

# The Cherokee Scout

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GARLAND GARROLL, JR.  
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## DEATHS

**CELESTINE SAWYER**, 76, died at 4:15 p.m. Sept. 15 at his home in Maryville, Tenn., after a long illness. Born and reared in Graham County, he was the son of the late Isaac and Mary Jane Crisp Sawyer pioneer Graham County family. He had lived for the past 25 years in Clay County where he was employed by Ritter Lumber Co. until a few weeks ago, when he moved to Maryville for medical treatment. Surviving are the widow, Mrs. Beulah Sawyer; six daughters, Mrs. J. C. Rickman of Hickory, Mrs. Everett Hall and Mrs. Junior Hooper, both of Hayesville, Mrs. Horace Stephens of Maryville, Mrs. Henry Hamlett of Waynesville and Mrs. Ray Stewart of Murphy; two sons, Harley of Calderwood, Tenn., and Burt Sawyer of Hayesville; 23 grandchildren, and four great-grandchildren. Services were held Thursday, Sept. 17, at 2 p.m. at Panther Creek Baptist Church, Graham County. Rev. Judd Medlin officiated. Townson Funeral Home was in charge of arrangements.

**MRS. JUANITA KING**, 77, widow of Bruce King, formerly of Topton and Andrews, died about noon Friday in Raleigh after a short illness. Mrs. King was a native of Cherokee County and the daughter of T. B. and Ara Wright Tatham. Surviving are a daughter, Mrs. Dixie Taylor of Raleigh; two sons, John of Andrews and Vernon King of Columbia, S. C.; a sister, Mrs. N. O. Hampton of Robbinsville, and four grandchildren. She was a member of the First Methodist Church of Andrews and was also a member of the Order of the Eastern Star of Andrews. Services were held at 3 p.m. Sunday in the Andrews First Methodist Church. The Rev. Dorris Smotherman officiated. Burial was in Valleytown Cemetery. Nephews were pallbearers. Townson Funeral Home was in charge of arrangements.

**MISS MARY VAUGHN**, 84, died at 1:12 a.m. Sunday at her home in Murphy after a long illness. Miss Vaughn was a native of Tennessee and was the daughter of the late Allen and Angelina Davis Vaughn. She moved to this section as a young girl. Services were held at 2 p.m. Monday in Murphy First Methodist Church of which she was a member. The Rev. R. T. Houts officiated. Burial was in Sunset Cemetery. Surviving are a niece, Mrs. Jessie Franklin of Murphy, and two nephews, Allen and James Theodore (Ted) Howell of Murphy. Grandnephews will be pallbearers. They include Joe Fulmer, Doug Simpson, Richard, Billy and Nick Howell, Claude Monteith and Johnny Cantrell. Ivie Funeral Home was in charge of arrangements.

**MRS. JASPER WARREN**, 76, of Murphy, died at her home at 4:40 p.m. Sunday after a long illness. Mrs. Warren was a lifelong resident of Cherokee County and was the daughter of the late John and Sarah Webb. Surviving are a

daughter, Mrs. Evelyn Sneed of Murphy; five grandchildren and five great-grandchildren. Services were held at 2 p.m. Tuesday in Murphy Presbyterian Church of which Mrs. Warren was a member. The Rev. Robert A. Potter, pastor and the Rev. R. T. Houts Jr., pastor of the First Methodist Church officiated. Burial was in Sunset Cemetery. Townson Funeral Home was in charge of arrangements.

**REV. FRANK J. MACK**, 71, of Firebaugh, Calif., died in an Andrews hospital at 7:15 p.m. Saturday after a short illness. Mr. Mack had been visiting relatives at Topton for two weeks. Born and reared in Graham County, he moved to California 13 years ago where he was associated with a railroad company. He was the son of the late Marion and Lector McHone Mack of Macon County. He was a member of Fairview Baptist Church in Macon County. Services were held at 10 a.m. Tuesday in Rolling Springs Baptist

Church near Nantahala. The Rev. Glenn Dills officiated and burial was in Union Hill Cemetery.

Surviving are the widow, Mrs. Rosa Mason Mack; five sons, Clyde, Vernon, Andy, Quinton and Warner Mack all of Firebaugh; a daughter, Mrs. Ruby Arbuckle of Firebaugh; 24 grandchildren and 14 great-grandchildren; three brothers, Don of Murphy Route 1, Tom of Lake Junaluska and Lon Mack of Mars Hill, and two sisters, Mrs. Laura Elliott of Winston-Salem and Mrs. Lillie Wilson of Lake Odessa, Mich.

Townson Funeral Home was in charge of arrangements.

### ONES TO MEET

Murphy Chapter No. 10 Order of The Eastern Star will meet tonight (Thursday), at 7:30 in the Masonic Hall. Mrs. Sylvia Waggoner, worthy matron, will preside.

## REDESIGNED '60 CHEVY TRUCKS



A revolutionary new suspension system gives vast improvement in ride, durability, and control to 1960 Chevrolet trucks. Front wheels are independently sprung on frictionless torsion rods. Rear suspensions are new, with coil springs on light-duty models and stronger, softer riding leaf springs on heavier models for improved cushioning of load and driver. New frames reduce height up to seven inches, with some cab floors at step-in level from the ground. Styling is new with rubber-mounted, roomier cabs. Inside steps have been eliminated, providing a full-width floor.

## Chevrolet Announces Many New Developments For 1960 Trucks

Impressive gains in cushioning cargo and passengers from road shock, plus much greater stability and safety result from a revolutionary suspension system designed for 1960 Chevrolet trucks.

The totally redesigned truck suspension provides the nearest approach to passenger car ride and handling yet achieved, along with vastly improved durability. It has been under development for six years.

Chevrolet has replaced the hard-riding I-beam axle with independent front wheel suspension with ball joints and torsion bar springs on all but two models. Rear suspensions also are drastically changed, with coil springs on some light duty models. Heavier series use a new softer riding leaf spring

with automatic adjustment of spring stiffness as the load increases.

In keeping with the "total redesign" theme, frames and other chassis elements also are redesigned and styling is changed along functional line. Fenders, hood, and other panels are integrated with the new chassis for a more rigid, lower, roomier, more accessible cab and sturdier front end assembly.

An important feature of Chevrolet's new suspensions is that springs no longer are called upon to keep wheels and axles aligned and to take driving and braking forces, as in conventional systems.

Two types of spring respond to small road shocks that would not flex conventional leaf springs because of inter-leaf friction, this af-

ording a smoother ride. On heavier duty rear leaf spring suspensions design is such that only the proper spring length to give load support is in play at all times, giving a softer ride.

The new independent front suspension has many advantages. Unsprung weight is lower and wheel fight and shimmy are greatly reduced. "Wheel hop" is minimized on rough roads, giving better tire wear and prolonged suspension parts life. Ball joints simplify lubrication and afford correct friction for excellent ride, good wheel return, and automatic take-up of wear.

An important factor is that rugged control arms will keep front members in position in event of spring failure, unlike I-beam systems in which such a failure may seriously affect steering control. Also a safety consideration is the greater resistance to roll or sway on turns.

With the new rear suspensions, unloaded ride is much softer and fore-and-aft pitch greatly reduced. The assembly weighs less than conventional springs and affords impressive improvement in rear end stability, particularly on turns under load. Roll and sway also are markedly reduced.

Advances in strength and durability have kept pace with gains in ride and handling. Torsion bars, basically the same in design as those used successfully in heavy military tanks, have been thoroughly tested in laboratory and proving ground trials. Brutal tests schedules have shown the new suspensions to go through two torturing 3500 mile runs over jolting cobblestones without failure, compared with conventional suspensions which failed halfway through the first run.

Frames also have been redesigned and strengthened. Laboratory tests show safe frames to 1100 per cent stiffer and to bear 21 per cent more beam strength. New designs reduce cab heights, with some up to seven inches lower. On light-duty models seat level is at step-in height from the ground.

Cabs are roomier, with improved sealing against water and dust. Inside stepwells are eliminated. All cabs are rubbermounted, have more windshield area, and are 67 per cent stronger torsionally. Hoods are integrated with fenders for full-width accessibility to the engine compartment.

Re-proportioning of chassis, body, and sheet metal gives more favorable weight distribution, better maneuverability, and greater stability. Positioning the cab of light-duty models farther forward increases front suspensions load by up to 8 per cent.

Many other improvements are offered in the 1960 Chevrolet truck line. Powerglide automatic transmission will be available for the first time on light-duty models. Both 6 and 3 cylinder engines will be available in some models not previously so equipped. Brake sizes on most models have been increased, with lining life prolonged by up to 40 per cent, and cooling has been improved. A new hydraulic clutch control system for smoother action and increased clutch life is standard on all but one model.

## NOW... '60 CHEVROLET TRUCKS WITH REVOLUTIONARY TORSION-SPRING SUSPENSION THAT GIVES ASTONISHING NEW SHOCKPROOF ACTION!!!!

They've done the most fool thing to putting every road in America! First they threw out the front axle and put in torsion-spring independent suspension. Then they built wide-base coil rear springs into most light-duty models, variable-rate leaf springs into heavier. That made it a ride that completely eliminates I-beam shimmy and wheel fight, lets you move faster over any ground to get more work done in a day.

**Transter build-in built!** They're tougher than any Chevy trucks ever made. Frames are stronger, cabs 67% more rigid. Front wheels and tires are precision-balanced. And that new suspension cushions jolt and road shock that used to spell slow death for the truck's body and sheet metal.

**More comfortable cabs!** Easier to hop in and out of too. Many models are a whole 7 inches lower outside. Yet there's more head room inside, plus more width for shoulders and hips. The windshield's bigger, with a wider, safer sweep of vision. Suspended pedals give you more foot room.

**Big in the power department!** With the industry's most advanced gas-saving V-6. With high-torque Workmaster V8 performance in heavyweights. With new 6-cylinder or V8 power available in new Low Cab Forward models.

**More models than ever!** New 4-wheel-drive models and tandems and high-styled Suburban Carryalls. It's the handsomest, hardest working Chevy fleet ever to report for duty. See your dealer for the whole story and, by all means, take a ride. It's something!

Anything less is an old-fashioned truck!



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