

MURPHY BOYS HEAD FRESHMAN WORK AT CULLOWHEE

CULLOWHEE (Oct. 26, Special)—Murphy scored a double victory at Western Carolina Teachers College today when the largest freshman class in the history of the school elected John Jordan and Ty Burnette, both graduates of Murphy High School, president and vice-president of the group.

Mr. Jordan, who also attended Cherokee Indian School, defeated David Stowe, of Asheville, and Grady Edney, of Hendersonville, for the position as head of 137 freshmen from over North Carolina and other states. Ty Burnette's opponent was Mack Fore of Candler, N. C.

Elected to the secretary-treasurer post was Miss Mary Grant, salutatorian of the 1938 class of Andrew High school. Miss Grant is majoring in business education.

President Jordan is specializing in grammar grades work, and is taking part in various extra-curricular activities. He is a member of the Schubert Glee Club, the Dramatic Club, and is President of the Hunter Group of the Baptist Student Union. Mr. Burnette, who took a post-graduate course at Murphy High, is also majoring in Business Education. He is a member of the Business Education Club.

General opinion among the first-year students, is that the class has selected wisely in these officers. Everyone seems well pleased in the assignment of the administration of the duties of the group to these three representatives of extreme Western North Carolina.

Land Transfers

Thursday, Oct. 27
W. P. Hall and Nettie Hall to U. S. A.
G. B. Hoblitzell et als to Guy Hall.
P. B. Ferabee et als to Arthur Dockery.
Tom Palmer et als to H. E. Dickson, Jr.
Arthur Dockery to J. D. Mallonee, Jr.
M. L. Mauney et als to Oscar L. Mauney.
Ida and H. M. King to Bessie Raxter.
Jim F. and Letha Wood to Edward K. and Venitia Chamley.
Monday, Oct. 31
Weldon A. and Lula West to P. L. Robinson.
J. L. and Rosa Rose to Bascombe Almond.
Tuesday, Nov. 1
Charles W. and Mary Barnard Jones to D. H. Tillitt, Jr.

Messrs E. R. White, W. C. Kinney, P. G. Ivie and Noah Hembree went to Bryson City Sunday to attend the Baptist Mens Rally, of the Western North Carolina Counties, held in the Baptist church of that city.

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Mrs. Stansbury, 81, Is Buried At Ellijay, Ga.

Funeral services for Mrs. Sarah Stansbury, 81, of Murphy, were conducted Sunday from the First Baptist church in Murphy with the Rev. J. C. Ammons, Baptist pastor, and the Rev. W. Arthur Barber, Methodist minister officiating. Interment was at Ellijay, Ga.

Mrs. Stansbury, who had lived with her daughter, Mrs. Neil Davidson, here since the death of her husband in 1906, died of a lingering illness Friday morning. She was born in Englewood, Tenn., as Sarah J. Brock and was married to Thomas Newton Stansbury in 1857. She had been a member of the Baptist church since girlhood.

Active pallbearers were: Neal Sneed, Dillard McCombs, E. C. Mallonee, J. B. Sneed, Homer Ricks and D. V. Carringer.

Honorary pallbearers were: T. J. Mauney, P. C. Hyatt, R. B. Ferguson, R. S. Parker, Tom Axley, E. P. Hawkins, Walter Mauney, W. M. Axley, E. B. Norvell, V. M. Johnson, E. C. Moore, C. M. Wofford.

A. W. McIver, Dr. E. E. Adams, Dr. J. N. Hill, Dr. B. W. Whitfield, J. W. Axley, W. M. Fain, A. J. Richardson, G. W. Candler, A. L. Martin and J. M. Stoner.

Surviving are: one son, C. G. Stansbury, Waterloo, Iowa; four daughters, Mrs. J. L. Parks, Ellijay, Ga., Mrs. Frank Shelton, Chattsworth, Ga., Mrs. Sam L. Hagab, Cairo, Ill., and Mrs. Davidson; two sisters, Mrs. Joe Melton, Athens, Tenn., and Mrs. Joe Shoffert, Chattanooga, Tenn., and one brother, Green Brock, Dallas, Texas.

SUNNY POINT

Mrs. Laura Johnson and children spent Sunday with her daughter, Mrs. Wayne Burch and Mr. Burch.

Mr. and Mrs. Loyd Johnson spent the week-end with Mr. and Mrs. Fred Whitener.

Clyde Helton's family are on the sick list this week. Their friends will be sorry to learn.

Mrs. Artie Johnson spent Sunday with her sister, Mrs. Elmer Burrell.

Mr. and Mrs. Jack Brown returned home, after spending a week with friends and relatives at Farner, Tenn.

Mr. and Mrs. Dill McAfee spent awhile Wednesday night with Mrs. McAfee's parents, Mr. and Mrs. Worley Montgomery.

Bob Whitener spent Monday night with Mr. and Mrs. Loyd Johnson.

Mrs. Laura Jones and children were the guests of Mrs. Beulah McAfee Wednesday.

BURLEY TOBACCO GRADING SCHOOLS ARE SCHEDULED

Better grading methods, a recognized need of tobacco growers, will be taught between now and the opening of the burley markets in early December at school arranged in 20 Western North Carolina counties by the Extension Service of State College, in cooperation with the North Carolina Department of Agriculture and the United States Department of Agriculture. The first of these schools will be held Monday, October 31, and they will continue through November 22.

L. T. Weeks, assistant tobacco specialist of the Extension Service, W. P. Hedrick, of the N. C. Department of Agriculture, and John E. O'Hara, of the U. S. D. A., will conduct the schools. County farm agents of the Extension Service will arrange the time and place for the schools.

The schedule for the county schools follows: Tuesday, November 15, Jackson and Swain counties; Wednesday, November 16, Graham county; Thursday, November 17, Cherokee and Clay counties; Friday, November 18, Macon and Transylvania counties; Saturday, November 19, Henderson county.

Miss Ruth Aiken and Mrs. Hobart Lovingsood spent Wednesday in Atlanta shopping.

USE THE CLASSIFIED ADS

The Fords Tell Their Plans for 1939

IF WE KNEW anything better we could do for the country than make good motor cars, we would do it.

By every one doing his best in the job he thinks most useful, this country is going to regain its momentum. We have tried to do our best in our job.

When business was suddenly halted in its recovery more than a year ago, we determined that we should keep going anyway, if not at full-volume motor car production, then at getting ready for greater motor car values that would help future production.

EXPANDING FOR THE FUTURE

We began to build 34 million dollars' worth of new plants and equipment. We felt that if we could not employ all our men building motor cars, we would employ as many as we could building better production facilities.

We were told, of course, that this was no time for expansion, that a wiser business policy would be to "hold everything"—which means, stop everything. But no one ever got anywhere standing still.

Besides, we are not defeatists. We do not believe this country has seen its best days. We believe this country is yet in the infancy of its growth. We believe that every atom of faith invested in our Country and our People will be amply justified by the future. We believe America is just beginning. Never yet have our People seen real Prosperity. Never yet have we seen adequate Production. But we shall see it! That is the assurance in which we have built.

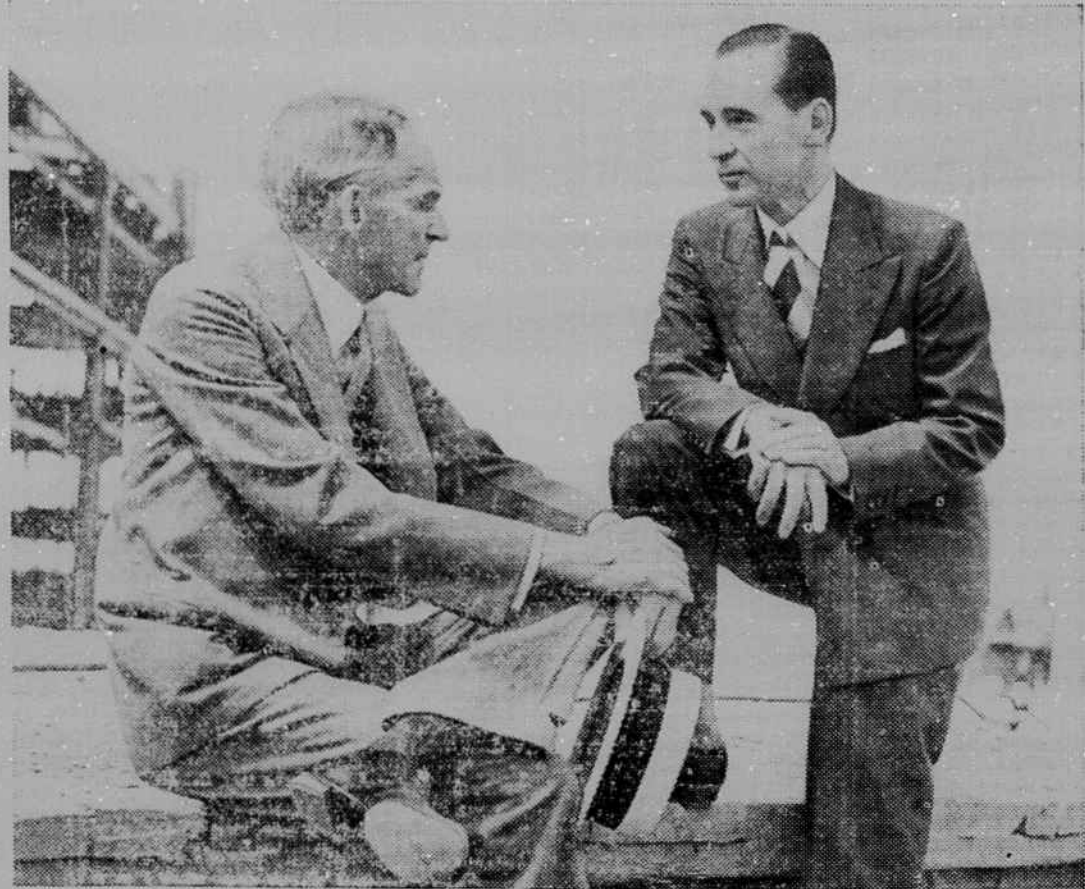
Business is not just coming back. It will have to be brought back. That is now becoming well understood in this country; for that reason 1939 will be a co-operative year. Manufacturers, sellers and buyers will co-operate to bring back the business that is waiting to be brought back.

This construction program is almost completed. It has increased activity and payrolls in a number of related industries. It has given us better facilities for building better cars and trucks, and eventually our new tractor which is being perfected.

THIS MEANS MORE VALUE

The current program has provided a new tire plant, which will turn out a part of our tire requirements . . . a new tool and die plant that will help us cut the cost of dies . . . and a steel-press plant that will enable us to make more of our own automobile bodies. These are in addition to the plants we already had for producing glass, iron, steel, plastics, and many other things.

We don't supply all our own needs, of course, and never expect to. The Ford engine is one thing



Henry and Edsel Ford, on the occasion of the 35th anniversary of the founding of the Ford Motor Company, June 16, 1938

that no one's hand touches but ours. Of nearly everything else we use we build some quantity ourselves, to find, if possible, better and more economical ways of doing it. The experience and knowledge we gain are freely shared with our suppliers, and with other industries.

We take no profit on anything we make for ourselves and sell to ourselves. Every operation, from the Ford ships which first bring iron ore to the Rouge, is figured at accurate cost. The only profit is on the finished result—the car or truck as it comes off the line. Some years, there is no profit for us. But we see to it that our customers always profit. A basic article of our business creed is that no sale is economically constructive unless it profits the buyer as much as or more than the seller.

Our new plants have helped us build more value into all our cars for 1939. That means more profit on the purchase to the purchaser.

We have not cut quality to reduce costs.

We simply will not build anything inferior.

NEW TESTING EQUIPMENT

While we were putting up new plants to produce cars, we constructed new equipment to test them. The first weather tunnel of its kind ever built for automobile research went into operation at our laboratories this year.

It makes any kind of weather to order. The weather it delivers every day would take months to find in Nature. Our cars are weather-tested to give you good service in any climate anywhere.

In other tests, every part of the car is punished unmercifully. Then our engineers tear it down to see if they can find abnormal wear or any sign of weakness.

The money we spend on tests saves you money on repairs. And your family car is safer and more dependable when we put it in your hands.

THE NEW CARS

We have two new Ford cars for 1939—better cars and better looking—but we also have an entirely new car.

It's called the Mercury 8. It fits into our line between the De Luxe Ford and the Lincoln-Zephyr. It is larger than the Ford, with 116-inch wheelbase, hydraulic brakes, and a new 95-horsepower V-type 8-cylinder engine.

We know that our 1939 cars are cars of good quality. We think they're fine values in their price classes.

With new cars, new plants, new equipment, the whole Ford organization is geared to go forward.

FORD MOTOR COMPANY, Dearborn, Michigan