

This Edition Dedicated to Journal Tour Over Atlanta-Murphy-Asheville Division Appalachian Scenic Highway, Sept. 14-15

SECOND SECTION

The Cherokee Scout

SECOND SECTION

The Official Organ of Murphy and Cherokee County, and the Leading Newspaper in this Section of Western North Carolina

VOLUME XXXVII, No. 5. MURPHY, NORTH CAROLINA SEPTEMBER 11, 1925. 5c COPY—\$1.50 PER YEAR

Chamber of Commerce Issues Information Pamphlet

MURPHY CALLED "MOUNTAIN CITY IN THE VALLEY"

Interesting Facts and Figures Compiled Show Advantages Of Murphy and This Section

The local Chamber of Commerce, of which D. Witherspoon is president and H. W. Sipe, secretary recently issued a very attractive and comprehensive pamphlet on Murphy and this section. The population of Murphy given is 2753, taken from a recent census of the town in connection with the application for city delivery. Murphy is the county seat of Cherokee county and the metropolises are "The Mountain City in the Valley" and "Gateway to 'The Land of the Sky.'" The facts given in the pamphlet follow:

Murphy is the half way point between Atlanta and Asheville, on the Atlanta-Murphy-Asheville division of the Appalachian Scenic Highway.

It is the Terminus of the Southern Railway, Asheville to Murphy line. It is also the Terminus on the L. & N., Atlanta to Murphy line, and Knoxville to Murphy line. Trains on these two lines make connections with through train services to all principal cities. There are two Southern passenger trains arriving daily and two departing daily, and there are three L. & N. passenger trains arriving daily and three departing daily. Bus lines operating to all local points.

Murphy is the recognized distributing center and gathering point of extreme Western North Carolina and North Georgia. It is not only a thriving industrial center, but a picturesque and worth while stop-over point for tourists, and those who wish to spend a pleasant summer. In Murphy and adjacent to it you will find as points of interest:

- 1. LOVERS LEAP**—A beautiful cliff, overhanging the Hiwassee River, so named for affording a most convenient place for despondent lovers to bring troubles to an end. The wonderful view, to most visitors, however, is far more tempting than the death plunge.
- 2. NANTAHALA GORGE**—The Indians named this famous gorge, the meaning of which is "Monday Sun." Thirty miles of beautifully paved road makes just a pleasant spin for an afternoon's visit to this wonderful work of Nature.
- 3. HIWASSEE RIVER**—This beautiful tumbling mountain river was also named by the Indians. The Indian meaning is Savannah of meadow, so named for the broad fertile meadows along its banks where several settlements of Cherokee Indians were located. It flows through the heart of Murphy, making it easily attainable. Within its waters are fish in abundance, and clean, cool, invigorating swimming pools.
- 4. VALLEY RIVER VALLEY**—Indian name "Green Grassy Valley." A most picturesque level valley winding its way through the mountain ridges, lying between the Blue Ridge and Great Smoky Mountains. Here is to be found a series of magnificent views of the valley in contrast to the mountain peaks and gorges.
- 5. FORT BUTLER**—The remains of this historic site are just west of Murphy. This was the headquarters of General Scott, where he gathered the Indians for removal to western territory.
- 6. COOL SPRINGS**—A gushing flow of pure, cold, clear water, flowing from solid rock. Cool Springs is to be visited and the water tasted and appreciated.
- 7. MUNICIPAL DAM**—A picnic ground supreme. Plenty of water fishing and bathing impounded on Nolita River. Power for Carolina-Tennessee Company's electric plant is its purpose, but visitors will find it useful as a play ground.

WESTERN N. C. CHAMBER OF COMMERCE

(Hickory Daily Record)

We notice in the papers today that the organization of the Western North Carolina Chamber of Commerce has been suggested for the purpose of fostering the proposed National Park in the Great Smoky Mountains. That seems to be a good idea. Since the development of this section of the State means development for all the cities and towns therein, it will be a wise move when a chamber of commerce presides over all the section.

And about this time Hickory had better be up and doing. Other cities in this section are urging trips over the scenic highway. They are getting in on the movement and rendering valuable help. A great national park in the mountains just above Hickory will mean much to the city. And if the battle is won we want the satisfaction of knowing that we helped in the fight. Most of the effort now is being made by the extreme western counties but there is no reason why the counties on a line with Catawba, Lincoln, Gaston, Alexander, Wilkes and Alleghany, and all west, should not be as vitally concerned. It is not to be inferred that the line should end there. It is of importance to all North Carolina. But at least the Western section should join in one mighty effort to secure the national park.

SEVEN MAYORS WHO WILL BE IN BIG AUTO TOUR

A group of chief executives of seven thriving Georgia and North Carolina cities who have entered the Atlanta-Asheville tour to be sponsored by The Atlanta Journal over the new Appalachian Scenic highway and who will be in Murphy on the night of Sept. 14. Top row, left to right: Mayor Walter A. Sims, of Atlanta; Mayor John H. Catey, of Asheville, and Mayor W. G. Meador, of Gainesville. Second row, left to right: Mayor W. M. Fain of Murphy, Mayor W. D. Whitaker, of Andrews, and Mayor Moody Griffin, of Clermont, Ga. Bottom Mayor M. D. Irwin, of Lawrenceville, Ga. —Photo Courtesy Atlanta Journal.



Historical Sketch Of Founding Of Murphy

Few people are aware that the Murphy we know was once called Huntington, yet several years prior to 1835, Col. A. R. S. Hunter, father of the late Martha Hitchcock, established a trading post among the Cherokee Indians, and in his correspondence and in the official records of the War Department this name therefore is frequently used. His residence and store was situated on the bluff overlooking Hiwassee River on its southwestern bank just above its junction with Valley River, and the older people of Murphy remember the Hunter home at this place, of which until a few years ago traces could be found. Another white settler at this point was Preston Starrett, who had lived among the Cherokees, knew their language and customs and was frequently used as an interpreter by the officials of the United States in dealing with the Cherokee Nation. Col. Hunter and his wife are both buried just west of the Hiwassee River opposite the concrete bridge, where his grandnephew, Eliza Wyche Coily, has reserved a perpetual easement for burial purposes in a sale of the Hitchcock lands several years ago. Preston Starrett's name appears in official records many times, and he was one of the first purchasers of lots in the town of Murphy when the town site was laid off. These two first settlers lived among the Cherokee Nation long before the country was thrown open to settlement, had won the confidence of the Indians and were permitted to settle in their midst. This section of country was at that time the most remote and inaccessible of all the Cherokee lands, the last stronghold of the Indians in the encircling advances of the white settlers.

A frontiersman himself who had acquired all their desires and prejudices, the Treaty of New Echota was negotiated in 1835, under the terms of which the Indian County of North Georgia, East Tennessee and Southwestern North Carolina was ceded to the United States, and provision was made for the removal of the Cherokee Nation west of the Mississippi. This treaty was the subject of great criticism and figured largely in the national political controversies of the time, but Jackson was relentless in the exercise of executive authority, and the removal of the Indians was accomplished by military force after passive resistance. At this day the perusal of accounts of the removal touch the heart that has a sense of feeling for the mental and physical sufferings of others.

In the military removal thus accomplished existence of Murphy began. The Secretary of War detailed for this task, Brigadier General John E. Wool, who, on July 25th, 1836, reported that he had stationed a force of 350 men at the mouth of Valley River, and established his headquarters at this point which he described as being "among the most savage and troublesome part of the Cherokees," and as commanding the passages of the Hiwassee and Valley Rivers, and the "road to Georgia," which he repaired for thirty miles. In his dispatch, he speaks of the objectionable feature of his military post,



the difficulty of transacting business, especially in winter. Record is lost as to the exact place where General Wool established his headquarters; it was possibly upon the present site of Murphy, in the junction of the two rivers. The task allotted to General Wool was most disagreeable, and he expressed so much sympathy for the Cherokees that he was relieved from this post, and General Winfield Scott detailed to carry the removal into effect. The preparations for removal thus began in 1836 continued until 1838 when the military forces gathered the Cherokee Indians into fortifications erected for the purpose. The chief of these was Fort Butler, lying on a beautiful wooded knoll a few hundred yards west of the Hiwassee River where Fort Butler Park has recently been dedicated through the liberality of the owners of the Hitchcock property as a perpetual historical monument. Fort Butler was probably named in honor of B. F. Butler, secretary of War ad interim, in the cabinet of President Andrew Jackson, un-

der whose instruction plans for the removal of the Cherokee Indians were formulated.

The Georgia road referred to by General Wool had been constructed in 1813, by representatives of Georgia, Tennessee and the Cherokee Nation, although free passage thereon was always the subject of suspicion on the part of the Cherokees, and at the time of the removal passage upon it was a matter of difficulty and at times openly opposed by the Indians. This road began at the head of navigation on the Tugaloo River in Georgia, crossed the upper Chattahoochee, passed through Clarksville and the Naacouchie Valley and down the headwaters of the Hiwassee through the sites of Hayesville and Murphy, continuing down Hiwassee River, crossing Beaverdam Creek and through the Smoky Mountains to the Cherokee Capital, Echota, on the Little Tennessee River. This constituted the first road ever built in Cherokee County, and the road from Murphy to the Unicoi Gap on the Tennessee line is now being reconstructed by the county of Cherokee and is one of the suggested lines for a state highway into Tennessee. From Murphy to the Tennessee state line the road now being built follows the road so constructed for practically its entire distance. It was originally known officially as Unicoi Turnpike, but was popularly called in early days the Washese Trail, from a prominent Indian of that name living on Beaverdam Creek.

The territory ceded by the Treaty of New Echota embraced practically all of Southwestern North Carolina

(Continued on page 8)

MUCH OF CREDIT FOR STATE ROADS DUE TO WOMAN

Miss Hattie Berry Dreamed Dreams But Had Courage To Fight It Out

MADE NO COMPROMISE ON STATEWIDE PLAN

Even Gov. Morrison Went To Raleigh Intent On County Maintenance System

In a recent issue of the Raleigh News and Observer, appears an article written by John A. Livingstone, in which much of the credit for the present state system of roads is given to Miss H. M. Berry, formerly part owner and associate editor of The Cherokee Scout. Miss Berry has frequently visited Murphy and is well known throughout this section and her many friends here rejoice with the rest of the State which she has so well served in knowing that a good share of the honor for the present system of good roads is due to her efforts. The article in part follows:

There are many pioneers in the road movement in North Carolina, and it is yet too early to write the history of this movement but it is not too early to pin a bouquet upon one product of Orange county, who in fostering this movement lived up to the best traditions of Hillsboro and the surrounding section. To be born in Hillsboro is a privilege. She is a native of Hillsboro, and her name is Miss Hattie M. Berry. She dared to dream dreams and to stand by them. One of them was a State highway system.

"Program of progress" in North Carolina, as elsewhere, was born in trials and tribulations. It was so with the State highway system. It really didn't get going good until four years ago, as it was not until that time that a real program was started, but before that time there had been a lot of seed sown, and there was no more industrious sower than Miss Hattie M. Berry, of the county of Orange and the town of Hillsboro. In and out of season she was engaged upon the business of preaching the virtues of the State system of roads, even when hard-headed progressives considered it an "iridescent dream."

She never compromised with the idea of a State system. She was not alone, but it was she who studied the problem from start to finish, who absorbed information until it had become a part of her, who fought with ideas and who knew exactly what she stood for and why she stood for it. With her it was no "iridescent dream" but a dream to be made a reality.

Yet Miss Berry was not among those chosen to make the dream real. When the time came that the women of North Carolina could enter the political scene in their own right, she was not named. Today State roads are a reality, and she has had to seek new fields in which to labor. Verily, the lot of a pioneer is not one to be envied. In such a day as a pioneer little suspects another will come along and steal his thunder.

It was twenty years ago that Dr. J. A. Holmes, then State geologist, with several others, organized the North Carolina Good Roads Association that was destined to achieve much that was worth while. Later Dr. Joseph Hyde Pratt became State geologist and he fell heir to the work of promoting good roads. He was a good booster, and served for a number of years as secretary of the North Carolina Good Roads Association. To name all the pioneers of that period would take too long, none of them were more enthusiastic in their devotion to the cause than the late Henry Branson Verner, of Lexington, who gave freely of his time to this work, and among other activities published a good roads magazine.

It was in the early days of the an-

(Continued on page 5)



Courtesy Atlanta Journal.

(Continued on page 4)