

Sylvan Valley News

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WAR IN EUROPE

Lemberg, the capital of Galicia, which fell into the hands of the Russians early last fall, and which has been an objective point of the Austro-German advance ever since the recapture of Przemyśl, was taken back from the Russians June 23. General Mackensen of the attacking army was made a field marshal for his services in the campaign.

Large shipments of war material for Russia have been cancelled by American manufacturers, who are said to be unable to obtain cash payments for their products.

After several days of fighting on the banks of the Dniester, the Germans claimed by the first of the week to have crossed the river, which up to that time the Russians had prevented. The next objective point is Warsaw, capital of Poland against which the Germans have already launched several successful campaigns.

Mareconi, the inventor of wireless telegraphy, has enlisted in the aviation wing of the Italian army and been his duties as a lieutenant on June 27.

Hubert C. Hoover, chairman of the American commission for relief in Belgium, recently concluded an agreement with General von Bissing, German military governor of Belgium, providing that the wheat and rye crops in the zone occupied by the Germans shall be reserved for the civilian population of the country. The same covers the greater part of Belgium. The harvest prospects are very good, and the supply will furnish the proper ration for a longer time than usual under the enforcement of rigid regulations.

The Russians, by June 14, were driven back to a narrow frontier north of Lemberg and were retreating before the Austro-German army along a front of 250 miles. With the Russians across the frontier, the Germans will have to rely on road transport, and their advance will be slower.

An interesting incident of the war is the occupation of Scutari, Albania, by the Montenegrins. Two years ago, in the Italian war, the Montenegrins captured Scutari, but later evacuated it on account of pressure brought to bear against them by European powers.

SOCIALIST LECTURE

A socialist, J. J. Fitts, was in Brevard last Monday and made two speeches on socialism. The first was delivered in the open before the court house. There, to the little crowd of men seated on the benches and sitting on the fence railing, the speaker expounded some of the doctrines of the party that is endeavoring to get control of the government. Collective ownership of industries affecting the people and the abolition of capitalism and the central idea of his theme. He declared that neither the republican nor the democratic party could give what they wanted, that it was impossible for the government to regulate what it did not own.

Before the speaker had done speaking the crowd had thickened considerably, drawn by the sound of his voice as it rang out over the square. There were no signs of special sympathy with his doctrines, but the auditors were respectful and generally attentive.

Mr. Fitts spoke again in the court house Monday night, but his audience was very small. Socialism has not met with a favorable soil in this part of the country, where the battle between labor and capital is heard only at a distance, and where the old political traditions remain strongly entrenched. The lecturer, however, made the impression of a man well informed and thoroughly in earnest.

GENERAL NEWS

Robert Lansing was named on June 23 by President Wilson to succeed W. J. Bryan as Secretary of State. Mr. Lansing has been counselor of the state department during the recent international complications. He is a lawyer of international repute and is said to have figured in more cases of arbitration than any living American. He is a native of New York state but for many years has been a resident of Washington City.

Purchase by the federal government of 27,868 acres of non-agricultural land in the White Mountains of New Hampshire and the Southern Appalachians was approved June 23, by the national forest reservation Commission. The largest parcel is in the Boone purchase area in North Carolina, a block of 26,386 acres, which the owners have agreed to sell at \$1.20 an acre. There are also tracts of smaller area in Western North Carolina, one in the Savannah and one in the Nantahala region.

After three months of espionage by government agents, General Victoriana Huerta, one time president of Mexico, was detained at El Paso, Texas, by United States officials. He was accompanied by General Orozco and Major Fuentes. All three men were released under bond to await a hearing on July 1. The detention, it is believed, frustrated a plan to launch a new revolution in Mexico from the basis of American soil. The detention was made in spite of assurances by Huerta that he would never enter Mexico at the head of armed forces.

In spite of the detention of Huerta under federal bond at El Paso, it is estimated by well-informed persons that revolutionary agents are active and that an average of 100 men are nightly crossing the Rio Grande. It is supposed that these men are to be mobilized in some secluded point in northern Mexico.

The strike of carpenters and builders in Chicago became general and effective the first of the week. It is regarded by contractors and labor leaders as the beginning of one of the greatest labor wars of recent years. A proposal for arbitration was overwhelmingly defeated by striking carpenters last week. It is estimated that more than 20,000 men will be thrown out of work.

By agreement with the German foreign office the American state department made public on June 28 the text of the note sent on June 21 asking Germany to reconsider her refusal to settle the question of the William P. Frye damages by direct diplomatic negotiations. The German government had claimed that the commander of the *Lied Friedrich* had a right to sink the *William P. Frye* on account of carrying contraband and that the indemnity therefor should be fixed by a German prize court. Both these contentions were denied in the American note sent by Secretary Lansing. By reference to the treaty of 1793, continued in force by the treaty of 1828, the American note attempted to show that under the circumstances the sinking of the American ship was outside the rights of the German commander, and insisted on the original request that the settlement for indemnity be made by direct diplomatic negotiations.

Representatives of more than a million men Sunday school students, whose world wide organization—the Barrens—was described as the outcome of an impulse, met in a convention at Los Angeles, Cal., on June 28. Delegations from the women's society, the Philanthropists, took part in the convention. It was said that ten thousand Bible classes have been embraced in the movement. Marshal A. Hudson of Syracuse, N. Y., a merchant who abandoned his business to carry out the movement, was re-elected president of the Barrens-Philanthropist union.

CAMP SAPPHIRE

The Fetzer brothers have been busy for some time making preparation for the opening of Camp Sapphire. Following are the members of the council for this summer's session:

DIRECTORS.

W. McK. Fetzer, athletic director, Davidson College, Davidson, N. C.

R. A. Fetzer, head laboratory, Southern Cotton Oil Co., Savannah, Ga.

RESIDENT PHYSICIAN.

Dr. Russell L. Haden, Johns Hopkins Medical School, Baltimore, Md.

CAMP COUNCIL.

D. Meads Bernard, Duval High School, Jacksonville, Fla.

J. P. Graham, athletic director, Cluster Springs Academy, Cluster Springs, Va.

Guy A. Moore, principal, University School for Boys, Stone Mountain, Ga.

Hinton McLeod, Memphis University School, Memphis, Tenn.

J. S. Counselman, Birmingham High School, Birmingham, Ala.

W. B. White, Norfolk Academy, Norfolk, Va.

DeWitt Kluttz, University of North Carolina Medical School, Chapel Hill, N. C.

H. C. Long, Blue Ridge School for Boys, Hendersonville, N. C.

B. R. Leano, Spartan Military Academy, Stamford, Va.

Figur A. Cohen, University of South Carolina, Columbia, S. C.

J. A. Winn, University School for Boys, Jacksonville, Fla.

J. R. Williams, Bingham School, Asheville, N. C.

R. B. Dunn, Centre College, Danville, Ky.

Ernest Gray, Loant Grove Institute, Loant Grove, Ga.

Bolton B. Kinloch, The Citadel, Charleston, S. C.

Lex Kluttz, Davidson College, Davidson, N. C.

V. W. Osborne, Donald Fraser School, Decatur, Ga.

Newton Ancegar, Richmond College, Richmond, Va.

Alex. Cameron, University of Tennessee, Knoxville, Tenn.

H. B. Briggs, mechanical department A. & M. College, Raleigh, N. C.

Albert Irving, University of Virginia, Charlottesville, Va.

ASSISTANTS.

George Mack, Cincinnati, Ohio.

W. M. Gooch, Fishburne Military School, Waynesboro, Va.

Will Jones, Duval High School, Jacksonville, Fla.

Alvin Cohen, Phillips Andover Academy, Columbia, S. C.

A. & M. EXAMINATIONS

An examination for admission to the A. & M. College will be given without charge, to all who wish to take it, on Thursday, July 8.

There will be three sets of examination questions and the applicant may take whichever he prefers. They will be as follows:

(1) A, which admits to all the four-year courses.

(2) B, which admits to the two-year course in Mechanical Arts, in Agriculture and in Textile Industry.

(3) C, which admits to the one-year course in Agriculture.

T. C. Hixenrath,
County Superintendent.

Mrs. J. E. Wright, whose home is at Rocky Hill, about two miles from town, has been seriously ill for some time. Recently her condition has become worse and is now considered critical.

Governor Harris, of Georgia, who was inaugurated June 26, issued a statement to the people of Georgia on June 28 asking that there be a cessation of effort at violence or riotous demonstrations on account of the commutation of Frank's sentence. Martial law about Governor Slaton's home was continued, and he asserted that the action of the former governor is now past history.

CHURCH AND S. S. INSTITUTE

There will be a very interesting and helpful Church and Sunday School Institute held with Cathey Creek church, Selma, Friday and Saturday, July 16-17.

The program is being prepared by a committee appointed at the last Institute in Rosman in May, and will include such practical subjects as "An Adequate Church Program," "How to Finance a Church," "What is the Mission of Baptist Church in Twentieth Century?" "What Should a Sunday School do for a Community?"

Every church in the Association is invited to send delegates, and every minister is expected to take part in the program, which will be under the direction of Rev. A. W. McDonald, pastor of Brevard Baptist church and chairman of committee.

POINTS OF INTEREST

Visitors come to Brevard not only for rest and the tonic effects of climate but also for scenery. The former we can give them without change of position. The latter may be had partly in the same way, but to get the best views and have the most enjoyment there must be visits to various points of interest. These points of interest are around us. Brevard is the centre of a circle of attractions. But the radii of the circle, the roads leading to the points, sometimes make the attractions cost too dear.

Besides the many places whose names have become familiar to all—such as Conestee, Dunn's Rock, See-Off, Maiden Hair, Elk Mountain—there are others which the tourist, unblest with the inclination or ability to travel on foot, never visits. Mount Carle commands one of the finest views in Western North Carolina, but nobody ever sees it because nobody wants to pay the price of labor entailed in going there. Three Mile Knob overlooks the valley, and from its northern slope the view is unique as well as magnificent. But the road to Three Mile Knob is uninviting and the twin peaks of the summit are mostly unvisited. How many persons have stopped in the gap to see the old cabin with its garret inhabitant, or from the clearing on the north have beheld the long stretch of the valley and the vast sweep of the Blue mountains beyond?

The same story may be told of Cedar Rock and Wild Cat Gap, both of which would be places of great resort if only the ways leading thither could be traveled by vehicles or horseback riders. The trail to Cedar Rock was at one time splendid for pack strings, and passable for riders, but it is now hardly safe for the latter. It would be no unwise expenditure of money and labor to make this trail a safe way for travelers on horseback. Our scenery is one of our resources. Can we not do something to develop this part of our resources?

SUMMER SCHEDULE

The regular summer schedule on the Transylvania division of the Southern railway became effective last Sunday.

One new passenger train each way has been added. The trains are numbered 3, 5, and 7, going north, or toward Hendersonville, and 4, 6, and 8, going south, or toward Lake Toxaway.

Trains pass Brevard at the following schedule times:

No. 4 at 7:35 a. m.; No. 8 at 11:35 a. m.; No. 6 at 8:05 p. m.; No. 5 at 9:15 a. m.; No. 7 at 1 p. m.; No. 3 at 8:05 p. m.

The morning train going north passes twenty-three minutes later than by the old schedule. The midday south-bound train comes an hour and a quarter earlier. The evening south-bound passes an hour and a half later than formerly. Nos. 3 and 6 meet at Brevard.

The late evening train, passing at 8:05 o'clock, with sleepers for Atlanta, does not make connection for Columbia as in last summer's schedule.

HOW TO MAKE A ROAD

Water, plus clay or ordinary earth, when mixed, invariably forms mud. On ordinary earth roads the rains and melting snow furnish the water and the passing traffic the mixing, and the result is muddy roads. Take away the water or prevent it from mixing with the clay or earth on the road surface and little or no mud will result. In other words, keep your road dry if you wish it to remain hard, smooth and free from mud.

Except in very sandy or arid regions, good drainage is the cardinal principle in the maintenance of earth and gravel roads. Get the water away from the roads as quickly and completely as possible. Water naturally seeks the lowest level. You cannot keep the water from falling on the road, but you can assist its natural inclination to get away to a lower level. Keep the ruts filled and the road crowned with a slope towards the side ditches or from three-fourths to one inch to the foot, and the water will not collect on the road to soak in and be mixed to mud by passing traffic. Keep the side ditches clean and with frequent outlets to get the water away from the road entirely. Do not let the culverts clog up or material accumulate in the ditches and hold back pools of water to soak into and soften the foundation of your road. Water is an enemy that will run away if you will give it a chance. Do not neglect to give it every chance. It will pay and pay well.

Like most other enemies, water is not very destructive or dangerous until it collects in pools. Therefore, get the water away from your road at every available opportunity and before it has time to collect in sufficient volume to be dangerous to the road, and do not invite certain disaster by making your culverts too small to care for the heaviest possible storm. Furthermore, build the culverts so that the water will, of necessity, flow through them and not find a way around or beneath them. Properly designed substantial wing and end walls are the fortification which protect the culvert from attack and destruction during severe storms. Do not build any weather culverts; build them with a view of caring for and protecting the road during the worst possible storms.

Make your road dry, build it hard and compact with a crown sufficient to shed water rapidly to the side ditches, and with ample culverts and drains. To keep your road dry maintain the drainage in good condition. Drain your roads after each rain; drag the ruts, smooth the surface and maintain the crown. On a road which has been properly drained the rains find no place to collect and soak into and soften the surface. Unless the rain is of long duration the surface is softened but very little. As soon as the rain has ceased and the road surface dried so that the clay is not sticky, but so that it is still plastic, drag the road again. Any depression or ruts which have been formed during and after the rain are thus filled, and the surface smoothed up and plastered over with a thin plaster of clay or earth which packs and becomes very hard under passing traffic. Therefore, in order to make and keep your road dry, first provide for good drainage and then maintain the good drainage by systematic dragging after each rain. Diligent attention to these points will, in general, insure an earth road fairly passable at all times and very good most of the time.

EPISCOPAL CHURCH

Fifth Sunday after Trinity, July 1, 1915.

Sunday school at Rectory 9:15. Litany communion and sermon at 11. Subject, "Signs of the Times."

Friday, July 2. Even song with address at 5:30. Subject, "The Fruits of the Spirit, Love."