

### The Cherokee Scout

The Official Organ of Murphy and Cherokee County, North Carolina

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#### THE ROAD SITUATION

The tour of inspection over the proposed routes into Tennessee last week by the road officials of North Carolina and Tennessee gave the editor an opportunity to go over the three routes, and what was observed and gained we will try to pass on to our readers.

The trip revealed that considerable grading work is yet to be done on the Beaverdam and Hot House routes, while grading has been completed on the Shoal Creek route to the Tennessee line.

Mr. Stikeleather intimated that in a number of places the roads would have to be widened and a number of curves cut down to conform to state specifications.

On the Beaverdam route, west of Unaka for several miles, the grade work has been completed. However, there is a link of considerable length yet to be graded, but a road in passable condition, narrow and rough connects with Tennessee at the Union Gap.

The Shoal Creek route is the only one of the three on which the grading has been completed to the Tennessee line. For a distance of several miles on the Tennessee side the road is rough and narrow, and a crew of men were at work grading a new survey to connect with the Farmer-Ducktown road, which has been covered with slag from the mines.

On the Hot House route, almost the entire distance from where it intersects with the Shoal Creek road to the Tennessee line, is to be graded. A link of apparently a mile or two has been graded on this route from the Franklin Mountain this way, while the old road is in passable condition, but also narrow and rough.

In Murphy Township the road, which forms a part of both the Hot House and Shoal Creek routes, is yet to be graded for a distance of several miles, on a new survey. However, the old road through this township is in fairly good condition.

The condition of the roads were good so far as they had been graded. The entire trip was made with but one slight mishap, which occurred in front of D. T. McNabb's when the car skidded out of the road into his wheat field. A shower had fallen in that vicinity shortly before, and the road bed was slippery.

Mr. Stikeleather stated that he had already spent more than Cherokee's pro rata share of state funds, and that it would be sometime after the legislature met before he could spend another dollar in the county. He also stated that Cherokee would have to do the grading and bring the road up to state specifications before the state could take it over as a part of the state system, hard-surface and maintain it.

If what he says in this respect is true, then it would appear that there need be no immediate hurry about making a decision in the matter. Certainly, the request of Mr. Bass relative to the route up the Tellico River should be investigated. And, too, those who have studied road costs in the county have said that it would cost eighty or a hundred thousand dollars to put either the Beaverdam or Hothouse route in condition for acceptance by the state. And no taxpayer yet approached on the subject wants to see another bond issue or his taxes increased.

However, the people along the routes, and those interested in other sections of the county are as one in the opinion that the selection should have been made long before now, and they are anxious for it to be decided.

An early decision in the matter would mean much to this county, and it is to be hoped that Mr. Stikeleather will not let his term, "soon as possible," prolong itself for another

year. Of course, we realize and the people of the county realize, that the matter should be given careful consideration, but a year or more should be time a-plenty to decide any question.

An early decision will mean that the suspense and mental tension to which the people of this section have been subjected will be relieved; that the minds of the leaders in road work in the county can be focused upon a definite road program for the county; that plans can be formulated with a definite objective in view; that road work can be resumed; that the fifty thousand dollars in hand to be spent on the road selected can be used in putting the favorable route in a more acceptable condition, etc.

Any way, Mr. Stikeleather, an early decision will mean much to this county.

### NORTH CAROLINA SETS THE PACE

In all annals of material development and industrial and economic progress there is no record of any achievement which surpasses that of North Carolina.

That state has less than one-fifth the area and but little, if any, more than half the population of Texas.

Ten Texas counties can be named in which there is more rich land than there is in the whole state of North Carolina.

Even if calculated on the basis of proportionate area, there is far more timber suitable for manufacturing purposes in Texas than there is in the Old North State.

Texas produces four times as much cotton as does North Carolina.

Having set forth these indisputable statistics, it is logically in order to inquire what measure of progress that state has made.

Her textile values are as great as those of Texas. She has multiplied her total wealth ten times in twenty years. In the same length of time the value of school buildings increased from \$1,000,000 to \$48,000,000. She has spent for her system of highways \$100,000,000, with the result that there is not a farmer in the whole state who is more than five miles from a road equal to Main Street in Houston.

In 1924 she paid more federal taxes than any other state in the Union, except New York and Pennsylvania.

There are nearly as many people in Chicago as there are in the whole state of North Carolina, yet the latter state pays more federal taxes than does the whole state of Illinois, with nearly 7,000,000 population.

She very nearly approximates to Massachusetts in the weaving of textiles and is a close "runner up" of Michigan in the manufacture of furniture.

In 1910 she had 83 furniture factories, with an annual output of \$11,232,000, and in 1922 her furniture factories had increased to 107, and the output to over \$30,000,000.

There must be a reason for such progress. There must be some explanation why North Carolina has so far surpassed Texas.

It is because we have not so legislated as to attract capital. Have we used the taxing power to the point of oppression. Have we failed to offer attractions to manufacturers?

Are we responsible for the fact that one small county in North Carolina has three times as many cotton mills as there are in Texas?

Has the color and tone of our legislation been such as to warrant the conclusion that Texas is inimical to capital. Have we by niggardly appropriations so hampered the activities of our university as to create the impression that the people of Texas are opposed to higher education, while North Carolina appropriated at one time a million dollars for new buildings for her university?

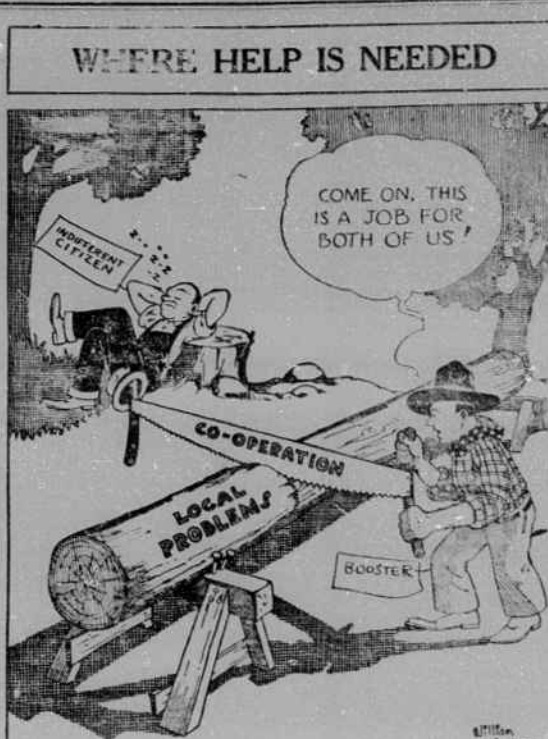
When the "Six Hundred" rode to an immortality of fame at Balaklava and returned from the heroic but fruitless charge, an officer who witnessed it said, "Somebody has blundered."

When we compare the results in a state like North Carolina, which was ravaged and desolated by war, with a state like Texas, the soil of which no invading foe ever pressed except as a prisoner, we can only explain by saying, "Somebody has blundered."

Who was it and when? When can we answer that query we will know how to achieve what North Carolina has achieved.

In the recent past The Chronicle called editorial attention to Florida legislature, which state, with no income tax or inheritance tax or corporation tax, and with a levy on only about one-fifth of her taxable values, does not owe a dollar and has \$12,000,000 in her treasury.

It would be time well spent for prospective Texas legislators to investigate the reasons why North Carolina and Florida have attained their enviable condition.—The Houston (Tex.) Chronicle.



Indifference toward local problems and affairs is akin to the idleness being displayed by the reclining character in this cartoon. He expects to receive his share of the wood when it is all sawed up, but he fails to lend a hand to the task, just as the indifferent citizen wants good government and proper administration without any activity on his part. Often he doesn't even take the trouble to vote.

Very often if it were not for a few live-wires in average American cities those towns would go backward instead of forward, but what they are able to do is nothing compared to what united co-operation could do. The busiest and most prosperous town is the one with the highest percentage of booster residents who will readily agree there is no better town on earth.

Keeping Murphy on the road to success is a job which requires the co-operation of every one. Those who sit back and leave it all to some one else should not complain if things do not suit them. Let everybody get busy and take a hand at the saw.

#### ANENT SMALL TOWN PAPER

We note that two of our exchanges are engaged in a wordy war regarding the ultimate fate of the small-town paper, one contending that the time is fast approaching when there will be no local papers in the smaller communities and not more than one in towns up to 5,000 people.

A contemporary takes issue with the brother publisher, and compares the average country paper of today with that of twenty years ago. Not only have the business methods been transformed, but modern machinery has placed the small-town publishing business on an entirely different basis.

To a certain extent we believe both the writers are correct. Statistics bear out the first editor in the diminishing number of country weeklies, and it is no more than reasonable to assume that the small town paper will be placed in the same category as other lines of business; in other words, it will be a survival of the fittest.

If the small town and its business institutions continue to give the kind of service that commands and holds trade it will always have a representative means of publicity. If the merchants of these communities do not keep up with the trend of the times and adopt modern merchandising methods, naturally there will be no incentive for a home-town paper to exist, or the patronage to justify its existence.

There are scores of country editors who in the last few years have allowed their papers to get in a rut along with the other lines of business until now they have little or no value, either as a news or advertising medium. So, on the whole, the problem of the small-town weekly rests primarily with the kind of merchants it has to work with. Initiative and ability, clean stocks and courteous service, together with consistent advertising, will hold the major portion of the trade at home. These kinds of stores will always be reflected by a newsy, well-conducted local paper, that will prove a credit to the community and a source of prosperity to its publisher.—La Crosse (Wash.) Clipper.

About the only things that come back to people from a political campaign are the election returns.

### Renew Your Health by Purification

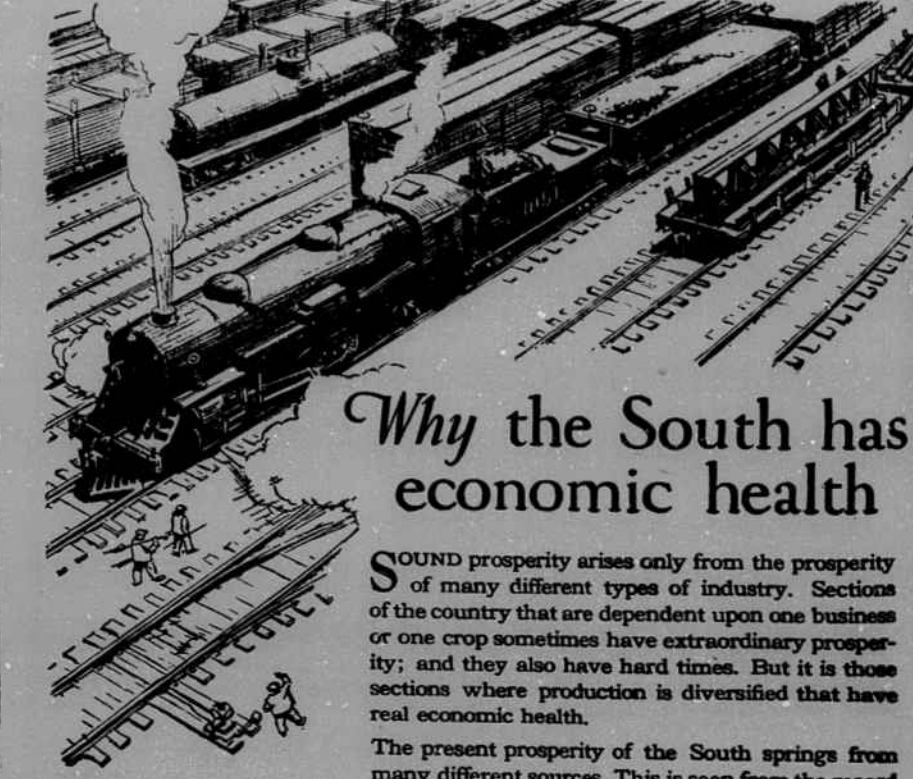
Any physician will tell you that "Perfect Purification of the System is Nature's Foundation of Perfect Health." Why not rid yourself of chronic ailments that are undermining your vitality? Purify your entire system by taking a thorough course of Calotabs—once or twice a week for several weeks—and see how Nature rewards you with health. Calotabs are the greatest of all system purifiers. Get a family package, containing full directions. Only 85 cts. At any drug store. (Adv.)

ward instead of forward, but what they are able to do is nothing compared to what united co-operation could do. The busiest and most prosperous town is the one with the highest percentage of booster residents who will readily agree there is no better town on earth.

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A farmer in Bertie County found that his pasture furnished more grazing than his cows could eat, so he bought another cow.

The "better bull" campaign is on among dairy farmers of North Carolina. Five pure bred animals were recently purchased in one county.



The total wealth of the South has increased 300 per cent since 1900

### Andrews Locals

Gordon Rodgers, of Cincinnati, Ohio, and Douglas Rodgers, of Louisville, Ky., brothers of Mrs. D. H. Filitt are spending the week with her.

Mrs. G. W. Cover and son, William were visitors in Murphy on Tuesday of this week.

William Eubanks, of Tennessee, spent the week-end in Andrews with his mother, Mrs. L. M. Eubanks.

P. B. Ferebee is away on a trip to Boone and other points in Western North Carolina where he is endeavoring to purchase bonds.

W. T. Holland and wife, and daughters, Mary Catherine and Margaret, left Andrews Wednesday morning for a trip to Birmingham, Alabama, where they will visit Mrs. Holland's relatives. Mr. Holland motored through and expected to arrive in Birmingham early Friday morning.

D. S. Russell was in Murphy Monday and Tuesday of this week attending the meeting of the Highway Commission.

D. H. Filitt was in Murphy Monday, Tuesday and Wednesday of this week where he was appearing in the General County Court.

General J. Van B. Meets of Raleigh and Major Wall, of Asheville, were in Andrews on Monday of this week and while here stopped at Junaluska Terrace.

Junaluska Terrace had its formal opening Monday night with a dinner dance. During the dinner Mr. M. E. Cozad made several remarks complimentary to Mr. W. T. Moore, owner of Junaluska Terrace, in connection with his conception of the need of such a hotel for Andrews and his perseverance in working toward that end.

After having the Baptist Parsonage renovated and painted and other repairs made, the Baptist Minister and his family are moving in and are at home to their friends.

J. N. Moody passed through Andrews Tuesday of this week on his way to Bryson City, N. C. where he appeared in the hearing in connection with Swain County officers having shot a negro thinking he was conveying liquor.

On the fifth, Andrews played a double header baseball game with East Laporte, N. C. The result of the first game was 6 to 2 in favor of Andrews while the last game was 12 to 2 in favor of East Laporte.

Robert Barker, son of J. Q. Barker of Washington, D. C., and C. C. Buchanan, Attorney, of Sylva, N. C., were visitors in Andrews on Monday of this week.

Mr. and Mrs. Clyde H. Jarrett left Tuesday of this week for a two week's stay in Greensboro, N. C., and other points in the central part of the State. While away, Mr. Jarrett will attend the North Carolina Post Masters Convention. Mr. Jarrett is President of the State Association.

**FOR SALE**  
Crushed Barley Malt  
One Hundred Pounds . . . \$3.50  
Hop Flavored, Malt Syrup, \$5.75 per  
Doxen Cans, American Malt Co.  
Albemarle, N. C. (45-201-A)

**FOR RENT**—Up stairs rooms in Murphy Gartrell building, B. P. Grant, Andrews, N. C. (45-201-A)

**PLANTS FOR SALE**—Sweet Potato, Tomato, Cabbage and Collard Plants \$1.50 per 1000 shipping dall Dorris Plant Co., Valdosta, Ga. (46-4t-plant)

**CHICHESTER'S**  
DIAMOND BRAND  
Bowers of Countertops  
LADIES! Ask your Druggist for CHICHESTER'S DIAMOND BRAND PILLS in Red and Gold metallic boxes, sealed with Blue Ribbon. TAKE NO OTHER. Buy of your Druggist and ask for CHICHESTER'S DIAMOND BRAND PILLS, for twenty-five years regarded as Best, Safest, Always Reliable. SOLD BY ALL DRUGGISTS EVERYWHERE

### Why the South has economic health

SOUND prosperity arises only from the prosperity of many different types of industry. Sections of the country that are dependent upon one business or one crop sometimes have extraordinary prosperity; and they also have hard times. But it is those sections where production is diversified that have real economic health.

The present prosperity of the South springs from many different sources. This is seen from the record of freight carried by the Southern. Last year this traffic was made up as follows:

Products of agriculture and animals	Per cent of total tonnage handled
Coal	10.65
Clay, gravel, sand and stone	28.90
Other mine products and minerals	10.23
Forest products	3.62
Manufactured products and miscellaneous goods	16.80
Merchandise in less than carload shipments	24.03
	5.78

Just as the diversification of Southern industry has brought the South economic health, so also the diversification of the Southern's traffic should tend to stabilize its revenues and make its securities attractive to investors in the South.

# SOUTHERN RAILWAY SYSTEM

The Southern serves the South