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Headquarters for Commercial Men. Modern. Free sample room. Free car to station. Open year round. Rates \$2.00 to \$3.00.

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The most beautiful spot in Western North Carolina. Will be open about June 1st. Under the management of S. N. Watkins. Running water in every room, with private bath. Rates on application.

S. Sternberg & Co.
Depot St. Phone 333

WE BUY ANYTHING
—and—
SELL EVERYTHING

Structural Materials a Specialty
All Sizes and Lengths of I Beams

DODGE BROTHERS
MOTOR CAR

People rarely ask questions now about the mechanical construction of the car.

Performance, materials and construction are taken for granted.

Asheville Automobile Co.
18 and 20 Church St.

DON'T FOR IMPOSITIONS



Insist upon getting dustless and slate proof coal. That's the kind that gives forth a full quota of heat. In the name of economy look at the real coal value in our coal pockets. Figure with us now and let us fill your coal house before the price goes higher. Full weight, prompt deliveries. Phone us your order—today.

Ashe Dray and Con. Co.,
41 Broadway—The Red Front.
Phones 222, 510, 615.
"The Big Red Front."

THE SOUL OF A NATION
(By Gertrude Lynch, of the Vigilantes)

EXPEDITIONARY FORCE SHOULD BE SENT TO FRANCE AT ONCE. AS ENGLAND SENT HER SMALL EXPEDITION AT FIRST—MORAL AID WILL BE TREMENDOUS.

While the details of the why, when and where of the expeditionary force are being threshed out in Washington, people—who for the first time are listened to seem to consider it a duty to say offhand what they think without stopping to consider that when one does that, one usually thinks what should not be said. Such phrases as these are common talk:

"Why should we send our men to France?"

"Of course we must stand by and if we could do any real good, I would be the first to say—"

"Let us send our millions and our legions but keep our troops until they have graduated in this new sort of warfare."

"Don't let our enthusiasm run away with our common sense."

"Absurd to deplete our army in this way."

In order to win any battle, you have got to find your enemy's weak place and attack it.

Since the beginning of hostilities and during the forty preliminary years of preparation the Germans have taken everything into account except the human soul. They have—and have had—a machine with a machine drive, an organization sans sentiment, sans heart.

The expeditionary force that we shall send will do more to "buck up" the allies than money. It will be the soul that saved civilization in the first days of the war; it is the soul that will win out against the machine.

In the early days of August, 1914, the wonderful sixth army had gone out in automobiles through the gates of Paris. The women were praying in the churches; even the unbelievers were in their closets brought to their knees by the weight of the disaster. Gallieni had given the secret orders that, if need be, Paris, the most beautiful city in the world, was to be destroyed. Streets were deserted of men and traffic. Young boys, saddened women, gray-haired veterans went to and fro, unable to endure the solitude of the rooftops. Tears rained unchecked down the cheeks—the cosmetics of Paris, the city of pleasure, were washed away. One thought of the judgment day for "in the twinkling of an eye" all had been changed. Dogs wandered about looking for their masters. A final, panic-stricken tourist sought vainly for a cab.

Over all the pall of the long expected—for Paris has never waked entirely from the nightmare of '70. And one question was on every stifled breath. One question, by its importance, outranked the others.

"Will England stand by?"

"If she does not, God help us! God help us, indeed!"

The faint flame of that hope flickered, went out, was dimly evident, flared and was lost anew.

Meanwhile, across the grey channel, official England hesitated in debate.

"It is true that 'scrap of paper' carried England's signature but is not the fleet enough?"

"We can spare no troops; we need them for home defense."

"We shall have done our part, as ally, when the German fleet is finally bottled up."

But the soul won—won against argument, procrastination, the futile questionings of why and when.

Less than a hundred thousand men landed forthwith on that narrow strip of French soil that borders the channel. The news of the coming was heralded throughout the length and breadth of France.

England was there, in spite of fears.

A GOOD STOP FOR ANY WAGON.

"When pulling a heavy load up a steep hill," says a writer in Farm and Fireside, "it is often necessary to rest the team. Here is a simple device that will hold the wagon while the team rests. Take a stout piece of wood four inches square and about twenty inches long. Fasten a chain at the center. Put other end of chain around the rear axle so the block will drag about two inches behind the wheel.

"When you wish to stop, let the wagon back a couple of inches and the stop is always ready to block the wheel. This device is extensively used by lumbermen in Oregon."

NOTICE.

To E. F. Wilson, Johana Glenn, A. T. Morrison, F. M. Johnson, E. Orr Glenn, J. T. Justice, William Britt, Sam Finstein, M. M. Orr, Lena Finstein, Kathaleen and Jos. Walker, Toney Ball, M. E. McPee, Hattie Reynolds, H. S. Burrows, J. R. Simpson, Jewish Synagogue, Josephine Means, W. E. Britt, Mary C. Weaver, F. S. Sluder and all other persons interested in the report of the Jury filed in the office of the Secretary-Treasurer of the City of Asheville, assessing the cost of constructing a certain Culvert against you, which Culvert runs between Liberty St. and Central Ave. in said city. You will take notice that said report has been filed according to law, and that the Mayor and Board of Commissioners of said city, at their meeting to be held 15th day of June, 1917, will consider said report and take such action as they may deem proper. You are therefore required to appear at said meeting and show cause, if any, why said report shall not be confirmed and the liens assessed as provided by law.

This May 17, 1917.

F. L. CONDER,
Secretary-Treasurer.

NOTICE.

To Joseph Selby, J. W. M. Smith, Ethel M. Henninger, Neil Lee, Mrs. Blanche H. Chadburn and all other persons interested in the report of the Jury, filed in the office of the Secretary-Treasurer of the City of Asheville, assessing the cost of constructing a certain Sewer Line against you, which Sewer Line runs along Center Street in said city. You will take notice that said report has been filed according to law, and that the Mayor and Board of Commissioners of said city, at their meeting to be held 15th day of June, 1917, will consider said report and take such action as they may deem proper. You are therefore required to appear at said meeting and show cause, if any, why said report shall not be confirmed and the liens assessed as provided by law.

This May 17, 1917.

F. L. CONDER,
Secretary-Treasurer.

NOTICE.

To Fred Kent and other persons interested in the report of the Jury, filed in the office of the Secretary-Treasurer of the City of Asheville, assessing the cost of constructing a certain Storm Sewer against you, which storm sewer runs in Baseball Park on Southside Ave. in said city. You will take notice that said report has been filed according to law, and that the Mayor and Board of Commissioners of said city, at their meeting to be held 15th day of June, 1917, will consider said report and take such action as they may deem proper. You are therefore required to appear at said meeting and show cause, if any, why said report shall not be confirmed and the liens assessed as provided by law.

This May 17, 1917.

F. L. CONDER,
Secretary-Treasurer.

SAY WAR STEELED MIND AGAINST DEATH ASK MERCY FOR BOY



JOHN SPAIN

War's horror steeled the mind of Bertram John Patrick Spain, 16-year-old trench hero, against death, his defenders plead, in a request that the boy's sentence to hang for murder, be withdrawn and leniency be shown.

Spain was tried for killing James Vincent, a farmer of Stone-wall, Man., for whom he had worked as farmhand. Mrs. Vincent also was found dead, but her death was not directly attributed to Spain.

Children's Stories

KNOWING TAGS.

Once upon a time Bob and his dog Tags started one morning for a walk through the woods. They had not gone very far when Bob saw a bird fly into a tree and perch on one of the branches. "Tags," said Bob, "I'll bet that bird has a nest up there and I am going to climb up and see it."

So Bob began to climb and was just crawling along one of the branches toward the nest, when crash went the branch with Bob on it and both came down to the ground with a thud. Tags ran to his master but poor Bob didn't speak or move and Tags knew at once that something dreadful was the matter, so he began to lick Bob's face and bark as hard as he could. Still Bob didn't speak and Tags licked and barked harder than ever.

At last Bob opened his eyes and looked around at his little friend and then tried to rise, but as he did so he cried out with the pain and had to lie down again. Bob knew then that he had hurt his foot badly for he could not stand and it was impossible for him to walk. What should he do? He knew no one was to come into the woods perhaps for days and it might be night before he was missed from home.

All at once Tags came running up to him and began to bark as though to say: "Stay still, I will help you." Then he started on a run out of the



Sacked hulls mean convenience and economy

PUTTING Buckeye Hulls in sacks is just one of the important little things that have been done to make this roughage an improvement over the old style. This makes

BUCKEYE HULLS
COTTONSEED HULLS

easier to handle when putting them in the barn and easier to measure out when mixing feed. It keeps them clean and makes your help think of them as forage—not as bedding.

Even though sacked, Buckeye Hulls sell for much less than loose old style hulls. It costs us money to sack them but we believe that anything that will help you use this product to best advantage is worth the expense.

Other Advantages

Buckeye Hulls are free of lint No trash or dust.
which has no food value. They mix well with other food.
2000 pounds of real roughage to They take less space in the barn.
the ton—not 1500.
Buckeye Hulls allow better assimilation of food. Every pound goes farther.

Kimbraugh Bros., Indianola, Miss., say:
"We are using Buckeye Hulls and are very much pleased with them. We think they are superior to old style hulls."

To secure the best results and to develop the ensilage odor, wet the hulls thoroughly twelve hours before feeding. It is easy to do this by wetting them down night and morning for the next feeding. If at any time this cannot be done, wet down at least thirty minutes. If you prefer to feed the hulls dry, use only half as much by bulk as of old style hulls.

Book of Mixed Feeds Free

Gives the right formula for every combination of feeds used in the South. Tells how much to feed for maintenance, for milk, for fattening, for work. Describes Buckeye Hulls and gives directions for using them properly. Send for your copy to the nearest mill.

Dept. J **The Buckeye Cotton Oil Co.** Dept. J
Atlanta Birmingham Greenwood Little Rock Memphis
Augusta Charlotte Jackson Macon

Where Right Made Might

Overland

Overland success is so eclipsing one might take it as a matter of course.

But make it have a personal application to you, —because the cost of any car is too much money to be carelessly spent.

There need be no confusion in selecting the sound value at the sane price—make comparisons and see if Willys-Overland does not spell the answer with mathematical correctness.

Do not miss the significance of the overwhelming production that makes it possible for The Willys-Overland Company to give better cars at lower prices.

More than 400,000 owners have been guided to Willys-Overland by their desire for beauty, comfort and luxury in addition to utility.

Due to its gigantic facilities The Willys-Overland Company effects millions in economies; has never found it necessary to skimp or rob a car of value in order to compete; but is able to give surplus value throughout the entire car for far less money.

Might may not make right, but right has made Overland might.

The experience of building over 200,000 similar four-cylinder cars has directly contributed to the development and perfection of the Overland Big Four. Think what concentrated value this has enabled us to put into this car.

Come in and see the Willys-Overland Motor Cars—the Big Four and the most comprehensive line of cars ever built by one producer.

Overland-Asheville Sales Co.
12-16 East Walnut. Phone 2967



The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Automobiles and Light Commercial Cars.