

SCENES NEAR ASHEVILLE, N. C.

# CHALMERS MOTOR CARS

America's Representative Cars

30.....	\$1600
36.....	\$1900
54.....	\$2400

All that you can ask in a motor Car.

Let us show you these Cars.

**Asheville Automobile Company**

Phone 313-314

No. 15 S. Lexington Ave.

Asheville's Best Amusement Places

## Princess Theatre

Best appointed, most modern, strictly managed Picture Theatre in the state. Choicest and most select photographs from the recognized producers, perfectly projected in a theatre that in coolness, sanitation and ventilation is unexcelled, makes the PRINCESS Asheville's favorite picture theatre. Giving added entertainment to the excellent picture program the PRINCESS ORCHESTRA is a distinctive feature in this "Quality" house.

Price Adults 10c.

Children 5 cents.

## Majestic Theatre

Indisputably there is no vaudeville theatre in the entire South that surpasses, and few that equal, the MAJESTIC in point of beauty, costly construction and equipment in every department. It embraces and affords all the pleasure and comforts of the finest vaudeville houses in the larger cities. The programs comprise alternately Keith vaudeville and the large musical comedy companies. Few cities in the entire country of Asheville's size offer equal attractions.

Matinee Prices 10c and 20c.

Evening Prices 10, 20, 30c.

Home Folks Know---Visitors Soon Learn

### GOOD SUMMER HOME FOR SALE!

In Good Community, 12 Miles from Hendersonville and 9 Miles from Brevard.

Located at Blantyre on Transylvania Railroad, three quarters of a mile from Postoffice and Railroad Station; on leading road. Daily mail (Blantyre P. O.); also daily R. F. D. from Brevard.

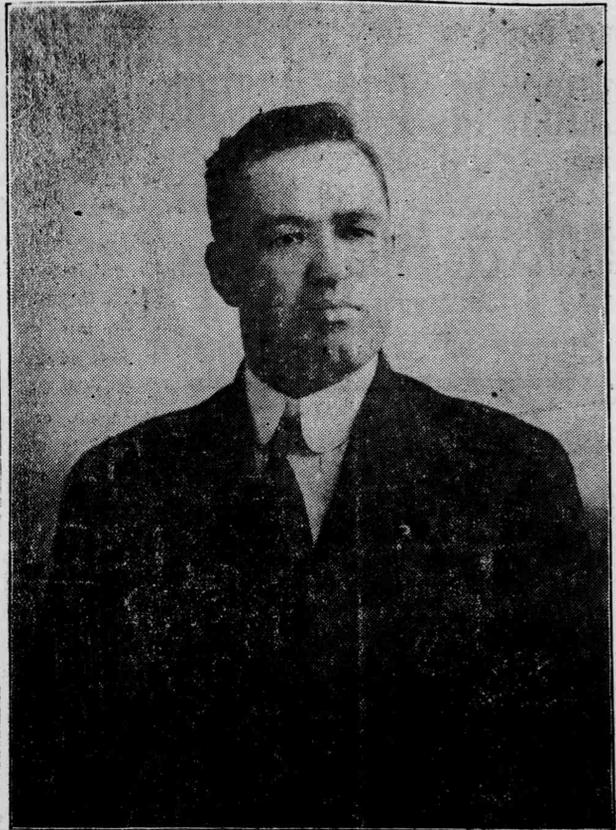
About 30 acres, 20 cleared, balance in timber. Two-story weather boarded dwelling, eight rooms, porches, all rooms ceiled, six fireplaces, shingle roof. Good well and spring water; several out-buildings; good shade; fifty apple trees and some plum trees. Good Sunday School half mile from dwelling. Graded School

mile from dwelling, opens Aug. 1, term, seven to eight months. Six Passenger Trains daily in summer.

Price, \$1,500; terms to suit purchaser.

For further particulars address B. R. LEDBETTER, Blantyre, N. C.

## "The Right Man in the Right Place"



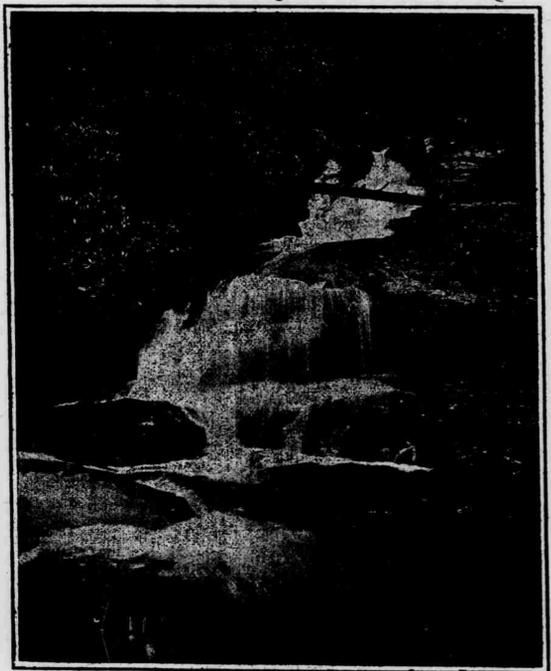
N. BUCKNER' Secretary Asheville Board of Trade

Sometimes the right man is seen in the right place. The Secretary of the Asheville Board of Trade, N. Buckner, illustrates this. It almost seems that Mr. Buckner was not only created for the place but he has, in a way, created the place itself. He has taken hold of the Asheville Board of Trade so energetically and has handled the business with such judgement that the directors feel that they have at last found what they have been looking for in a secretary, a man who can make known the unrivalled beauties and advantages of America's "Beauty Spot" as its citizens are wont to term it. They wanted a man who could cover the entire field and this field was a broad one. They could get men who could make spurts and momentary hustling campaigns, but they wanted a man who could conduct the business on a systematic basis continuously, and they are satisfied that Mr. Buckner is measuring up to his requirements.

Mr. Buckner is just as enthusiastic

about little things as about big ones, which means that he is everlastingly on the job. In addition to this he has a good nose for the news value of an occurrence, is fairly bringing over with interesting information about Asheville and the Land of the Sky, and tells the story in a very entertaining manner and in this way has received quite a lot of favorable notice that was not purchasable with money.

He was elected by the board of directors July 16, 1910, and his first act was to place in the hands of the directors his resignation with the request that same be accepted when they felt that the was not making good and producing results. The organization at that time had 268 members but there was little enthusiasm among them, although it was thought then to be a rather active organization. It is now realized that it was not, as the following will show. In less than a year he has secured nearly two hundred new members. He has had printed more than 100,000 pieces of advertising literature, nearly all of which have been distributed. Forty thousand of these



Crystal Falls, Source of Asheville's Water Supply

booklets, which he revised and rewrote. In any previous year not more than ten thousand of these booklets had ever been distributed.

But it is in the newspaper advertising and personal letters where Mr. Buckner shows his value. He writes a cordial letter with a touch of human interest, and he knows where to place his advertising where they will do the most good, and the results obtained in the shape of inquiries is abundant proof of this. He has collected and spent about fifteen hundred dollars for newspaper advertising, and he enthusiastically tells you that newspaper advertising pays, that it is the one hundred per cent in advertising. In the collection of money he has been very successful. The business men and hotel and boarding house proprietors know that the money they contribute will come back to them. He is always ready to talk to anyone about the city and and no stranger talks to him long without soon becoming in-

formed about the splendid climate, matchless water supply, the 38 miles of paved streets, fine macadam roads, Asheville's advertising tax and other conditions that have made Asheville grow.

The result of the past year's campaign of publicity is that Asheville has enjoyed the best winter and spring tourist business it has had in seven years, while the summer tourist business promises to be the best in history. In doing this he has not neglected the industrial phase of the board's work. The building trades are very promising; there is now nearly \$2,000,000.00 worth of work projected and in course of construction, including an incline railway to the top of Overlook, a thousand feet above the city, and a \$300,000 reinforced concrete modern fireproof hotel.

Mr. Buckner is 38 years old and has been doing advertising work for the past thirteen years. He always solicits this work on the basis of "quit at the end of any month it doesn't pay" and he still has two clients that began with him thirteen years ago, and a number of others for six or seven years.

## The Repair and Maintenance of Earth Roads

If you look at the ordinary country road after a shower you will see small puddles along the wheel ruts and sometimes larger pools. This water stays on the road surface because it cannot drain away into the side ditches. If you look closely you will see side ditches which have grown up with bushes and weeds in many cases, and which are so far from the traveled part of the road that the rain water does not drain into them. That part of the roadway where the wagons travel is called the traveled way. To prevent water from standing on the traveled way the road should be raised in the center and should slope gently into broad shallow ditches. It is then said to have a crown. If it is 10 feet from the center of the road to the side ditch, the surface at the side ditch should be at least 10 inches lower than it is at the center where the horses travel. The rain that falls on a road properly crowned will run quickly to the side and not soak into the surface or form pools. The side ditches for surface water should run parallel to the right of way, and should be open at every low point so that the water can run out of them into neighboring brooks or streams. If the ditches merely collect the water from the road surface and it can not run away, large pools will be formed along the roadside, which will gradually soak into the soil beneath the road and make it so soft that the wheels of wagons will cut through the road surface and soon destroy it.

Sometimes water runs from land along the road into the road and forms a little stream down the wheel tracks or in the middle where the horses travel. When driveways into farm yards are built across the side ditches they frequently form channels for water from the farm yard to run into the road. The pipes under driveways become filled with leaves or rubbish and the water no longer runs away. If the driveways that stop the ditch water were rebuilt so that no pipes were necessary and the ditch could be left open, much trouble from surface water would be stopped.

Sometimes a road runs across low ground or through a swamp where the road can not be drained by side ditches alone. If the road were built higher like a railroad embankment across such low land and made with a crown, it would be dry and hard. Sometimes a road passes through what is called a cut. This is a place where the earth has been dug out so that the road can go over a hill without being too steep. The water which always flows quietly under the ground on hill sides is known as ground water. In road cuts such water sometimes makes the road very muddy, and the road then needs what road builders call underdrainage. A good kind of underdrainage is a trench to go along under the side drain and about 3 feet deep and a foot and a half wide. In this trench a pipe is laid near the bottom and covered with loose stones no bigger than an egg. When the trench is completely filled with loose stones the ground water, instead of soaking into the roadway, will stop among the stones and flow down the hill through the pipe.

To keep a road smooth and crowned the best method is to draw it with a road drag. A road drag is made easily with two halves of a log which has been split. The log should be about 6 or 8 inches in thickness and about 6 or 8 feet long. The two halves of the log are set 3 feet apart with the smooth faces forward and upright. They are then fastened together with braces set in holes bored through the log. A pair of horses may be used to drag the road and are hitched to a chain fastened to the front half of the log. The road drag should move forward so that it slants across the road in such a way that a small amount of earth will slide past the smooth face of the log toward the center of the road, thus forming the crown. The edges of the logs will smooth out the ruts. The best way to drag is to begin at the side ditch and go up one side of the road, and then down the other. In the next trip the drag should be started a little nearer the center and the last trip over the road the drag may work close to the center itself. Small ridges of earth will be thrown in the horse track and smeared by the round side of the log smoothly over the road. The smearing of the earth by the drag is called "pudding" and it tends to make the surface of the road smooth and water-tight after the sun comes out. The road is always dragged after it has rained and not when it is dry. A good, strong pair of horses with a well-built drag can drag about 3 or 4 miles of road in a day, and it is the best way to maintain good roads. In every county some farmer along each 4 miles of road should own a drag and drag the road when it rains, and he would always find the road in good condition when he goes to market.

Owing to the fact that many rural schools were closed at the time when the prize maintenance essay was announced by Director Logan Waller Page of the office of Public Roads, it has been decided to extend the limit for receiving the essay to October 15, 1913. In addition to the gold medal given as first prize, two silver medals will be given as second and third prizes. If a child who has submitted one essay previous to the issue of this notice should care to try again he is at liberty to do so but he must be a pupil of a rural school. There is some misunderstanding in regard to the subject of the essay. The idea is to set the children thinking how to better their earth roads with the material they have at hand.