

NEWS OF MARSHALL AND VICINITY

Personal and Otherwise

Mr. and Mrs. H. K. Ramsey and daughter, Miss June Eulaine and Mr. Romeo Ferguson were guests at the annual Community Thanksgiving Dinner served in the recreation room of the Markle Handicraft Building at Higgins, N. C. last Thursday. They enjoyed the delicious turkey and everything that goes with it to make a real Thanksgiving feast.

After dinner, they saw some of the beautiful things being made by the students in the Craft School. Miss Bessie who is Director of Women's work in the school came home with them to spend the rest of her week of vacation.

Misses Helen Hyde and Catherine Roberts, students at S. T. C., Fredericksburg, Virginia, were among the group who went to Richmond, November 18 to hear the Richmond Symphony Orchestra. Mr. Frederick Jazel, from the Metropolitan Opera Company was guest soloist, who sang during the program.

Mrs. D. O. Purkey visited Mrs. H. A. Penland and daughter, Helen at their home near Hot Springs, Thanksgiving day.

Mr. J. T. Highsmith of Clayton, Ga., spent the week-end in Marshall with his parents, the Rev. and Mrs. E. B. Highsmith and family.

Mr. and Mrs. Douglas Joyner, of Union City, Tenn. came Tuesday to spend some time with her parents, Mr. and Mrs. A. L. Plemons.

Mr. Bill Redmon, who is a student at W. C. T. C. at Cullowhee, spent the Thanksgiving holidays here with his mother, Mrs. Ella Redmon.

Mrs. A. J. Hemphill, of Black Mountain, spent Saturday in Marshall.

Miss Eva Rogers has returned to her home, after visiting relatives in Gaffney, S. C. for several days.

Mr. Leo White, who has been visiting his mother, Mrs. Annie May White, left Saturday for Philadelphia, Pa.

Mr. and Mrs. Dewey Shelton and Mr. M. L. Shelton, of Greenville, Tenn. spent Sunday in Marshall with Messrs. Shelton's sister, Mrs. Verna Roberts.

Dr. and Mrs. J. L. McElroy, Mr. and Mrs. Emmett Plemons, and Mr. Leo White were supper guests of Mr. and Mrs. W. T. McKinney Friday night.

Mrs. Verna Roberts, Mr. and Mrs. Dewey Shelton (and Mr. M. L. Shelton) were in Asheville Sunday afternoon.

Mrs. William Silver is confined to

her home on account of illness.

Mr. William Silver, of Detroit, Mich., is in Marshall visiting relatives.

Mr. Warren T. Davis, of Hot Springs, was in Marshall Wednesday on business.

Mr. and Mrs. Joseph House have returned to their home at Beaufort, N. C. after attending the funeral of her father, the late Mr. John A. Hendricks.

Mr. Leon M. Jones, and Mr. S. H. Williams have returned to their home at Raleigh after being in Marshall last week to attend the funeral.

Mr. Clarence Highsmith spent a few days last week at Clayton, Ga., visiting friends and relatives.

GUTHRIE—METCALF

Mr. Doyle Guthrie, of Alexander, r-2, and Miss Beatrice Metcalf, of Marshall, r-2, were married Friday evening, November 29, 1935.

Rector Hotel Under New Management

Mr. and Mrs. William Holmes are now ready to welcome their many friends in Marshall and Madison county to their new location, at the Rector Hotel in Marshall. Mr. and Mrs. Holmes were formerly of Columbia, S. C. but for the past four months have operated the Brass Bar cafe in Marshall. The formal opening of the hotel, under the new management, was Sunday, December 1, 1935. All day dining service and short order are installed in the new lunch room, which was originally the hotel lobby. The famous old rotating table, the only one in the south now in use, which was made by the late Mr. Pat Campbell, is being used in the hotel dining hall. This table has been in use for approximately fifty years. Mr. and Mrs. R. C. Nanny will continue to live at the hotel.

Mr. Holmes has been in the cafe business for forty years, having served as chief chef at the Hotel Tuller, at Detroit, Mich., for seven years. Mrs. Holmes, who was formerly Mrs. Grace Jones (sister of Mrs. A. B. McDaniel, of Marshall and Wilmington, is well known in this section.

Children's Colds Should Have This Safe Treatment

Young Mothers Benefit from Two Generations' Proof of This External Treatment For Fighting Colds.

IT AVOIDS CONSTANT "DOSING"

There's nothing like a child's cold to upset a young mother. And mothers of two generations, anxious to help end colds, have depended on Vicks VapoRub. It is effective—external—and safe. It avoids the risks of constant "dosing," so often upsetting to children's delicate digestions. Just rubbed on throat and chest at bedtime, VapoRub acts two ways at once:

1. By stimulation through the skin, like a poultice or plaster—

2. By inhalation of its penetrating medicated vapors, released by body heat and breathed in direct to inflamed air-passages.

Continuing through the night, this combined vapor-poultice action loosens phlegm—soothes irritated membranes—eases difficult breathing—helps break congestion.

A Practical Guide for Mothers

Each year, more and more families are being helped to fewer colds and shorter colds by Vicks Plan for Better Control of Colds. Vicks Plan has been clinically tested by practicing physicians, and further proved in everyday home use by millions. Full details of the Plan in each package of Vicks VapoRub.

Over 100 Million Vicks Aids Used Yearly For Better Control of Colds

RECTOR HOTEL LUNCH AND DINING ROOM

MEALS AT ALL HOURS

Delicious Fried Chicken Dinner

Sandwiches of ALL kinds

Short Orders and

REGULAR MEALS

Mr. and Mrs. Wm. Holmes, Managers

SAVE YOUR EYES

You need them always. And yet so many handicap themselves daily by suffering eye strain without the welcome relief of glasses.

It costs no more to have your eyes examined by a specialist. If needed he will prescribe restful, correct glasses.

CONSULT DR. T. GILBERT HARPE

Optometrist

13 Years in Asheville

14 Flatiron Bldg. Phone 961

DR. J. E. OWEN

General Dentistry

New Location

2 1/2 North Pack Square

Phone 232

ASHEVILLE, N. C.

OFFICE HOURS

9:00 A.M. to 5:30 P.M.

"My wife likes the smartness and roominess of the Ford—but



THIS V-8 ENGINE'S WHAT OPENED MY EYES!

ENGINEERS have known for years the undisputed advantages of the V-type engine... simplicity, economy, compactness, ruggedness. But until Ford announced the first Ford V-8 in 1932, no one had found a way to bring these advantages to the low-priced field.

Since its introduction this engine has been constantly refined and improved—but the basic features of Ford design have remained through the production of over two million V-8 engines.

This is the engine that powers the beautiful 1936 Ford V-8... and, because it is V-type and compact, gives "all that extra room" that many a woman has

wondered about in the Ford V-8 body. This is the engine which proved sparkling performance and eight cylinder smoothness are economical if you have a V-type engine with a dual-down-draft carburetor that takes the "gas" used by a four and splits it into eight equal charges.

This is the engine you need for quick, sure, cold-weather starting this winter—the engine that's "opened the eyes" of over two million enthusiastic Ford owners.

You'll find such an engine in no other car at anywhere near the price of the Ford V-8 for 1936—So why not arrange to drive one today?

YOUR FORD DEALER

Ford V-8 for 1936



Standard accessory group including bumpers and spare tire extra. Easy terms through Universal Credit Co. the Authorized Ford Finance Plan.

ON THE AIR—Ford Symphony Orchestra, Sunday Evenings—Fred Waring, Tuesday Evenings—Columbia Music—United Press News Release and Grady Cole—6:15 p. m.—WBT

SINGING CONVENTION AT GRAND VIEW

There will be a Singing Convention held at Grand View church on December 29th at 1 o'clock p. m. All classes, quartets, duets and solos are especially invited. Come on, singers, let's have one more good spiritual singing convention in the year 1935. Don't forget the date—Dec. 29th. J. G. REESE

BEAR CREEK

Mr. Ken Redmon took dinner at the home of Mr. Bud Banks, Tuesday. The Sunday Schools on Bull Creek are progressing fine. They have a large attendance each Sunday. Miss Elizabeth Ball spent the week-end with her sister, Mrs. Kenneth Silver of Marshall. People on Bear Creek and Pine Creek are celebrating Thanksgiving in a big way this year with lots of

Turkey and other good things.

Mr. Will Davis was the guest of Miss Edith Lunsford, Sunday.

Miss Lou Ball and Mr. James Cooper were car riding, Sunday.

Miss Verna Wilson was visiting her sister, Mrs. Paul Kenner, of West Asheville, Sunday.

Mr. Plato Clark of the Caney Fork section of Little Pine, has accepted a position with the sawmill above Marshall.

Miss Rachel Ball, attractive daughter of Henry Hall and Mr. Fudlow Frye, son of Mr. Frye, of Bear Creek

motored to White Rock, Sunday.

Mr. Fred Lewis was the guest of Miss Pauline Cooper, Sunday.

Mr. Mike Clark returned home Wednesday morning after missing for sometime.

J. H. HUTCHINS DENTIST OFFICE OVER CITIZENS BANK MARSHALL, N. C.

From JUPITER

Mr. Horkey filled his regular appointment at the Jupiter Methodist church Sunday night.

The B. T. U. is rapidly improving. The Rev. B. M. Canup was elected pastor at the Baptist church recently. We are glad to get him.

There will be a play at the Red Oak High School, Saturday Dec. 14. Everybody invited. Admission 10c and 20c.

Miss Jessie Burrell visited Miss Lee Guthrie, Saturday.

Misses Pauline Fox and June Honeycutt spent the Thanksgiving holidays with Mr. Ottis Peterson.

Mrs. Ruben Metcalf, Mr. and Mrs. Grant Metcalf, Mr. and Mrs. Ronald Hunter and small son, Harold Lock, and Mr. and Mrs. Doyle Guthrie took supper with Mr. and Mrs. W. B. Guthrie, Sunday night.

We are glad to hear that Miss Joe-honner Fox is improving.

Mr. Walter Roberts, the son of Mrs. Mildred Roberts, is slowly improving.

Miss Lizzie Guthrie is improving handsily.

Mr. and Mrs. Ronald Hunter took dinner with Mr. and Mrs. Clyde Ray, Sunday.

Mr. and Mrs. E. F. Fisher took dinner with Mr. and Mrs. Brigman Sunday.

Miss June Honeycutt spent the nite with Miss Pauline Fox, Sunday.

Mrs. G. W. Briggs visited Mr. and Mrs. Arthur McIntosh, Sunday.

Mrs. Alton Roberts and children spent Saturday evening with Mrs. W. B. Guthrie.

Miss Alma Guthrie, who is at Swannanoa is expected to spend the week-end with her parents.

SPILL CORN

Mrs. Alpha Tweed had son, Mr. Clyde were visiting her sister last week-end.

Mrs. Charity Arwood was taken to a hospital in Greenville, Tenn. and has returned home not much improved.

Mr. and Mrs. Clark Norton Baley is very ill at this writing.

Among those that were visiting Mrs. Clarity Arwood Sunday were, Mrs. Harlin Shelton, Mrs. Edne Cutshall, Mr. and Mrs. Phil Cutshall.

Mr. Marcell Williams who has been very ill is reported to be improving.

We hope for all the sick in our community to recover soon.

HUNTER CREEK

Mrs. Clyde Ball was the guest of Mrs. Jim Waddell, Sunday.

Miss Elsie Crow spent Saturday night with her grand-parents. Mr. and Mrs. Joe Crow.

Mr. Andrew Ball returned home last week from Waynesville where he has been working for the past two months.

Mr. Frank Ball took supper with Mr. Frank Buckner, Sunday night.

Mr. George Reese returned to Hunter Creek, Sunday.

For Bad Feeling Due to Constipation

Get rid of constipation by taking Black-Draught as soon as you notice that bowel activity has slowed up or you begin to feel sluggish. Thousands prefer Black-Draught for the refreshing relief it has brought them. Mrs. Ray Mullins, of Lufkin, Ark., writes: "My husband and I both take Theodore's Black-Draught and find it splendid for constipation, biliousness, and the disagreeable, aching, tired feeling that comes from this condition." With reference to Syrup of Black-Draught, which this mother gives her children, she says: "They like the taste and it gave such good results."

BLACK-DRAUGHT

NOTICE!

WE TAKE PLEASURE IN ANNOUNCING THAT Mr. Paul H. Dinwiddie

Formerly of MARSHALL, N. C.

is now associated with us as PHARMACIST

at MOONEYHAM'S Drug Store Pack Square Asheville, N. C.

We shall be pleased to have his friends visit us.

LAST RITES FOR MISS ADDIE WILLIAMS

Last rites for Miss Addie Williams, 67, who died Monday, November 25, at the home of her sister, Mrs. E. O. West, Marshall R-2, were conducted at 2 o'clock Tuesday afternoon, Nov. 26, at Gussieville Baptist church. Interment followed in the church cemetery. Officiating ministers were: the Rev. E. H. Nease, the Rev. E. F. Sprinkle and the Rev. J. C. Pipes. Pallbearers were, Carl West, Bryan McKinney, Myers Teague, Gae Williams, Bradie Duncan and Clarence Watkins, nephews of Miss Williams. Floral bearers: Mrs. Effie Duncan, Mrs. Ollie Watkins, Mrs. Lois West and Mrs. Clara McKinney, nieces of Miss Williams.

Miss Williams is survived by three sisters Mrs. R. O. West, of Marshall R-2, Mrs. I. M. Teague, of West Asheville and Mrs. S. M. McKinney, of Woodfin. Miss Williams has made her home with her sister, Mrs. West since last January and she is greatly missed in our home. We hope to live a life that we will meet her in the home to which she has gone. We feel that our loss is Heaven's gain.

CARD OF THANKS

We wish to thank our many friends for their help and kindness during the illness and death of our dear sister. Mr. and Mrs. R. O. West Marshall, Route 2.

WE DRIVERS A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors

No. 4—OUR BRAKES

We've all noticed that whenever a train makes a long enough stop in a station, there's somebody on the job, dodging in and out under the cars making sure that everything is in good shape for the train to continue its trip. One of the things checked at every inspection point is the brakes. For nobody knows better than railroaders how important it is to be able to stop when you have to stop.

Now, if we think of it in a certain light, we people who own automobiles are all running little transportation systems of our own... just like the railroads and airlines and bus companies. Home is the main terminal and there are lots of stops along the line... flag stops, you might say, and regular scheduled stops—like the office, the grocery store, the school, the theatre, and our friends' houses.

Just like the railroads, one of the main things we need to look out for is our brakes. Of course, everybody knows this and yet somehow or other we're apt to be a little careless about it. Not that brakes don't give us plenty of notice when they're going to need adjustment. As time goes on we find that we can push the pedal lower and lower, till after a while we can shove it down almost to the floorboards before the brakes take hold. Even then we sometimes wait quite a while before we have them adjusted. It just seems to be human nature to put off things like that. They tell us the result is that one-third of all cars on streets and highways at any given time have something wrong with their brakes.

The trouble is that when we let our brakes go like that, all of a sudden we may have to make an emergency stop, and we may find it rather embarrassing. Engineers say that if we realized what goes on in brakes we would see why we ought to keep them checked up. As they explain, it's a story of momentum and friction, the same old forces we've talked about before.

They say that when we get going we build up a certain energy in the form of momentum. Now when we want to stop, we can't just destroy that energy, because, scientists tell us, Nature never lets any of its energy be destroyed. We can only convert it into some other form of energy.

What brakes really do is to convert speed-energy into heat-energy. When we push down on the brake pedal we press the brake lining against the brake drums and this creates friction that changes the energy to heat. When we have changed all the speed energy to heat, then we come to a stop.

Now modern brakes are very powerful. In fact, a 100-horsepower car will have about 500-horsepower brakes. They can stop us pretty quickly even from high speeds. But when they do, they simply change those speeds into a great deal of heat, in a very short time. The fact is we sometimes build up temperatures in our brakes as high as 1400 degrees!

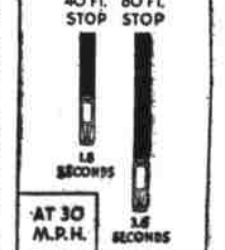
It's easy to see that heat like that can cause a lot of trouble. Some of us may think it's fun to rush up to sudden stops, but we might as well realize that we have to pay for that kind of fun in excessive brake wear. It simply doesn't pay to build up brake heat a lot faster than it can be thrown off. And we certainly get hardly anything back in time saved. For instance, if we're going 30 miles an hour, our brakes can stop us in 40 feet if they are all right; but it takes less than two seconds longer to stop us in twice that distance. How much better it is, under any normal circumstances, to begin to apply the brakes a few seconds earlier and, with gradually increasing pressure, bring our car to an easy stop. As a matter of fact, smooth, gradual stopping wherever the circumstances permit, is generally taken as a sign of a good driver.

Now if we want to keep our brakes safe and sound, it's important to remember what these fast stops do to them. But it's just as important to remember that all stops generate some heat in our brakes. That's what gradually wears down the linings, and sooner or later makes a brake-adjustment necessary. And that's why we must watch them and see that adjustments are made when they are needed.

So maybe it would be a good idea to keep on thinking of our cars as private transportation systems. If we keep them in good running condition, they will serve us with safety and satisfaction.



BRAKE DESIGN MULTIPLIES FOOT PRESSURE OVER 100 TIMES



AT 30 M.P.H. 40 FT. SOFT STOP 140 FT. HARD STOP