

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

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CHAIR FACTORY FOR MURPHY

John H. Hall, our clever townsman and real estate agent, reports a possibility for Murphy securing a chair factory. The proposition, he states, can be made a reality with the co-operation of the business men of the town.

A chair factory at Murphy would utilize a great deal of the timber of this section which otherwise is going to waste, and also give employment to quite a number of people. Murphy is ideally located for such an industry, more so than such plants in some other sections, which must draw their raw material from great distances, and yet are being operated successfully.

Mr. Hall stated that this undertaking had been a dream of his for many years, and it was beginning to look like it would become a reality. He is in touch with parties who are interested, and said that the prospects for his dream coming true were brighter than ever.

A little co-operation, he stated on the part of the business men, could make it a reality. He also stated the proposition was not fully advanced sufficient to give out anything definite, but it behooves every business man to get behind the proposition and see what can be done.

The Road Meeting

This paper is ever ready to be just and when its error is pointed out to it it is ever ready to make amends in so far as it can and if its editorial of last week was unjust to Mr. Stikeleather it would be remiss in its duty if it did not frankly concede the fact.

It concedes that it is unjust to condemn any one without a hearing and that it would have been only fair to have gone into the matters further with Mr. Stikeleather before the article of last week was written. It accepts fully Mr. Stikeleather's statements and realizes the many difficulties under which he labors. It wishes to assure him that both it and the people of Clay have only the kindest feeling for him and that he will continue to have its and their co-operation in his road program.

It must plead, however, some justification for the article of last week as it was under the impression that Mr. Stikeleather was apprised by his maintenance men of the desperate condition of the road from the Georgia line to Murphy. It seems from Mr. Stikeleather's explanation that this was not the case as he is only responsible for the construction and that complaints as to maintenance should have been made directly to Mr. Page who has charge of this and not to him. We did not know this, though we admit we should have found it out before criticizing Mr. Stikeleather on this maintenance problem.

The editor was present in 1925 when the matter of oil treatment was suggested by Mr. Stikeleather, therefore cannot do otherwise than apologize to Mr. Stikeleather for not raising the question earlier. This paper had so much faith in Mr. Stikeleather that it did not feel it necessary to be continually nagging him about that and this statement is made in the most friendly spirit in simple justification of that part of this paper's course.

Mr. Stikeleather, however, falls into error when he says the people of Cherokee County had never asked for any expenditure on this road. Their interest is such that last May or June at a meeting of the Lions Club in Murphy to which the citizens of Clay were invited and when a large number of them attended Mr. Stikeleather was present at the invitation of the Lions Club and the evening discussion was principally devoted to assuring him of the vital interest of Cherokee County in seeing part of road from Hayesville to Murphy in better shape and their interest was further evidenced by the presence of a number of Murphy citizens at Tuesday's meeting. This is only said in justice to Cherokee County as the interest of Cherokee and Clay are alike in this respect.

This paper appreciates the fact that Mr. Stikeleather has a great interest in No. 28 and that he has met much opposition in seeking to construct this road and again wishes to assure him that any criticisms that it may have carried and may carry in the future are made in a friendly spirit and is the purpose of keeping before him the condition of our road and that he will have its hearty support and cooperation in this road work. This paper wishes to assure him that he has been justly vindicated by his explanation and it does not have a feeling that he has been tried and condemned, but that being a public officer people are naturally inclined to be critical, sometimes very unjustly and are usually found to be ready to make amends for an injustice as was shown by the attitude of the mass meeting Tuesday.—The Clay County News.

Editor Scout:

I notice the State Highway Commission has "Red Inked" Cherokee County with more than \$100,000.00. The Road Law providing for first bond issue, provided that No. 10 be built across the State. It happened Cherokee was geographically located as to get around 36 miles of No. 10, but Cherokee County should not be "Red Inked" with any part of the cost of No. 10 for as I understand it, this was the main object of the first Bonds to give the people a first-class road across the State, and then roads from No. 10 to County sites, not reached by No. 10.

—C. B. HILL.

Rt. No. 1, Murphy, N. C.
October 31st, 1927.

Mr. J. G. Stikeleather,
District Highway Commissioner,
Asheville, N. C.

Dear Sir:

I, along with many of my neighbors, was much interested in reading in The Cherokee Scout, the account of your recent meeting at Hayesville with some of the citizens of Cherokee and Clay counties at which the subject discussed was State Highway No. 28 between Hayesville and Murphy.

We people, who travel to Murphy by the old Brasstown road on the south side of the Hiwassee river took particular notice of your statement, as reported by The Scout, that the final location of No. 28, between the Brasstown bridge and Murphy,

had not yet been decided.

This seems to us an opportune time to remind you of the manifest advantages, from all practical points of view of constructing this highway along the route of this present old road. We are sure this route would serve the best interest of by far the larger number of people, considering not only the greater population on the south side of the river but also the many who have to travel from points beyond the Brasstown bridge to Murphy.

At the risk of seeming to wish to instruct you, a practical road man, I will point out to you that the distance involved, from the bridge to highway No. 10, is much less on the south side of the river than by the route followed at present; that the road is free from dangerous curves, has no long steep grades, and, taking into consideration the work involved in overcoming the steep drag up Patterson hill, construction and maintenance costs would compare favorably.

This old road, even in its present state, is very much used by farmers, carrying produce from points beyond

the Brasstown bridge, on account of its shortness and because a heavier load can be carried than is possible when the Patterson hill has to be climbed.

I know this proposed route would be opposed by a few interested people, chiefly those who were instrumental in having the road follow its present route, but, while not disinterested ourselves, we think the route I am advocating would be for the greater good of the greater number.

I am sending a copy of this letter to the Cherokee Scout and think a reply from you, stating your views, as far as at present you may express them, would give great satisfaction to a large number of interested citizens.

Thanking you for your attention, I am,

Yours very truly,
THOMAS SPENCER

There will be a box supper at Bates Creek church, Friday night, November 11th, for benefit of the carrying produce from points beyond church.



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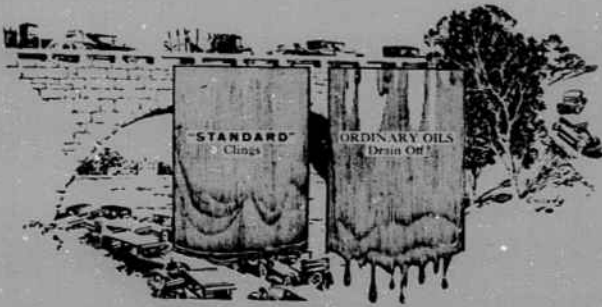
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