

Sylvan Valley News

Our County—Its Progress and Prosperity the First Duty of a Local Paper.

J. J. MINER, Manager.

BREVARD, TRANSYLVANIA COUNTY, N. C., FRIDAY, JUNE 9, 1905.

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Dunns Rock Lodge No. 267

A. F. & A. M.



Meets Friday on or before the full moon in each month, at 2 p. m. Visiting Masons are cordially invited.

Meet with us, sptly. WM. MAXWELL, Sec'y.

Conestee Lodge No. 237,



Meets every Monday night at 8 o'clock. Visiting brothers are cordially invited to visit us.

D. B. HANCOCK, N. G.

Transylvania Lodge No. 143,



Knights of Pythias

Regular convention every Tuesday night in Masonic Hall. Visiting Knights are cordially invited to attend.

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McMinn Hotel

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Thoroughly renovated from Kitchen to Attic. Moderate Price—\$1 to \$1.50 per day according to rooms.

Good Table.

Attentive Waiters.

Clean and Comfortable Rooms.

Main Street—Opposite Postoffice.

Brevard, N. C.

THE VERY PLACE FOR THE SUMMER.

The cool, elegant apartments, and the marvelously low rates of the Georgia-Alabama Business College, Macon, Ga., make it the very place for ambitious young people to spend the summer and qualify for the good positions that will positively be guaranteed them in the fall.

No entrance examinations are required, and as free individual in-

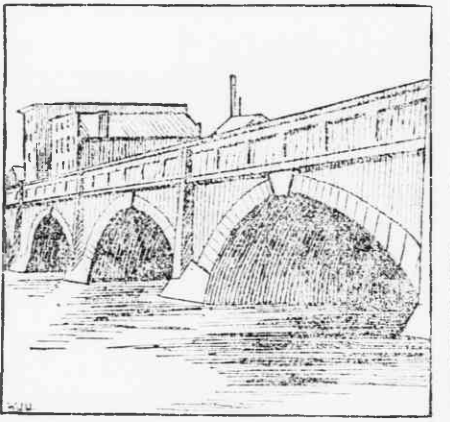
HIGHWAY BRIDGES.

POINTS TO BE CONSIDERED IN THEIR CONSTRUCTION.

Steel-Concrete the Best Material to Use, Says Professor Mason—Bridges Should Be Built For the Future as Well as the Present.

Today, when a community is looked upon as decidedly behind the times and blind to its own interests if it does not have the best roads that it can afford and when it looks beyond the first cost in deciding this question it should make an effort to have the most prominent features in harmony. It should consider the beauty of its highway bridges as an important adjunct to its "good roads movement," writes Professor Mason, consulting engineer, in Good Roads Magazine.

Most of us have unfortunately come to consider beauty as a luxury, and generally an expensive one. Hence,



STEEL-CONCRETE BRIDGE, PLAINWELL, MD.

when a beautiful bridge is suggested we take alarm at the cost and are apt to decide offhand that the older type without its good appearance is well enough.

This is a phase of the subject that is very pertinent, whether it should be deplored or not. It is only by reason of this careful consideration of cost that our country is able to compete with European countries in the construction of bridges in foreign dependencies. It has been said that any fool could build a bridge if he had money enough, but it takes an engineer to do it economically.

This matter of cost has compelled us to limit the construction of stone arch bridges to a very small number and to put in their place a metal truss of straight lines and sharp angles. It is not that we have failed to appreciate the beauty of the curved arches, but rather that we could not afford the luxury when we needed so many of them.

Thirty years ago our bridge builders were crying the need of reform as to aesthetic design, but had to offer us in place of sham decorations only the simplicity and harmonious construction of a well built truss suitably painted, and there can be no doubt that great improvement has been made. The sheet iron abutments which covered up the outlines of the truss and which were what Ruskin would have called "constructed decorations" have been abandoned, and the bridge is left to depend for its beauty on the noble lines of strength and the general symmetry of its construction.

As progress has been made in the building of our roads so have we moved forward in the design of our bridges. For many centuries cement and broken stone have been used to replace the expensive cut stone in arch construction, but only recently have we succeeded in surmounting a difficulty long recognized. Concrete is a building material generally accepted when it is to be subjected only to a compressive force. It lacks sufficient strength if any pull or tension is applied. This fact has so limited us in the use of concrete that only in rare instances has it been economical to use it in bridge construction.

A feature that requires careful consideration in the design of any engineering structure is the effect of the changes in temperature upon the material used. The fact that steel and concrete are affected in the same way and to the same extent by heat first suggested their use in combination. This idea has been developed now to such an extent that we are able to use the steel to resist the tension in our structure and the concrete to take care of the compression and to so design the whole that there will be a sufficient amount of each material and yet no expensive waste. We have found the stone arch too expensive and the steel truss lacking in beauty. Combine the two, and the result is the steel-concrete

arch having the requisites as to beauty and comparing very favorably as to cost.

When one is considering the construction of a bridge several points should be considered:

First.—That it shall answer the utilitarian purpose for which it is wanted.

Second.—It should be a monument to the progressive ideas of the community and serve as an education and an inspiration to others.

Third.—It should be built for the future as well as the present, and its permanence should be assured.

These can all be met by the use of steel concrete.

One of the difficulties in the design of a steel truss is so to arrange the detail as to afford ready access to all the parts for painting. And with the best this is impossible where two pieces come into contact. This trouble does not exist with the steel-concrete bridge. The steel is not painted and hence can be readily inspected. It is entirely imbedded in concrete, which has been proved to be a perfect protection to the steel. Unpainted steel has been found imbedded in concrete after many years as bright and clean as ever.

VALUE OF WIDE TIRES.

The Cost of Hauling Greatly Reduced by Their Use.

Wide tires should be used on all heavy vehicles which traverse stone roads, says the Kansas City Star. A six or seven inch macadam road will last longer when wide tires are used than a ten or twelve inch road of the same material on which narrow tires are used.

From the limestone quarries at Spill Rock to the works of the relining company in Geddes, Grundy county, N. Y., is about four and one-half miles. Three or four years ago the work of improving this four and one-half miles of roadway was accomplished. Rough quarry refuse and for a part of the distance field stones were used, all laid broken to two and three inch sizes. This was covered with fine, un-sifted quarry chips, and a crown was given to the roadway with an elevation of about six inches in a width of sixteen feet. Wagons were built for hauling stone over this road with wide tires and axles of different length, as follows: Front five, seven-eighths of an inch thick and four inches wide; distance between centers of front wheels, four feet five inches; the rear wheels had tires one inch thick and six inches wide, the distance between center of rear wheels being five feet eight inches. The axles were two and one-half inches front and three inches rear.

The constant use of these wagons during the last three years has produced a smooth, compact and regular surface between the quarry and the works. The wide tires and varying gauges excited much attention at first, and conflicting opinions regarding their utility were expressed. The result is emphatically in their favor, and a general sentiment supports the use of these wagons for heavy loads. Loads of stone varying from 8,000 to 16,000 pounds are continuously hauled over this road with no perceptible wear. The cost per ton of hauling stone has been reduced from 80 cents to 60 cents, and a team can easily earn from \$3.50 to \$4 per day hauling wall stone, making two round trips of nine miles each, or a total of eighteen miles per day.

HIGHWAYS OF SWEDEN.

How the Government Aids in Building Good Roads.

At the St. Louis good roads convention Captain A. H. Bernhardt of Stockholm, Sweden, referring to the matter of how the Swedish government and congress gave their aid and support in building good roads, said that the means for building roads were appropriated by congress in funds partly for estimating the cost and partly for the construction of the roads.

The means are distributed by the government and congress, with suggestions from the state engineering department," he said. "The whole country is divided into road maintaining districts, each one being independent of the other. All expenses of maintaining the public roads are defrayed by the respective districts, with the exception of 10 per cent that is paid by the state. When a road is to be built application is made for an estimate of the cost of same and specifications, and this work is carried out by officials of the state engineering department.

"If these estimates meet approval the road district can apply for means from the fund to carry out this work, and if the government feels satisfied that

there are good reasons for the construction of this road the government appropriates two-thirds of the estimated cost and authorizes the proposed specifications. Then the district has to sign a contract with the state engineering department, in which it is specified mainly that the road is to be constructed in a specified time and in accordance with the specifications and thereafter to be maintained, and it is also subject to forfeiture in case of not being in accordance with contract.

"While in progress the work must be in charge of an engineer recommended by the state engineering department, and the work is supervised by an official of the same department."

Senator Lattimer on Government Aid.

There are other considerations more important than any financial advantage which would follow the improvement of the roads. The unrest and dissatisfaction of our agricultural classes are attributed in a large measure to the condition of our roads. They are cut off from the centers of progress. Life on the farm is unattractive and means mental and social isolation. The brain and manhood of the rural communities are seeking opportunities elsewhere. All the lines of trade and industry are becoming depleted and left to the thriftless and unambitious. The mere statement of the case is sufficient to arouse our deepest apprehension. Upon that class of our people depend, in the last analysis, the happiness and prosperity of the country. It is important therefore that something should be done to revive their interest, encourage their labors and brighten their lives. They have asked for few favors, but have always been the bulwark of the government in peace and war.—Senator A. C. Lattimer.

Rural Delivery Notes

Illinois is foremost of all the states in the matter of rural mail delivery. She had in operation March 1, 2,456 routes, which is an increase of 326 since the last day of the last fiscal year.

Next to Illinois ranks Ohio, with 2,161 routes, an increase of 345 since June 30, 1904. Iowa has 2,048 routes and Michigan 1,591.

From June 30, 1904, to March 1 last 5,432 new rural free delivery routes were established.

Followed the Fashions.

The little daughter of a fashionable mother is accustomed to hear a great deal about the things that have "come in" or "gone out" of style. After a visit to Sunday school she attempted to repeat to her younger brother some of the miracles performed by our Lord. He was a most attentive listener, and when she had finished said:

"Do you believe that, sister?"

"Why, of course I believe it, Jacky. It is true."

"I didn't know things could really happen like that."

"Oh, they don't now," she replied in a superior tone. "All that sort of thing was years ago and has gone entirely out of style."

Upon one occasion she had visited several stores with her mother during the autumn millinery operations. As they were returning home they passed a market, with its wares displayed in the window.

"Oh, mamma!" she cried, "look, quick! Turkeys are coming in style again. The windows are full of them."

—New York Times.

One of His Liabilities.

During a recent financial panic a certain city magnate, like many others, found one night that his real estate was unsalable, his firm bankrupt and his money locked up in a suspended bank. In deepest despondency he walked slowly home and greeted the companion of his joys and sorrows.

"Mary," he said, "I'm ruined. So's the bank. So's the firm. I've lost my money and my house and everything—everything."

"No, no, John," cried the loving wife as she cast herself upon his breast, "not everything. You haven't lost me."

"That's so, Mary," replied the unfeeling brute; "that's so. I never supposed that any of the liabilities would disappear."—London Times.

A St. Petersburg newspaper, recently suppressed, had its say before the czar's censor put the screws on in this curt fashion: "The war is useless, the war is absurd, the war has no object."

What the Spaniards Read.

Evidences of progress and prosperity have been noted in Spain since the guns went up against the United States, and it is interesting to learn that Spanish journalism is keeping pace with everything else and probably leading other features of development. Madrid is well off in the matter of daily newspapers, among them the Epoch, the Herald, the Impartial, the Mail and the Correspondence of Spain. The Spaniards also support a political daily called the Future Century, an organ of great party influence. The Liberal, a powerful daily paper, is published simultaneously in five cities.

Spain supports a number of *carrozas* weeklies, a fashion journal, a tourist and theatrical review and numerous special and trade publications. At the present time there are published in Madrid alone several weekly and monthly magazines that challenge comparison with similar publications in France, Germany and England. Numerous periodicals of some pretensions are also issued in other literary centers through the kingdom.

The discovery of a new method of ascertaining the presence of mental death in the human system is attracting attention just now in Germany. The method consists in injecting a solution of fluorescein, a harmless substance of powerful dyeing qualities, into the tissues to determine whether circulation has ceased. If life is not extinct the coloring disappears.

The Germans are boasting that the Japs are getting there simply because they have borrowed the German system of tactics, methods of campaigning, uses of artillery and medical knowledge. But there is one thing they have not copied, and that is Germany's fear of Russia.

The army of counts and barons continually getting into the courts and jails of this country should be made to pay the costs of their prosecution and keep. Let the captors hold them in pawn until some silly heiress comes forward to wipe out the debts, then and all.

Government ownership of railroads in Italy has not been the success expected by its advocates nor the failure predicted by its adversaries. The roads were leased out to private companies for ten years past, the nation being to relieve the state of the burden of control, but this has not worked well, and the government has resumed the management. They will be under the immediate direction of a railway committee and operatives will have their own committees, so it is hoped that strikes may be prevented.

The proposed plan to regulate and control immigration to this country is a step in the right direction, providing the measure does not amount to a general restriction. The 1,000,000 arrivals a year will be welcome as long as they are the right kind and are steered aright to the localities which need their labor.

State of Ohio, City of Toledo, Lucas County.

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and State aforesaid, and that said firm will pay the sum of One Hundred Dollars for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.—FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(SEAL) A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.—F. J. CHENEY & Co., Toledo, O. Sold by all druggists, 75c. Take Hall's Family Pills for constipation.