reductions in order to keep their jobs. Family members set an example and turned large amounts of their salaries back into the company in order to shore up critical areas.[53]

As the Depression eased, the storm clouds of World War II sailed in. The end of economic hard times was a relief for the company but the war years posed a different set of problems. The war production demands caused shortages of steel tools, gasoline, tires, and manpower. Seven hundred and twenty-five employees went away to serve in the Armed Forces during WWII, including the president of the company, Martin, and his inventive brother, Paul. Martin had resumed his leadership role in the company when, after four months at the helm, he suddenly died in late March 1946.[54]

Martin "Brub" Davey, Jr., took over as company head after his father's death. He maintained the same high standards and introduced some innovations of his own. In 1953, a Technical Service Center was opened at Kent. It held offices, labs, and classrooms. The company experienced growth and expansion in the 1950's. Brub Davey yielded the presidency of the company in 1961 to his brother-in-law, Alexander M. Smith. In 1964, the first nonfamily president was elected, Paul S. Hershey. A substantial number of young people were brought into management roles in the 1960's and 1970's as the company passed to a more mature and diversified existence. As the 1980's passed, the company continued in its routine of excellence as the pioneer and flagship company of the tree care industry. There are over six hundred regular stockholders today and the company essentially belongs to its employees, a far cry from 1909 when it began as an extremely tight-knit family business.[55]

The Davey Tree Expert Company is important in the overall story of the Davey Farm at Soco Gap. After Jim Davey's heart attack in 1941, the company bought a large amount of the land Jim had acquired and became involved in the sawmill operation begun by Jim. The company was a major player in the negotiations and eventual sale of the high mountain property for the construction of the Blue Ridge Parkway from Balsam Gap to Soco Gap in the early 1960's.

Davey Institute of Tree Service

Prior to incorporation in 1909, John Davey and his eldest son, Wellington, established the Davey School of Practical Forestry. While the record is somewhat vague, it appears that their first teaching efforts began around 1906. The name was changed to the Davey Institute

of Tree Surgery and finally to the Davey Institute of Tree Science. The first class consisted of twelve men who were induced to enroll by offering the employees a dollar a day raise if they completed the school. Courses ranged from botany and entomology to English and accounting. Two professors from Cornell University assisted John and Wellington with instruction.[56]

The training courses ran for three months and the institute even sponsored organized sports teams that competed against Kent High School and Kent State College. The Depression caused the school to close, but it was reopened in 1946 with the name of the Davey Institute of Tree Service. The 1953, addition of the Technical Service Center with its classrooms and labs kept the company's educational endeavors in the forefront of the tree care business. Courses added to the curriculum include treatment of diseased plants, fertilization, insect control, planting, tool care, spraying, tree and shrub moving, insurance, safety, telephone and power line clearing, pruning, and specimen identification. The school was the only one of its kind in the world for many years and was well known all over the United States and Canada. Graduates founded or became key personnel in other major tree care companies. These include the Asplundh, Bartlett, and Wilson Companies.[57] In its way, the Davey schools have been to tree care what George Vanderbilt's Cradle of Forestry School was to the scientific growing of forests in North America.

Chapter 4

Relationship of the Daveys to the Community

By the early fall of 1938, Jim Davey had built Mountain Dew Farm's main structures, stocked the farm with animals, and established himself as an important member of the community, both socially and economically. He employed between thirty and forty men and women for weeks and months at a time and provided cash in an economy not yet recovered from the shocks of the Great Depression.[58] After Mary Binney Davey's death in 1937 and Jim's remarriage to Jeannette Crockett in 1938, a family unit quickly evolved at Mountain Dew Farm. Additionally, the Daveys took in four needy children from two mountain families and raised them for a number of years alongside their own children. After the farm was in operation, Jim began to develop a sawmill operation to produce lumber from trees felled on land he purchased after the acquisition of the initial 640 acres that comprised the farm.

Economic Interest

As previously discussed, the construction, operation, and maintenance of the farm provided a source of cash income unknown in the area before the 1930's. Felling trees and cutting lumber served as a source of income for a number of employees, as Jim Davey moved into the timber and sawmill business in the early 1940's with the purchase of the Blanchard property and other lands in the heavily forested Soco Gap area. The workers were from the Maggie and Dellwood communities in the valley just east and down the mountain from Soco Gap.

Jim Davey maintained an office for farm affairs upstairs in the main house. Jeannette Davey, with her business background from her days with J. Walter Thompson Advertising Company, assisted Jim in the farm business as well as being a full-time mother to her children and a hostess to numerous guests. Jeannette went to Waynesville on Saturdays to pick up the sawmill's payroll. Sometimes she took along Levi Queen, a well-respected Cherokee, who would walk from his Qualla Boundary home to Mountain Dew Farm. They would ride together in a pickup truck to the nearest "big" town, Waynesville. There, Queen would sell Cherokee crafts, baskets, and beadwork while Jeannette went to the bank, hardware store, and grocery store. They would carry their lunch and eat along the way. Levi Queen would say grace in his native Cherokee language before eating and Jeannette recalls the prayers as being among the most beautiful she has ever heard.[60]

Jim Davey, no fan of Franklin Roosevelt and the New Deal, disliked being required by a new federal law to withhold Social Security taxes from his employee's pay. He was philosophically opposed to what he regarded as government interference with private business. Since Jeannette did not want problems with the Internal Revenue Service, she did most of the bookkeeping for Jim. When the withholding problem first arose, she traveled to Asheville, bought ledgers to keep records, and sought out instructions on how much and what had to be done to meet federal laws.[61]

Jim Davey was investigating the operation of a large sawmill on Shooting Creek near Hayesville, North Carolina, in 1941 when he had a heart attack. Jeannette was called to the hospital in Murphy to be with him. When he recovered sufficiently to leave the hospital, the

doctors recommended that he scale back from the strenuous life he was living at Soco Gap. After much soul searching, the family moved to Fletcher and entered the motel business, returning to spend summers at High Soco. Due to Jim's health and the responsibilities of the motel, it became increasingly difficult for Jim and Jeannette to manage the timber and sawmill business. Ultimately, the Davey family business came to the rescue. In 1944, the Davey Tree Expert Company bought 5,000 acres from Jim and Jeannette. The Company paid $92,000 for the land and $65,000 for the buildings, a total of $157,000.[62]

The Davey Tree Expert Company continued the timber and sawmill operation in Soco Gap. During the company's modernization drive in 1947, the need for an additional $50,000 arose. To raise part of the cash shortfall, the company sold some of its Soco Gap land to the Carolina Wood Turning Company for $37,500. Those proceeds went to finance the warehouse and shop in Jim's old neighborhood in Greenwich, Connecticut. By this time the route of the 2-X section of the Blue Ridge Parkway had been decided. Engineers of the State of North Carolina Highway Department earmarked from twelve to fourteen hundred acres to be used for Blue Ridge Parkway construction along the ridges and over Soco Gap. The route would include the buildings built by Jim Davey and a logging road built through nearby Bear Pen Gap for the timbering operation.[63]

Social Influences

By any measure, the social relationship between New Englander Jim Davey, his New Jersey wife, and the native mountaineers, Caucasian and Indian alike, was a great success. The social interaction between this urban couple and the plain-spoken natives was always one of mutual respect and good nature. The natives loved the loquacious Jim and his

energetic plans. After an initial stand-off period, Jeannette was accepted as adventurous and warm-hearted, even if she was domestically unskilled.[64]

The social climate was established right in the main house. Mrs. Zeb Moody was the housekeeper. Her given name was Cornelia or "Cornie," but she was called simply "Mrs. Zeb." She was an excellent cook and knew all the local plants and their herbal medicinal uses. She and her husband Zeb lived upstairs in the apartment of the main house. Zeb worked as a handyman and groundskeeper. He was a cheerful, bearded man who was very fond of children. This was especially true of the Davey's older daughter, Jeanne, who was raised at the farm after being born in Asheville in 1940. Zeb's brother Grady was a carpenter and lived with his family in the smaller house (now National Park Service ranger quarters). Grady's daughter, Catherine Moody McCrary, owner of the Maggie Valley Country Store, was raised at Soco Gap. May and Oliver Finger were employees who lived in a garage apartment that has since been torn down. May washed her laundry in a spring and hung it out to dry on bushes. Jeannette invited her to use the washing machine in the basement of the main house, but after trying it out, Mrs. Finger said she preferred her own way.[65]

There was already a cabin at Soco Gap when Jim Davey came to the area. A family named Rich lived in the cabin. They became friends with the Daveys, and Mrs. Rich used to pat rhythms on her lap for the children to dance to. Her son Mark was later employed as watchman and caretaker for the Mountain Dew Farm buildings when the Daveys sold the farm to the State of North Carolina for the right-of-way for the Blue Ridge Parkway. The cabin stood near the sign that today announces the southeastern border of the Qualla

Boundary of the Eastern Band of the Cherokees. The log structure was just south of where U.S. Highway 19 was completed through the gap in the late 1930's. When Mountain Dew Farm was being built, U.S. Highway 19 ended at Soco Gap. Local people from Maggie, Dellwood, and Waynesville considered the "end of the road" at Soco Gap an ideal picnic spot. The Daveys were glad to allow the local people to continue the picnic tradition. Occasionally, the Daveys or their employees used a team of mules to pull a stuck vehicle out of the mud near the Red Cove Spring that the picnickers favored.[66]

Shortly before the land was passed to the State of North Carolina, Jim Davey began clearing and excavating for two small lakes. He also laid the foundation for what was to be a square dancing pavilion. The Soco Gap Square Dance Team was made up of neighbors from Maggie and Dellwood and led by Sam Queen. They were chosen to dance before the King and Queen of England when the royals visited the White House in 1940. They were selected because their "figures" were the most authentic of originals brought from the British Isles many years before by their frontier settler forebears. The building was to have been the official "stompin' ground" for local dancers. The construction of the Parkway, along with Jim Davey's ill health, prevented this from happening.[67]

The Daveys' nearest neighbors at Soco Gap were Cherokees. Jim Davey was well liked and respected by the Indians. He let the Cherokee Chief breed his cows to the Davey bulls.[68]

The Daveys had a constant stream of guests at Soco Gap. Many of the guests were from Florida, where Jim used to spend his winters. The guests loved the cool mountain air. However, the extreme change in altitude and humidity (from sea level to 4,300 feet) made

them very sleepy for the first few days at the farm. Standard routine for guests was breakfast and then a short nap; lunch and a short nap; dinner and then to bed until their systems adjusted to the altitude. With kerosene lamps to clean each morning, it was an easy incentive to go to bed with the chickens. Of course, this was before the days of television. A battery-powered radio was the only direct means of contact with the outside world.[69]

When guests came to Soco, they usually arrived by train at the Biltmore Station in Asheville and then were driven up the mountain. One of Jim Davey's favorite jokes was to pull up to the little cabin of the Rich family and announce to the new guests that they had arrived at his mountain home. Hickory and sassafras-smoked ham was a favorite of many guests, and all the meat was butchered and prepared on the farm. The little bunkhouse next to the main house had four double-decked bunks and was used mostly by bachelor guests who held late-night bridge and poker games. Horseback riding was a favorite daytime activity.[70]

Jeannette Davey recalls, "There was no servant class in the mountains because the people were extremely proud and independent. They were our neighbors who came in to help us. Pay was not discussed in front of anyone else. We all worked together and our friends were their friends. It never mattered who prepared and served the tea when friends dropped in."[71]

Foster Children

A revealing aspect of the Daveys relationship to their adopted community is the fact that while bringing into the world and raising their son and two daughters, Jim and Jeannette also took in four foster children--two boys and two girls. Jeannette Davey's 1981 letter to

her children (who were too young to remember much about their foster kin) is poignant and reflects how well the family was assimilated into their adopted high mountain community:

> *During our stay at Soco Gap, we had four mountain children living with us. Troy Cagle (who took the name of Davey when he went to Berea College, although he was never adopted and probably has never had his birth certificate changed) lived with Daddy a year or two before we were married. Troy was given many advantages--his health was much improved after his tonsils and adenoids were removed. Daddy later sent him to Berea College.*
>
> *After Daddy and I were married, Aletha, Troy's sister, came to live with us. She was about twelve, very pretty with flaxen hair and blue eyes typical of so many of the children thereabouts, and she was very smart. She had only gone through fourth grade because her mother needed her at home to care for the other children. Her mother's second husband was Golar Green. Troy would never eat butter while he lived with us. He said one day he came in late from hunting and the only food in the house was butter--so he ate it. He could never enjoy it again. Troy also told of going to school in the snow. He would wrap his feet in burlap sacks and run from cabin to cabin down Peachtree, warming his feet by each fire, until he reached the schoolhouse in Maggie. Apparently there were no busses then.*
>
> *Aletha said she read the Bible through two times to Golar--and then he got religion, stopped drinking, and was a model husband and father. Golar also worked for Daddy. He was one of the crew who built the motor court in Fletcher.*
>
> *They would stay in the old Fletcher house that Daddy had bought and which he thought he could renovate for our home. That was after he had a heart attack and the doctor said he would have to live at a lower elevation. But after he found the foundation was eaten by termites and after the highway was moved very close to the front of the house to eliminate a bad curve, Daddy abandoned*

the idea. When Golar saw the bathtubs that were delivered for the motor court, he asked, 'What are them thar things?'

When Aletha came to live with us and could attend school regularly, she quickly caught up to her age group, covering several grades in one. She later, on her own, obtained a scholarship to Brevard College through the generosity of a family in Waynesville whose son had been killed in the war. They offered the money they had saved for his college education to a worthy student. Upon graduation, Aletha was employed by Daddy's Travelers Insurance agent in Asheville. Aletha married a boy who worked in the shoe department at Sears and later moved to Greensboro. I can still see Aletha, before she lived with us, climbing the mountain to their cabin with a huge sack of grain on her back. We would wonder how a scrawny little kid like her could manage such a load.

We later took in Edna and Lonnie Hargrove, children of Bolden--a jackleg preacher. He had a lot of children by his second wife and, as times were hard in 1938, those parents were only too glad to have someone help raise their children. They were very willing to expose their children to more advantages than they were able to provide. Those children were starved for affection. Their parents were hard-working, worried, and tired most of the time. They had no time nor inclination to be happy and fun-loving. Therefore, those children would cling like leeches. We would just naturally put our arms around them, and laugh, and talk with them. First, we would invite them for lunch or to a picnic. They would stay for dinner. Soon they would be spending the night, then more nights, until they were living with us full time and we arranged for the bus to come up to the Gap and pick them up for school each day. One day Troy said, "Jimmy, this boy is threatening to knife me." So Jim advised him, "When you see him tomorrow ask if he really meant what he said about knifing you. If he says yes, then you sock him just as hard as ever you can." Next evening Troy reported it went as Jim had advised. He really knocked that fellow out; so Jim said, "You won't have any more trouble with him." And he didn't! How the children would

complain about the smell when ramp season was in full swing! Whenever our milk cows got into ramps, we had to throw the milk away.

Bolden Hargrove had no formal education, but knew the Bible thoroughly. In my youth and ignorance, I disdained his efforts until I realized that we all need different avenues for our faith. The ministers with whom I had associated could never have reached the mountain people with their formal seminary training. Bolden had a very caring congregation--they would take in his whole family, housing and feeding them, whenever Bolden was without a place to live. I wonder how many of us would be willing to do that.

We sent Edna to Crossnore, a fine school for mountain children, but she was not happy there and did not stay long enough to benefit from it. However, she did marry, lived in Salem, New Jersey, had two daughters who went through high school and, I believe, was a good parent, as she was active in school, church, and Girl Scout activities. We lost touch with Edna; but, after Daddy died, she wrote us a letter, so I responded and told her Daddy had died. A holiday never passes that Edna (now called Edie) doesn't remember me with a card "To An Almost Mother," "Thank You for Caring," etc... Her health has not been very good in recent years--she suffers from back trouble. They now live in Gaffney, South Carolina (her husband is Francis S. Myers).

When Lonnie became strong and healthy, after his tonsils and adenoids were removed, his father made him come back and live with him to work the garden. Lonnie was a most appealing little boy, with brown curly hair and big brown eyes, and with a very sweet manner. Edna told us that Lonnie died of meningitis soon after he entered the service. We were saddened to hear that news.

I recall these children would be so amused when Daddy served cocktails--usually in small dainty glasses. They were used to the men in their families swinging a half-gallon jug over their shoulder and taking a swig. When Brub

Davey was visiting with some boyfriends, Daddy arranged for them to see a still. Brub will tell you how they were blindfolded so they would not know where it was.

It was fun for me to introduce the girls to a different culture. They were so eager to learn--especially Aletha. She would hang over my shoulder as I wrote a check, inquiring how much everything cost. Naturally, as females, they loved their first trip to a beauty shop for a shampoo and haircut. Later they had the excitement of a permanent wave and selecting clothes. The lingerie was a novelty. It was the custom to wear a dress until it was badly torn and worn and then put another one on top. They knew nothing of mending or sewing. They also learned how to care for their nails and their teeth. Toothbrushes were also a novelty."[72]

Modernization and Furnishings

An important aspect of this study is to point out the technology transfer that occurred by virtue of the construction of Mountain Dew Farm. When Jim Davey first came to Soco Country in the mid-1930's, the local economy in western Haywood, northeastern Jackson, and eastern Swain counties was suffering due to the Depression. Timber related industries had closed in great numbers. The Federal Government had taken over huge sections of Swain and Graham Counties to create the Great Smoky Mountains National Park. It would be after World War II before tourism to the park would provide an economic stimulus to the area. Local people had little cash income and, therefore, practiced the old ways of sustenance, from home medicine to the barter of goods and services.

Into this remote section of the high country came a dynamic and experienced businessman who dreamed big dreams. Jim Davey envisioned building a nearly mile-high resort at his Mountain Dew Farm. He drew up plans for streets and cottages with the main

house to initially serve as the lodge. His first step was to establish a self-sufficient farm; and, for several years, he nearly accomplished that objective. He then planned on expanding into the resort business and developing what was to have been called "High Soco Resort." Jeannette Davey states that numerous realtors of the area urged Jim to buy land in Maggie Valley. Others, however, advised him that a significant number of summer vacationers, who habitually came to the Waynesville Country Club and Resort, would prefer to vacation at the higher, cooler, and more scenic heights of Soco, if a suitable resort could be built.

Two circumstances prevented the development of High Soco Resort. The first circumstance was Jim Davey's heart attack. The decision to build the Blue Ridge Parkway's 2-X Section (the Balsam Gap to Soco Gap section was designated as 2-X) along the high reaches of the mountains from Mount Pisgah to the eastern entrance of the Great Smoky Mountains National Park was the second circumstance. This change in plans, however, did not prevent a significant technology transfer from taking place. The mountaineers were exposed to new equipment, furnishings, work methods, and breeds of livestock not known in the area prior to the arrival of the Daveys. These new developments, along with the post WWII expansion of industries in Canton, Enka, Waynesville, and Sylva, and the rapid growth of tourism at the Cherokee Reservation and the Great Smoky Mountains National Park, literally transformed the region. These forces, unlike the Appalachian experience in timbering and mineral extraction, allowed the local populace to remain at home for their livelihood while opening up the region to tourists and retirees.

Landscaping

When Jim Davey built the farm in 1936-1937, he landscaped extensively with native shrubs and trees for a natural effect. Botanists came from afar to study the plants on the property and enjoy the comforts of the farm. Rhododendron, mountain laurel, and azaleas predominated, and traces of the Davey landscaping touch can still be seen today near the main buildings.[73] While many people, including landscape architects of the period, were interested in exotic and non-native hybrids, Jim Davey displayed a refreshing enthusiasm for common native species.

Modern Domestic Conveniences

The local residents had a great deal of curiosity about the interior of the big new house at Soco Gap. Jeannette Davey notes that people often came by and asked to see the running water, flush toilets, and bathtubs with showers--the first many had seen.[74]

Heat was supplied by a log and coal furnace in the basement. There was a canning room nearby and a washing machine that was powered by gasoline. Ironing, however, was still done with flat irons heated on wood stoves. Jeannette remembers being busy with her laundry one day when lightning struck and a red ball of fire went through the basement but did no damage. Water came from Twist Chestnut Spring which was uphill and east of the farm. Water pressure was never a problem. The spring box in the basement was used to keep milk and food cool, and there was a kerosene refrigerator upstairs. The Delco "Light Plant" generator didn't work very well most of the time, so kerosene lamps were used. The battery-powered radio was a source of information and pleasure. In the kitchen was a bottled gas stove and a wood cook stove. The wood stove was where the big grill is

currently located. The novel stainless steel sink and countertops were newly developed items when they were installed.[75]

With the aid of the modern appliances, canning and butchering seasons were busy and productive. Yet, even with the abundance of modern appliances, the everyday chores like churning milk by hand to make butter continued at the farm. Preserving food was always done on the "right side of the moon"--especially sauerkraut; otherwise, the results would be disastrous. "Leatherbritches" (green beans) were strung and dried in the sun, as were apples. A pleasant combination of the old ways and technology coexisted in harmony at Mountain Dew Farm.

Domestic Animals

Jim Davey introduced five Hampshire hogs to the area. All the swine were named for various perfumes--"My Sin," "Evening in Paris," "Quelque Fleurs," etc. There were registered Guernsey cows and two Hereford bulls (named Archibald and Percival), many other cows, chickens, sheep, fine western horses, mules, and guinea hens (which made good watchdogs with their resounding calls of "Buckwheat, Buckwheat!" when a stranger approached).

There were also beehives which often attracted bears. Soco Gap and nearby forests were the sites of many bear hunts. The Daveys purchased from the Plott family of Maggie two large hounds which were sired by excellent bear hunting dogs. The Plott Hounds are believed to be the only breed of dog bred originally in North Carolina.

In the spring, the sheep were sheared amid much bleating and baaing as the sheared animals sprang away from their captors. The wool was sent to the Chatham Blanket

Company in Elkin, North Carolina, where it was spun into blankets. Five pounds of wool and five dollars would return as a handsome double blanket cut singly for a full-sized bed. Pillows were stuffed with down which was plucked from the geese raised at the farm.[76]

Furnishings

In the main house, the living room was decorated with musical instruments on the walls and a muzzleloading "hog-eye" rifle and powder bag above the fireplace mantel. There was also an upright piano. A big wooden chest placed against the wall was used to store the children's toys. Homespun drapes on the windows were from Allanstand Crafts in Asheville, as were many of the bedspreads. The family's big Plott Hounds, named Drum and Able, would scratch at the living room door from outside. They would want to come in and lay by the fireplace, or in Jim Davey's lap. The bookshelves in the hallway on the ground floor were full of scholarly books about tree science and general interest books about nature. When he moved from the house, Jim Davey built two large chests for the books and shipped them to the Davey Tree Expert Company in Ohio. The company later donated the books to Kent State University.

The attic was used for storage. Jim had a number of beautiful oriental rugs which he had purchased for the house in Connecticut. Since they did not fit the rustic decor of the big house, they were stored in the attic. Both Jim and Jeannette were disheartened when they discovered that the rugs had been eaten by moths. They were eventually given away to local families who were glad to get rugs of any kind to keep the wind and cold from coming through cracks in their cabin floors.

The room to the right of the stairwell served as the master bedroom. Jim brought from Connecticut a seven foot square mahogany bed with a hand-carved "pine leaf" design. There was also a chest with drawers so deep that shirts fresh from the laundry could be put away without folding. Jeannette presided over the house frequently attired in blue denim trousers. In the days before blue jeans were commonly worn by ladies, she ordered her blue denim trousers by mail from Abercrombie and Fitch in New York City.[77]

Timber and Sawmill

Jim Davey recognized early the need to do more than raise domestic animals if he was to achieve his plan for self-sufficiency at Mountain Dew Farm. In order to finance the clearing of land, the construction of resort buildings, and the grading of riding trails, Davey had to raise capital. A project of the scope and proportion of High Soco Resort could not be accomplished on hard work and dreams alone. He felt the best means of generating capital was to operate a timbering and sawmill business. There was, after all, an abundant supply of uncut hardwood forests and experienced lumbermen to work the operation. To the south and southwest of the original 640 acres Davey purchased at Soco Gap lay thousands of acres of prime timberland with owners or heirs willing to sell. After the farm buildings and original landscaping were completed, Jim Davey turned to the acquisition of lands suitable for timbering and sawmilling. The J.C. Blanchard Tract, formerly known as the J.W. Ferguson lands, consisting of 3,400 acres, was bought by Jim and Jeannette Davey on February 12, 1944. This tract lay nearby and south of Soco Gap and provided virgin second-growth timber for the sawmill.[78]

The Dr. John R. Brinkley lands, earlier called the Kate T. Davis lands, lay next to the Blanchard Tract. Brinkley was a native of the North Carolina mountains and was raised in the Tuckaseegee Community of Jackson County. He had a flamboyant career in medicine, politics, and country music in Illinois, Kansas, and Texas. His life is worthy of scholarly scrutiny as an archetypical entrepreneur. By the late 1930's, Brinkley had set up shop in Del Rio, Texas, and had North America's most powerful radio station, XER. It was located across the Rio Grande River in Mexico. From there he saturated the airwaves of the American hinterlands with country music and sales pitches for his products, especially his prize potion made from goat glands. Brinkley frequently had difficulties with the Federal Radio Commission and was taken to court by the U.S. Government. In order to defray legal expenses, Brinkley sold his northeastern Jackson County lands (5,500 acres) to the Davey Tree Expert Company in 1944. The company had become involved in the sawmill business to assist Jim Davey after his 1941 heart attack. This purchase completed the land holdings of the Davey family and Davey Tree Expert Company in the Soco region. These land holdings totaled about 9,500 acres which were scattered in various size tracts in northeastern Jackson and west Haywood Counties.[80]

R. A. Wilhelm, the National Park Service, Associate Landscape Architect, had this to say about the Davey timbering efforts in a 1944 letter to Blue Ridge Parkway Superintendent Sam Weems:

> *I spent this morning with Mr. Williams, their mill superintendent, and their warden, Mr. Mills, who showed me over the holdings and pointed out the place they intend to cut in the immediate future and also the approximate location of the Parkway through the area.*

Mr. Williams was able to give me the following information in regard to the proposed operations:

1. *They plan on a long-time operation on the 9,500 acre tract.*
2. *Their principal cut will be of hardwoods, but they are also going to clean out all the pockets of old hemlock that were left by previous logging operations.*
3. *At present their operations are in the Blackrock Watershed and are just getting underway.*
4. *Their next operation will be in the Hornbuckle Creek Watershed in which they will cut all merchantable hardwoods. Note that this area lies across Project 2-X North of Waterrock Knob. As nearly as I could find out, these operations will start early after the first of the year or in the early spring.*
5. *The remainder of the area will be left to develop, but an endeavor will be made to make the operation a continuous one.*
6. *THEY ARE NOT AT PRESENT PRACTICING SELECTIVE CUTTING and apparently do not plan to do so.*

....It appears to this office that the danger of unsightly appearances from lumbering operations close to the Parkway roadway is sufficient justification for a recommendation to acquire larger boundaries in this section. If this could be effected, it would eliminate all undesirable features of the lumbering operations in areas below the Parkway, since it absorbs all residues except that east of Waterrock Knob.[81]

Four years to the day after Wilhelm's letter, on November 8, 1948, the Davey Tree Expert Company's lawyers petitioned the State of North Carolina Highway Department in Haywood County over North Carolina's intention to take over 1,054.35 acres of property the company was cutting or planning to cut. It was among the best land in Mountain Dew Farm and had been picked for the enlarged right-of-way that Wilhelm recommended to Weems. It took nearly three years more to reach a final settlement, but clearly by the end of 1944,

the National Park Service had made its plans to build the final portion of the Blue Ridge Parkway along or just below the ridgeline from Waterrock Knob to the eastern entrance to the Great Smoky Mountains National Park.

Chapter 5

Acquisition and Management of the Davey Farm by the National Park Service

Acquisition

By May 1938, events were unfolding which would ultimately preclude the Daveys and the Davey Tree Expert Company from long term ownership of Mountain Dew Farm. Jim Davey bought his initial 640 acres at Soco Gap in 1935 and launched his plans to build a high ridge farm--which he did by 1938. He was totally unaware of efforts by the North Carolina Highway Commission to convince the Cherokees to allow U.S. Highway 19 to be extended westward from Soco Gap through the town of Cherokee to Bryson City. Once completed, this created a transportation route upon which today's extensive tourism at the Cherokees' Qualla Boundary Reservation is based.[82] The extension of U.S. Highway 19 enabled protracted negotiations between the Federal Government and the Cherokees, concerning the route of the Blue Ridge Parkway to the Great Smoky Mountains National Park's North Carolina entrance, to be culminated. An agreement was reached whereby a "high route," to the east of the main Cherokee settlements, would be constructed as the Parkway's approach to the Great Smoky Mountains National Park.

R. Getty Browning, the senior Locating and Claim Engineer for the North Carolina Highway Commission, wrote to Blue Ridge Parkway officials on May 5, 1938, suggesting that, "The State has reason to believe that this route is quite feasible from an engineering standpoint and that it will afford an excellent entrance to the Park. Since it will follow the crest of a high wooded ridge....full approval of this route by the Tribe is anticipated."[83] Browning concluded his letter by stating, "If this plan is carried out, it is believed that the

result will be to place the Parkway throughout its length in North Carolina in the most outstanding and lovely setting to be found within this entire mountain region. It is because of the sincere desire of the State that this great enterprise be carried out along the guidelines heretofore approved by the Secretary (of the Interior) that the proposal is made to negotiate further with the Indians to that end."[84]

Along this route, about midway between Balsam Gap, west of Waynesville, and the anticipated entrance to the Great Smoky Mountains National Park, lay Mountain Dew Farm. The farm's cluster of buildings at Soco Gap and its extensive lumbering operations concerned those who were designated to acquire the route and construct the final leg of the Blue Ridge Parkway. R.A. Wilhelm wrote Superintendent Sam Weems an informal note in early December 1944 which read:

> *Everything points toward a definite long-term, permanent lumbering operation on this 12,000 (sic) acre tract. (The Daveys actually owned about 9,500 acres.) They intended to work the program out on a "yield per year" basis and connect a reforestation program with the selective cutting. (Note: Within a month's time, Wilhelm had changed his mind about whether the Daveys were practicing selective cutting--(see footnote 82). This, because of the way their boundaries lie, makes it appear that we will have to take pretty large boundaries or make a thorough study of how they will get to some of the residues. By all means, we should get something underway as soon as possible.*[85]

Within days, Weems replied to Wilhelm:

> *It is well the Davey people are taking the location of the Parkway through their section seriously, and I agree with you that steps should be taken immediately to insure protection of the Parkway strip. At your first opportunity, please talk to Colonel Lee about the location between Balsam and Soco Gaps;*

and, if any changes in the preliminary survey are contemplated through the Davey holdings, I would like to have this information before we negotiate with the State for designation of Parkway right-of-way. As soon as we have heard from you, we will take this matter up with the State. I would like to do this during a meeting with Mr. Browning, Chief Locating Engineer for the Highway Department, planned for the early part of January.[86]

By late January 1945, Wilhelm believed that the Davey buildings at Soco Gap had to be obtained for the Parkway route. In a memo to the Parkway Resident Landscape Architect, Wilhelm wrote:

Attention is invited to the land acquisition proposals in the vicinity of Soco Gap. Through some remote conversation, this office was informed that the proposed line was moved up the hill to avoid the acquisition of the J.A.G. Davey houses near Soco Gap. This does not look advisable when the alignment is platted. Note that an alternate line has been placed on the plan and that this proposal squeezes the boundary at this point. This alternate also eliminates any possibility of developing a second leg to the Soco Gap overpass (over U.S. Highway 19), if such a development should be desirable in future planning.[87]

The combination of needs for a highway extension from Soco Gap directly to the town of Cherokee, a high ridge route for the Blue Ridge Parkway to the eastern entrance to the Great Smoky Park, and the National Park Service's concern about a relatively straight right-of-way across Soco Gap doomed Mountain Dew Farm's long-term existence by the mid-1940's. It was 1951 before a formal agreement was reached by the Daveys and the State of North Carolina (acting for the Federal Government) in the acquisition of the Parkway route. In the meantime, other matters of interest to this historical resource study took place.

By April 1947, Hugo E. Birkner became a prominent player in the story of Mountain Dew Farm. Birkner was one of the earliest nonfamily men to rise to prominence in the Davey Tree Expert Company corporate hierarchy and had long been an associate of Jim Davey. Jim was slowed by his heart condition, and the immediate family's main efforts by 1947 were directed toward the motor hotel on U.S. Highway 25 south of Asheville at Fletcher. Jim's dreams of a flourishing farm with a resort component had pretty much died by the time Birkner wrote a letter dated April 4, 1947, from Kent, Ohio, to Parkway Superintendent Weems:

> *As you may know, we have taken over the property of Mr. James A.G. Davey and have also acquired the so-called Brinkley tract. Because of the uncertainties of the development of the Blue Ridge Parkway, we are very much handicapped in carrying on any plans we might have for the development of our property down there. Therefore, we wonder if you could give us some idea whether it is the intention of the Government to complete this gap in the Parkway system, or whether that part of the Parkway is to be abandoned.*
>
> *We acquired the property with the idea in mind of carrying on a sustained-yield forestry project and also to develop a sort of recreation area for our employees and customers, as well as encouraging wildlife, etc. We should like to talk with someone who can tell us just what the present status of affairs might be, so that we can govern our plans accordingly. Any information you can give us will be gratefully appreciated.*[88]

On the same day of the Birkner letter, National Park Service Landscape Architect for Region One, V.R. Ludgate, wrote the Regional Director the following:

> *Mr. Hugo Birkner of the Davey Tree Expert Company, Kent, Ohio, with whom I am acquainted, phoned today from Ohio to inquire about the status of construction on the Blue Ridge Parkway in the vicinity of Soco Gap.*

It seems that the Davey Company owns property in the vicinity of the Gap which they plan to develop. Mr. Birkner wanted to know how much of this land might be taken for Parkway purposes and when construction would start. He stated he had obtained some information from Mr. Wilhelm.

I explained that after the Park Service had established its taking lines, the State of North Carolina purchased the land and subsequently deeded it to the Federal Government. I also informed him that this section was scheduled for construction in fairly high priority but that the Service could not give him any definite information when construction would start because such scheduling was dependent on Congressional appropriations.

He was referred to Superintendent Weems for more specific information regarding the status of the property.

I believe Mr. Birkner has considerable influence with the Ohio Congressmen.[89]

Birkner's letter of April 4th to Weems was answered by Landscape Architect Stanley Abbott, Acting Superintendent in Weem's absence:

> *We have your letter of April 4 addressed to Superintendent Weems who is absent from the office on Parkway business. We have also heard from Mr. Ludgate who told us of his conversation with you about your interest in the status of Parkway development in the vicinity of Soco Gap, North Carolina, as it may affect the nearby holdings of your company.*
>
> *The projection of the Blue Ridge Parkway through Soco Gap is a pretty well determined matter although final location of the Parkway centerline has not been run. The Public Roads Administration, whose engineers collaborate with this Service in the development of the Parkway, are scheduling this work this spring; and, unless there are unforeseen developments, we should be able to have preliminary right-of-way plans for transmittal to the North Carolina State Highway and Public Works Commission in the*

reasonably near future. At that time I am sure a representative of the State would be glad to arrange an early meeting with you in order to discuss the Parkway land requirements.

As Mr. Ludgate explained, it has been a matter of strict policy for the Federal Government to refrain from any negotiations with private property holders pending the publishing of the official right-or-way plans when the State agents are in a position to negotiate with certainty.

We regret that we cannot at this time give you more specific information.[90]

By the spring of 1947, Arthur J. Connell, who had replaced R.A. Wilhelm, communicated the following to Stanley Abbott:

Referring to sketch PKY-BR, 2X-2052, by Mr. Wilhelm, dated December 20, 1944, it seems as though the greatest part of our right-of-way on Section 2X is through the Davey holdings, so I would suggest that we submit Development Plans for the whole section rather than a couple of sheets at the Soco Gap end. I believe the State of North Carolina would rather handle the tract as a whole, rather than wrangle over the small area of reasonably valuable land in Soco Gap.[91]

In May 1947, Weems' letter to a highway engineer spelled out his concerns about the pace of Parkway land acquisition and why it was important to proceed as fast as possible to acquire land for the Parkway right-of-way and adjoining lands:

I personally feel that early acquisition is tremendously important at this time due to the high lumber market which puts all timber owners in mind to cut and to development [sic] taking place along the proposed Parkway over which we will have no legal authority until the land is acquired. We feel that every possible encouragement should be given to the State for early acquisition of any Parkway lands which they are willing to purchase at this time and that such purchase would have no effect on the priority of construction. Of course it is

logical that acquisition of right-of-way for sections in top priority should come first, but after that it seems to me we should cooperate with the State in furnishing plans for such right-of-way as they wish to begin acquisition of.

I would appreciate anything your office will be able to do to push the work of acquisition along on Section 2-X.[92]

The Project 2-X Section was placed in geographic perspective by an engineering report in June 1947 which said, "The Project 2-X extends from Balsam Gap to Soco Gap and traverses some of the roughest topography in the Southern Appalachians. The air-line distance between these two gaps is only 6.1 miles, yet the shortest practicable route for a road following our Parkway standards is 12.34 miles."[93]

Superintendent Weems responded to the engineering report by writing:

"Mr. Cron points out that the project is low on the priority list for construction, however, in view of the several property owner problems, such as the Davey Tree Expert Company, I think it would be to the best interest of both the State and Federal Government to acquire the right-of-way immediately."[94]

Weems followed his July 11th memo with a second memo to the National Park Service Regional Director on July 29, 1947. He expressed the Parkway's interest in the State of North Carolina negotiating an early settlement with the Davey Tree Company for the 2-X right-of-way. He noted that some of the finest hardwood forest and hemlock in the region were located on the land in question. Furthermore, unless an early settlement was reached, the Davey Tree Expert Company would in all likelihood begin cutting this stand of timber.[95]

A year passed before the first formal high level meeting was held to discuss acquisition of the Davey property in the 2-X section of the proposed Blue Ridge Parkway route. Arthur J. Connell reported via a memo to Superintendent Weems on the results of this meeting:

A meeting was held in the Haywood County Courthouse, Waynesville, on August 25, so that the State of North Carolina could make an offer for the right-of-way on Section 2X, that lies within the boundary owned by the Davey Tree Expert Company.

Attending:

Mr. R. Brooks Peters--------- State Attorney
Mr. R. Getty Browning------ ROW Engineer
Mr. George McKinley-------- ROW Engineer
Mr. Martin Davey, Jr.-------- Davey Tree Expert Company
Mr. J.A.G. Davey---------- Davey Tree Expert Company
Mr. Birkner---------- Davey Tree Expert Company
Mr. Williams---------- Davey Tree Expert Company
Mr. Anderson---------- Davey Tree Expert Company
Mr. J.R. Morgan---------- Attorney
Mr. John Queen---------- Attorney
Mr. Reeves Holand---------- NC Highway Commissioner
Mr. C.E. Mernin---------- Assistant Chief Ranger
Mr. A.J. Connell---------- Landscape Architect

Purpose:

The purpose of this meeting was for the State of North Carolina and the Davey Tree Expert Company to reach a settlement figure for the land condemned in the Parkway right-of-way, Section 2X.

The State offered $29,000 for the back 1260 acres and $16,000 for the 40 acres in Soco Gap, including the buildings. This combined amount was far too low for the Davey interests; and, when asked what they thought would be a fair settlement, the figure $169,000 was quoted. The meeting broke up with both parties far apart and with no hopes of a settlement until it is decided by the courts.

Water rights were discussed, but the Davey interests were so vague as to what they wanted that Mr. Browning decided that this could be handled by the State and the National Park Service before the deed is written.[96]

A suit filed by the Davey Tree Expert Company dated November 8, 1948, heightened the negotiation's impasse. The Davey Company sued the State of North Carolina Highway

Commission in Superior Court of Haywood County in Waynesville. Lawyers for the Davey Company stated the petitioner had been or would be damaged in the loss of lands taken, with the buildings and improvements, and damage to the other lands by reason of the taking in the sum of at least $200,000 (Appendix C). Likewise, Dorothy Binney Palmer sued for $15,000 (Appendix D).

Water rights became an issue as negotiations and the court suit dragged on. Superintendent Weems sent a memo to the National Park Service Regional Director in which he stated that the North Carolina Highway Commission requested the water rights be reserved for the Davey Company in the hope that it would partially offset a large damage claim that the company was considering. He added that the Blue Ridge Parkway right-of-way took all of the Davey lands in the immediate Soco Gap vicinity and the water supply (largely from mountain springs) would be a distinct advantage to the Davey Company. He concluded, "We are not contemplating any development in this vicinity in the near future but do wish to safeguard the Federal Government in the event that we wish to use the water at some later date...The State is very anxious to secure this reservation."[97]

It took until May 1951 for the suits to be settled. Prior to the settlement, the Davey Company virtually vacated Mountain Dew Farm but continued the lumbering operation. Dorothy Binney Palmer also vacated her beloved "Sundown Cabin."

After a protracted legal battle, on May 9, 1951, the Haywood County Superior Court rendered its decision. Prior to the decision, a panel of commissioners had been appointed to set a value on the Davey property. This panel awarded the Davey Company $97,500. The State of North Carolina appealed and secured the right to a jury trial in the case.

Before a jury trial could be held, however, the Davey Company settled out of court for the sum of $67,500. In the settlement, the State also agreed to build a 0.7 mile road to allow the Davey lumbering operation to continue. The transfer of fee simple title to the land amounted to 1,053.701 acres in three tracts. The water rights issue was resolved to the apparent satisfaction of all parties even though it is unclear as whether or not the water was ever used by the Davey Company. In any case, Sam Weems' concern that the Davey Company would gain a "distinct advantage" by controlling water never became a problem (Appendix E).

A new and largely unforseen concern for the National Park Service arose after the court settlement. This was the protection of the buildings and grounds at the farm. Mark Rich, who had been raised in a cabin near the farm, was on the payroll of Carolina Woodturning Company. Rich had also served as a night watchman for the Davey Company. Park Ranger M.J. Becker wrote Superintendent Weems, "As long as Mr. Rich stays at this cabin, the property we are interested in will not be molested. However, when Mr. Rich moves out, our protection problem will move in. Therefore, if the National Park Service has plans for this property, the protection of it should be given consideration in the near future."[98]

R. Getty Browning also expressed his concern for protecting the Davey property. He inquired of Weems, "...will you let me know if you could immediately make some arrangements for the protection of the buildings in view of the fact that they will be deeded to the Government shortly. If this could be done, I think it would be advisable to do it as

these vacant buildings are a constant temptation for some wandering Indian or mountaineer to have a little private bonfire for his own satisfaction."[99]

Weems responded to the pleas of Becker and Browning. He hired Mark Rich, and assigned him to work directly for Ranger Becker in order to protect the buildings. It was this management decision, along with the continuous presence of the National Park Service at the Gap, that ensured the preservation of the well-constructed but vulnerable (due to location) buildings.[100]

Once the security of the buildings was assured, the next concern was over which buildings would be kept. Weems consulted his Maintenance Division and concluded that there was no practical use for the barn or electric generator plant building. The concrete silo of the big barn also proved to be an obstacle. Weems requested, via Browning, that the North Carolina Highway Department raze the silo and bulldoze dirt over it and the lower area where the barn stood. The area could then be regraded.[101] Within a week, Browning responded to Weems in a positive manner, but noted, "With regard to the silo, I find its removal is apparently more difficult than I had anticipated, however, we will have our bridge men take a look at it and see if we can work out a practical and economical method of taking care of it."[102]

The National Park Service initially planned to use the Davey buildings as a maintenance and protection headquarters for all the Parkway sections between Wagon Road Gap (where U.S. Highway 276 crosses the Parkway) and Soco Gap. The National Park Service requested that North Carolina allow early occupancy of the Davey property, pending

delivery of the deed from Haywood County Court, so that it could be used for National Park Service administrative, protection, and maintenance activities.[105]

The last vestiges of the Davey Company still present at Soco Gap requested that power and telephone lines be approved to reach their temporary center in the main house. This was approved by Browning and installed above ground despite the reservations of Weems that it violated National Park Service policy of no above ground power lines. The deed labeled Blue Ridge Parkway Deed No. 70, dated January 7, 1955, transferred the 2-X tract from the State of North Carolina to the United States of America with the National Park Service, Department of the Interior, listed as the "party of the second part." "In the deed, page 10 spells out the right of the Davey Tree Expert Company 'to construct, use, maintain, and repair' an underground water pipe and overhead power and telephone lines that crossed the future Parkway motor route near Soco Gap. The purpose was to insure that water, electricity, and telephone service would be available at the main house of the farm when Davey Tree Expert Company employees turned it over to Parkway construction personnel (Appendix F).

More than a decade had passed during the protracted process of selection of right-of-way, negotiations between the State of North Carolina and the Davey Tree Expert Company, and the final settlement in Haywood County Superior Court over the buildings and land comprising Mountain Dew Farm. North Carolina Governor Luther H. Hodges signed the deed transferring the land to the Federal Government and the deed was attested by the venerable North Carolina Secretary of State, Thad Eure, on

January 7, 1955. Two decades had passed since Jim Davey first drove his converted bus up

the steep and winding road from Maggie Valley to the crest at Soco Gap where he first saw the land that was to become his family's ridgetop home. Mountain Dew Farm, which had hosted the great and near great, shaped the local economy, brought modern ways to the isolated mountain people, and gracefully transformed the mountain landscape, was now just a memory to the Davey family.

After the deeding of the property from North Carolina to the Federal Government in 1955, a National Park Service Ranger was assigned to live in the former Davey guest house, located downhill and northwest of the main house. Several years before, however, R. Getty Browning had thoughts about possible use of the facilities. Of special interest was the cabin built and owned by Dorothy Binney. Binney had remarried and became Mrs. Dorothy Palmer in 1951, thus the reference to "Mrs. Palmer" in Browning's letter of May 24, 1951, to Blue Ridge Parkway Superintendent Sam Weems:

> *Another matter which I would like to discuss with you in detail at the first opportunity is whether or not I could make an arrangement with you to secure the use of the Palmer cabin under some sort of a lease or annual permit. I have always wanted a cabin in the mountains, but the prospect of having one is pretty dim unless I could secure this one which I am sure you are familiar with; and I will be very grateful for anything you could do in this connection. I feel sure that its close proximity to the other buildings at Soco Gap would insure its safety; and although I would never have more than a small amount of camping equipment in it, I would like to feel that it was reasonably safe. Mrs. Palmer has already taken all of her furniture out of the cabin; and we have not yet settled the claim with her; but I think this will be taken care of before long. In the meantime, of course, we could give you a deed that would include this property.*[104]

Weems responded to Browning in a letter dated July 3, 1951, saying:

> *I have had an opportunity to inspect the buildings at Soco Gap, including the Palmer cottage, and can readily understand why you would want to use this attractive cottage with its excellent view.*
>
> *I shall be glad to recommend a special use permit for this building as soon as the deed is accepted by the U.S. Government.*[105]

While there are no other records or correspondence extant regarding this request for a special use permit, it appears the request was approved because the cabin is referred to as "Browning Cabin" in National Park Service documents since the mid-1950's. It is known that Browning stayed at the cabin from time to time after Dorothy Binney Blanding Palmer's property settlement with the State of North Carolina.

During the mid-1950's, several land title documents were exchanged between the State of North Carolina and the Department of Interior. These were the final formal steps necessary in the transfer of 1,866.16 acres of land, including 1,053.7 acres obtained from the Davey Tree Expert Company, for the 2-X Section of the Blue Ridge Parkway. A letter dated November 14, 1955, from R. Brooks Peters, General Counsel for the North Carolina Highway Commission, to Conrad Wirth, Director of the National Park Service, certified that all titles to lands and easements described in the January 7, 1955, deed (Blue Ridge Parkway Deed No.70) was "free and clear of all encumbrances or claims of any kind whatsoever, and that proper taxing authorities of Jackson County and of Haywood County have each released the said lands from any existing liens for taxes" (Appendix G).

In a memo dated May 23, 1956, the Solicitor of the National Park Service advised the Director that the Attorney General of the United States had issued his final title opinion on

March 20, 1956, and that valid title of the 2-X Section had been vested in the United States of America. This was subject to formal acceptance by the Director, under authority delegated to him on behalf of the United States by federal law. The Acting Assistant Director promptly signed the paperwork and the land became United States property retroactive to the March 20, 1956, date of the Attorney General's final title opinion (Appendix H).

E.M. Lisle, the Acting Region One Director, National Park Service, sent a memo on October 25, 1956, to Parkway Superintendent Weems noting:

> *The deed of conveyance was accepted by the Acting Assistant Director, on behalf of the United States, as of March 20, 1956. The deed and related papers pertaining to this donation of land have been placed among the National Park Service land records and have been designated as Blue Ridge Parkway Deed No. 70.*[106]

The modern history of land use and ownership at Soco Gap had thus evolved from the Cherokees to early European settlers (Plott family), then to the Campbells, Blanchards, Brinkleys. It then passed to Jim and Jeannette Davey, to the Davey Tree Expert Company, and finally to the United States Government from the State of North Carolina. The way was now clear for the National Park Service to construct the beautiful 2-X Section of the Blue Ridge Parkway along the ridge and over Soco Gap.

Management

As work on the Blue Ridge Parkway rolled southward toward its terminus at the entrance to the Great Smoky Mountains National Park, federal officials began the important task of shaping the landscape. During the period between the court settlement and the

United States Government's acceptance of the former Davey property, F.W. Cron, Supervising Highway Engineer of the Bureau of Public Roads, wrote to Superintendent Weems:

> *Between the Soco Falls overlook and the roadside park about a half mile west of there, the State of North Carolina has done a very creditable job of dressing and seeding the slopes of the Soco Gap Highway (U.S. Highway 19). The thought occurred to me that if they were approached in the right way, the State might also fix up the raw slopes on this same road where it crosses the Parkway on both sides of Soco Gap. This would greatly improve the appearance of the Gap and the general vicinity. I am giving you the suggestion for what it is worth.*[107]

Weems responded in a September 17, 1954, letter by saying:

> *Thanks for your letter of September 1, which I am just getting around to answering, as you can plainly see. I have noticed the good job of roadside stabilization the State did at their little roadside park on U.S. Highway 19 below Soco Gap, and I certainly agree it would be very appropriate to have them do the same thing in the Soco Gap vicinity. At my first opportunity, you may be sure I shall try to persuade them to do so.*[108]

With Getty Browning's cooperation, the North Carolina Highway crews helped landscape and transform the raw scars of the rerouting and construction of U.S. Highway 19 from Waynesville to Maggie Valley, up through Soco Gap, and westward down to Cherokee.

A period of several years passed during which little occurred involving the property formerly owned by the Daveys. In the summer of 1958, however, the Davey Tree Expert Company once again entered the picture. Hugo Birkner, speaking for the Davey Company,

wrote Browning about the remaining small parcels of land owned by his company near Soco Gap. He focused on an eighteen acre "orphan" tract and a ninety-six acre tract, which contained the falls at the head of Woodfin Creek. Birkner wrote that while studying the Section 2-X plot, he pointed out to Superintendent Weems an 18-acre "orphan" tract that was cutoff by the Parkway without any provision for access. Another parcel, near the north line of the adjoining Keller heirs, contained 95.8 acres and included the falls at the head of Woodfin Creek. Birkner believed the larger parcel should belong to the Parkway and be developed as a point of special scenic interest. He proposed to Browning:

> *Would you consider making a trade with us whereby we would acquire a deed to the 18-acre tract and the State a deed to the 96-acre tract? We have offered the 96-acre tract to the Keller Heirs at $30 per acre*
>
> *Mr. Morgan's offer for the 18-acre tract was, I believe, $700. For $2180 and the 18 acres, the State can acquire ninety-six acres and own the falls. The Parkway grading has already made provision for a lookout station to view these falls. The Parkway should include the ownership of the falls.*[108]

Browning's response was not encouraging. He wrote Birkner that "the State already spent a great deal of money in the acquisition of the right-of-way for this Section of the Parkway and also that the terrain near Woodfin Falls is so rugged; and, the additional fact that the falls, itself, has very little scenic value, we would not be interested in acquiring from you the additional area that you have near the falls."[110]

This was not the first time there had been disagreement between Birkner and Browning (with Weems caught in the middle) over how the various isolated parcels of land, divided by the 2-X right-of-way and without access to any road, should be managed.[111]

In April 1952, a letter from Birkner to Browning about isolated parcels well illustrates the basis for their conflicts over the issue of "orphan tracts." It also provides a revealing insight into the attitudes of Davey Tree Expert Company officials toward the construction of the Parkway through the land that recently had been Mountain Dew Farm (Appendix I).

Birkner also wrote to Weems describing in detail his thoughts about the possible development of Woodfin Falls as a Parkway scenic attraction. In his letter of July 24, 1958, Birkner made a strong case for his proposal (Appendix J).

Weems promptly responded to Birkner's proposal. He agreed that something should be done, but ruefully noted that the National Park Service had no funds for land acquisition. He concluded the letter by stating, "We agree with you that the 96-acre tract at the head of Woodfin Creek should be incorporated with the Parkway right-of-way to preserve that beautiful spot."[112]

Birkner was apparently pleased by Weem's response. He dispatched a short letter back to Weems in which he enclosed blueprints of Section 2-X with the isolated tracts referred to in his exchange proposal clearly marked. Birkner added, "Your letter of July 31 is like a ray of sunshine on a dark and muggy day."[113] Birkner wrote Weems another letter with updated details of his land exchange proposal in February 1959, but Weems was again constrained by the National Park Service's lack of funds for land acquisition. If the land transaction was to be achieved, it had to be achieved through the State of North Carolina. Browning and the Highway Commission did not seem interested, despite Weems' support of Birkner's proposal that the Woodfin Falls area be made part of the Blue Ridge Parkway.[114]

There were no further developments on Birkner's proposal for nearly a year. In early 1960, however, Weems sensed a changed situation in Raleigh due to new members on the North Carolina Highway Commission and the retirement of R. Getty Browning as the Commission's Chief Locating Engineer. On January 25, 1960, Weems wrote to Birkner:

> *In 1958, we corresponded and had some discussion regarding an "orphan" tract of land belonging to your company and adjoining the Blue Ridge Parkway (Section 2X) near Balsam Gap. Woodfin Falls is located on this 96-acre tract, and we both thought it should become a Parkway attraction.*
>
> *Since then there have been significant changes in the North Carolina Highway Commission, and Mr. R. Getty Browning has retired. Also, in the meantime, you have disposed of your holdings adjoining the 18-acre tract acquired by the State to the General Lowry-W.H. Frankland interests.*
>
> *I plan to see the new Highway Commission people this spring with the idea of asking them to trade on the two tracts mentioned above or to purchase the 96-acre tract outright for the Parkway. It would be helpful if you could give me some idea as to your company's price tag. The more reasonable this figure is, the better the chance I'll have to get the State to purchase it for us.*[115]

Birkner immediately wrote back to Weems. In his letter, he stated:

> *"I regret to inform you that we no longer own the 96-acre tract, having sold it last year to Mr. W.C. Hennessee, President of the W.C. Hennessee Lumber Company in Sylva, North Carolina. The price was thirty dollars per acre."*

He added:

> *"I hope you can persuade the new Highway Commission folks on buying the 96-acre tract from Mr. Hennessee. It should be in the Parkway."*[116]

During the following months, Weems expressed a favorable opinion of how the Davey Tree Expert Company managed its remaining lands. In 1959, Weems wrote to the National Park Service Region One Director stating, "Mr. Birkner appreciates our concern for scenic

values and is cooperative in developing their lands, which adjoin ours between Balsam and Soco Gaps, to do as little damage to views from the Parkway as possible."[117]

Despite the communication and cooperation between Birkner and Weems, the Woodfin Falls issue was not resolved during the early years of Parkway management along the 2-X Section. Not until the mid-1980's would the Woodfin Falls tracts become part of the Parkway. In June 1985, the State of North Carolina and the Federal Government exchanged residue properties each had obtained during the half-century of the Blue Ridge Parkway's existence. A total of 761.2 acres of United States-owned land went to the State of North Carolina to enlarge the Stone Mountain State Park, located south of the Blue Ridge Parkway in Wilkes County. In exchange, the State gave the Federal Government 585.45 acres it had acquired over the years. Included was 12.73 acres at Woodfin Falls. Carr Lumber Company had acquired the land which contained the falls from the Hennessee Lumber Company prior to the State of North Carolina acquisition.[118]

The protracted negotiations between the Davey Tree Expert Company management and the State of North Carolina Highway Commission apparently eroded Davey interest in the area. With Jim Davey dead and his widow and young family moved to Hendersonville, the driving force for the dream of a large resort development near Soco Gap was gone. And while the Davey Tree Expert Company pursued Jim's dream of a "High Soco Resort" for a short time, problems with road access to their numerous isolated tracts turned the Company's attention away from the further development in western North Carolina. The will to develop the resort and continue the timbering operation eroded, then vanished altogether (Appendix K).

The decade of the 1960's saw complete withdrawal from the Soco Gap area by the Davey Tree Expert Company. The timbering operation was gradually shut down and the lands not incorporated into the 2-X Section of the Blue Ridge Parkway right-of-way were sold. The May 6, 1970, sale of 836 acres in fourteen sections to John J. Kerboord was the final significant divestment of Davey lands, which had totaled about 9,500 acres at its peak in 1944.[119]

The National Park Service has utilized the buildings that were not razed and the grounds at Mountain Dew Farms since the early 1950's. The former guest house of the Daveys has been inhabited by Park Rangers assigned to the Balsam Gap District. Maintenance sheds and gravel piles have also been established on the grounds. The first twenty-five years of National Park Service management saw the main house of Mountain Dew Farm come to be known as "Soco House."

Soco House became a popular vacation destination for National Park Service employees. Honeymoons were spent there as were returns to the region by retired National Park Service and Blue Ridge Parkway employees. For over twenty years, Soco House was operated as a guest house and retreat, providing opportunities for rest, relaxation, and recreation.[120]

The year 1979 saw a change in policy for the use of Soco House. A copyrighted article by Media General News Service's Washington correspondent, Bob Poole, brought to national attention suggested misuses of facilities held by the National Park Service. The news article told of beach houses and mountain lodges from the Virgin Islands to Wyoming, administered by the National Park Service, but available only to politicians and VIPs. The

article alleged that the retreats were rented at low rates to the privileged few while subsidized by taxpayers.[121]

Gary Everhardt, recently appointed Blue Ridge Parkway Superintendent, established a policy which effectively removed Soco House from the developing controversy over privileged use of publicly-owned buildings. In Policy Memorandum No. 79-3, dated March 13, 1979, Everhardt outlined the new policy for the use of Soco House:

1. *Effective April 1, 1979, the use of this house will be limited to official meetings, conferences, training activities, and in some instances as lodging for officials and employees in travel status. The use of this facility by groups or individuals whose work complements or supports the mission and programs of the Service may also be permitted.*
2. *Reservations for nonofficial guest use through March 31, 1979, and outstanding commitments, will be honored. No new reservations for such use will be made.*
3. *Exceptions for the use of this house for other than official purposes must be approved by the Director, Regional Director, or the Park Superintendent.*[122]

Earlier in 1979, the National Park Service Southeast Regional Director had approved Superintendent Everhardt's request to drop Soco House from the Federal Quarters Inventory and reclassify it as a "Multipurpose Training Center." The Director told Superintendent Everhardt in a memo, "Because of increased critical monitoring of Government housing, your proposal to discontinue use of the Soco Gap House as a guest house is a wise management decision."[123]

The remaining lodging facilities along the Blue Ridge Parkway (Peaks of Otter Lodge and Pisgah Inn) were operated through commercial leases and open to the public. However, denying the use of Soco House to all but National Park Service employees on official business could set back Blue Ridge Parkway community relations efforts. The official use of Soco House was generally viewed by management as a positive thing for federal agencies,

state, and local governments, and non-profit groups such as the Boy Scouts. Blue Ridge Parkway Administrative Officer James Brotherton proposed that special use permits be authorized and fees collected for the use of Soco House for meetings and training sessions by such groups.[124] Mr. Everhardt approved Brotherton's proposal; and, as early as spring 1980, Soco House was used to lodge and train district supervisors of the Law Enforcement Division of the North Carolina Wildlife Resources Commission.[125]

An earlier era had seen Jim and Jeannette Davey host well-known people like Don Blanding, the Poet Laureate of Hawaii, and the Governors of Ohio and Georgia at their Soco Gap farm home. Thus, management decisions by the Blue Ridge Parkway and the National Park Service at Soco House avoided the problems that plague the National Park Service in other parts of the nation concerning taxpayer subsidized vacation lodging for federal VIPs. The reclassification of the Soco House to a Multipurpose Training Facility insured that the House could be used "by groups or individuals whose work complements or supports the mission and programs of the National Park Service."[127]

The change in policy for Soco House use raised an internal fiscal management question. Since the house was no longer in the Federal Quarters Inventory Program, operations and maintenance costs could not be charged to the Quarters account, nor could any revenues be received in a Blue Ridge Parkway account. Management discussions led to a decision whereby the general maintenance expenses at Soco were charged to the Blue Ridge Parkway's main upkeep account. Management noted that such costs should not be charged to the Historic Structures primary work element. No Historic Resource Study had

yet been done and operating expenses for renovation or interpretive uses at Soco House did not exist.[128]

Everhardt superseded his 1979 Policy Memorandum with Policy Memorandum No. 82-6 of September 2, 1982. It stated that Soco House had been reinstated to the Federal Quarters Inventory Program. This change allowed user fees to be credited to offset operating expenses such as cleanup, laundry, replacement of furnishings, etc. Maintenance expenses required for the preservation of the historic buildings, irrespective of adaptive uses, continue to be charged to the Blue Ridge Parkway general maintenance account.[129]

Since 1982, Soco House has been used for a variety of purposes, as authorized by Policy Memorandum No. 82-6. National Park Service training sessions, North Carolina Wildlife officers meetings, and Cherokee Boy Scout Troop meetings have been among the uses of the house.

ANNOTATED BIBLIOGRAPHY

PUBLISHED DOCUMENTS AND BOOKS

The Annals of Haywood County, North Carolina, by W.C. Allen, The Reprint Company, Spartanburg, S.C., 1977. Depicts selected episodes in the history of Haywood County. Includes an account of the late days of the Civil War and the siege of Union troops at Waynesville by the Haywood Home Guard and the Cherokee Legion under W.H. Thomas.

Blue Ridge Parkway Guide, Asheville to the Great Smoky Mountains National Park, by William G. Lord, Stephens Press, Inc., Asheville, N.C., 1963. Contains a good description of Soco Gap including the Indian origins of its name and several historical events that have taken place there.

The Early History of Haywood County, by W. Clark Medford, Miller Printing Company, Asheville, N.C., 1961. Contains descriptions of the "Indian Trail" that led from Cherokee to Waynesville via Soco Gap. This book notes that Waynesville was originally called Mount Prospect.

Greenleaves, A History of the Davey Tree Expert Company, by Robert E. Pfleger, The Pequot Press, Chester, Conn., 1977. The official corporate history of the Davey Tree Expert Company by an author well acquainted with both the people and the work of the nation's first tree care company.

Haywood's Heritage and Finest Hour, by W. Clark Medford, Daniels Graphics, Asheville, N.C., 1971. Documents earliest European settlers in Haywood County. Contains valuable material on the early days of white settlement in the region and discusses white relations with the Cherokees.

The History of Jackson County, ed. by Max R. Williams, Jackson County Historical Association, Sylva, N.C., 1987. A varied and contemporary history of Jackson County. Contains a valuable chapter on early settlement and a chapter on folklore in the region.

The History of Kent, by Karl H. Grisner, pub. by The Courier-Tribune, Kent, Ohio, 1932. This history of Kent, Ohio, contains information about the Davey family.

Knowing Jackson County, pub. by League of Women Voters of Jackson County, Sylva, N.C., 1964. Contains basic information about the founding of a remote southwestern North Carolina mountain county. This work includes considerable information about the names of early white settlers and the land tracts they occupied.

The Life Of a Man: A Biography of John R. Brinkley, by Clement Wood, Goshorn Publishing Co., Kansas City, 1934. Details the turbulent life and times of an entrepreneur who was born and raised in the mountains and almost became governor of Kansas. The subject, John R. Brinkley, owned land adjacent to the original Davey farm which was purchased by the Daveys in 1944.

Portage Heritage, ed. by James B. Holm and assisted by Lucille Dudley, pub. by the Portage County Historical Society, Kent, Ohio, 1957 (Sesqui-Centennial Edition). A history of Portage County, Ohio, its towns and townships, and the men and women who have developed them--including a profile of John Davey and his sons.

Swain County, Early History and Educational Development, by Lillion F. Thompson, Miller Printing Co., Asheville, N.C., 1965. Details the involvement of the Federal Government in Swain County since the 1838 removal of the Cherokees to Oklahoma.

PAMPHLETS

Canton, Maggie Valley, and Haywood County, North Carolina, pub. by the Greater Haywood County Chamber of Commerce, 1982. A basic informational pamphlet about places in Haywood County.

Jackson County, North Carolina, pub. by the Jackson County Chamber of Commerce, 1981. A basic informational pamphlet about places in Jackson County.

INTERVIEWS AND MEMOIRS

Jeannette C. Davey letter to her children dated August 17, 1981. A delightful 37 page double-spaced letter written by Mrs. Davey when she was incapacitated with a broken toe. It was expressly written for her children who were too young to remember life at Soco Gap. Contains many colorful vignettes of life at Mountain Dew Farm.

Memoirs of Jeannette C. Davey written for Kristine Johnson of National Park Service, January 23, 1988. Mrs. Davey provides basic memories of people and events at Soco Gap for Ms. Johnson.

Mrs. Alexander M. Smith letter to Lisa Rhodes dated June 20, 1988. An insightful letter from the daughter of Martin Davey, Sr., about the personality and character of her uncle, James Davey.

Jeannette C. Davey interview, June 27, 1988, conducted by Lisa Rhodes. Contains detailed information about the life and times of the Daveys at Soco Gap.

Martin Davey, Jr., interview, July 10, 1988, conducted by telephone by Lisa Rhodes. Information gathered from the nephew of James Davey. Martin Davey was President of the Davey Tree Expert Company when the company assumed management of the farm after James Davey's heart attack. Information is largely about the local economic impact of the farm and its timbering operation.

Jeannette C. Davey interview, September 11, 1988, conducted by Kristine Johnson. Provides information about the site selection, clearing, building construction, and landscaping at the farm at Soco Gap in 1938.

Jeannette C. Davey interview, September 21, 1988, conducted by Kristine Johnson. Details the social interaction between Jeannette Davey and the employees of thefarm.

Jeannette C. Davey interview, March 4, 1989, conducted by Henry J. Weaver. Discusses events leading up to the Davey's move from Mountain Dew Farm.

NEWSPAPER ARTICLES

"Mrs. Davey Honored as a 'Woman of Achievement,'" *Times-News*, Hendersonville, N.C., October 7, 1967. News story about Jeannette Davey being named "Woman of Achievement in Henderson County for 1967" by the Business and Professional Women's Club of Hendersonville.

"From Madison Avenue to Hendersonville via Soco Gap," *Times-News*, Hendersonville, N.C., March 8, 1980. A lengthy interview run in the Sunday magazine supplement of the newspaper. Article shows how sympathetic Jeannette Davey is to mountain people who have encountered economic difficulties.

"Davey Dynasty Shaped Destiny of Firm," *Record-Courier*, Kent, Ohio, Davey Tree Souvenir Edition, September 12, 1985. Profiles the sons of John Davey with details of how they have contributed to the success of the Davey Tree Expert Company.

ARTICLES

"The Life Story of John Davey," *The Davey Bulletin*, Kent, Ohio, June 1946, Vol. 33, No. 6. A lengthy profile of John Davey in the bulletin of the company he founded, published on the 100th anniversary of his birth.

NOTES

1. Canton, Maggie Valley, and Greater Haywood County Chambers of Commerce informational pamphlet, 1982, p. 1.

2. Jackson County Chamber of Commerce, Sylva, North Carolina, information pamphlet, 1981, pp 1-2.

3. Lillion F. Thompson, *Swain County, Early History and Education Development*, Miller Printing Company, Asheville, North Carolina, 1965, pp 1-5.

4. William G. Lord, *Blue Ridge Parkway Guide, Asheville to Great Smoky Mountains National Park*, Stephens Press, Inc., Asheville, North Carolina, 1963.

5. W. Clark Medford, *Haywood's Heritage and Finest Hour*, Daniels Graphics, Asheville, North Carolina, 1971, p. 5.

6. W. Clark Medford, *The Early History of Haywood County*, Miller Printing Co., Asheville, North Carolina, 1961, p. 68.

7. *Knowing Jackson County*, pub. by League of Women Voters of Jackson County, Sylva, North Carolina, 1964, pp 3-4.

8. W.C. Allen, *The Annals of Haywood County, North Carolina*, The Reprint Co., Spartanburg, S.C., 1977, pp 83-85.

9. Max R. Williams, *The History of Jackson County*, Jackson County Historical Association, Sylva, North Carolina, 1987, p. 199.

10. Ibid, pp 147-165.

11. Memoirs of Jeannette C. Davey, January 23, 1988.

12. Ibid.

13. Jeannette C. Davey interview, September 11, 1988, conducted by Kristine Johnson, National Park Service.

14. The Davey Tree Expert Company vs. North Carolina State Highway and Public Works Commission, Haywood County, North Carolina, Superior Court, Petition of November 8, 1948, p. 3.

15. Ibid, p. 4.

16. Ibid, p. 5.

17. Dorothy Binney Palmer vs. State of North Carolina, Haywood County, North Carolina, Superior Court, Petition of November 8, 1948, pp 1-2.

18. "*Life Story*," Davey Bulletin, vol. 33, p. 2.

19. *Portage Heritage*, p. 561.

20. Robert E. Pfleger, *Greenleaves, A History of the Davey Tree Expert Company*, The Pequot Press, Chester, Connecticut, 1977, pp 82-83.

21. Ibid, p. 19.

22. Ibid, p. 26.

23. Ibid, p. 33.

24. Ibid, p. 35.

25. Ibid, p. 50.

26. Ibid, p. 67.

27. Ibid, p. 82.

28. Memoirs of Jeannette C. Davey, January 23, 1988.

29. Ibid.

30. Ibid.

31. Ibid.

32. Jeannette C. Davey interview, June 27, 1988.

33. Ibid.

34. Ibid.

35. Mrs. Alexander M. Smith (the former Evangeline Davey) letter to Lisa Rhodes, June 20, 1988.

36. *Kent, Ohio, Record*, September 12, 1985.

37. *Greenleaves*, pp 71-72.

38. *Portage, Ohio, Heritage*, p. 562.

39. *Greenleaves*, pp 109-116.

40. Ibid, p 30.

41. Jeannette C. Davey interview, March 4, 1989, conducted by Henry J. Weaver.

42. Karl H. Grisner, *The History of Kent, the Courier Tribune*, Kent, Ohio, 1932.

43. *Record-Courier*, Kent, Ohio, September 12, 1985.

44. *Greenleaves*, pp 130, 133, 138, 142 & 175.

45. Compilation of several Jeannette C. Davey interviews.

46. Ibid.

47. *Times-News*, Hendersonville, North Carolina, October 7, 1967.

48. *Times-News*, Hendersonville, North Carolina, March 8, 1980.

49. Jeannette Davey interview, March 4, 1989, conducted by H.J. Weaver.

50. *Greenleaves*, p. 25.

51. Ibid, p. 35.

52. *Bulletin*, p. 10.

53. Ibid, p. 13.

54. Ibid, p. 14.

55. Ibid, p. 25.

56. Ibid, pp 8-9.

57. Ibid, p. 15.

58. Martin Davey, Jr., interview, July 1988, conducted via telephone by Lisa Rhodes.

59. Haywood County (North Carolina) Register of Deeds, Book 121, p. 258.

60. Jeannette Davey interview, September 21, 1987, conducted by Kristine Johnson, National Park Service.

61. Ibid, p. 4.

62. *Greenleaves*, p. 135.

63. Ibid, p. 155.

64. Jeannette Davey interview, September 21, 1987, conducted by Kristine Johnson, p. 2.

65. Ibid, p. 2.

66. Memoirs written by Jeannette Davey January 23, 1988, for Kristine Johnson, p. 2.

67. Jeannette Davey letter to her children dated August 17, 1981, p. 22.

68. Ibid, pp 23-24.

69. Ibid, p. 24.

70. Jeannette Davey interview, September 21, 1987, conducted by Kristine Johnson, p. 3.

71. Jeannette Davey letter to her children dated August 17, 1981, p. 12.

72. Ibid, pp 18-22.

73. Jeannette Davey interview, September 21, 1987, p. 1.

74. Ibid, p. 2.

75. Ibid, p. 3.

76. Ibid, p. 2.

77. Ibid, p. 4.

78. Jackson County (North Carolina) Register of Deeds records, filed for registration on May 25, 1944.

79. Clement Wood, *The Life of a Man: A Biography of John R. Brinkley*, Goshorn Publishing Co., Kansas City, 1934.

80. Davey Tree Expert Company vs. North Carolina State Highway and Public Works Commission, Haywood County, North Carolina, Superior Court, petition of November 8, 1948.

81. R.A. Wilhelm letter to Sam Weems dated November 8, 1944.

82. Jeannette Davey interview, March 4, 1989, conducted by Henry J. Weaver.

83. R. Getty Browning letter to Blue Ridge Parkway officials dated May 5, 1938, p. 3.

84. Ibid. pp 4-5.

85. R.A. Wilhelm letter to Sam Weems dated December 7, 1944.

86. Sam Weems memorandum to R.A. Wilhelm dated December 11, 1944.

87. R.A. Wilhelm memorandum to the Resident Landscape Architect dated January 24, 1945.

88. Hugo E. Birkner letter to Sam Weems dated April 4, 1947.

89. V.R. Ludgate letter to National Park Service Region One Director dated April 4, 1947.

90. Stanley W. Abbot letter to Hugo E. Birkner dated April 8, 1947.

91. Arthur J. Connell memorandum to Blue Ridge Parkway Resident Landscape Architect dated April 15, 1947.

92. Sam Weems letter to F.W. Cron dated May 8, 1947.

93. Location report dated June 20, 1947, by R.J. Spielman and F.W. Cron.

94. Sam Weems memorandum to National Park Service Region One Director dated July 11, 1957.

95. Sam Weems memorandum to National Park Service Region One Director dated July 29, 1947.

96. Arthur J. Connell memorandum to Sam Weems dated August 27, 1948.

97. Sam Weems memorandum to National Park Service Region One Director dated July 10, 1950.

98. M.J. Becker memorandum to Sam Weems dated May 21, 1951.

99. R. Getty Browning letter to Sam Weems dated May 24, 1951.

100. Sam Weems letter to R. Getty Browning dated June 8, 1951.

101. Sam Weems letter to R. Getty Browning dated July 25, 1951.

102. R. Getty Browning letter to Sam Weems dated August 2, 1951.

103. Sam Weems letter to R. Getty Browning dated February 13, 1952.

104. R. Getty Browning letter to Sam Weems dated May 24, 1951.

105. Sam Weems letter to R. Getty Browning dated July 3, 1951.

106. E.M. Lisle memorandum to Conrad L. Wirth dated October 25, 1956.

107. F.W. Cron letter to Sam Weems dated September 1, 1954.

108. Sam Weems letter to F.W. Cron dated September 17, 1954.

109. Hugo Birkner letter to R. Getty Browning dated July 2, 1958.

110. R. Getty Browning letter to Hugo Birkner dated July 22, 1958.

111. R. Brooks Peters letter to John M. Queen dated August 28, 1950.

112. Sam Weems letter to Hugo Birkner dated July 31, 1958.

113. Hugo Birkner letter to Sam Weems dated August 5, 1958.

114. Hugo Birkner letter to Sam Weems dated February 2, 1959.

115. Sam Weems letter to Hugo Birkner dated January 25, 1960.

116. Hugo Birkner letter to Sam Weems dated January 27, 1960.

117. Sam Weems memorandum to National Park Service Region One Director dated February 10, 1959.

118. Data provided by Robert A. Hope, Resident Landscape Architect, Blue Ridge Parkway, Asheville, North Carolina, March 24, 1989.

119. Jackson County (North Carolina) Register of Deeds records, Book 356, p. 279.

120. Acting Superintendent J.R. Brotherton memorandum to National Park Service, Southeast Region, Office of Communications Chief dated October 20, 1981.

121. *The News*, Lynchburg, Virginia., August 5, 1979.

122. Superintendent Gary Everhardt Policy Memorandum No. 79-3 dated March 13, 1979.

123. National Park Service, Southeast Region, Director's memorandum to Blue Ridge Parkway Superintendent dated February 22, 1979.

124. Blue Ridge Parkway Administrative Officer memorandum to Superintendent dated February 22, 1979.

125. Blue Ridge Parkway Superintendent letter to North Carolina Wildlife Resources Commission Law Enforcement Division Chief dated April 18, 1980.

126. *Perks at Parks Help Perk Up Vacations of Federal VIPs*, The Wall Street Journal, July 14, 1981.

127. Blue Ridge Parkway Superintendent Policy Memorandum No. 82-6 dated September 2, 1982.

128. Blue Ridge Parkway Assistant Superintendent memorandum to specifically involved personnel dated May 18, 1981.

129. Policy Memorandum No. 82-6.

PRIMARY SOURCES

Appendices A-E:	Register of Deeds and Superior Court documents dealing with land purchases for the Davey Farm and the subsequent court suits and settlements between the State of North Carolina and the Davey Tree Expert Company over the right-of-way of Blue Ridge Parkway Section 2-X.
Appendix F:	Blue Ridge Parkway Deed No. 70 whereby the State of North Carolina deeded the Davey land (and others) to the Federal Government for the 2-X section.
Appendices G-J:	Letters or memoranda concerning the transfer of title of Davey lands and the construction of 2-X.
Appendix K:	Davey Tree Expert Company publication about its proposed High Soco Resort.
Appendix L:	Historical photographs.