

happenings In Murphy And Vicinity 35 Years Ago

Experts from Cherokee Scouts of the dates given below:

October 18th, 1891.—The old court house was put up to the highest bidder yesterday and was awarded to W. Farnhill and C. T. Patterson for \$1000.

Over a hundred dollars cash was taken at the first day of court at the new court house of A. L. Cooper & Co.

October 11th 1892: Mr. R. Fain returned from Hayesville, Tuesday, where he had been visiting the residence of Mr. R. M. Fain.

October 25th 1892. Samuel W. Lovingsood Jr., has returned from Richmond, Va., and reports that he did reasonably well in marketing his cattle.

October 25th 1892. Mr. John A. Wellborn has returned to her home at Young Harris, Ga., to visit her parents Mr. and Mrs. P. Axley.

October 20th 1892 at the residence of the bride's father, Hon. J. C. King, of Murphy, N. C. Mr. J. B. Hill to Miss Fannie King by J. D. Shelley. The marriage was a quiet affair only two or three friends from the family being present.

October 18th 1892: George A. Kincaid, of Tomotla presented us with a fine specimen of the mink leaf yesterday.

Mr. and Mrs. T. C. Dickey, their daughter Edith, and Judge Gudgeon visited the family of the late B. K. Dickey of Brasstown last Sunday.

Mr. Buram, of Louisville, Tenn., mother-in-law of A. W. Axley, after a short visit to Murphy, returned last week, taking with her little Annie Axley.

Murphy Retail Market. Corrected by H. B. Elliott, October 18th, 1892. Chickens (fries) 10 to 12 1-2c; Hens, 8c; Ducks, 10 to 12 1-2c; Geese, 25 to 30c; Turkeys, 5c per pound; Eggs, per dozen, 12 1-2c; Rye per bushel, 45c; Corn, per bushel, 50c; Onions, per bushel, 65 to 70c; Irish Potatoes, (fine ones), 40c; Apples, very fine, per bushel, 40c; Beans, per bushel, 75 to \$1.00; Tallow, per pound, 3 to 4c; Fresh fruit, per pound, 2 1-2 to 3c; Wool, per pound, 30c; Ginseng dried, \$2.00, green 65c.

Miss Ettie Meroney, daughter of the editor, left yesterday morning for Hawkinsville, Ga., where she will spend a fortnight with her sister, Mrs. J. M. Mackney, of that place.

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CHEROKEE COUNTY FAIR BIG SUCCESS

(Continued from page 1)

day night it was announced that the following were winners in the baby show, which was held on Thursday afternoon: Best baby boy, first prize, Mrs. Ollie Mull, Andrews; second prize, Mrs. Luther Ellis, Andrews; Best baby girl, Mrs. W. B. Webb, Andrews, first prize; second, Mrs. Sidney Pendley of Murphy. The entire list of winners will not be available for several days.

As soon as the election is over in November and the new board of County Commissioners re-elects the County agent, it is planned to call a general meeting and begin to make plans for the fair next year. Additional buildings will be needed on the fair grounds to take care of the rapidly expanding fair. It is the hope of the Executive Committee to have erected a building for horses and cattle and another building for commercial exhibits such as farm machinery and tools, automobiles, engines, lighting and pumping outfits, etc. Farmers from several counties participated in the fair this year. In the course of another year or two it is expected that this will become a district fair and assume proportions quite beyond that attained by most county fairs. This is not a Utopian dream for Murphy is so located as to make it a natural meeting point for the people within a radius of fifty miles. In fact, it already occupies such a position commercially.

USE NEGLECTED ASSET SAYS SOUTHERN FIELD

COMMUNITIES URGED TO HELP GRADUATES OF AGRICULTURAL SCHOOLS ACQUIRE FARMS.

Washington, D. C.—An issue of The Southern Field just published by the Development Service of Southern Railway System, is devoted to the agricultural and horticultural upbuilding of the South.

Its most important features are an editorial and an address by Mr. Roland Turner, General Agricultural Agent, Southern Railway System, directing attention to the opportunity to put graduates of Southern agricultural schools and colleges on farms. At present a very small proportion of these trained young men become dirt farmers for the simple reason that the great majority of them lack sufficient money to enable them to take over a farm and run it in the way that they have been taught farming ought to be done. It is suggested in the Field that organizations or individuals can do real constructive work in their communities by preparing groups of attractive farms and offering them to these splendidly equipped young men on terms that will enable them to pay out and own unencumbered farms.

This issue also includes articles on Southern Horticultural Development; on Southern Apples, with special reference to marketing advantages and freight rates as compared with Western apples; on Opportunities for Growing Grapes in the South; on Profits from Sheep with special reference to spring lambs; on Dairy Cows and Poultry; on Halfacre 1926 Peach Crop in Maryland; on Asparagus as a Profitable Crop; and in a remarkable time-table record made by Southern Railway Handling Miles for the year 1925.

FARM FOR SALE

50 acres, one-third level, orchard, large dwelling, store house and other out-buildings on good road, two miles from Peachtree. See Mrs. J. P. McHam, R. F. D., Marble, N. C. (11-41-pd)

A group of farmers in Franklin County will not \$10 per thousand feet for pine timber because of working together in selling their product.

our coal, farm products, and manufactured goods to markets all over the world. Paralysis of this ocean going commerce would demoralize business and every day life to an unbelievable degree. Enough time has not yet passed for us to forget the economic ruin and suffering brought about by the Union Blockade of Southern ports during the Civil War.

As insurance against such a catastrophe stands the U. S. Navy. Quietly carrying on its work, maintaining efficiency an dearying the flag to all parts of the world, the Navy not only assists in developing world markets, but stands as a formidable guarantee that the commerce necessary to such development shall be safe.

FARMING IN SOUTH ON SOUNDER BASIS

DEVELOPMENT OF PRACTICAL PLANS FOR DIVERSIFICATION AND SOIL BUILDING.

COW, HOG AND HEN PROGRAM

Combination of Dairying and Poultry Raising Provides Current Income for Farm.

By Roland Turner, General Agricultural Agent, Southern Railway System, Atlanta, Ga.

The future of the South's farming industry, and the general business prosperity of the Southern country insofar as affected by agriculture, is secure.

In the development of any important enterprise the first step is the careful, thoughtful formation of plans. Southern agriculture is a great enterprise, the plans for which have been perfected in every important detail, and the work of construction is now under way, as is evidenced by the wide diversity of interest in production. Practically every Southern farming community. The South has engaged in sounder thinking since the advent of the cotton boll weevil and has set about the correction of the economic error of buying from other sections foods and feeds that could be grown at home.

In the cotton belt, east of the Mississippi river, since the advent of the cotton boll weevil, the development of improved methods and of wide diversification of production, including live stock, has been most gratifying. The fine strides along these lines were not made without real effort. The service of the newspapers in "selling" the idea of the value of a current cash income for every farmer and the splendid way in which this might be secured through adding cows, poultry and hogs, has been fine indeed.

Cow, Hog and Hen Program.

No plan ever suggested has proved so practical or has grown in such favor as has the "Cow, Hog and Hen Program," embracing a few cows on every farm, the sale of cream and the feeding of skim milk to chickens and pigs. It has been most effective in helping farmers and relieving their greatest necessity, that of a current cash income to meet running expenses of the farm and family.

The sale of whole milk can be made profitable only by these farmers most conveniently located with reference to the cities and centers of population. The farmer farther removed from the fresh milk markets should establish himself in the dairy business upon the basis of the sale of cream and should carry on the companion industries of poultry raising and hog raising in connection so as profitably to utilize skim milk on the farm.

Dairying on the basis of the sale of cream encourages the raising of young stock, as the farmer has abundant skim milk on which to feed his calves and it pays him to carry them as a means of utilizing his by-product. The market for butter in the South is, practically speaking, unlimited and the same is true with reference to the market for poultry products and for pork.

Pastures throughout the South of superior carrying capacity to those known in any other parts of the country are now common and may be observed on many farms in any section of the cotton belt. The introduction of leguminous grazing plants, especially the winter growing kinds and of grasses, including Bermuda, Dallis grass, carpet grass and lespedeza, has converted many a pasture from one of poor production of indifferent quality grazing to one of the highest excellence.

Greater Production Needed.

Southern farmers are not producing anything like the annual volume of wealth they might produce, considering strength of soils, rainfall, its distribution and general climatic conditions. While diversification already reached is considerable and most gratifying, the many phases of farm production now in evidence should be added on a greater proportion of the farms and are, as a matter of fact, very rapidly being added.

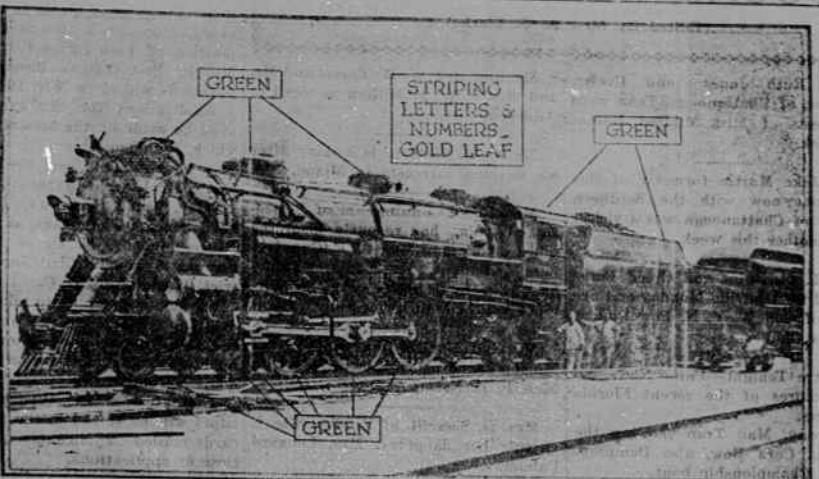
The plans that have been formulated and that have taken such definite shape in the minds of Southern farmers for the building of a great agricultural industry have included soil building. The long growing season, coupled with a wide range of suitable legumes, makes it entirely practical for the farmer to include a soil improvement crop in connection with every important money crop grown in the South. He may thus add to the soil, either through plowing in the crop or its residue of humus-making material each year.

A difference of 936 pounds of soybean hay per acre was secured by a farmer of Davidson County from limed land as compared with unlimed land.

Another sweet potato storage house has been built in Halifax County. This one will hold 1,000 bushels.

United we stand; divided we get stood on.

SOUTHERN ENGINES IN COLOR SET NEW STYLE



Handsome New Passenger Locomotive of Southern Railway System, Painted Green and Gold.

Atlanta, Ga.—Much attention has been attracted by the brightly painted locomotives which the Southern Railway System is putting in service to pull its fast through passenger trains. Displacing the somber black which has been the universal gear for locomotives on American railways in recent years, the Southern has adopted a color scheme of Virginia green and gold for its passenger engines and twenty-three of the heavy Pacific type are now coming from the Richmond plant of the American Locomotive Company, dressed in the new colors. They are a part of an order for 113 locomotives which was given by the Southern in March.

The new engines have tenders, cabs and other projections above the boiler jackets; drivers and truck wheels painted a rich Virginia green with gold leaf striping. The boiler

jackets, driving rods and other running parts are highly polished, adding greatly to the attractive appearance of the locomotives. The photograph shows No. 1393, the first of the new engines to reach Atlanta, ready to pull No. 24, the "Crescent Limited," from Atlanta to Spencer, N. C.

Four of the engines which will handle Nos. 27 and 48 between Atlanta and Washington have their tenders lettered "Crescent Limited" and three to run between Chattanooga, Birmingham and Meridian have their tenders lettered "Queen and Crescent Limited."

A distinctive feature of these new locomotives is the size of the tenders which have capacity for 14,000 gallons of water and 16 tons of coal. The tenders have twelve wheels being mounted on two six-wheel trucks and were designed to eliminate stops

for water. They run through between Atlanta and Greenville without stopping for either coal or water. Likewise no coal or water is taken between Greenville and Spencer, N. C., where engines are changed. The engine put on at Spencer runs to Monroe, Va., without taking on coal or water, and then runs to Washington, D. C. Two engines thus make the run of 627 miles between Atlanta and Washington, each of them stopping only once for coal and water.

Like other heavy Pacific type engines now in service on the Southern, the new engines have 73-inch diameter wheels, cylinders of 27-inch diameter and 24-inch stroke, and such modern improvements as mechanical stokers, power reverse gears, feed water heaters, superheaters and brick arches. The engines alone weigh 300,000 pounds and the tenders when loaded 255,000 pounds.

Lumber Dealer Dies In Wreck of Auto

Bryson City, Oct. 16.—Thomas Woodward, 53, well-known lumber dealer of this city, who maintained offices in Asheville and other western North Carolina cities, was killed soon after noon Saturday when the automobile in which he was riding ran down an embankment from a narrow road just outside of Forney Creek.

Herbert Woodward, a nephew, who was in the automobile when it sought to pass another car driven by G. C. Troctor, was injured badly and was taken to a local hospital. Another nephew, Jefferson Woodward, was hurt slightly.

CROUP

Unfortunately, this word croup has been used as a name for various conditions, some serious and some not, until there is some misunderstanding in the minds of many as to just what the word means.

Literally, croup is a disease characterized by laborious and suffocative breathing, with sometimes spasm of the larynx and sometimes a local membrane in the throat. Diphtheria also causes a membrane in the throat and when the disease is severe the swelling in the throat causes a choking with difficult breathing.

Because of this similarity, diphtheria is sometimes called croup. This is unwise for it leads to confusion and often obscures the seriousness with which diphtheria should always be considered.

"Itis" is a suffix meaning inflammation and laryngitis means an inflammation of the larynx. Among the less serious affections of the respiratory tract in infants, none gives more alarming symptoms than acute, spasmodic laryngitis. During a spasm of the larynx in infants there are very few diseases which strike such terror to the hearts of parents, and yet as common as it is, it is consoling to know that babies do not die from such spasms alone. A characteristic of simple catarrhal laryngeal cough is that it is absent early in the day, that it begins toward evening and increases in intensity during the night, and that, even without treatment, improvement comes in the early morning hours. It is during the stage of greatest intensity, usually about midnight, or between eleven and three o'clock, when the spasm of the larynx occurs which gives rise to the symptoms that are so distressing to the child and the parents. Cyanosis and difficult breathing, except in unusual cases, is present only during the spasm.

Any doubtful or suspicious case should have immediate medical attention to be sure the trouble is not diphtheria. While the doctor is coming use every effort to relax the spasm by heat and steam from boiling water. Either hot or cold packs about the neck are helpful.

Keeping the infant in overheated rooms during the day and subjecting it to drafts and chilling at night predisposes to spasm.

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A MOST ATTRACTIVE PLAN. Call, see or write,

Davidson, Akin & Axley DAVIDSON BLDG.

READ THE ADS TODAY

Navy Day and The Navy

At the request of the Navy League and with the approval of the President of the United States, the Secretary of the Navy has designated October 27th, 1926, as "Navy Day". On this day it is desired that a concerted effort be made to show before the people not only the glorious traditions and present-day efficiency of our Navy which we all justly pride, but the relation the Navy has to the Merchant Marine, each and every individual in his daily life.

No one was ever more keenly alive to this fact than the late President Roosevelt, and it seems a most fitting collection that the birthday of our outstanding American should be as the date for Navy Day.

Foreign commerce is the keystone of our nation's prosperity and well hardly a minute of the day but sees each of us utilizing the produce of foreign commerce. Wool, coffee, fertilizers, and many other equally important substances are shipped to us over long routes. On the outgoing