

The Jackson County Journal

SYLVA, NORTH CAROLINA, THURSDAY, NOVEMBER 26, 1936

\$2.00 A YEAR IN ADVANCE OUTSIDE THE COUNTY

A YEAR IN ADVANCE IN THE COUNTY



New "Era Of Good Feeling" Country Is Predicted

Washington is full of political rumors as to the policies that will be pursued in the new administration. A great deal of talk is in the air about the kind of administration that the President is expected to inaugurate. It is generally expected that the President will inaugurate a new era of good feeling in the country. This is a prediction that has been made by many of the leading politicians and publicists of the country. It is a prediction that is based on the fact that the country is in a state of transition and that the people are looking for a new direction. The prediction is that the new administration will bring about a new era of good feeling in the country. This is a prediction that is based on the fact that the country is in a state of transition and that the people are looking for a new direction. The prediction is that the new administration will bring about a new era of good feeling in the country.



Gov. Winant resigned last summer to take the stump for President Roosevelt to reply to the attacks being made upon the Social Security Act. Washington regards Governor Winant as a conscientious and able administrator and probably the best informed in America on social security laws of other countries and the way they operate. It is regarded here as reasonably certain that some improvements in the Social Security Act will have to be made, and Governor Winant's leadership and counsel will be needed. That staunch friend and supporter of President Roosevelt, Frank C. Walker, who was one of the first Roosevelt-for-President men away back in 1930, is being talked about here as the possible successor to Postmaster General Farley. The belief grows that Mr. Farley will resign on or before inauguration day, January 20, and Mr. Walker is regarded as the logical choice. Walker has demonstrated his executive capacity and organizing ability in setting up and starting off numerous federal agencies, the administration of which was later turned over to others. The President has a high regard for Mr. Walker and if he is not made Postmaster General the probability is that he will be placed in some equally important post. Joseph C. Eastman, Chairman of the Interstate Commerce Commission, has been gradually swinging around to the belief that the only solution of the problem of the railroads is government ownership, although when he was first appointed railway coordinator, he was inclined to regard government ownership as a last resort. Mr. Eastman is now trying to develop a workable plan which would take under the Federal Government's wing all the other forms of interstate transportation, such as trucks and busses, as well as the railroads. When John D. Rockefeller, Jr., a staunch lifelong Republican and a heavy contributor to the Republican campaign fund, wrote a letter to Chairman Farley of the Democratic National Committee complimenting him upon his statesmanlike utterances after the election, people in Washington began to realize that the political hatchet has been buried, at least temporarily. It would be hardly accurate to say that the single point to another snarl "era of good feeling" as characterized President Monroe's second administration, but there are many evidences that political differences are being submerged in the light of all sorts and conditions of men's hands in the complete restoration of prosperity. The Chamber of Commerce of the United States has officially called upon its members to cooperate with the Administration and Congress for full recovery. The Chamber of Commerce has for three years past been the most outspoken and vigorous critic of Mr. Roosevelt's policies. It is the feeling here that the tendency is more to constructive criticism and cooperation than to denunciation and

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"Make a Joyful Noise Unto the Lord."

An Editorial

By Dan Tompkins

By custom and by proclamation of the President of the United States and of the Governor of North Carolina, we are all supposed to foregather at the churches today, and offer public thanksgiving for the multitudinous mercies that a benevolent Providence has showered upon us during the past year. Actually, only a comparatively few of us will really do that.

Thanksgiving Day is the one religious festival that is peculiar to America. Christmas, Easter, and the rest of the church holidays we share with all Christendom; But Thanksgiving is our own day. It has grown with our country, and is a part of our national life.

The men and women who blazed the trails through the wilderness and here established a mighty civilization, though they had their failings and their foibles, their cruelties and their cruelty, also had an unalterable and unshakable faith in "the just God who presides over the destinies of nations". They believed that the hand of God works in this world, makes and unmakes nations, and that from Him flowed all the blessings that crowned the efforts of man and made his simple existence on this earth happy. They recognized that the sunshine and the rain, the bountiful harvests, the protection from winter's blasts and from the wild beasts and wild men of the forests came from Him. They were sure that if a man prospered in his crops or in his business it was because God was with him; that God directly intervened in the affairs of individual men, of communities, and of nations, and that even the liberty they enjoyed was a gift from Him. And so they thought it fitting for them to offer unto Him their thanks for His presence, protection, and blessing.

The basest of all sins, perhaps, is the sin of ingratitude. Nothing one man can do to another hurts so keenly as to return evil for good. No wrong that a child can do cuts quite so deeply into the hearts of his parents as for him to be unmindful of the loving care that has overshadowed his life like a benediction, and to be ungrateful for the sacrifices that have been made to give him his chance to be a real man in life.

So, indeed, it must pain the great heart of the Father if we forget the love that has followed us all the days of our lives.

We, in America, have been especially and peculiarly blessed among the children of men. We have blessed peace. We have plenty. Even those of us in moderate circumstances enjoy luxuries that were undreamed of, even by princes, a short time ago. We take as a matter of course blessings that our fathers held dearer than life itself, and for which many of them poured out their life's blood.

Amid the tumult and the shouting of a day of sports; as we gather for the annual feasting, let us not forget the real purpose of the day. Let us lay before Him, with gladness and thanksgiving, "the ancient sacrifice—humble and contrite hearts".



TODAY and TOMORROW

(By Frank Parker Stockbridge)

CARS safety, safety
I went to the New York Automobile Show last week. Even though I am not in the market for a new car, I like to see the changes and the progress made from year to year.

My major impression is that there is no such thing any more as a poor motor car. All of them are good cars, better cars than anyone dreamed of when I began to drive. That the automobile has reached perfection, however, is far from true. Good as the 1937 cars are, the 1938 ones will be better, and so on.

One thing all the makers are stressing is better brakes, requiring less foot pressure. That is a move in the direction of safety. I don't think there was a car in the show that wasn't equipped with non-shatterable safety glass and all-steel shatterable safety glass and all-steel tires. The campaign against highway fatalities is bearing fruit.

SPEED control

One thing I missed at this year's show was the selling talk about the high speeds the cars could make. Manufacturers are soft-peddling the speed idea. One car I saw has a warning signal on the speedometer when the indicator points to forty miles an hour the driver is reminded that he is approaching a dangerous speed.

It was not many years ago when thirty was excessive speed. Now speeds of 60 to 80 miles are not uncommon on the main paved highways. Speed in itself is not dangerous if your tires are sound, but a blowout at 60 miles can do a lot of damage. It is the combination of speed and recklessness, which is dangerous.

I don't believe much in the idea, often proposed, to put governors on cars to keep them from going faster than 60. The most careful driver sometimes himself in a tight place where only a sudden acceleration of speed can save him from an accident.

COMFORT for riders

Motoring will be much more comfortable than ever in any of the 1937 cars. Better spring suspension, better steering, more leg-room both for front and back seat riders, wider seats so that three can ride comfortably both fore and aft, adjustable front seats to suit the length of any driver's legs, are among the improvements I saw in almost all cars at the show.

All makers are stressing greater safety of steering. Since more women than ever are driving, the steering gear which can be operated with the little finger becomes important. In most of the cars have placed the emergency brake along side the driver's left knee instead of in the middle and some have removed the gear-shift lever from the driver's side.

Such important devices for winter driving as improved heaters, and especially devices to keep windshields clear of frost and snow seem to be gaining favor.

TRAILERS all styles

This year's show presented for the first time a great variety of

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MRS. R. W. GREEN PASSES

Funeral services for Mrs. R. W. Green were held at old Savannah Baptist church at 11 o'clock, last Saturday morning. Mrs. Green passed on after an illness of several weeks duration.

She is survived by her husband, Rev. R. W. Green; two sons, Austin and Homer, of Green's Creek; six daughters, Mrs. Jack Wike and Mrs. Kelsie McMahan, of Gay; Mrs. Frank Franham, of Gay; Mrs. Jesse Dills, Cullowhee; Mrs. John Nicholson and Mrs. Odie Bird, of Gastonia; four sisters, Mr. Lee Estes, Green's Creek, Mrs. Arthur Allman, Webster, Mrs. Herschel Hall, Mrs. Cing Crean, of Green's Creek; four brothers, Fred, Nelson, James and Judson Johnson; and by a number of grandchildren and other relatives.

GLENVILLE GIRL DIES

Funeral services for Miss Georgia Bumgarner, popular Glenville young lady, were conducted at the Glenville Methodist church last Friday by Rev. Mr. Lovette, former pastor.

Miss Bumgarner, who graduated from Glenville High School in 1935, is a daughter of Mr. and Mrs. Roy Bumgarner.

QUALLA

By Mrs. J. K. Terrell

Rev. Mr. Jamison, of Sylva, preached at the Baptist church Sunday morning. His subject was, "The Two Foundations—Rock and Sand".

Those who attended the District Teachers' Meeting at Cullowhee Saturday, from Qualla were Misses Jennie Cathey, Gertrude Ferguson, Irene Ruby, Mrs. Lois Martin, Mrs. Lucy Hall, Mrs. Harriett Jenkins, Mrs. Clem Cogdill, and Messrs. G. C. Cooper and C. B. Terrell.

The Home Demonstration Club met with Mrs. J. L. Hyatt. Cake making was the subject for the afternoon's discussion.

Mr. and Mrs. Sewell Hipps have returned to Canton, after a visit to relatives.

Mr. and Mrs. Luther Hoyle are visiting relatives at Brasstown.

Mrs. Rufus Johnson and children of Ela visited at Mr. D. M. Shuler's. Mr. and Mrs. David Thomas of Sylva spent Sunday with Mr. and Mrs. Emerson Cathey.

Mr. Oscar Martin and family of Bryson City were guests at Mr. J. C. Johnson's.

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