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From The Desk Of Senator Forsyth

The Legislature this week has been highlighted by heated debates in both the Senate and the House, with Governor Hodges and his administration suffering their first major setback.

This happened Wednesday when the Senate referred to a committee, to be reported out one day certain after the Appropriations Bill was passed, the bill calling for a new legislative building. The bill provided for a legislative building commission to be set up on or after July 1, 1959 to consider the matter.

Your senator arranged a meeting with members of the House and Senate from the Far West and Chairman Melville Broughton of the Highway Commission and his staff. Director W. F. Babcock, Cameron W. Lee, Assistant Director and former District Engineer in the Far West, and Harold Makepeace, who handles secondary roads.

The much needed relocation and regrading of a portion of U. S. 64, from Clay County near Hayesville to the Henderson County line, was discussed at length. Your senator made a formal request that an immediate preliminary survey be started to determine the route and cost.

The bridge on Hiwassee River at Murphy, carrying traffic from U. S. 64, U. S. 19 and U. S. 129 together with local traffic and pedestrian traffic — including school children — was described in detail. Mr. Lee knew of this situation and Mr. Babcock thought that perhaps a new bridge and approaches would be built in the fall.

Lloyd of Graham had the full support of the Senators and Representatives from the Far West regarding the new location and building of Highway 129 from Robbinsville to the Tennessee line.

It was felt by all the people participating in this meeting that a great deal was accomplished. Chairman Broughton was very cooperative in offering as much time as was necessary and promised to meet with this group at any time road matters needed to be discussed.

The North Carolina Citizen's Association gave a dinner Wednesday night at the Sir Walter Hotel. Your senator attended along with Representative Lloyd and others of the Legislature. Prominent North Carolinians gathered from all over the State for this annual meeting.

Your senator and Senator Henkel had dinner at the Sphinx Club on Monday night as guests of Mr. Archie Allen.

The Legislature is in daily session in the halls of the House and Senate only a short time, usually not over an hour. Work for the most part is done in committee meetings which go on from 8:30 or 9 in the

morning until 4:30 or 5 in the afternoon. Sometimes there are even breakfast committee meetings! At these meetings, public hearings, etc. all bills are analyzed, evaluated and frequently amended, and then are reported favorably or unfavorably to the house or to the Senate, wherever they originated. Actually, time to get out correspondence is at a premium so if your senator is a few days late in replying to your letters, please forgive him.

At this Easter time, I join with all of you in giving thanks for our many blessings.

ON OUR STREET

This is how "on our street" gets around—was mailed in The Scout to Pittsburgh, Pa., clipped out and mailed to Gastonia, N. C. to a fellow who took a ride with the teenagers, who "drove the bus," years ago.

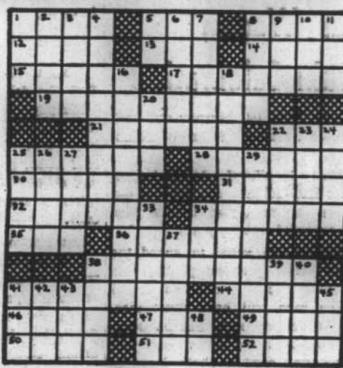
Eighth grade girls basketball team, looking so fresh and pretty after defeating Hayesville at the time, of 36 to 28.

Good looking young men delivering groceries from local wholesale, picking up packages of cigarettes accidentally spilled on our street.

Crossword Puzzle

ACROSS

- 1. Jewish month
5. Greek letter
8. Decree
12. Wander
13. Possess
14. English Princess
15. Fabric
17. Teach
19. Head of State
21. Rise higher
22. Saithe: abbr.
25. Small beard
28. Falcon
30. Boy's name
31. Give new weapons
32. Gushes
34. Warnings
35. Form an edge
36. Slanted type
38. Woodworker
41. Starlike
44. Greek dialect
46. Region
47. Fasten
48. Irritate
50. Unfamed
51. Every
52. Seasoning



Answers to Puzzle



DOWN

- 1. Bow
2. Village
3. Declare
4. Reiterater
5. Italian river
6. Northern European
7. Notch
8. Datum
9. Girl's name
10. Insect
11. Golf term
16. Indispensable
18. Mark beneath
20. Frozen water
22. Blemish
23. Stated period
24. Trees
25. Slash
26. Greek pitcher
27. Medicinal chemical
29. Reagents
33. Layers
34. Beverage
37. Month
38. Dressed
39. Charles Lamb
40. Rivulet
41. Viewed
42. Three
43. Conger
45. Whale: Combining form
46. Building wing

O E S Officers Installed At Murphy

Murphy Chapter No. 10 Order of the Eastern Star held the installation of the 1959-60 newly elected officers Friday night in the Masonic Hall with Mrs. Alice Morley worthy matron and Sam L. Davidson worthy parson pro tem, presiding.

Mrs. Margaret Ann Phillips, past matron of Murphy chapter No. 10 was installing officer. Mrs. Phillips was assisted by Mary Cathron Sneed, past district deputy grand matron as installing marshal; Stacy Gibson, past matron of Martha chapter as installing chaplain; Maude Guyton, past matron of Martha chapter as installing secretary; and Maude Duncan, past matron of Murphy Chapter No. 10 as installing warder.

Officers installed were: Sylvia Waggoner, worthy matron; Sam L. Davidson, worthy patron; Bertha Roberts, associate matron; Leon Kimsey, associate patron; Ann Phillips, secretary; attie Palmer, treasurer; Ruth English, conductress; Juanita Hall, associate conductress, elen Moody, chaplain; Fleeta Browning, marshal; Annie Lee Foard, organist. Marcella Starpoint officers installed were: Dora KaKye, Adah; Marcella Smith, Ruth; Miriam Moore, Esther; Mary Cathron Sneed, Martha; Mary Van Horn, Electa; Gmae Owenby, warder and J. Franklin Smith, sentinel.

Associate officers chosen for the year are: Beasie Bates, associate chaplain; Maxine Gossett, assoc. marshal; Hattie Palmer, assoc. organist; Kate Hughes, assoc. Adah; Ellen Crawford, assoc. Ruth; Myrtle Evans, assoc. Esther; Elizabeth Shields, assoc. Martha; Alice Morley, a s s o c. Electa; Maude Radford, assoc. warder; John Morley, assoc. sentinel.



THE FOREIGN INFLUENCE

U. S. Small Cars To Look Like Foreign Models

Big Three Builders Play Waiting Game On Small Automobiles

In the nation's auto capital, the atmosphere is like Western fast guns circling, coming closer and closer, hands poised above holsters. Each of the Big Three is warily watching the other two. One loses his nerve, thinks the other is drawing — and draws. Then the other draws, too. That's the only way there'll be a Big Three small car this year or next.

None of the three — Ford, Chrysler or General Motors—has gone "past the point of no return." But they're getting awfully close. They could still stop. They want to stop. But they probably won't.

There's a good chance, however, that if the small cars do come, they won't be ready by fall. With the bugs to overcome, sometime in 1960 is more likely.

All three have approved designs. They've made clay mockups or their equivalents, decided on styling, tentatively located assembly lines. Each has spent perhaps up to 10 million dollars on preparations for a small car. But they're still reluctant to make the final plunge.

If they do, Detroit's new small car will have the "new" European small car look with a definite American twist. It will sell, delivered, for about \$2,000.

Although the American versions will have styles all their own, the sedans will be reminiscent of Simca's new four-door sedan and Renault's Florida—and a more than off hand similarity to the British Zephyr.

If the Big Three go along with

the arguments of some of their designers, they may also put out a station wagon designed somewhat similar to the British Vauxhall or the French Simca Marly. There will be touches of the popular Rambler, too.

The new cars will feature wrap-around windshields, dual headlights, will offer automatic transmission. They'll average a foot shorter and a third lighter than today's Ford, Chevrolet and Plymouth.

They'll have 95-horsepower engines, get 25 miles to the gallon, and use more aluminum than their bigger brothers.

Ford and Chrysler will have their engines up front; GM hasn't decided, and may put its engine in the rear.

Colors will be conservative with many one-color models. Interiors will be "rich" but "subdued."

All the Big Three will aim at low upkeep cost, ease of repair. According to present plans, there will be few extras. But that could change overnight.

Why the reluctance to draw and shoot for the small car market when foreign cars are selling and the American-made Rambler and Lark are doing so well? The reasoning is this:

All the Big Three have foreign small cars now. Ford handles its British-built Anglia-Consul-Zephyr and German-built Taunus. GM offers its British-built Vauxhall and German-built Opel. Chrysler has the French Simca. All are doing well.

No one in Detroit believes a small car would be very profitable. A small car costs almost as much to build in the U.S. as a big one. And a small car, if successful, would cut into the market for bigger cars.

It's on those "extra" sales—the cars sold over and above the minimum to write off machinery costs that Detroit makes the most money.

The big enigma for the Big Three is this:

Right now their cheapest models compare favorably in price with the small European cars, yet most customers end up buying a better model or a lot of extras, therefore paying a bigger price.

"Do they want a cheap car, or don't they?" asks one puzzled company executive.

How, then, do you explain the success of the Rambler? Ford GM and Chrysler can't. As one baffled Ford executive puts it:

"The Rambler costs slightly more than a comparable Ford with the same equipment. It's not really a small car. So they don't buy it because they want a small car. It's something else."

Walter Carringer was a guest of his mother, Mrs. Ruth Carringer, last week.

Mr. and Mrs. Billy Browning of Chapel Hill spent the Easter holidays with Mr. Browning's parents, Mr. and Mrs. E. A. Browning.

Words of Life

By: Rev. Fred B. Lunsford, Pastor Little Brasstown Baptist Church Brasstown N. C.

LOVE TO GOD

Let me first call your attention to the scripture found in 1st John 4:19. "We love Him, because He first loved us."

Things are always safe and happy when we put God in His right place as a Father, and as such taking the initiative of everything is love. The first love of God dates itself far away in the distance, long before baptism. For whatever is first to other things, "the love of God" is first to it. As great and sacred to us as is Baptism God's love is first. There is no good thing for us that was not a thought of love in the mind of God for us. Many things that we cannot see as goodness and love of the eternal God in this life, will someday unfold themselves as blessings from Him. Much of God's love comes cloaked in the blankness of sorrow.

If we have tasted something of the love of God, it began by God, in the sovereignty of His loving heart, choosing us. The history of the soul saved is the annals of God's love. I am a Christian today because God loved a wretched, lost, undone and doomed sinner and lifted me out of the pitfalls of the terriblest of destruction.

Thanks be unto God for such a wonderful rock to stand on. "God is love."

There is always an inclination to love some one who loves us. God loved us while we were yet sinners and showed no love for Him. Whenever God's love is really awakened and brought home to our hearts it arouses our conscience to heavenly affections.

We may have a general sense of the love of God but we never really do love God until we are sure that God specially and individually loves us.

This feeling cannot be produced by any reasoning but only by the Holy Spirit's entrance into the heart. He shows that love of God in its highest actings forgives and blots out our sin bringing salvation to our hearts therefore producing a never ending and unwavering love for God.

The love of God has shone into the believers heart and must re-

fect itself. This reflection is that soul's love to God, to the Church and to every creature.

In seeing that God loved us so much that he gave his own son for us on calvary as mentioned in the 3rd chapter of the Gospel of John, it behooves us to love Him supremely with all of our hearts and show it by obedience.

Let us love Him who first loved us.

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