

## **Curriculum Unit Introduction:**

**Title of unit:** The Great Smoky Mountains: How Knoxville Leaders “Won” A National Park

**Vital theme of the unit:** Knoxville community leaders banded together and influenced the public and the federal government to create a national park in the Great Smoky Mountains of Tennessee and North Carolina

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**Grade level:** Fifth Grade

**Number of lessons in the unit :** 5

**Time needed to complete unit:** 6 days

### **Curriculum standards addressed—list**

Economics 5.2 spi.4  
Geography 5.3 spi.7  
Governance and Civics 5.6 spi.3  
History 5.1 spi.2  
U.S. Time Period 3: Eras 7,8  
5.6 spi.1  
5.1 spi.2  
5.5 spi 7

**Technology used:** overhead projector, teacher computer/ Smart System (project image on a large screen monitor)

**Unit introduction and overview of instructional plan:**

## **The Great Smoky Mountains: How Knoxville Leaders Gained A National Park**

Kathy Wampler

In the summer of 1923, Mr. and Mrs. W.P.Davis of Knoxville, Tennessee, vacationed in the western United States. They marveled at the beauty of several of our national parks. They were impressed with the majestic mountain ranges of the West but were also reminded of the beauty of their own “hometown” mountains.

The Great Smoky Mountains are part of the Southern Appalachian Mountain Range. They straddle the border of the states of North Carolina and Tennessee. The land is rugged and a relative few hardy settlers had made their homesteads there. The land was difficult to farm and even harder to raise livestock on. Most treasured, however, was the native virgin timber forests.

At the turn of the twentieth century, many lumber companies had already discovered this jewel. They were able to buy up large tracts of land. Many of the settlers were unaware of their property values and welcomed the chance to acquire some much needed cash. The Great Smoky Mountains were now owned by small homesteaders, large timber companies and vacationers who had begun buying small tracts in the summer resort of Tremont, outside of Gatlinburg. In addition, a group of Cherokee Indians who had hidden in the mountains to avoid the Indian Removal of 1830, had been granted land in the southwestern tip of North Carolina.

Unknown to the Davis's, the federal government was conducting a search of its own. All of the existing national parks were in the western United States. Few Americans had the benefit of their beauty. The National Park Service was surveying the Eastern United States, particularly the Southeast, for the site of its next national park.

Yellowstone, established in 1872, was the first national park. It is located in Montana, Idaho, and Wyoming. It was the first, not only in the United States, but also in the world. The National Park Service was created with a Congressional act passed and signed by President Woodrow Wilson in 1917. With World War I looming, however, a budget for the National Park Service was not appropriated until the following April. Its meager funding would not allow for the purchase of privately owned land.

The seventeen existing National Parks had all been established from state and federal land. Future parks would have to be developed on government land or be purchased with private funding.

Finding a site in the eastern United States would prove to be difficult. The majority of the United States population was located east of the Mississippi River. Almost all of the land was privately held, as much of it had been distributed in land grants given out one hundred or more years earlier.

A committee, known as the Southern Appalachian National Park Committee, was established to study and make a recommendation of a location for a new Southeastern Park. Approximately thirty groups had already begun lobbying for consideration of their regions as sites. The Shenandoah region of Virginia and the Pisgah Mountains of North Carolina were two nearby areas already in the running.

W.P. Davis was a man of considerable influence in the Knoxville area. He was a member of the board of the Knoxville Chamber of Commerce. He brought the idea of the promotion of the Smoky Mountains before the Chamber. The manager of the Chamber, E.N. Farris, thought that the idea was too ambitious and suggested a special organization be formed. Mr. Davis was also a member of the Knoxville Automobile Club and he

brought the same idea forward to the club. He received a more positive response this time. An organization was established and named the Great Smoky Mountains Conservation Association. Its first recorded meeting took place on December 21, 1923 at the law office of Judge H.B. Lindsay. Mr. Davis was elected chairman. Many of the officers of the new association were the same officers of the Knoxville Auto Club.

This was no coincidence. The Knoxville Automobile Club had its own motives. The building of roads in the 1920s was left up to the local governments. Landowners and even school boys were expected to pitch in and help repair and build roads in their community. The automobile clubs were organized by civic leaders to recruit workers and distribute the meager funding from the local governments and the membership dues gathered. They would also appeal to local businesses to do their part to promote commerce. "Fill a hole" day required members to repair potholes in their communities. The Knoxville Automobile Club had already determined the need for the construction of a road between Knoxville and Asheville, North Carolina that would open up trade between the two somewhat isolated areas. In addition, much had been made of the increasing tourist market that Knoxville was unable to reach because of poor roads.

Colonel David Chapman, a local druggist, also served on the Conservation Association board. He became one of the Association's hardest workers giving tirelessly to the effort.

The newly established Southern Appalachian National Park Committee, consisting of politicians and other conservation leaders, announced that it would be taking an inspection trip to the South. Their trip included stops in Alabama and North Carolina. The Great Smoky Mountains Conservation Association appealed to the

committee to make a stop in Knoxville to hear their proposal. The committee from Washington refused, but did agree to give the Knoxville association an invitation to visit them in Asheville, North Carolina where they would be also be considering the Grandfather Mountain-Linville Gorge site. Reluctant to visit the Committee on what they thought to be hostile land, the Association had little choice.

On July 30, 1924, eight members of the Great Smoky Mountains Conservation Association visited the Southern Appalachian National Park Committee in Asheville, North Carolina. Without the benefit of the Great Smokies as their backdrop, they came armed instead with the outstanding photographs of James E. (Jim) Thompson. Mr. Thompson, a hiker and lover of the Great Smokies, had been appointed early on as the official photographer for the Association. His photos and the Associations enthusiasm convinced at least two of the members of the Committee to visit the area.

A week later, a trail had been carefully prepared to Mount LeConte. The group set off with members of the Washington committee. The weather was overcast for the climb up the mountain. However, when the sun rose the next morning, the view was glorious. The trip had been a success.

On December 13, 1924 the announcement was made. Two national parks for the Southeastern United States were recommended. The Blue Ridge Mountains of Virginia, later to be known as the Shenandoah National Park was to be established first, and then the Great Smoky Mountains of Tennessee and North Carolina. Colonel David Chapman could not hide his disappointment as he referred to the Shenandoah Park as inferior to the Great Smokies.

Some, in North Carolina were disappointed. They had fought hard for the Grandfather Mountain-Linville Gorge area. However, with the help of at least two very influential leaders from North Carolina, author Horace Kephart and Judge Thad Bryson, the North Carolina delegation agreed to give its full support to the Great Smoky Mountains.

All of the local publicity proved to be both beneficial and harmful. Beneficial to the massive fundraising that would now have to take place and harmful as news reached the current landowners whose property would need to be purchased. All of the national accolades concerning the Smokies made the land price reach a new high. The early estimate of ten million dollars for the purchase of land, soon sky-rocketed.

The Tennessee state governor's race even included national park rhetoric. Austin Peay made it part of his campaign promise. After his election though, the bill that would provide for the state to buy the first tract of land in Townsend had difficulty passing.

It was agreed upon that the ten million dollars must be raised before the federal government would agree to begin the park initiative. North Carolina and Tennessee both agreed to contribute two million each. Citizens and school children raised one million in pledges. Where would they find the remaining five million? A benefactor must be found.

Contacts were made. Henry Ford was the first entrepreneur-philanthropist to be invited to tour the area. He wasn't interested in the appeal but he did enjoy his visit and was charmed by mountain man, Wiley Oakley. John D. Rockefeller, Jr., who had contributed to previous national parks, was contacted. He accepted the invitation to visit.

The announcement was made on March 6, 1928. John D. Rockefeller would make a five million dollar gift in memory of his mother, Laura Spelman Rockefeller. The park was now for certain!

Park plans were slowed with the stock market crash of 1929. The Great Depression and the subsequent election of Franklin Delano Roosevelt proved beneficial to the park as the President authorized the Civilian Conservation Corp to provide much of the labor that established roads and other important infrastructure to the park.

President Roosevelt dedicated the Great Smoky Mountains National Park on September 2, 1940.

Letter-Written to members of the Knoxville Automobile Club from Russell W. Hanlon,  
Secretary) McClung Collection, Knoxville, TN

October 26, 1922

Dear Sir:

As you know, I have accepted the Secretary ship of the Knoxville Automobile Club, which is a large undertaking, especially, if I carry out my plans to make our Automobile Club an organization of real service and value to the Automobile Owner of this community.

You are no doubt impressed with the importance of the good road movements that are now under way on a very large scale in this community, and you will be pleased to know that the Knoxville Automobile Club has been selected as the logical organization to push this work.

The Knoxville Automobile Club represents the voice to the Automobile Owner, and YOUR MEMEBERSHIP is essential to the ultimate success of the projects for good roads that we are now undertaking.

The stronger our membership, the more powerful our voice will be on matters of importance to Automobile owners, and on the subject of securing good roads.

As a person friend of mine, I an going to ask you to become a member of the Knoxville, Automobile Club, and at the end of your year's membership, I will let you be the judge as to whether you membership fee has been an investment or a donation.

The great \$75,000,000 proposed bond issue for the construction of permanent hard surfaced highways throughout Tennessee is the big issue today, and it will take the



combined effort, support and cooperation of ever Automobile Owner to secure this vast improvement.

You can signify your support to our work by becoming a member of the Knoxville Automobile Club.

Your signature to the enclosed application will not only be appreciated by the supporters of good roads in Tennessee but will also be an indication of your confidence in the writer.

I am,

Yours most sincerely,

Russell W. Hanlon

Secretary

Article. *The Journal and Tribune*. Author, Russell Hanlon, Secretary of the Knoxville, Automobile Club. Knoxville, Tennessee. March 4, 1923

## **Impassible Highways Are Causing Loss of Millions**

## **Tourist Money Detouring East Tennessee Mud**

## **Florida and North Carolina Among Southern State To Cash In On**

## **Good Roads**

## **Quarter of Million Tourist Head North**

## **Appeal Made For System Of Roads To Enable Motorists to Pass**

## **Through State**

Hundreds of people throughout the State of Tennessee are becoming interested in what threatens to be one of the most vital questions yet to confront the people of this state. Those who have made a study of this vast possibilities for increase revenue from tourist travel realized just how much money is be lost to this state, due to bad roads, for tourists will not travel over bad roads if it is possible to reach their destination over good roads, even though the distance be greater.

North Carolina is today enjoying a prosperity, such as a few years ago was undreamed of, the very person who thought a Bond Issue for road improvement an unwise debt, are today the staunchest boosters of this modern Method of financing, and are the first to argue I favor of more and more road building.

## **Roads Bring Prosperity**

Tourist from every part of the country are endeavoring to be routed through North Carolina for the notoriety of the state's good roads has spread over the county like wild

fire and every part of that state is feeling the advantages and prosperity that comes with the advent of good roads.

California has been famous for several years as the land of sunshine and smooth highways and the state is yearly cashing in on the great travel that seeks the alluring slimes and roads, which are said to have no equal in the entire United States.

Florida easily estimates that \$50,000,000 in outside money will be left there as a result of this winter's travel.

### **Tourist Shun Tennessee**

Less than one per cent of this great influx of travel came through East Tennessee, although our country is far more beautiful than either of the two routes which they necessarily had to take to reach Florida, and due to the well known condition of our roads very few of them will come through East Tennessee when they state back north.

The Tennessee Good Roads association , which is an organization consisting of good roads advocates from every section of the state, has prepared a bill which is to be presented to the state legislature and will be introduced in the name of the automobile owners of the State of Tennessee, which provides for a \$75,000,000 bond issue, to cover a period of seven and one-half years to be issued and spent at the rate of \$10,000,000 per year. This bill provides for a 4,00 mile system of permanent hard surfaced roads, which will give this state a connected link of roadway that will compare favorably with any of our sister states, and place us in position to cater to the great transcontinental and north and south travel.

### **Motorist Would Pay**

This bill provides that a sinking fund be created by posting all the license tag tax, which last year amounted to \$1,500,000. The ad valorem tax, which has been used on the roads for several years, and which last year, amounted to \$800,000. In addition, there will be levied a two-cent per gallon gasoline tax upon all the gasoline consumed in the state. The gasoline consumed last year amounted to \$800,000. This makes a total of \$3,200,000 which would pay the \$75,000,000 bond issue in a period of 30 years.

It is easy to see that all of the figures are based in a very conservative way, not providing for the annual increase in gasoline consumption, but the leaders of the movement figure that this amount derived by the increase will create a maintenance fund for the roads that are being built during the seven and one-half years of time during which the program extends.

### **Opportunity Knocking**

If the 140,000 automobile owners of this state wish to give to the 3,300,000 people of this state a complete system of hard surfaced road, and to pay for it out of their own pockets and the people of the state refuse the offer it would be an opportunity lost that would cost the state millions of dollars, would leave Tennessee among the unprogressive states of the Union would discourage immigration, would discourage outside business from locating here, and would give other states a lead on us that it would take many years to recover.

Picture. *North Carolina Road Inspection Trip, July 6-13, 1923 with Governor Austin Peay.* Russell Hanlon scrapbook. McClung Collection.  
Knoxville, TN

Tennessee leaders, including Governor Austin Peay, travel to North Carolina to see the roads in July 1923. North Carolina was believed to have some of the best roads in the region.

Letter. From Tennessee Governor Austin Peay to Russell Hanlon, Secretary, Knoxville Automobile Club. Russell Hanlon scrapbook. McClung Collection. Knoxville, TN

February 21, 1925

Dear Hanlon:

This is my first opportunity to answer your letter of the 4<sup>th</sup> last.

When the Legislature has reconvened, I shall send a message on the park bill. In the meantime, your people should use every means to bring the merits of this proposition to the attention of the membership. My opinion is that the project will be defeated, unless we can reverse the present sentiment. Your people before March 9<sup>th</sup>, should memorialize (sic) the individual members and thoroughly enlighten them. I will do whatever I can, but this legislature is not responding to my suggestions as I would like and as the state needs.

With best regards, I remain,

Respectfully,

Austin Peay

Governor.

Postcard. Sent to supporters of the national park effort. Russell Hanlon  
scrapbook. McClung Collection. Knoxville, TN

### **Great Smoky Mountain Conservation Association**

Signature of members of the Original Executive Committee of the Great Smoky  
Mountain Conservation Association, which group was responsible for the Promotion and  
establishment of the Great Smoky Mountains National Park.

These signatures appear on a copy of the Association letterhead, which was  
attached to an envelope and mailed from Gatlinburg on the date of the issue of the Great  
Smoky Mountains National Park ten cent stamp issue.

Article. *The Knoxville Sunday Journal*. Knoxville, Tennessee. Sunday, October 10, 1926.

This article includes an illustrated map showing the route from Detroit, Michigan to Jacksonville, Florida.

## **New Air Line Highway Between North and South Urged by Club**

Road Would Cross Smokies By Famous Indian Gap Route.

A new direct air line highway between the north (sic) and the south (sic) which will cross the Great Smoky Mountains via the now famous Indian Gap highway, at an elevation of 5,200 feet above sea level, is being sponsored by the Knoxville Automobile Club.

Such a project has been in preparation for several years and the actual guarantee of the construction of the Indian Gap highway had been the only factor that has held up to promotion of this project. This however, has now been taken care of, and the state highway department will begin constructions of this section of road in the early spring of 1927. Surveys of this outstanding scenic highway have been completed, funds provided for been completed for that portion which passes through Sevier County and preparations are now being made by the state highway department for early construction.

The promotions of the Great Smoky Mountains Air Line offers another vehicle to further the interest of Knoxville, East Tennessee and the Great Smoky Mountains National Park, and when completed will be the means of attracting thousands of motorists from every section of the United States to East Tennessee and the National Park area.

Many outstanding features justify this highway, and many reasons may be advanced why it should be used, when completed as the principal highway between the north and the south. The two main reasons are: first, that it is the most direct route



between the north and the south, splitting the two present used highways in the middle, and saving 130 miles between Cincinnati and Jacksonville. Second, is the fact that it passes through the National Park and will offer scenic attractions which are unequalled in Eastern America. This alone would justify the trip even though the route were as long or longer than the present used routes, and with the possible savings of 130 miles it will undoubtedly attract thousands of motorists from every section of the United States.

Much interest has been manifested in the promotion of this new highway project, and assurances are being received from cities and towns en route of full cooperation. The many features and advantages of this highway immediately sell themselves to the cities that are fortunate enough to be located thereon.

An extensive promotion program will be entered into at once, led by the Knoxville Automobile club working with the many other automobile clubs, Chamber of Commerce and civic organizations, as well as good roads enthusiasts located on the route. Much literature describing the advantage of this route, will be printed and distributed, and a complete survey of the present road bed will be made as well as an analysis of conditions surrounding the opportunities for immediate improvement of the highway.

State highway departments as well as county officials in the various states will be consulted and every effort will be made to secure the improvement of sections of this highway, which do not at the present time measure up to the standards set for this project.

The most encouraging feature of this proposed air line, is the fact that all of this route is now passable and usable highway with the exception of that portion which crosses the Great Smoky Mountains, and that short strip is now provided for, assuring the

promoter of this road that within the near future the Great Smoky Mountains Air Line will be a reality and a steady stream of automobiles will pass over it daily enroute from such states as Michigan, Illinois, Indiana, Ohio, Kentucky, Virginia, and West Virginia, Kentucky for Florida points.

The commercial aspect to this project will be a factor of importance to East Tennessee in future years. Tourists are spending more and more annually, and every state is now alive to the advantages of catering to motorists. It brings much new money into a community, and if the motorists are favorably impressed with the treatment accorded them, return annually, and oftentimes locate and make investments enroute.

Cartoon. *The Knoxville Journal, Knoxville, Tennessee.* May 16, 1927

### **Build the Indian Gap Road Now**

The cartoon depicts a worker standing in the mountains with a map of the proposed Indian Gap Road.

Picture and article. *The Knoxville Journal*. May, 1957

**Picture caption reads:** Early Club Leaders- This picture was made on a great occasion 10 years after the Knoxville Automobile Club began. In 1927 it presented a loving cup to Col. D.C.(David) Chapman, a director and president of Great Smokey Mountain Conservation Association, an off shoot of the club. The banquet was in celebration of successful efforts to establish Great Smoky Mountain National Park. From left, Ben Mort, Colonel Chapman, Dan Chambliss, Cary Spense, Russell Hanlon, W.P. Davis, Cowan Rodgers, Gov. Austin Peay, and Claude R. Reeder. Hanlon and Reeder are still living.

### **ET Auto Club Sets Spring Travel Show**

A motor club that paved the way for millions of persons to visit the Great Smoky Mountains begins a two-day observance tomorrow of its fortieth anniversary.

From 2 to 5:30 tomorrow and Sunday the East Tennessee Automobile Club will put on a Spring Travel Show at Hotel Andrew Johnson to mark the birthday. Admission will be by tickets, which may be obtained free from the club or air line offices.

At the opening tomorrow a ribbon will be cut at entrance of the hotel ballroom and the two oldest directors in point of service, Dr. Homer Hamilton and Servais L. Evrard will slice the birthday cake. Taking part in the ceremony will be Richard Dann of

Washington, manager of club promotion for American Automobile Association; Stratton Coyner of Charlotte, L.C., hotel secretary-treasurer; and James Bradley, vice president and general manager.

Travel exhibits will be shown by about 30 steamship companies, airlines and foreign tourist offices.

Looking back on its 40 years, the club is proudest probably of a framed telegram received May 27, 1926, from President Calvin Coolidge. It reads:

“It was a great pleasure to sign the Great Smoky Mountains National Park bill. Please extend my greetings and best wishes to all present at the banquet tomorrow night.”

The banquet referred to was a victory feast. The telegram was presidential recognition that Knoxville Automobile Club, its original name, had been the leading force in creation of the new national park.

Its inspiration was several years earlier when Mr. and Mrs. Willis P. Davis were impressed by Yellowstone Park on a western trip and felt the Smokies should be similarly dedicated. They took their idea to the club directors in June, 1923. The directors approved and named a committee to work on the project. Members were Frank Flenniken, George Bird, Davis, Dan Chambliss and Russell Hanlon. They took the proposal to the secretary of interior. Three years later the park was a fact.

Though there was an earlier move to organize, Knoxville Automobile Club really began May 21, 1917. First officers were Gowell J. Davis, president; T.S. McKinney, vice president; and J.R. Williams, secretary-treasurer.

On October 1, 1917, newly elected officers were David C. Chapman, president, McKinney, vice president; Charles M. Sturkey, Secretary; and J.R. Williams, treasurer.

Directors were A.F. Sanford, Cowan Rodgers, N.E. Logan, Dr. Charles Huff Davis, Dr. S.R. Miller, J. Bailey Wray and T.E. Plyley.

In its fight for the national park, the club set up a companion organization called Great Smoky Mountain Conservation Association.

In its early days the club fought for better roads and against laws that set highway speed limits as low as 10 miles an hour, banned autos from parks, required someone to go ahead with a lantern at night and prohibited cars from entering a state without that state's license tag. It also had "fill a hole" days when members, armed with picks and shovels, repaired the roads themselves.

In 1917, there were 80 members. Today, there are 12,000 through East Tennessee. The club name was changed and its scope enlarged in 1929.

J. Luther Wright, secretary-manager, pointed to the club's expansions of services; daily reports on highway conditions, hourly weather reports, AAA maps, emergency road service and its safety programs.

The latter includes more than 40,000 Schoolboy Patrol members in East Tennessee, posters furnished to 400 schools, high school driver training courses and safety films. In safety the club works with state, county and city police.

Present officers are W.H. Clark, President; Thomas J. Deane, Jr, and Thomas L. Seeber, Clinton mayor, vice president; and Robert A. Culver, treasurer. Directors are O.L. Smith, Servais L. Evrard, John D. Black, Homer L. Hamilton, Albert G. Hern, David MaArthur, R.H. Inman, J.W. Ellis, Bruce J. Whaley, C. Edwin Graves, Dean Frank B. Ward and Harry B. Tour.

Newspaper. *The Knoxville New-Sentinel*. Knoxville, Tennessee Monday evening, September 2, 1940.

This special edition of *The Knoxville News-Sentinel* tells of President Franklin D. Roosevelt to Tennessee to dedicate both TVA's Chickamauga Dam and the Great Smoky Mountains National Park.

Cartoons. *Asheville Citizen*. Asheville, North Carolina.

Cartoons created by Billy Borne were displayed prominently on the front page of the *Asheville Citizen* to promote the fundraising drive for the park and to counter opposition by timber companies.



Travel Brochure. *Knoxville and the Great Smokies*. Knoxville Chamber of Commerce. The University of Tennessee Special Collections Library.

Page 1- The Great Smoky Mountains National Park

Above: Chimney Tops from Sugarland Mountains. South side and west end of Mt. LeConte is seen in the background. Indian Gap High passes at the foot of the tops, making it a two hours ride from Knoxville.

VISITORS WELCOME The city of Knoxville greets the visitor and the traveler; it is OUR city, and we welcome you.

The Great Smoky Mountains, at our door, invite you; they are YOUR mountains; your government is now making of them a great National Park. Your visit is not complete without a trip to the "Great Smokies".

Page 2-Children go to school here, too. Contrary to opinion in some sources, ignorance does not abound among the people of the Great Smoky Mountains. School and churches and contact with friends who have visited the mountains for many years, all combine to bring enlightenment.

Page 3-Remaining as if to prove to succeeding generations the industrious and ingenious character of their forefathers of the Great Smoky Mountains, primitive grist mills, such as this, may be found “away up in the mountains” along the banks of the turbulent streams there.

Page 4-Approaches to the park from central and eastern United States.

An illustrated map showing major cities in the Eastern United States and the roads leading to Knoxville.

Detail map showing area adjacent to the park.

## **ANNOTATED BIBLIOGRAPHY**

### **The Great Smoky Mountains: How Knoxville Leaders Gained A National Park**

#### **Travel Brochure**

“Knoxville and the Great Smokies”. Knoxville Chamber of Commerce. The University of Tennessee Special Collections Library

This travel brochure is an example of the early promotion of the Knoxville Chamber of Commerce. The National Park was heavily promoted. While the travel industry had not yet reached Sevier County, Knox County was counting on providing lodging for the visitors. The references to shoes and education are comical in an otherwise professional publication.

#### **Cartoons**

“Asheville Citizen”. Asheville, North Carolina.

These cartoons were a good example of the united effort of the community to promote the National Park. This series of cartoons show Asheville’s support.

“The Knoxville Journal”, Knoxville, Tennessee. May 16, 1927

This cartoon shows Knoxville’s desire to complete the Indian Gap Road. The public and even the media had misunderstood that the Indian Gap (later New Found Gap) Road would become a major link for commerce.

## Newspaper

“The Knoxville New-Sentinel”. Knoxville, Tennessee, September 2, 1940.

This article tells of President’s visit to Knoxville on the way to the dedication at New Found Gap. It is limited in its information, however, since coverage of the actual ceremony was probably feature in the next day’s edition.

“The Knoxville Journal”. May, 1957

This article proved very informative. It was printed at the fortieth anniversary of the Knoxville Automobile Club (later AAA). Since the Club was instrumental in the beginnings of the Park, and excellent summary was given. It also proved helpful in identifying the people who had attended a celebration held in 1927.

“The Knoxville Sunday Journal”. Knoxville, Tennessee. Sunday, October 10, 1926.

This article tells of a new “air line highway”. The highway, of course, precluded our present U.S. Interstate system and its completion never happened. I would be curious to know if the National Park Service “killed” the idea, since a major highway would actually defeat the purpose of preserving the land in its natural state.

“The Journal and Tribune”. Author, Russell Hanlon, Secretary of the Knoxville, Automobile Club. Knoxville, Tennessee. March 4, 1923

Russell Hanlon, secretary for the Knoxville Automobile Club and guest writer for this article, used his influence to try to convince the people of Knoxville that tourists were passing Tennessee by in favor of alternate routes with better roads. I find it curious that the writer explains the idea of tourism to the average reader who has probably never traveled for pleasure before. He explains the effect of tourism on the economy and he uses North

Carolina roads as the standard. Later that same year, several Tennessee leaders traveled to North Carolina to examine their roads.

### Letters

Written to members of the Knoxville Automobile Club from Russell W. Hanlon, (Secretary) October 26, 1922 . McClung Collection, Knoxville, TN

Mr. Hanlon writes a letter encouraging automobile owners to join the club. He tells of the services that the club provides and the benefits to the community.

Written to Russell W. Hanlon, secretary of the Knoxville Automobile Club and member of the Great Smoky Mountain Conservation Association, from Tennessee Governor Austin Peay. February 21, 1925. Russell W. Hanlon scrapbook, McClung Collection. Knoxville, TN

Governor Peay tells Mr. Hanlon of his plans to try to pass the Park Bill. This bill needed to pass to allow the Tennessee Legislature to help with the funding of the National Park which had been announced by the federal government only three months prior.

### Books

Campbell, Carlos. **Birth of a National Park**. Knoxville: The University of Tennessee Press, 1960.

I read this book four years ago. Having lived in the region all of my life, I had never heard about the beginnings of the National Park. I was fascinated with Mr. Campbell's work. He writes from a first-hand perspective since he

served as the secretary for the Great Smoky Mountains Conservation Association for more than twenty years.

Frome, Michael. **Strangers in High Places**. Knoxville: The University of Tennessee Press, 1966.

Mr. Frome writes about the beginnings of the Appalachian Mountains. He is a well known conservationist and author of several other books about national parks.

### **Postcard**

Sent to supporters of the national park effort. Russell W. Hanlon scrapbook. November 27, 1925. McClung Collection. Knoxville, TN

This postcard shows the signature of the original Executive Committee of the Great Smoky Mountain Conservations Association. It was sent to commemorate the .10 stamp issued to celebrate the announcement of a new National Park.

## Lesson Plan 1 Outline

**Unit:** The Great Smoky Mountains: How Knoxville Leaders “Won” A National Park

**Lesson Title:** A Dream Begins

**Grade Level:** Fifth

**Essential Question related to Vital Theme:** How can we take steps to achieve our goals

**Lesson Time:** One day

**Curriculum Standards**—list: 5.6 spi.3 recognize situations requiring conflict resolution

**Technology used and how:** overhead projector

### Materials:

- Campbell, Carlos C. Birth of a National Park. Knoxville: The University of Tennessee Press, 1960.
- Frome, Michael. Strangers in High Places. Knoxville: The University of Tennessee Press, 1966.
- *The Journal and Tribune*. Knoxville, TN March 4, 1923
- Letter. From Tennessee Governor Austin Peay to Russell Hanlon, Secretary, Knoxville Automobile Club. Russell Hanlon scrapbook. McClung Collection. Knoxville, TN

### Activity description(s) and overview of instructional strategies:

- \* Comment on the integration of primary and secondary sources in this lesson and cite the sources used
- \* Describe the interactive instruction strategies used in the lesson: fact-based questioning, hands-on/project based, and dialogue or discussion strategies
- \* Describe effective teaching methods and relevant learning theory integrated in this lesson—cites relevant sources

### Activity

Begin by surveying class for a list of “visions”.  
Tell Mrs. W.P.Davis’s vision for a national park.  
Read excerpts from Birth of a National Park  
Tell the qualities that makes the Smoky Mountains unique

Supporting Assignments/Homework:

Pre-lesson-List 3 visions or dreams

Post Lesson-Brainstorm with a partner three possible solution.

**Assessment:**

- \* Describe the method of evaluation used--include pre, formative, and post assessment.
- \* How will the assessment measure the deep understanding of the vital theme in American history?

Evaluation takes place at pre- and post levels.

An oral exercise will allow students to share their solutions.



## Lesson Plan 2 Outline

**Unit:** The Great Smoky Mountains: How Knoxville Leaders “Won” A National Park

**Lesson Title:** Tennessee Roads and the Effects of Tourism

**Grade Level:** Fifth

**Essential Question related to Vital Theme:** How did Tennessee’s roads affect tourism?

**Lesson Time:** One day

**Curriculum Standards—list:**

5.1spi.2 interpret how culture changes over time as a consequence of industrialization, technology or cultural diffusion

5.3spi.7 recognize and compare land forms, climate, and natural resources of the three grand divisions of Tennessee

Technology used and how: Teacher computer and Smart system technology

**Materials:**

Letter-Russell W. Hanlon, secretary of the Knoxville Automobile Club, writes to perspective members about joining the club.

Map- Physical map of Tennessee; Road map of Tennessee

**Activity description(s) and overview of instructional strategies:**

\* Comment on the integration of primary and secondary sources in this lesson and cite the sources used

\* Describe the interactive instruction strategies used in the lesson: fact-based questioning, hands-on/project based, and dialogue or discussion strategies

\* Describe effective teaching methods and relevant learning theory integrated in this lesson—cite relevant sources

Students will compare the physical forms of East Tennessee and the road map to see how geography and landforms effect population and transportation.

Supporting Assignments/Homework: Write a two paragraph description of the roads that lead to your house. Are they pavement, gravel, concrete?

**Assessment:**

\* Describe the method of evaluation used--include pre, formative, and post assessment. Formative evaluation is used as students compare road surfaces in their locality.

\* How will the assessment measure the deep understanding of the vital theme in American history?

Students will compare early American roads with the Tennessee roads of the 1920’s