

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, JULY 7, 1905.

VOL. X—NO. 27

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

to meet with us. Wm. Maxwell, Sec'y.

Transylvania Lodge No. 143,

Knights of Pythias



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

WELCH GALLOWAY, C. C.

Brevard Telephone Exchange.

HOURS:

Daily—7 a. m. to 10 p. m.
Sunday—8 to 10 a. m., 4 to 6 p. m.
Central Office—McMinn Block.

Professional Cards.

W. A. GASH,

ATTORNEY-AT-LAW.

Rooms 7 & 8, McMinn Bld'g, Brevard, N. C.

W. B. DUCKWORTH,

ATTORNEY-AT-LAW.

Investigation of Land Titles a Specialty.
Rooms 1 and 2, Pickelsimer Building.

ZACHARY & BREESE
ATTORNEYS-AT-LAW

Offices in McMinn Block, Brevard, N. C.

WELCH GALLOWAY,

ATTORNEY-AT-LAW.

Practices in all the courts.
Rooms 9 and 10, McMinn Block.

D. L. ENGLISH

LAWYER

Rooms 11 and 12 McMinn Block.

BREVARD, N. C.

Miscellaneous.

The Ethelwold

Brevard's New Hotel—Modern Apartments—Open all the year.
The patronage of the traveling public as well as summer tourists is solicited.
Opp. Court House, Brevard, N. C.

THE OLD RELIABLE

McMinn Hotel

M. B. WATERS, Manager.

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

Attentive Waiters.

Clean and Comfortable Rooms.

Main Street—Opposite Postoffice.

Brevard, N. C.



50 YEARS' EXPERIENCE

PATENTS

TRADE MARKS
DESIGNS
COPYRIGHTS & C.

Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents. Patents taken through Munn & Co. receive special notice, without charge, in the Scientific American.

A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, \$3 a year; four months, \$1. Sold by all newsdealers.

MUNN & Co., 361 Broadway, New York

Branch Office, 625 F St., Washington, D. C.

Chamberlain's Colic, Cholera and Diarrhoea Remedy. Never fails. Buy it now. It may save life.

ROADS OF SAND-CLAY

HOW THESE HIGHWAYS ARE BUILT IN SOUTHERN STATES.

If Properly Constructed They Are Said to Be Good in All Seasons of the Year—Causes of Failure in Building Them.

It is a matter of common observation that here and there in the southern states are to be found stretches of sand-clay roads never known to be bad, says W. L. Spoon in the yearbook of the department of agriculture. This fact has led to a study of the reasons why such roads are always good. Numerous experiments have been made with varying results, but all indicate that the essentials to success in sand-clay road building are puddling and saturation. What is meant by puddling or mixing may be clearly understood by any one familiar with the operations in the process of brickmaking. The clay must be rendered homogeneous, and this can be done only by the addition of water during the process until the clay becomes plastic, like dough. The second essential is the addition of sand to the point of saturation, but not beyond.

No sand-clay road can satisfactorily withstand the severity of public travel without having first been reduced to a compact homogeneous mass of sand and clay. Each grain of sand should be in touch with other grains on all sides. Such a condition cannot be secured without the agency of water. It is useless to roll a dry sand-clay road before it has been rendered homogeneous by the puddling process and the grains of sand have been brought into contact with only the interstices between them filled with clay as a binder. The first operation is mixing; the second is rolling as the mixture dries. This forces the particles of sand together, and any excess of clay tends to rise to the surface, rendering it sticky. This clay must in turn be sanded and the operations repeated until the surface has become hard and compact.

Many failures have been made in the building of sand-clay roads, and a few of the more common causes for these failures will be pointed out. The first cause of failure is the want of perfect drainage. The imperfections may be in the cross sectional drainage, the side ditches or the drainage of the subgrade or roadbed. It is customary to give to a sand-clay road a little greater crown than is usually given to a macadam road, especially where the grade is above 3 per cent. The subject of side ditches should have more careful consideration than is usually given in case of macadam roads. If the subsoil upon which the road is built is clay it is important that the bottom of the side ditches should be eighteen inches or more below the crown or middle of the traveled track. If, on the other hand, the land is rolling and the subsoil is sand of considerable depth, thus giving perfect natural drainage to the roadbed, little or no side ditch will be required.

Perhaps the most common error in drainage is the failure to drain properly and thoroughly all places where there are wet weather springs. If necessary, the roadbed must be changed so as to locate it upon dry ground, as even the deepest side ditches practicable may fail to give relief where such springs exist. It is important to avoid deep cuts and to carefully consider all probable sources of trouble. The writer has often seen old roadbeds with water oozing from all parts during a rainy season in spite of sufficient side ditches, the water even rising in the center of a twenty foot roadbed and standing on the surface or slowly running along the wheel tracks to the nearest mudhole. It should be remembered that water, beyond a very limited amount, adds nothing of value to the sand-clay road after it is completed. If water is always present, sand should be used without clay. Sand and water make a better road than sand and clay and water. In proof of this statement attention need only be called to the numerous places where water crosses the roads in sandy districts. Such fords are always comparatively solid.

Another cause of failure is the want of thorough mixing. There may be a proper amount of sand, and clay may be placed upon the road, yet if it is not thoroughly puddled and mixed to saturation in every place the road is not likely to withstand public travel. Some sections will break and become

loose sand, while others will become muddy in wet weather and hard in dry weather. Such variations may occur every few feet and even at the same place, one wheel track being in loose and the other in mud.

In northern sections frost is another cause of failure and one more difficult to deal with than any heretofore mentioned. Frost is temporarily destructive to a sand-clay road, and for that reason the mixture must extend below the frost line if the road is built on a clay foundation. Freezing disintegrates the sand-clay composition and makes of it a soft, slushy mud, which however, repacks again after each heavy rain, although frequently leaving the road surface somewhat rough. Therefore in general practice it is necessary to make the sand-clay mixture of such a depth as to extend a few inches below the frost line.

Other causes of failure are the improper selection of clay and the improper treatment of the clay used. Ferruginous clays are the best, and chalky clays the poorest.

No road of any kind is likely to prove satisfactory unless drainage of the roadbed is carefully provided for, and especially in this case of a sand-clay road made of sedimentary clay and fine sand.

Road Briefs

Good roads mean as much as good crops to the farmers.

If macadam roads are to be maintained at their best the sprinkling cart is a daily necessity.

The longer the delay in building good roads the greater the cost.

Until produce is hauled to market it isn't really produced.

If the road is poor good horses and good vehicles count for little.

There is no word which should be so thoroughly impressed into the minds of all connected with the making of roads as the word "drainage"—thorough drainage, deep drainage.

Dirt roads should be worked in the early summer and not in late summer or fall, but repairing should be in order at all seasons.

Human Progress on a Powder Cart.

It sounds like a paradox to say that the enemy of Russia is the best friend of the Russians. Japan makes no bluff at fighting for the advancement of civilization. She is fighting for her own life and incidentally the survival of the yellow race. But her victories do not strike the Russian people. The bureaucracy of the empire is getting the hard knocks.

Heretofore the bureaucracy of Russia has had its say and in a national crisis has crowned its rule with national defeat and disgrace. Democracy is now awake and cannot be silenced. The teachings of Russia's poets, novelists and philosophers are every day getting a wider circulation. The propaganda of educated men and women is carried on openly. The influence of the universities and the press is on the side of the people. There may be destruction and chaos for a time, but after that will come reconstruction and the creation of a new civic force which will make for human progress.

Lengthening a Ship's Ears.

The electrical ears which are soon to find practical use on vessels of all descriptions are the application of a principle so simple and so well known that it is surprising that the device was not adopted before. The idea is based upon the well known fact that water is a superior sound transmitter. The new ears will detect the approach of a torpedo, the presence of rocks and shoals and the faroff fog bell.

Schoolboys have known time out of memory how sound travels under water. In fact submarine telegraphy in a small way is an old stunt of the swimming pond. All there is of it, vibrations set in motion under water are not so easily diffused nor held up as when set in motion in the air. The same of underground surface. The American Indian taught the pioneer to put his ear to the ground to detect the approach over the prairie or through the forest of a two footed or a four footed enemy. The air, as a rule, is alive with cross currents of vibration. Below these manifestations are fewer,

WASHINGTON CHAT.

The Kaiser wants war, but not too much at a time.

Mr. Loomis denies that he is being sent abroad as a "horrible example."

It now develops that Panama has a yellow fever just like Philadelphia's.

It is believed that the "Colonels" of Georgia will one day outnumber the "LL. D's." of Massachusetts.

Anybody showing a card saying "I have been employed by Mr. Roosevelt" can get a fat job in New York.

On its arrival in Washington, the "dove of Peace" should be inspected to make sure that it does not wear spurs.

Gen. Wood says the men he shot at Samar came from Borneo. Ever hear of the wild men of Borneo? He never dies.

Uncle Sam will not allow Columbia to make Panama pay part of Columbia's debt as Uncle Sam has a deficit already.

As the Equitable matters have gotten beyond the "joke stage" Senator Depew's services have been dispensed with.

"Is Mr. Roosevelt sincere?" asks a New Yorker. He can find out by asking Mr. Roosevelt. We won't run the risk.

The public is still waiting for Chauncey M. Depew to tell something about the Equitable that is amusing instead of pathetic.

One reason why ignorance is so common in Russia is that the czar will not allow the newspapers to print anything worth reading.

"Peace" is something with which the czar has had so little experience, that he approaches a discussion of it with natural diffidence.

If the Panama canal were as deep as the hole it's made in the United States' treasury France wouldn't have such a laugh coming to her.

Of course Gen. Miles will "take pleasure" in acting as chairman of the reception committee, when President Roosevelt visits Massachusetts. Nit.

When the National Woman Suffrage Convention met in Oregon, Reed Smoot congratulated himself because he completed his cyclone cellar the night before.

Iowa bank deposits have increased \$15,000,000 within the past twelve months, showing that all the government clerks of that state send their earnings back home.

Mrs. Nellie Shakespeare of St. Joseph, Mo., wants \$15,000 damages because a man beat her. A man with nerve enough to beat a woman \$15,000 worth ought to have a Carnegie Medal.

If Mr. Dalrymple were to express himself frankly about the possibilities of reform, he would probably suggest that the first thing Chicago ought to do is to hold a prayer meeting as Philadelphia did.

Not half so much life can come from radium and bullion as from mint juley. Ever try it?

Maybe Castro has an idea that if he likes this country he will annex it. You cannot guess Cassy.

If Oyama lands that other blow for which he is squaring off an armistice will hardly be necessary.

England has no fear of war with Germany in which "France" would have to do most of the fighting.

Cannot President Roosevelt exert himself a little and bring the Franco-German war to a close before it starts?

Jim Jeffries has at last met some one who is "mightier" than he. His "wife" will not let him fight any more.

Japan has fixed the "price" for a plain, ordinary peace but if Russia wants any frills thrown in it must pay more.

It will not require a telescope to see Gov. Folk when the democracy begins to look around for candidates for 1908.

Another man sees the dawn of Russian freedom. Some men are seeing this so often that it is getting to be a habit with them.

Gov. Folk's idea that it is a public official's duty to hit a grafter's head wherever he sees one is "going to grow" on this country.

Now if the baseball parks were clever enough to disguise themselves as saloons they would be allowed to keep their side gates open on Sundays.

Of course if President Roosevelt can think of any more good points possessed by Secretary Morton, he can issue a "supplement" to his vindication.

That convention of Indiana poets will be sustained by public sentiment if it adopts a plank "viewing with alarm" the work of the Indiana prose writers.

Paul Morton is said to enjoy hard work. Considering that he has ahead of him the job of separating some of the Equitable society's officials from their illegitimate profits.

King Oscar of Norway and Sweden wishes to be known as one who strives to please, but he doesn't want to go through life with only "half a crown" on his head. What would the neighbors say?

Catarrah Cannot be Cured
with local applications, as they cannot reach the seat of the disease. Catarrah is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's catarrah cure is taken internally and acts directly on the blood and mucous surfaces. Hall's catarrah cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing catarrah. Send for testimonials free. F. J. CHENEY & Co., Props., Toledo, O. Sold by druggists, price 75c. Take Hall's Family pills for constipation.