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THE MEANING OF FEDERAL HELP

Quite Recently Public Roads
Were a National Disgrace.

INFLUENCE OF MOTORCARS

Road Associations, the Automobile, the Farmers' Demands and Other Influences Have All Contributed to the Pressure Which Has Finally Brought About Government Co-operation.

Until the motorcar—until, indeed, within the last ten years—the public roads of the United States have been a national disgrace. They are so yet, not quite 11 per cent of our more than 2,273,731 miles of roads deserving the name, writes C. H. Claudy in the Scientific American.

But road associations, the motorcar, an insistent demand from the farmer for help (it often costs him more to haul a ton of wheat from farm to market on a muddy road than to ship that ton from New York to Liverpool), the mounting cost of living, the increase of motor truck transportation, have all contributed to the pressure which has finally made the United States as a whole do for itself what forty-eight states have been trying to do, in forty-eight degrees of bewilderment and incompetence, for two decades.

Forty-eight road commissions, forty-eight ideas of what a road is and is not, some number less than forty-eight varieties of road graft, have not led us anywhere in making a comprehensive system of roads. We have a few good road states and a lot of poor road states. We have a few good road departments and a lot of so-called commissions of which the less said the better. Now the nation has extended federal aid to states in building roads. Whether federal aid to states as opposed to a system of national highways built, controlled, maintained and repaired and owned by the nation is the wise step only time can tell. Federal aid became a fact July 11 of last year, when legislation which will result in the spending of \$150,000,000 for roads was passed by congress and signed by the president.

To spend \$150,000,000 in five years' time, spend it wisely, economically, efficiently, is not an easy task. It is not one which could be begun instantly upon the passage of the federal road bill, first, because an organization had to be perfected by the federal government under the direction of Logan Waller Page, director office of public roads, and, second, because only one state, California, was in a position to submit a project and ask for some of its apportionment of money immediately on the passage of the act.

Not have the forty-eight states as yet all asked for any of their portion of federal aid, although practically all have signified their intention to do so. Some of them have no highway commissions—and a highway commission or department a state must have before it can get any federal money. Indiana, Texas and South Carolina, for instance, must create and organize highway departments or commissions. Other states were in another sort of difficulty—Kansas, Wyoming and South Dakota were unable under their constitutions to spend state money on internal improvements which were considered strictly county matters. The last two states altered this law at the last election, but Kansas, as a state, is still unable to negotiate with the government. To get its proportion of federal aid Kansas must work through a highway department created by her counties rather than her state legislature—unless she changes her organic law.

The federal government has appropriated \$50,000,000 for road expenditures in 1917, \$10,000,000 for 1918, \$15,000,000 for 1919, \$20,000,000 for 1920 and \$25,000,000 for 1921, of which 3 per cent is for administrative purposes, leaving \$72,750,000 for roads. The law provides that the federal government shall not contribute more than 50 per cent to the financing of any road project in any state. The money is apportioned on a three factor basis—population, area and mileage of rural star routes, each factor having a one-third weight.

The state must submit its project, its plans and specifications for a certain road or roads which it believes will serve it well and on which it is willing to spend enough money, matching the federal money dollar for dollar, to make a total of road which will be satisfactory to the secretary of agriculture.

If after consideration the project of the state is not considered one which will be of material benefit not only to the state as a state, but to the state as one of forty-eight states, then federal participation can be and will be denied. Thus a state planning a short piece of road interconnecting two central counties, which pieces of road formed no part of any state system or possible national system, would doubtless be refused federal participation in its building.

Pennsylvania Active For Good Roads.
A bond issue totaling \$50,000,000 is now proposed by Pennsylvanians prominent in the good roads movement. An amendment of the state constitution will have to be passed by the state legislature in order to accomplish this object.

HOTBED GARDENS.

Early vegetable crops have proved quite profitable in many instances in Oklahoma, says C. W. Rapp of the department of horticulture, Oklahoma Agricultural college. This is especially true of lettuce and radishes when planted in hotbeds or cold frames. For the extreme early crops a hotbed will be necessary, but lettuce and radishes are rather hardy and can be grown in a cold frame quite early in the season.

In most instances a bed of good, rich soil is ridged behind some sheltered place. A frame may be used, but is not necessary. The seed is sown and some form of protection is provided for severe weather.

Lettuce, radishes and other hardy vegetables, when planted in this way and properly handled, are frequently ready for use from four weeks to six weeks before those planted in the open.

PLAN THE SILO EARLY.

Structure Should Be All Ready to Fill When Corn Is Ripe.

More silos are built in the latter part of August and the first part of September than at any other time of the year, writes C. Fisher in the Farm and Fireside. The desire to see how the corn crop will turn out is largely responsible for the very short time that elapses between the time silos are built and the time they are filled.

But a serious risk is involved in building too late in the season. Silos built of concrete or the should always stand empty at least two weeks before filling the first time. Tile silos are guaranteed only when this time elapses in order to allow the mortar joints to thoroughly harden. Besides, silo masons are so busy in the fall that many farmers are obliged to wait their turn, and by the time the silo is finally filled the corn has lost its succulent properties.

"The best time for erecting such a silo," says one expert, "is just after corn planting, though it is a good plan to get the material on the ground in the early spring while shelling is good and when the farmer can haul the material on hard roads and at a time when he has most leisure."

Monolithic concrete silos may be built at any season of the year, but the best time is spring or summer, so they will have ample time to harden.

Metal silos may be built at any time of year. Stave silos are best put up in the fall, as the hot weather of summer causes the wood to shrink when the silo is empty. But in all cases decide on the size of silo and make the concrete foundation for it early in the season, so there will be no delay on that account.

MIXING FERTILIZERS.

Precautions Necessary to Avoid Making Undesirable Compounds.

Home mixed fertilizers will prove just as efficient in every way as factory mixed goods of equivalent composition, provided some simple precautions are used against undesirable mixtures.

The Pennsylvania State college school of agriculture and experiment station cautions against the use of lime in home mixing. If it is desired to neutralize soil acidity the lime should be applied separately and not mixed with the fertilizer. Such a mixture does not add value to the lime or fertilizer and in most cases the mixing would be detrimental.

Wood ashes, since they contain lime, should be applied alone and not mixed with the various fertilizing materials. Certain commercial materials, as basic slag, cyanamide and calcium nitrate, which contain an excess of lime, should be avoided in home mixing. The observance of these precautions will obviate the danger of lumping, the loss of plant food through volatilization or the changing of available into unavailable plant food through chemical action.

Stable manure or other fresh organic matter should not be considered in the home mixing of fertilizers. Manure in itself is a complete fertilizer, but a poorly balanced one. It should be reinforced with acid phosphate, rock phosphate or bonemeal. This is the only mixing of manure and fertilizer that should be considered.

Manure Should Be Conserved.

Much care should be exercised in handling manures in order to secure the greatest returns from their use. A few suggestions are offered by the Pennsylvania state college experiment station for the proper conservation of manure. First, save all the liquid manure; second, prevent leaching and fermentation; third, if possible haul manure on the land as rapidly as it is made; fourth, buy nitrogen in concentrated feeds rather than in commercial fertilizers; fifth, re-enforce the manure with a phosphate so as to make it a balanced ration for plants.

Time of Seeding Oats.

After ten years' investigations to compare different dates for seeding oats, ranging from March 22 to May 8, the Ohio experiment station has found that greatest yields have generally been obtained from early seeding. In Wayne county seedings made in March have frequently outyielded those in late April or May by fifteen to twenty bushels per acre. In central Ohio in most seasons oats may be sown by March 15 and in the southern part of the state a week earlier.

MONEY NOW IS NEEDED FOR AMBULANCE FUND.

The committee in charge of the Ambulance Fund urges all subscribers to this fund to hand in at once the money promised, either to the Chairman, J. S. Silverstein; or to the Treasurer, T. H. Shipman.

Your friends would be pleased to receive marked copies of the News showing your whereabouts and activities; 5 cents a copy.

Diversified Ads Are Business Builders

One cent a word for first insertion; one-half cent a word for each subsequent insertion, each initial or abbreviation counting as a word.

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MOLASSES EVAPORATORS and skimmers at W. E. Bishop & Co. 9-7-17c

WANTED—Second-hand buggy in good condition. X. care Brevard News. 9-7-21p

TOWN LOTS, farms and timber lands for sale. Frank Jenkins, Brevard, N. C. 17

WANTED—Chickens and beef cattle. Osborne Market, next door to Bishop's. 6-8-17c

FOR SALE—Two good milk cows; prices reasonable. Apply to C. M. Simard. 9-7-17c

FOR RENT—Furnished or unfurnished house. Rates reasonable. Mrs. D. B. Hancock. 8-31-17p

NICE eating and cooking apples; also for canning. 50c a bushel at orchard. R. H. Zachary. 9-7-17p

FURNISHED OR UNFURNISHED ROOMS for rent. Desirable for young couple for light housekeeping. Address P. O. Box 387. 17p

BARK WANTED—Chestnut Oak and Hickory. Highest cash market price. Transylvania Tanning Company, Brevard, N. C. 4-27-17c

FOR SALE—Four cylinder Henderson motorcycle at a bargain on account of being drafted. Can be seen at Teague & Turner's garage. 17c

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Get Ready For Winter

If you have never put up your fruit and vegetables before, for winter use, you want to so this year. Consider the high cost of living, and be wise.

We can supply you with all sorts of things needed by the housekeeper for home preserving. Here are some of them:

Apple Peelers and Paring Knives, a full line of Crockery Ware for pickling and preserving, Family Scales for weighing spices and other ingredients of Preserved Eatables, and a full line of Copper Bottom Boilers.

The Corn Topping Season is about to open. Throw away that old loose-jointed knife and get one of our Corn Topping Knives.

We have also a good line of Churns, Crock, Wood, Enamel, and the Dazey.

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