BREVARD NEWS Name changed from. Sylvan Valley News, January 1, 1917. NOAH M. HOLLOWELL, Editor Published every Thursday. Entered at postoffice at Brevard. N. C., as second-class matter. SUBSCRIPTION PRICE: \$1.00 One year .60 **Bix month** .35 Three months Two months .25 Payable by check, stamps or money order. Cards of thanks, resolutions and memorials published only at half com-mercial rate. Subscriptions not continued after ex-piration of time paid for except on re-quest and promise of payment of 1 cent extra above subscription rate for each week paper is sent until subscription is paid.

### Friday, January 5, 1917.

#### Watch Brevard grow!

Is the mud tax high enough for you?

Newspapers, like fair maidens, decide it well to make a revision in names occasionally.

Bright prospects for a farm demonstrator sound almost too good to be true in Transylvania.

Leap year is behind us and many maids didn't get across, and since Brother Boone of the Waynesville Mountaineer gives his readers gems of appropriate verse from week to week we would suggest that he give us a few in consolation of the stranded maidens.

Editor Garlington of the Hendersonville Hustler has been disturbing his mind about the occupancy of a certain house in Brevard and for his relief would mention that it has been occupied by a family of eleven brought here on the strength of the Transylvania Tanning company. Watch us grow!

It looks like a hard road ahead for the man who porciets in buying goods on a credit basis. The year besins with four more firms in Brevard entering upon the cash busi -the Home Supply Co., Mr. H. A. Plummer, Rose Cafe and Philipp's Bakery. We see many more reasons for cash business than we can possibly see for the haphazard way of running accounts. May the number increase.

this matter next Monday and it is in order for those wanting better, BRYAN AGAINST conditions among the farmers of this county to express their wishes to the commissioners.

The board has a progressive make-up. Although conservative and diligent about their business the commissioners are progressive and anxious to serve the people to best advantage, in view of which the News entertains hopes of a brighter day for agriculture in Transylvania.

### **Changing Name of The News**

Since the immortal playwright intimated that there was nothing in a name by declaring "that which we call a rose, by any other name would smell as sweet" the world has been at variance with his idea and mankind still clings to the value of a name. In this progressive age thousands of dollars have been paid for an appropriate name.

The Sylvan Valley News has seen its twenty-one summers. It is an established institution. Its permanency is assured, but its name is not sufficiently representative of this community to carry with it the advertising value that should accrue to it, hence the change of name to the Brevard News.

About all valleys are "sylvan," paper (not speaking of the paper's value) as it has stood since it was established has contributed but little as an advertisement for this section. While we are averse to changing well established names

we look upon the News as a permanent institution working for the as it has done these twenty-one years, and as we look into the future and the rich promises of development for this section we see the incongruity of the old name. When Mr. J. J. Miner, our fellow townsman, established the News he sought a general name

not applicable to any one combeing a section of the county name "Tran-sylvan-ia," such word, we understand, was not selected with of the county in shorter form. We would favor changing the name to the Transvlvania News, which would be fully representative of the section the newspaper

**OWNERSHIP BY** THE GOVERNMENT

## **Gives Newlands Committee His** Views on Railroad Control. COMPETITION PREFERABLE.

Federal Regulation Should Not Be Allowed to Exclude Exercise of State Authority, He Contends-Thinks Railroad Stocks Should Represent Actual Bonds.

Washington, :-- William J. Bryan, who startled the country ten Interstate Commerce last week in support of the claim that the states should regulation of all transportation lines have gained no less than 18 pounds. plained that he had long regarded gov- strong in my praise of Tanlac.' ernment ownership as inevitable, but only because of railroad opposition to the Duckworth Pharmacy ; Heydereffective regulation.

Against Government Ownership. "Personally I cannot say that I desire government ownership," he explained, "because I lean to the individual idea rather than to the collectherefore the mere name of the tive idea; that is, I believe that government ownership is desirable only where competition is impossible."

Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, previously had presented before the members of the Newlands Committee as one of his reasons for urging a better balanced and more systematic regulation of railroads the argument that this is the only alternative to government ownership. Calling attention to good of the community it serves, the restrictions imposed upon the transportation lines by conflicting state laws and regulations, to the practical cessation of new construction and to the impossibility under existing conditions of securing the new capital needed for extensions and betterments of railway facilities, he warned the Congressmen that unless they provided a fair and reasonable system of regulation that would enable the railroads to meet the growing needs of the country's business the national government would munity and though the word "syl- be compelled to take over the ownervan" may he regarded by some as ship of the these with all the evils attendant upon such a system

> Preservation of Competition. Mr. Bryan, on the other hand, holds hat

HAD ABOUT GIVEN UP HOPE WHEN HE HEARD OF TANLAC

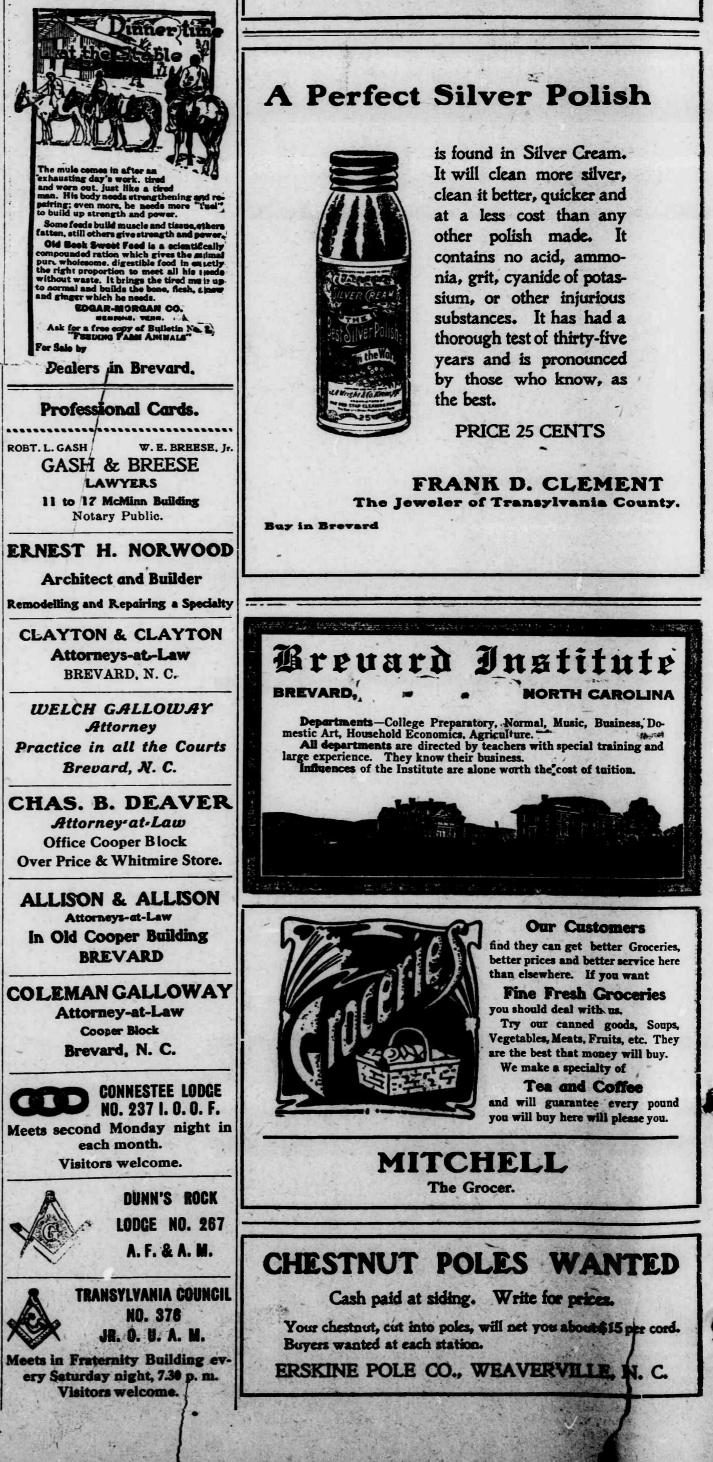
Chef of Asheville's Leading Hotel Gained 18 Pounds On 4 Bottles.

William Brown, Chief Chef of the Langren, Asheville's leading hotel, said: "For some time I had been suffering from severe stomach trouble and indigestion which, I think, came from having to taste so many different kinds of foods. I got so that I hated the sight of food road Stocks Should Represent Actual and had no appetite; could not Value and Be Stable as Government sleep and felt tired out all the time. "I tried everything but without

gaining a particle. I had about given up hope when I heard of Tanlac's good work in Asheville. years ago by advocating government From the first dose of it I felt bet ownership of railroads, appeared be- ter. I have taken four bottles and fore the Newlands Joint Committee on there is no more ztomach trouble: my appetite has returned and I can eat anything I care for without any bad effect. I sleep all night long be allowed to retain authority over the am not the least bit nervous and within their borders. Mr. Bryan ex- From this you will know why I am

> Tanlac is sold in Brevard only by sonville by Hunter's Pharma Advertisement.

Lots for sale. See W. P. Mackey, Pisgah Forest. 1-5-4tp.





THE BEST WAY TO OWN A HOUSE OF YOUR OWN IS TO HAVELENOUGH MONEY TO BUY A HOME OUTRIGHT.

THE BEST WAY TO HAVE ENOUGHT MONEY IS TO **REGULARLY BANK A PART OF WHAT YOU EARN.** 

SAVING YOUR MONEY WILL ENCOURAGE YOU; DEBT WILL DISCOURAGE YOU.

BANK WITH US.

WE PAY & PER CENT INTEREST ON TIME DEPOSITS.

**Brevard Banking Co.** 





some heavy blows of misfortune during 1916, chestnut wood is sellto make the most of the present sylvania. year, accepting every opportunity to help others as well as ourselves, thereby making a contented, prosperous people.

### Good Year With Merchants.

Merchants who took advantage of the News columns to make their Christmas announcements inform us that their holiday trade was most satisfactory and that the business for the past year was all that could be expected.

No town can have a prosperous appearance without prosperous business men composing it, and the news of good business should be comforting to all of us and we should do more of our buying at home.

Sending money away from the county will not pave streets, build school houses nor build roads for Transylvania.

### **County Farm Demonstrator?**

The board of county commissioners has under consideration the question of the employment of a farm demonstration agent. The value of these agricultural extension workers is too important to call for elaboration. At least seventy-five counties in this state have agents, which is sufficient proof that they are doing good work in the way of improving farming and methods of stock and poultry raising, fruit growing and other phases of farm work. The commissioners will act upon

serves, but this gives too long and Although Transylvania was dealt cumbersome a name, and wishing to retain the "News" part of the title and add to it a word of advering high, labor is plentiful and the tising value to the whole county prospects for 1917 are exceedingly we pride ourselves in selecting the bright. Each of us should resolve name of the countyseat of Tran-

As the News makes its weekly visits into twenty-five states the name of our countyseat will be conspicuously before the hundreds of eves falling on the paper and in the course of years the accumulative advertising should be of almost incalculable value to this section.

The empty value of the old name as an advertising medium for the paper and the community has been frequently impressed upon us as we see articles copied from the News and credited to the Sylvan Valley News-a name calculated to create bewilderment and shed no light as to where the Sylvan Valley News is published and the section mentioned.

Changing the name of the News does not in any way change its liberal policy toward the whole of Transylvania. Just a change in name only.

# **RUB OUT PAIN**

with good oil liniment. That's the surest way to stop them. The best rubbing liniment is Good for the Ailments of Horses, Mules, Cattle, Etc. Good for your own Aches, Pains, Rheumatism, Sprains, Cuts, Burns, Etc. 25c. 50c. \$1. At all Dealers

of rederal the view to expressing the name authority over the railroads would be a step in the direction of government ownership. He advanced the view that the centralization of control in the hands of the national government would impose too great a burden upon the regulating body, would offer strong temptation to railroads to interfere in politics and would encourage the general movement toward centralization of power in the federal government at the expense of the states. He said that he did not object to consolidations of railroad lines so long as they did not destroy competition, that he knew of no complaint against great railway systems because of their size and that he believed that the preservation of competition was the test to be applied to all consolidations. Regulation of Securities.

Mr. Bryan declared himself in favor of national regulation of railway stock and bond issues, but added that he saw no reason why that should exclude the states from acting on the same subject as to state corporations. "I would like to see the stock of a railroad, as long as it is in private hands, made as substantial and as unvarying as the value of a government bond," he asserted.

He suggested that railroad capitalization be readjusted to equalize it with actual valuation of the property represented, making due allowance for equities, and that when this was done the roads should be allowed to earn sufficient income to keep their stock at par and to create a surplus. The latter, he tentatively proposed, might be allowed to amount to 25 per cent of the capital.

Railway Earnings Low.

This subject of railroad capitalization and the amount of railroad earnings received further attention from the committee during its recent sessions. In answer to questions by Senator Cummins, Mr. Thom submitted figures showing the net earnings of the roads in recent years. These figures show that during the five years from 1905 to 1910 the average net earnings were 5.25 per cent of the net capitalization, while for the five years from 1910 to 1915 the average was only 4.56 per cent. The total earnings on the stock, computed by adding to the net operating income the income from the se curities owned and deducting bond interest, were for 1910, 7.09 per cent; for 1911, 6.17 per cent; for 1912, 4.97 per cent; for 1913, 5.94 per cent; for 1914, 4.06 per cent; for 1915, 8.44 per cent, thus showing an almost continuous decrease throughout this six year period. It was announced that Halford Erickson, formerly chairman of the Wisconsin Railroad Commission would submit more complete information on this subject to the Committee at a later date.