

The Cherokee Scout
The Official Organ of Murphy and Cherokee County, North Carolina.

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We reserve the right to refuse advertisements of a shady or suspicious character, which are likely to mislead our readers, or any other advertisements or reading notices not in keeping with the dignity this paper maintains.

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THE AMERICAN PRESS ASSOCIATION

SOME THINGS THE SCOUT WOULD LIKE TO SEE IN MURPHY AND CHEROKEE COUNTY.

- In Murphy
1. An active Board of Trade or Chamber of Commerce.
 2. More manufacturing industries.
 3. New Passenger Stations—A Union Station.
 4. More improved Streets.
 5. Longer ordinary hours.
 6. A good school.

- In Cherokee County
1. A system of county roads including the State highway.
 2. A system of roads for raising and dairying.
 3. A good school.
 4. A good hospital.

A Test of North Carolina Enterprise

(Greensboro News)

The question whether the voters of North Carolina will ratify the port terminal improvement bill is simply a question of the popular vision.

North Carolina has won the reputation for vision, for imagination, for enterprise. The state seems to its own people to have exhibited in recent years a persistent courage and initiative nothing short of wonderful. To reject the opportunity to establish a water-borne commerce will be to establish that this new spirit is limited, and has not yet become pervasive.

This test has been applied to the people themselves, and it is to show to what extent they are still blind to their own interests.

It is true that in important respects the things that have been done on which the latter-day reputation of the state rests have not been of a character to establish the vision of the people, but rather to establish a powerful minority capable of perceiving, and striking out in directions where there is no resistance except the resistance of popular inertia, and where that resistance is at the minimum. In such manner have a relatively small minority committed the state to the building of schools and roads, and on these two things the reputation of the North Carolina of today mainly rests.

Any selected group of North Carolinians untrammelled by special prejudices and the influence of the great railroad companies, to whom might be committed the responsibility of accepting or rejecting the opportunity that is now presented to the state for action by its voters, would accept it. Any group of good business men, after a careful consideration of the principal contentions would accept it.

They would accept it on these grounds: The reasonable expectation of profit is so large as to be out of all proportion to the cost. These assets of the concern that would make the investment (the state of North Carolina) are so ample that it would be no whit embarrassed if the investment should turn out to be a total loss, and it is impossible that it could be a total loss. If North Carolina is to take and hold its proper place among the states, then it must develop all the resources, as other states have developed and are developing similar resources. Transportation is to business what the veins and arteries are to the human body. Water transportation is and must remain the cheapest transportation. Water transportation takes the least amount of the value of the goods transported is absorbed in payment for the energy expended in moving the goods. North Carolina must remain a state of relatively poor commercial equipment so long as its facilities for water commerce are not utilized to the fullest extent. It is perhaps at this point that the difficulties, the obscurities, of the popular vision really begin. Every man understands these same propositions as to highway transportation, and understands in a general way the processes necessary to decrease the costs of transportation on land, to transfer, for instance, the road between Greensboro and Hillsboro, as it was in 1913, to that road as it is today. But it is an entirely different matter to show the inland how it is necessary to effect some such transportation in the process of water transportation by the state providing land at suitable places, and the necessary wharves, warehouses and machinery, so that the federal government in turn will keep the water route maintained; an expensive business. It is, moreover, difficult for the average citizen to explain to himself, to answer his own questions, or even to formulate the question, as to the relationship between this more economical transportation of the waterways of the east, and his own cost of living.

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The Richest Railroad

What is the richest railroad in the country? The distinction seems to have come to the Atlantic Coast Line if we except a few controlled roads, such as the Michigan Central and some of the United States Steel subsidiaries. By way of "Board Street Gossip" in the Wall Street Journal, we learn that the Atlantic Coast Line considered on a system basis, is earning the highest rate of any road line itself, with the aid of a plan or system in the United States. Coast Line on its holdings of Louisville & Nashville, is earning at the annual rate of \$20 a share on its \$48,586,200 stock. L. & N. is earning at the annual rate of \$10, or 4 surplus over its dividend. Four dollars on \$59,870,000 L. & N. stock held by Coast Line is equal to about \$3.50 on its own stock. Expressed differently, Coast Line, on a system basis, is earning at the annual rate of \$23.50 a share. This would be increased slightly if L. & N.'s interests in the surplus of Nashville, Chattanooga & St. Louis were included.

Ten dollars a share on Coast Line's holdings of L. & N. stock would be equal to nearly \$9 a share on its own stock. Thus, if Coast Line be regarded as a \$9 stock, it may be accepted that L. & N. is almost covering the dividend of the parent company. This would leave most of Coast Line's net operating income, after very moderate interests charges, available for surplus.

Coast Line, earning at the annual rate of \$23 a share, offers the nearest approach to Atlantic Coast Line. Last year New York Central on a system basis earned \$25.50 a share, but the indications are that it will not equal Coast Line system this year.

Sunday School Lesson For October 12, 1924

The Sermon on the Mount.
Q.—What do the scriptures principally teach?

A.—The scriptures principally teach what man is to believe concerning God and what duty God requires of man.

The end and aim of all Christian work is the bringing in of the Kingdom of God. Because of the concern of the soul for the coming of this day we can pray "Thy Kingdom come, Thy Will be done." These two petitions are inseparable for the Kingdom of God cannot come without His will being done in the heart.

One of the greatest services that the Christian can render is prayer. Prayer is the most beautiful blossom of the soul and issues into the finest fruitage of life. It is regarded as a simple exercise of the soul and yet it is a fine art that demands the best teaching and endeavor. We feel the need of being able to truly pray.

There are grave dangers in the prayer life. One of these is mentioned in Matthew 6:5. This is the danger of praying simply as a performance. No one has ever been lifted by the prayers of a man who uttered them simply as part of a service. A great daily newspaper once published a statement to the effect that Rev.

uttered the greatest prayer ever offered to a Boston audience. This may have been a mistake of a reporter but it makes one feel like it would be proper to say, "The show is on." The reward of an eloquent prayer if offered for the eloquence is a little bit of praise and a consciousness of having fooled a few simple minded folk for a little while. There is nothing heavenly in the reward.

The cure for such a habit is to be found in one's own secret place of prayer. A man may utter a stilted prayer before a crowd but the stiltedness out when the soul meets its food alone. Private prayer often engaged in will cause the soul to be mindful of the presence of God in public prayer.

Another danger is the habit of reducing it to a mechanical form. Vain repetitions such as the priests of Babel used when they cried "O, Baal, hear us" or such as the mob at Ephesus used when they cried, "Great is Diana of the Ephesians!" is mechanical prayer. Buddhists in our day have carried this further by introducing motor saving machinery into their prayers. This has been done by stuffing a cylinder with written prayers and believing that every one of the prayers has been uttered whenever the cylinder is turned on its axis. Praying like this without any action of mind and heart is of no avail.

Prayer is not intended to be a carrying of news to God. He has no need of an information bureau to tell him how the spiritual needs of man, prayer is not begging God into the giving of favors. A child may tease a parent into the granting of things but God is not persuaded into a prayer of communion of the soul with God.

Words give a model prayer. In this model we begin with divine interests. "Our Father, which art in heaven, hallowed be thy name." We continue with the model along the heavenly highway. "Thy kingdom come, thy will be done." The interests of the Kingdom are put first. A right relation of the soul and its creator is the first objective. It is as though we pray, Thy will be done in my heart and the heart of my fellow man.

The prayer then suddenly turns from the highest mountain peak of the soul's aspiration to the deepest human need. "Give us this day our daily bread." The hunger of the stomach is present alongside the hunger of the soul. Then as by rebound the prayer enters again into the heavenly heights. "Forgive us our debts as we forgive our debtors." This is one of the great needs of life and is supplied only to those who forgive.

Proceeding still along the crest of the mountain we pray "Lead us not into temptation, but deliver us from evil." The desire of the soul should be to turn temptation into victory if indeed temptations must come.

Then we come to the end. "For thine is the kingdom and the power and the glory forever." A brief comprehensive prayer that begins and ends in the Kingdom interests. If we pray as thus we are taught we have the promise that whenever we ask it shall be done unto us.

STOP!



GO!

It is dangerous to Go, when the signal says Stop! To heed warnings is to save life.

The Stop! signals for health are such warnings as backache, shooting pains, recurring headaches, chilliness, dizziness, drowsiness, irritability, moroseness, rheumatic twinges, swollen joints, gout.

These signals warn you that there is a "traffic jam" in the kidneys, and the "Go" signal can't be utilized until the clogging poisons (uric acid, mostly) are flushed out.

Drinking a glass of hot water each morning is effective and before each meal take an An-uric tablet (anti-uric acid).

Step into any drug store and obtain An-uric tablets, discovered by Dr. Pierce, Pres. and made at the famous Invalids' Hotel, Buffalo, N. Y. Or, send Dr. Pierce 10c for a trial package.

TRY OUR JOB PRINTING!

WEHUTTY.

Preacher Carl Sentell, of Farrer, Tenn., preached at Shoal Creek Sunday.

Miss Minnie Johnson, of Bearpaw spent several days last week with her brother, W. H. Johnson.

Mr. O. L. Torrence and family visited his daughter, Mrs. Albert Paek, at Tellico Plains, Tenn., Saturday and Sunday.

Mrs. R. E. Burger and children, of Isabella, Tenn., are spending several days with her father, Mr. W. F. Hill.

Mr. J. W. Case has moved his family from Hendersonville, N. C., to his camp near here.

Messrs. J. M. and J. V. McGuire, Misses Annie McGuire and Margaret Everett and Alice Fisher, of Andrews, N. C., spent Sunday with Misses Fannie McGuire and Alice Bryson who are teaching here.

Fred Hill, who is attending school at Farrer, spent the week-end with home folks.

Among those attending the county fair last week were Messrs. Milt Verner, Elmer Miller, Lakes Quinn, and Emory Jones. Others who had planned to go were prevented by bad weather.

Mr. Charlie White of Copperhill visited Mr. C. L. Ledford Sunday.

Road work is progressing nicely during this fine weather.

Dr. G. M. Young made a business trip to Farrer Saturday.

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Before deciding on an Insurance Policy, investigate our Maturing Old Age Pension Policy.

Before buying any policy, get the Provident's rate quotation; you'll find it the Lowest in Cost.

This Company paid in cash to living policyholders of maturing policies \$3,887,537.47, during the year 1923.

The pleased, well-satisfied policyholders of this Company are its highest endorsement; more than half century of honest and successful conduct of its affairs has demonstrated its excellence.

The Company's remarkable financial stability; its care and integrity in management; its low net cost for insurance, make it the Ideal Company for the careful, thrifty buyer of insurance.

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PAUL W. SCHENCK, Gen. Agt. for N. C., Greensboro, N. C.

Save the surface and you save all—Red & White

Pee Gee MASTIC PAINT

Paint Stops Decay Reduces Repair Bills

IT is a pretty well known fact that paint is a preservative. What science has preached, experience has confirmed. Paint used at regular intervals, is a relentless foe of decay, which, if unopposed, is certain. It lessens the upkeep of your property and reduces repairs to a minimum.

Pee Gee Mastic Paint has been on the firing line over half a century protecting homes, barns, and outbuildings. Its great covering capacity and long years of service have become a proverb—"Wear like Mastic." You hear it whenever good paint is talked of. Retains its luster long after ordinary paints have "gone dead."

Other Pee Gee Products

- Pee Gee Barn Paint
- Pee Gee Shingle Stain
- Pee Gee Invincible Spar Varnish
- Pee Gee Silo Paint
- Pee Gee Screen Enamel
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