

Growth Of Murphy, Cherokee County Told In Address Here By A. D. Rieger

Editor's note: The following story on the history and growth of Murphy and Cherokee county, was given in address by A. D. Rieger, property manager for the Chattanooga division, TVA, at Murphy Lions club last week.

I know that many members of this club will recall that early in 1936, more than 12 years ago, I came to Murphy and opened an office in connection with the acquisition of the 24,000 acres of land necessary for the Hiwassee Project. This was a few months before July 15, 1936 when construction began at Hiwassee Dam. When we moved in engineers with the Maps and Surveys Division had been here for over a year doing surveys and other work in connection with preparation of maps.

Many things have happened at Hiwassee Dam in Murphy, and in Cherokee County since 1936. Many factors have contributed to what has taken place. Some attributable to the work of TVA, but most of the things that have developed for good to the community and county have been brought about through the efforts of you and other members of the county.

Since 1936, I have worked in Cherokee County office with the Land Division as with Reservoir Properties Division almost continuously. I have been in Cherokee County many times and I have been so interested in Cherokee County that recently I read some very interesting facts about the history of Cherokee County and I would like to review them briefly with you. Probably most of you know these facts, but some may not. Located as Cherokee County is, in the extreme southwest corner of the State, being bounded on the west by Tennessee and on the south by Georgia, you always have and always will draw people from those two states, both for trade and for recreation.

Cherokee County was established as a county in 1839 when named after the Cherokee Indians who occupied the territory in large numbers. It was in the vicinity of Murphy that the Cherokee Indians were collected before transporting them to Indian Territory. The first settlement in Cherokee County was a trading post established at the junction of the Hiwassee and Valley Rivers. The first white settlement in Cherokee County was the settlement of Joseph James Smith in 1839.

KEEPSAKE
Diamond Rings
REGISTRATION CERTIFICATE WITH EVERY DIAMOND
Davis' Jewelers

TO THE VOTERS OF CHEROKEE COUNTY
I advocate and will vote for the following:
I will work for higher teacher salaries
Lighter teacher load
Better school buildings
Better bus equipment, and better drivers
Better pay for the drivers;
Better old age assistance—\$40. instead of \$18. per month.
Reduction of price of passenger car license tags to \$5.00
Better roads, especially in the country.
Repeal of automobile inspection statute, and substitution of an inspection law that is more convenient and less cost to the public
This should be obtained through using a part of the state's surplus, without increasing taxes.
Repeal of the squirrel hunting law, at least to Sept. 15th instead of Oct. 15th.

Walter R. Voyles,
(son of the late E. A. (Bud) Voyles)
Republican candidate for Representative

and fresh origin, issuing largely from Bannock, Heywood and adjoining counties lying to the east. A few brought Negro servants with them. The present inhabitants are largely the descendants of these early settlers, though a small percentage of the population is composed of natives of Georgia and Tennessee, who have settled here.

A post office was established at the present site of Murphy under the name of Huntington, Macon County, on February 23, 1835, with Archibald B. S. Hunter as postmaster. The name of this office was changed to Murphy, Cherokee County June 10, 1839, after the act of the Legislature of January 4, 1839, had created Cherokee County and designated Murphy as the county seat. The new county seat was named in honor of Archibald Dobbie Murphree, a prominent lawyer of North Carolina. One of Murphy's outstanding accomplishments was his securing for the University of North Carolina in 1822 titles to lands in the State of Tennessee claimed by the University. Murphy, with another lawyer associated to Nashville in that year to press the claims of the university and it was because of Murphy's shrewdness as a lawyer that the claims were allowed. It was fitting therefore that memory of him be perpetuated in the name of the county seat of Cherokee County. Through oversight the letter E was dropped from the name Murphree when establishing the county seat and the error was never corrected. The postmaster, Hunter, was said to have been the first white man to build a house in Cherokee County.

History records that there was no hurry on the part of the State of North Carolina to dispose of the Cherokee Indian lands secured by the New Echota Treaty, signed December 1835, and it was not until the latter part of March, 1842, that an "entry" office was opened at Murphy. Unlike the Gross-Indian in Tennessee where applicants had priority of entry, the Cherokee County lands were entered on a first come first served basis. Immediately upon the opening of the land office Drury Weeks, the entry taker, was located by rail-crowds eager to enter these lands. So great was the rush that the entry taker fled to safety for safety. There was nothing to prevent a settler who had labored to improve his property from being dispossessed by another who could reach the "entry taker" first and claim the land. In many cases good Cherokee County citizens signed the papers with one eye on the money and the other on the clock, but the result was soon effectively organized.

Settlers moving westward from Murphy established themselves

along the creek banks from the vicinity of the Town to the Tennessee line. By 1843, the population along Persimmon Creek was large enough to make a postoffice necessary. One was finally established on September 29 of that year near the place where the creek empties into Hiwassee River. Benjamin Stiles was postmaster of the Persimmon Creek office. Still later and still further westward the Ducktown post office was opened on Shoal Creek on December 23, 1847 with Elias W. Kilpatrick as postmaster. A mail route between Ducktown and Ducktown was inaugurated in 1853.

Several decades later another postoffice named Turtletown was opened across the State line in Tennessee thus for a number of years there were two postoffices by this name, one in Tennessee and one in North Carolina, separated by only some ten miles. The name of Turtletown, North Carolina, was changed to that of Oak Park in 1912.

Another main line of settlement was along the route between Murphy and Ducktown. Across in Argillies Gap from Ducktown between it and Franklin Mountain was the site of Wolf Creek postoffice opened on August 5, 1836, with Tina A. Talham as postmaster, and midway between Murphy and Ducktown was the Hot House postoffice opened February 23, 1877, with William A. Phillips as postmaster.

The western portion of North Carolina was and has remained sparsely settled. Cherokee County's roads in the 1840's followed the aimless trek of settlers as they took up Indian lands along Persimmon, Shoal and Hot House Creeks, and down the valley in the direction of the present site of Cullersville. Definite direction was given one of these routes when the North Carolina Legislature of 1848-49 passed an act providing for the construction of the western turnpike from Salisbury to the Georgia State line via Asheville and Murphy. Later on after John Caldwell had opened his road down the Ocoee River from Ducktown the North Carolina Legislature of 1854-55 amended its previous act and made Asheville the western terminus and the Tennessee State line at Ducktown the western terminus of "the western turnpike". The road from Murphy to Ducktown thus became a State road and wagon traffic between western North Carolina and eastern Tennessee through the upper district of Ducktown was for the first time made possible. The western turnpike figured prominently in the early history of Murphy and of Ducktown. Over this route "Cotton Bolls" for the furnaces at Ducktown was hauled from Cherokee County and mail carriers and other traffic plied back and forth over its assigned course between the mountains and Murphy.

All of you will recall, I am sure, the entertainment which this club furnished the Governor of North Carolina, the Highway Commissioners, and the Highway Engineers a few years ago which led directly to the improvement of Route 64, a part of which has been completed and a part of which is now under construction. This improvement of the old "western turnpike" is now definitely one of the things for the betterment of your community and county which has been brought about by your own efforts.

Let's see what has happened in these years totaling just a little over a century. The county has constructed 5 courthouses which were built in 1841, 1865, 1892, 1896, 1926, each new building replacing one destroyed by fire. The population has grown until in 1946 it was estimate to be 17,000, 98.8% of the 1940 population was native white. The total area of the county being 467 square miles, 45% of the total land area is in farms. There are 236,000 acres in forests, and, realizing the value of future forests, trees and seed plots planted through the fiscal year 1946-47 on privately-owned land totaled 369,420 trees. Farming has always been and will continue to be one of the main sources of income for Cherokee County. The total number of farms in 1945 was 2007. The average size of the farm was 75 acres and the number of farms

having electricity in 1945 was 322 as compared with 100 in 1940. As of June 30, 1948, the number of active and farms under the first demonstration plan was 17 covering an area of 2,198 acres. The number of active-gross demonstration farms was 839 covering 78,608 acres. The progress report on test demonstration activities for the County shows 183 tons of lime used in 1938 and 4,015 tons used in 1947. 540 tons of mixed fertilizer in 1935 and 1,475 tons in 1947. 424 acres of winter-ower crops in 1936 and 3,312 acres in 1947.

In industry, forestry has been the leading source of employment. In 1942 there were 48 sawmills which produced 19,904,000 board feet. In manufacturing workers in 1944 and 1945 numbered 1,163 with wages amounting to \$851,827. In mining the number of workers covered by social security in 1944 and 1945 numbered 117. In 1945 and 1946 retail sales amounted to \$3,609,711 as compared to 1939-40 which amounted to \$1,363,723. Bank deposits in 1947 were over \$4,000,000. Value of farm products sold, traded or used in 1939-40 which amounted to 1,448,447, while in 1939 this amounted to \$713,697.

In 1939, you began operating a public power system under contract with TVA. As of June 30, 1947, your accumulated earnings amounted to \$81,637. You had a long term debt amounting to only \$21,000. The average cost of electricity per kilowatt hour for residential consumers as of March 1948 was 1.24. The number of consumers is 981 as of March 1948 with 15 percent being rural. The kilowatt hours sold for the year ending June 30, 1947 was 4,797,000. For the year ending June 30, 1941, this was 1,514,776. The annual customer savings amounts to \$19,000.

This brief sketch of what has happened definitely shows that you are growing and I predict you will continue to grow. You now have a new state park in your county which is attracting vacationists. This first season, February through September, there were 1,237 persons who spent the week-end or used the facilities for at least one night. There were 322 persons who stayed 4 days to two weeks in the park - a total of 1,644 persons. This is exclusive of the Navy personnel, school teachers and TVA employees who live at Hiwassee Dam. During the period there an estimated 26,552 visitors, 3,342 picnickers, 9,959 fishermen, who came to the Hiwassee Lake State Park.

On the week-end of July 4th, over 150 parties were turned away because of lack of accommodations. Since February, 475 parties have had to go elsewhere because of lack of accommodations. There were only 12 cabins in use for light housekeeping and 3 for sleeping at the end of June. A few others have been made ready for use, but not nearly enough. This park will grow and grow rapidly, provided funds are made available for added facilities.

A recent survey of traffic on U. S. Highway 64 near the Ocoee No. 2 powerhouse has indicated that an average of 820 automobiles use this route daily with 35% of the total traffic originating in states outside the Valley. It is estimated that about 1,000 persons from non-valley states drive by the Ocoee projects each day during the tourist season. Possibly this will suggest the need for planning other ways for you to serve them. Today the American people spend more than 12 billion dollars annually on travel, recreation, and vacations. It is estimated that Tennessee's share is 150 Million dollars. I do not know the estimate of North Carolina's share but I know it is far above the estimate for Tennessee.

Postell
The Rev. Lester Cook of Wolf Creek filled his appointment at Swanson church Saturday night. Clyde Jory of Gastonia spent the week-end with his family. Mr. and Mrs. M. C. Stiles and

children were Sunday visitors of Mr. and Mrs. Poley Allen. Poley Newman of Ducktown, Tenn., was the Sunday guest of S. D. Jones. The Rev. Early King of Blairsville, Ga., visited the Rev. S. A. Stiles Sunday. Clate Stiles and John Brendle made a business trip to Copperhill, Tenn., Saturday. Mr. and Mrs. Clint Jory of Gastonia spent the week-end with Mrs. Ellavee Jory and family.

SOARING COSTS
WAGE INCREASES

48 hours pay for 40 hours work
Penalty pay for weekends & holidays
25¢ an hour increase
Total 1 1/2 BILLION DOLLARS

1 1/2 Billion Dollar Road Block!
RAILROADS MUST OPERATE around the clock every day and night of the year.
Although they know this, leaders of 16 railroad unions are demanding a five-day, Monday through Friday, week for one million railroad employees.
They want 48 hours pay for 40 hours work—in itself a 20% wage increase.
They also demand a minimum of 12 hours pay for any work performed on Saturdays, and 16 hours pay for any work performed on Sundays and holidays.
On top of all this they want an additional increase of 25c an hour for every employe!

Family Council Needed For Good Home Living
By RUTH CURRENT
State Home Demonstration Agent
One way of attaining a more successful home life is by the provision of a family council. Let all members of the household join in this council and meet once a week to discuss common problems. This will give anyone with a grievance an opportunity to bring it before the group, where it is usually ironed out with no difficulty.
A good dinner served amid peaceful surroundings and in an atmosphere of security is no small contribution to family life. Keep the table-talk constructive and mix with the baked beans and angel cake plenty of love, laughter, and understanding. Thus will the dinner hour be made a much-looked-forward-to event in your home.

After cutting fresh flowers from the garden, place in water almost to the blossoms. Insert scissors under water and cut off small portion of the stem. Keep stems under water until flowers become turgid and stand up well for artistic arranging.
Have you ever tried a little Chlorox in the water to keep it fresh and keep down the odor from decaying stems and leaves? A little dry mustard or salt rubbed on the hands and then rinsed off will remove onion odors. To remove onion or fish odors from pans in which those and other odiferous foods have been cooked.

What have I done!
You've killed a little girl. Mince that's what! You didn't think the safety campaigns and accident statistics applied to you—you were a "good" driver—you thought, "You could stop on a dime" until that little girl ran out in front of you. Now it's too late; she's dead and all your regret won't bring her back to life.
We cannot stress too strongly: Drive with great care through school zones and crowded streets; a child's life is far too precious to be sacrificed to carelessness.
This message presented in the interest of our policyholders and all other motorists of this community.

C. E. HYDE
GENERAL INSURANCE
PHONE 145 MURPHY, N. C.

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SOUTHEASTERN RAILROADS
We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

Liberty
Mr. and Mrs. Hubert Picklesimer and family recently visited Mr. Picklesimer's uncle and aunt, Mr. and Mrs. Tom Picklesimer.
Mrs. Guy Eller made a business trip to Copperhill, Tenn., Saturday.
Mr. and Mrs. Lester Ledford had as their Sunday dinner guests Mr. and Mrs. K. W. Shewzer, Mr. and Mrs. Olen Ledford and family, Mrs. Ada Ledford and daughter.
Mr. and Mrs. Charlie Payne visited Mr. and Mrs. Groody Murphy Saturday.
Mr. and Mrs. Earl Payne visited Mr. Payne's parents, Mr. and Mrs. Isum Payne, Saturday.
Mr. and Mrs. Lester Ledford and Sam Reid made a business trip to Murphy Saturday.

NEW DEMANDS
48 hours pay for 40 hours work
Penalty pay for weekends & holidays
25¢ an hour increase
Total 1 1/2 BILLION DOLLARS

1 1/2 Billion Dollar Road Block!
RAILROADS MUST OPERATE around the clock every day and night of the year.
Although they know this, leaders of 16 railroad unions are demanding a five-day, Monday through Friday, week for one million railroad employees.
They want 48 hours pay for 40 hours work—in itself a 20% wage increase.
They also demand a minimum of 12 hours pay for any work performed on Saturdays, and 16 hours pay for any work performed on Sundays and holidays.
On top of all this they want an additional increase of 25c an hour for every employe!

You'd Pay the Bill!
Summing up these demands, they mean that these union leaders seek to force the railroads to give one million employes an annual raise which would average \$1500 per employe!
The total cost of this would be no less than 1 1/2 billion dollars per year, which is more than twice the expected net income of the railroads this year.
You'd pay the bill, because if these increased costs are forced on the railroads,

they must have still further rate and fare increases.
Demands Unreasonable
These employes have had substantial raises during and since the war. Their average weekly earnings are higher than the average weekly earnings of workers in manufacturing industries. They have more job security than the average worker in American industry. They also enjoy paid vacations, a retirement system and other advantages more generous than the average worker receives.
In contrast with the demands of these 16 unions, which add up to the equivalent of 48c an hour, the Conductors and Trainmen recently settled their wage request for an increase of 10c an hour.

Railroads Run for Everybody—Not Employes Alone
The railroad industry must serve not one but many groups—producers, businessmen, shippers, passengers and the general public—night and day, every day of the year. These unions are proceeding in utter disregard of this important difference between railroads and other industries. Industrial plants can be shut down over weekends and holidays, but freight, mail, express and passengers must continue to move. Everybody who enters railroad employment knows this.
Strike Threat
On September 18, 1948, the leaders of these 16 unions began taking a strike vote. But the threat of a strike will not alter the opposition of the railroads to such unreasonable demands!

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