

The Cherokee Scout

PUBLISHED EVERY THURSDAY
 Entered in the Post Office at Mur-
 phy, North Carolina as second class
 matter under Act of March 3, 1879

Property of
 The Victor C. Oimsted, Estate

Mrs. Nesfield Oimsted Editor
 Roy A. Cook Business Manager
RUBY McCOMBS WINCHESTER
 Society Editor—Phone 49-1

SUBSCRIPTION PRICE
 1 Year, in North Carolina \$1.50
 6 Mos. in North Carolina75
 1 Year, Out of State 2.00
 Payable Strictly In Advance

Cards of thanks, tributes of respect
 by individuals, lodges, churches, or-
 ganizations or societies, will be re-
 garded as advertising. Such notices
 will be marked "adv." in compliance
 with postal regulations.

**A North Carolinian
 Worth Being Proud of**

Few people in this section may
 know Tom Morgan, the Vance
 County boy who is expected to fame
 and fortune in a few years. But
 every North Carolinian who read
 about him got a double thrill out of
 it, not only in the pride that he is a
 North Carolinian but that he was
 patriotic enough to tell Uncle Sam
 he was making money on War con-
 tracts for much of it, and wanted
 to turn over a \$100,000,000 to the
 Government. Read:

About 40 years ago, a night tele-
 grapher from Lenoir, N. C. named
 Tom Morgan, invented his chief cap-
 ital — \$125 — in a ticket to Newport
 News, Va. packed his things in a
 poke and joined the U. S. Navy. At
 the same time his interest in avia-
 tion was aroused by reading of the
 first flight of the Wright brothers at
 Kitty Hawk, N. C.

Last week, after four decades, the
 ex-telegrapher from North Carolina
 wrote a letter to the Secretary of
 War stating that his company wanted
 to refund \$100,000,000 to the govern-
 ment because it was making too
 large a profit on war contracts.

During the interim, young Tom
 Morgan had served four years on the
 battleship Delaware, where he met
 Elmer Sperry, inventor of the fam-
 ous gyroscope. Then an ordinary
 seaman, Morgan helped to install
 the first gyroscope on the Delaware,
 and Sperry liked his work so much
 that after his four years' enlistment
 terminated, Morgan was offered a
 job as foreman in the Sperry plant.

Since then he has become head of
 the Sperry Corporation, helped or-

ganize Curtiss-Wright, and is chair-
 man of Pan-American Airways.

But Morgan never lost the human
 touch. And in these days when we
 are scrutinizing the type of man-
 power this nation has developed and
 the kind of democracy we have built,
 it is significant that the ex-tele-
 grapher and ex-sailor from North
 Carolina not only rose to the top,
 but was one of the first to rebate
 profits to his country in time of
 trouble.

Gas, or City Hunger

Warning that "too drastic restric-
 tion of gasoline for farmers' pas-
 senger cars might endanger move-
 ment to market of vital food essen-
 tial to wartime health," Fred S. Sex-
 aner, president of the Dairymen's
 League Cooperative Association, re-
 cently urged that the government
 give special consideration to farmers
 when fixing gas quotas.

"It appears obvious," he contin-
 ued, "that gasoline will be allotted
 to farmers for trucks and tractors,
 but it is vital that they also have
 fuel for passenger cars. Farmers
 have to make many trips to town for
 supplies, and it often happens that
 it is more saving of gasoline and
 tires to drive the family car than to
 use a heavy truck. Perhaps more
 important is the fact that many
 farmers use their cars to take fresh
 vegetables, fruits and other produce
 to market."

If farmers can't get adequate gas
 for their cars, it will in many cases
 isolate them, and make deliveries of
 food to urban localities impossible.
 In the interest of the public health,
 we must keep farm cars in motion.

Super Modesty

When the first alleged "oil short-
 age" was hulla-ballooed in the East
 some months ago, the President of
 the Association of American Rail-
 roads said that, in his opinion, the
 lines could muster sufficient tank
 cars to carry 200,000 barrels of pet-
 roleum and petroleum products a
 day to the East Coast. A storm of
 abuse at once descended upon him.
 The prophets of doom, including
 some important government offi-
 cials, said that the railroads couldn't
 come anywhere near that goal, and
 that they couldn't carry enough oil
 to meet even a small part of the
 need.

Now the actual facts have been
 published. And they show that the
 President of the Association was
 outstandingly modest in his esti-
 mates. For the railroads haven't
 been hauling 200,000 barrels of oil a

day to the East Coast. Instead, they
 have been hauling 600,000 barrels a
 day—which is three times as much
 as they at first thought they could
 handle. And that amounts to 45 per
 cent of all the oil consumed along
 the Atlantic Seaboard.

Those who are conversant with the
 history of the American railroad in-
 dustry won't be particularly aston-
 ished by their achievement, specta-
 cular as it is. For the railroads,
 time and again, have done what
 their critics said was impossible.
 Right now they are carrying a large
 volume of traffic than they car-
 ried in the last war—and they are
 carrying it without delay, waste,
 confusion or congestion. There's no
 transportation bottleneck. No in-
 dustry is doing a bigger or better
 job on behalf of the war effort.

If the railroads are permitted to
 buy new cars and locomotives they
 will need as demand for transporta-
 tion further increases, they will con-
 tinue to break all records.

**Andrews Golf Course
 In Fine Condition**

Officials announce that the And-
 rews Golf Club is now in the best
 condition it has been in this season.
 Workers have just completed the job
 of mowing the course and the recent
 hard rains have made the greens
 smooth and well-packed.

This week-end should prove to be
 an opportune time to tour the course
 and many are expected to take ad-
 vantage of splendid condition to get
 in a round or two.

A drive has been made recently to
 secure members for the club. Fifteen
 members have signed up from And-
 rews and Frank Forsyth has rounded
 up ten members from Murphy. Those
 in charge expect several more to
 join in the near future.

WOMEN
 helped 2 ways*
 * See Directions on Label

CARDUI
 Popular 61 years

HEADQUARTERS FOR "STAGS"
 WE SPECIALIZE ON WINES, BEERS AND
 SANDWICHES
Pabst Blue Ribbon Beer on Draft
THE SMOKEHOUSE
 "Home of Good Fellows" Phone 9105

NORTH CAROLINA FACTS!

**NORTH CAROLINA
 MINES MORE MICA THAN
 ANY OTHER STATE IN
 THE UNION!
 MICA IS USED IN:-**

**THE MECKLENBURG DECLARATION OF
 INDEPENDENCE (MAY 20th 1775)
 PRECEDED THE DECLARATION AT
 PHILADELPHIA BY MORE THAN A YEAR**

**SINCE BEER WAS MADE
 LEGAL AGAIN IN 1933,
 THE INDUSTRY HAS CON-
 TRIBUTED \$10,000,000
 IN TAXES TO THE NORTH
 CAROLINA TREASURY!**

NATIONAL BANK & TRUST CO.
 DIVISION OF THE STATE OF NORTH CAROLINA
 TEN MILLION DOLLARS
 \$10,000,000.00

Three years ago the North Carolina beer industry launched its own
 "Clean Up or Close Up" drive, to help preserve beer's important bene-
 fits to the state.

Today, on its third anniversary, this Committee has proved that Self-
 Regulation really works! 205 retail beer outlets — only a handful out of
 the thousands of wholesome, law-abiding places inspected — failed to clean
 up after our warning. They were closed up!

The beer industry, which works with your law officers through this Com-
 mittee, here renews its pledge to keep the retail sale of beer up to North
 Carolina's high standards.

YOU CAN HELP! Buy your beer only in reputable, decent places.
 Report any violations of the law to your local officers or to this Committee.

For Victory—Buy War Bonds and Stamps

BREWING INDUSTRY FOUNDATION
 North Carolina Committee
 EDGAR H. BAIN, State Director 813-817 Commercial Bldg. Raleigh, N. C.

**Have You Made
 Your War Bond Pledge?**

**Let's Cooperate 100 Per Cent
 Sign Up For As Much of Your Salary As You Can Afford.**

The war bond pledge is important to you and your country. It is
 your voluntary pledge to save money regularly to buy War Bonds.

This pledge is not an order. In signing it you simply pledge your-
 self to save a definite amount of money, voluntarily, to invest in War
 Bonds at regular stated intervals.

Naturally, the more you pledge to save for War Bonds, the better.
 This is not a "token" war. It is a fight to the finish against the most
 ruthless and relentless enemies we have ever faced.

When you invest your dollars in War Bonds, you not only help to
 buy guns, tanks and planes needed to defeat those enemies; you help
 keep prices down. At the same time you will be building for the future—
 YOUR future as well as your country's.

So decide NOW to pledge for VICTORY.

Buy U. S. War Bonds and Stamps

Citizens Bank & Trust Co.

MURPHY, N. C. ANDREWS, N. C.

Member Federal Deposit Insurance Corporation

FOR SALE

56 acres near Tucker, Georgia. All under fence. Suitable for
 trucking or cattle, etc. All machinery necessary for farming and
 putting four hundred chickens per week on the market. Home,
 three tenant houses, barn, chicken house, etc. Will mail description
 of property to prospective buyer. \$23,000. Will have to be seen and
 examined to be appreciated.

W. L. COUSINS, SR.

518 PARK DRIVE N. E. ATLANTA, GA.

STORAGE PIANOS FOR SALE

We have in storage in Robbinsville 12 used pianos. Some are
 rather small and some reconditioned; 3 or 4 have been repossessed
 and will sell for balance due, with one year in which to pay the
 balance. Any of these excellent pianos are priced as cheaply as
 prices prevailing a year ago. **VERY EASY TERMS.** Call on, write,
 or phone C. B. MITCHELL for particulars. These pianos are stored
 back of Dr. Crawford's new hotel.

**VISIT
 THE FUNBOWL**

**Murphy's
 New Bowling Alleys
 OVER CARRINGER'S STORE**