

THE PRAYER CORNER.

"The Way Wherin I Should Walk."

"Very beautiful is the prayer in one of the Psalms, 'Cause me to know the way wherin I should walk.'"

"This prayer we may make every morning, as we go out for the day and our prayer will be answered, if it is sincere. We need, too, to make the prayer for we cannot find the way ourselves."

"There is no morning when we do not need to make it, for even the day when the path seems plainest, may have its experience. The guidance may come when we think it has not come, and the bit of hard path which it seems to us certainly cannot be the answer to our prayer may indeed be God's very way for us."

"The cloud may sometimes rest for weeks or months when we think it ought to lift and lead on; still it is all right. No movement really takes us forward unless God leads on. No resting ever retards our progress, if it is God's will that we should rest. All our guidance is hour by hour, step by step. The

cloud showed the people only a little bit of the way at once, and any moment might settle down, so our guidance is only a step at a time.

"We have it in Newman's great hymn.

"Lead, kindly light, amid the encircling gloom.

Lead Thou me on;
The night is dark and I am far from home;

Lead Thou me on;
Keep Thou my feet, I do not ask to see

The distant scene—one step enough for me."

A Prayer

O Thou who guidest pilgrims and emigrants, the God of wanderers and of strangers. Who art both God near, and God afar, go before Thy servant this day and let me not go forth unless Thou go forth with me.

Help us ever to go forth morning by morning with the prayer of the Psalmist upon our lips.

"Cause me to know the way wherin I should walk; for I lift up my soul unto Thee."

and... good news, and bring... with thanksgiving. And in the whole way of life may I ever... tion and guid... for Thy good... Christ our Lord...

A LETTER ATTRIBUTED TO HENRY FORD

Henry Ford is now... as a humorist and "pulls" some hard jokes himself. The Fickens... Sentinel offers the following letter Mr. Ford wrote in reply to a Plickens citizen who complained of a "Lizzie kicking him":

Mr. Claud Hester, Plickens, S. C.
Dear Sir: I have your letter telling about one of my automobiles kicking you. It seems strange to me, Mr. Hester that you should complain of a Ford with a kick in it when everybody else seems to be complaining that they cannot find anything with a kick in it. Neither do I see how you could complain of a little thing like your arm being broken when the whole blame country is in the same fix.

However, Mr. Hester, I am very glad you wrote me. I am sure we are good friends and I am going to take you into my confidence. The Ford you got is undoubtedly not one of the regular kind but, judging by its action, is one that was made for sale to Jews only and its name is Maude.

Now, Mr. Hester, don't think for a minute that I doubt a word in your letter, but what happened to you recalls to mind a recent incident which I will relate to you. A man we will call John for short wrote me and wanted me to pay him \$300 damages because, he said, one of my automobiles kicked him, broke his arm, knocked him over and skinned his head. I investigated the matter and found the facts quite different. What really happened was that this man was leaving the house one morning and his wife came to the door and said, "John, there is no stove wood cut," and John replied, "Well, I'm not taking the axe with me," and they dressed his wounds at the city hospital. Now, of course, this has no connection with your accident, but I just thought of it and I can tell from your letter that you like a good joke.

You mentioned some milk cows and I will tell you some more confidential information. You no doubt have read in the papers that I am working on a tin milk cow. Well, I have perfected it and will be able to sell them completely equipped with switchless tails and Klaxon horns for less than a good bull costs.

So you know Randolph Rose, too. Yes, I remember he used to wind up all his advertisements by saying, "I thank you." But what he should have said was, "I tank you."

I would write you a long letter, but as you probably know I am a very busy man. However, there is just one more thing. You state that after the automobile kicked you it also spit in your face and called you nigger. Are you sure, Mr. Hester, it wasn't a phonograph you were trying to crank?

Respectfully,
H. FORD.

NOTICE OF ENTRY

Entry No. 2624.
C. M. Siniard enters and claims four acres more or less of land in Brevard Township Transylvania county, North Carolina, on the head waters of Tinsley's Branch, now known as the Aiken place.

Adjoining the lands of C. M. Siniard, Hamilton heirs and others, BEGINNING at a stake in Siniards' and Hamilton heirs line and runs various courses so as to include all vacant lands, in said boundary.

Entered, October 4th., 1921.
Signed, C. M. Siniard.
Rowland Owen, Entry Taker
10-28-4t-pd.

NOTICE TO THE PUBLIC:

This is to notify all persons that I will not be responsible for any debt or obligation made by my wife, Alice Galloway, who, for cause, unknown to me, and without any excuse whatsoever, has voluntarily left my home.

The public generally and all individuals personally, will deal with her, if at all, on her own responsibility, as I will not pay any debt or obligation made by her.

This Oct. 5th., 1921.
W. M. GALLOWAY,
East Fork, N. C., 3t. pd.

THE BREVARD NEWS IS ONLY \$1.50 PER YEAR. SUBSCRIBE AT ONCE.

Southern Railway System

The New Orleans sleeping car, via Atlanta, Montgomery and L. & N. Railroad, which was put on at the beginning of the summer season and retained after the regular service had been withdrawn, for the benefit of those who desired to remain in Western North Carolina for a longer period, will make its last trip Southbound on Train 10, leaving here 3:30 p. m. Saturday, October 15th.

This will not in any way interfere with the through service between Asheville and New Orleans, insofar as through schedules between Asheville and New Orleans are concerned, as the present Asheville-Atlanta sleeping car, which leaves Asheville 3:30 p. m. every day is an all-year-around car and affords excellent accommodations for passengers destined Atlanta and points South thereof in the direction of New Orleans, since it is handled on one of our New York-New Orleans trains South of Spartanburg.

In addition to the above, splendid service is afforded in our 7:00 a. m. departure from Asheville daily, connecting at Spartanburg with our New York-New Orleans Limited, which really gives excellent double daily service between Western North Carolina and Atlanta, Montgomery, Birmingham, Mobile and other Southern points.

J. H. WOOD
Division Passenger Agent
Asheville, N. C.

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LOOK FOR THE KODAK SIGN

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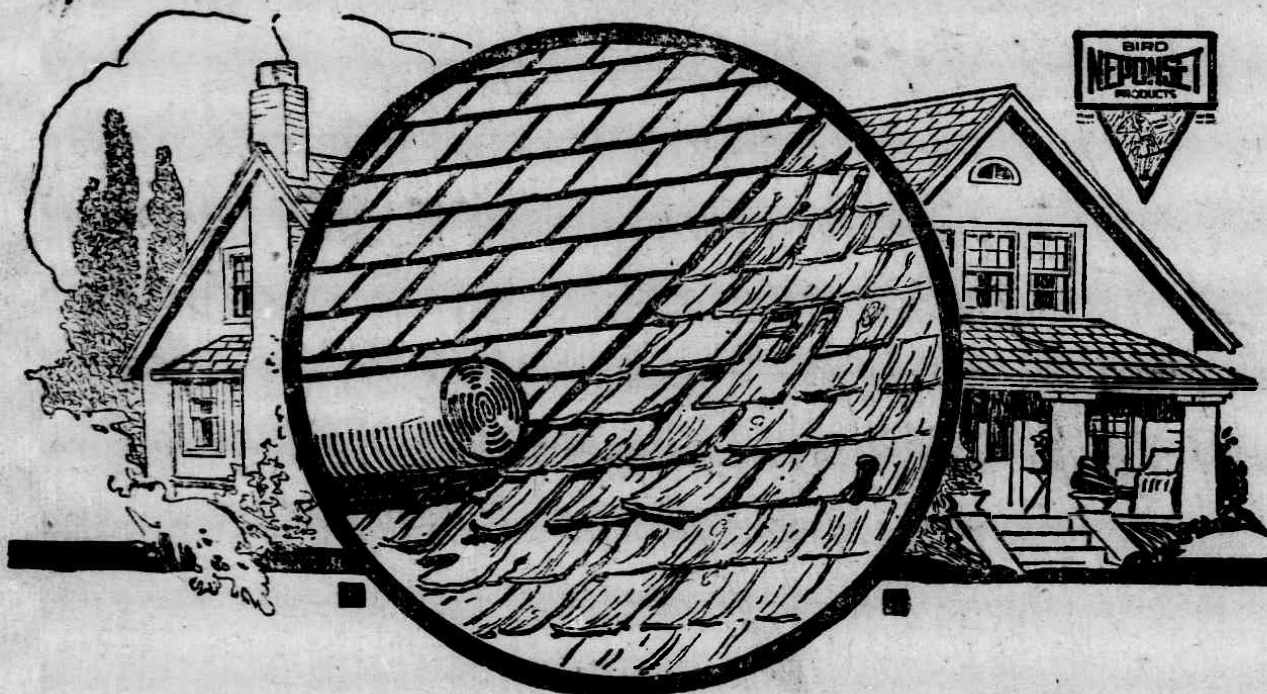
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