

# 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, SEPTEMBER 15, 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 to meet with us.  
WM. MAXWELL, Sec'y.

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Regular convention every Tuesday night in Masonic Hall. Visiting Knights are cordially invited to attend.  
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Sunday—8 to 10 a. m., 4 to 6 p. m.  
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## THE FARMER'S LOSS.

**COST OF HAULING PRODUCTS OVER UNIMPROVED ROADS.**

**Secretary of the Navy Morton on America's Poor Highways—How He Would Improve Them—Extravagance of Bad Roads.**

"I haven't a bit of doubt that Paul Morton will make a good secretary of the navy," said a Kansas City man to a representative of the Kansas City Star recently. "No doubt he will be of great value to the government there, but if I had been president—try to imagine it—I would have used Mr. Morton for a new cabinet place. He would have been at the head of the department of roads—not railroads, but county roads, highways. That's it; he'd be secretary of highways, and the purpose of his department would be to build and maintain roadways—fine, smooth highways from one end of the country to the other.

"I was riding through Kansas with him one day when he was second vice president of the Atchison, Topeka and Santa Fe railway. The train stopped at a tank, and we watched a farmer trying to make two fine horses drag a wagon load of wheat through mud that came to the hubs.

"There's a good example of it," said Morton. "That man has probably driven five or six miles through soft roads to bring that wheat to market, and it is doubtful if he has considered the loss in time and money mud highways mean to him. The people seem to take bad roads as a matter of course. No man would think of thrashing wheat with a flail nowadays, but still they use seventeenth century roads—roads 200 years or more behind the rest of the farm equipment.

"That farmer back there probably lives five miles from the shipping point, and it costs him as much to haul a load of wheat to the mill as the railway company charges to haul it 200 miles to Kansas City. The time and labor given to hauling that load of wheat to market are a direct tax on the farmer and indirectly on the consumer. Good roads to market save money for farmers as directly as do improved machines.

"My idea is that labor organizations and the farmers by working together could bring results, and quick ones. The laboring man is interested on the other side—as a consumer. Besides, the workman's products are returned to the farmer, and there is another needless tax collected by bad roads. If I were a leader of organized labor I would do what I could to have both of the great political parties declare for the use of convict labor in road building and denounce the manufacture of shoes, agricultural implements, cooperage and so on by prisoners. Building of highways is a public service, and it seems to me that it is the right direction in which to employ able-bodied people maintained at public expense.

"I am sure that the railroads would be glad indeed to carry stone and other raw material at a very low rate for road improvements. Material could be prepared in the prisons, so keeping down the number of convicts who would have to be at work on the road proper. The railroads appreciate what good roads mean to them. The first result would be a direct saving in time and money to the farmer, giving him a better chance to improve his land. The more the soil produces the better for the railway in that territory.

"The chief objection to farm life is the lack of society. The telephone has overcome that to some extent, but any young fellow on the farm will tell you that a telephone conversation is a poor substitute for an evening drive in a buggy. The men in the country have the buggies and surreys and horses, but they can be used only about half the time. Mud to the hubs!

"A farmer on average country roads in average weather, rain and shine, with two horses may haul two loads of sixty bushels of wheat each in a day to town, say five miles away. His time and team are worth \$3 a day at least. He can get that much working on a railroad. Now, that means it costs him 2½ cents a bushel to haul that 120 bushels of wheat to market. Say he raised thirty bushels of wheat to the acre, just to be liberal, drayage alone costs him 75 cents an acre. On corn it would cost him \$1. That's what you might call heavy taxes, and most of the farmers are paying it every year without realizing it.

"On a good macadamized road, laid out with respect to the topography of the country, the same team could easily haul twice as much as on a mud

road. That would reduce the cost of transportation by one-half—cut down the farmer's drayage taxes from \$1 an acre to 50 cents. Besides, any farm in touch with good roads would be worth \$10 an acre more than the same land on a no bottom highway."

"It was all very simple, the way Morton told it," the Kansas City man continued, "and most convincing. You'd have thought he was driving a wheat wagon every day in the year. And the best of it all is that he was right."

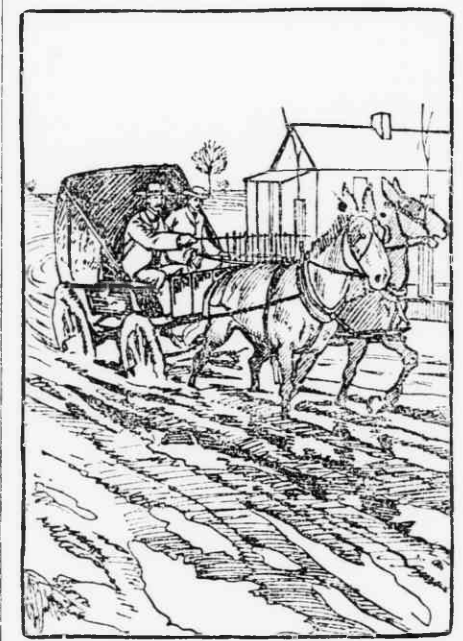
## Improving Old Roads.

Frequently old roads can be improved at very little added cost, says the American Agriculturist. Thoroughly drain by using tile and render more efficient the open ditches along the sides. Careful attention to the road surface, keeping it smooth and free from hollows, will result in very marked improvement. Sand and gravel added to a clay road will often make it much better, and clay added to a sand road frequently is of great benefit. Filling hollows is one of the most effective methods of improving roads in a rough country. The soil is easily dragged into the hollows, and the grade is thus materially reduced.

## FATAL TO GOOD ROADS.

**Bad Drainage Will Ruin the Most Expensive Highway.**

An essential feature of a good road is good drainage, and the principles of good drainage remain the same whether the roads be constructed of earth, gravel, shells, stone or asphalt, says a writer in the Kansas City Star. The first demand of good drainage is to attend to the shape of road surface. This must be "crowned," or rounded up to ward the middle, so that there may be a slight fall from the middle to the sides, thus compelling the water to flow from the surface into the gutters



COUNTRY ROAD AFTER A STORM.

and from there discharged in turn into larger and more open channels. There is often danger, however, in making the "crown" too pronounced, in which case the water flows so rapidly to the gutters that it cuts ways into the surface.

Water from hillsides should never be permitted to flow across the road. Culverts, tile or stone drains should be provided for that purpose.

Ruts, wheel tracks, holes or hollows in a roadway hold water, and that which is not evaporated is absorbed by the material of which the road is constructed. In this case the material loses its solidity, softens and yields to the impact of the horses' feet and the wheels of the vehicles until the surface is completely destroyed and the road is ready for a new contract.

## THE MAIN ESSENTIAL.

**Drainage, Not Thickness of Metal-ling, Makes a Good Road.**

It is instructive to observe how steadily the feeling is growing that drainage and not thickness of metal-ling is the main essential in road building, says the Engineering Record. However much we may respect the memories of Macadam, Telford and other great road builders who first led public authorities toward a sensible method of construction for country highways, the fact remains that many of their recommendations are now known to be misleading. Their advice was important at the time when it was given, but it is not in keeping with the broader knowledge of the present time, gained by careful examination of roads built in strict conformity with well known specifications.

Years ago the theory of thin roads, with a V shaped drain along the center, received favor. This V shaped

drain is as effective both for removing the water and supporting the metaling as side drains and a telford base. Its cost is approximately 77 cents per lineal foot of road less than construction with a telford base and two drains and 35 cents less than the same base with a single side drain.

This system of construction is directly opposite to that advocated in most of the accepted manuals on the subject. The old idea has been to get the water off the roadbed just as quickly as possible. To accomplish this the subgrade has been crowned and rolled; and the lower courses of stone are coarse and often of considerable thickness. By the new system of construction the water remains on the roadbed and is collected by the outlet drains at fifty foot points, the draining not being disturbed along each side of the road, but concentrated at a regular series of points.

## The Value of Good Roads.

There could be no better investment of the public funds than in road improvement. By improving and shortening the road to market millions of dollars' worth of products that are now a dead loss would be turned into money and the price of all commodities would be reduced to the consumer, giving the producer a greater profit than he is now receiving. The congestion of business during winter months would disappear, and people could go to the markets at all times. The material advantages which would follow are too numerous to mention and too great to estimate. He would be blind indeed who could doubt the wisdom of such an investment.

## Rural Delivery Notes

The number of pieces of mail delivered by the carriers in the rural districts last year was 906,424,121, and the average number of pieces per carrier was 3,360. At the same time the carriers collected 133,183,351 pieces of mail, an average of 604 per carrier.

L. A. Clark of Michigan has been a rural free delivery carrier since 1896; and during this time has ridden an aggregate of 20,000 miles on his bicycle alone.

The popularity of the rural free delivery service is seen in the fact that 9,447 routes were established during the past year.

## America's "Smart Set."

In our more primitive days the schoolmaster was counted as the "smartest" person in the community where he labored. He could teach, of course, preach sometimes too. He could lecture and generally could sing. Some of the fraternity could play, and all could work outdoors in a pinch at farming or lumbering. If it came to that, the schoolmaster could thrash the village bully and other obstreperous grownups. Unless things are altogether out of joint the teacher of today is relatively as "smart" as in the past. And how the number has grown! There are over three-quarters of a million men and women engaged in various branches of instruction in this country today in the schools alone. That makes a "smart set" worth considering.

It is as true now as it was in the past that in the popular mind "teacher will know" every puzzling question and "teacher can do" whatever is worth doing. As a rule, teachers are not smart at money grubbing, but that is no evidence that they fail to get great good out of life, while the public thrives on their talents. A "simple life" is their lot, but they think nobly and act well. With ambitions higher than mere money making, they may be the superiors of those who surpass them in material achievements. Now that the land is rich, the standards of living and the cost of preparation for teachers higher, they should not be overlooked in the handing out of awards. They should not be pushed into the background by a smartness which is simply audacity.

## Racing Peary With a Balloon.

Adventurous Frenchman, M. Marsillac, is to venture on an expedition into the arctic regions in a balloon. Andre's failure has not deterred him, and he even expects to win success where the latter found death by making use of the lessons of the latter's failure. M. Marsillac intends to keep in constant communication with civ-

ilization by the use of the wireless telegraph. The outfit of this daring explorer is described in the Hamburg News as follows:

The balloon will be provided with an electrical motor which with one charge will run for 200 hours and which occupies a very small space. The motor will be used only when the wind is weak or when it is desired to deviate from the direction of the wind. But even with continual use of the motor three charges will last 600 hours, or twenty-five days. The basket is in the form of a great square fastened to the balloon by a mantle and not by a net. The basket is also large enough to permit the occupants to lie down, and a new arrangement for controlling the gas supply can be operated from the basket. The basket may be closed at the top so that in case of a fall into the sea it is buoyant. Sand is not to be used as ballast, the ordinary provisions acting as such.

Marsillac is provided with several instruments unknown to Andre, the most important being known as the thermogen. This instrument will negate the effect of cold on gas. It is the opinion of Marsillac that Andre's balloon lost its buoyancy through the cooling and contraction of the gas.

## Tracing Back a Common Saying.

It is a curious bit of literary exercise to take a common saying and trace it back to its origin. Take the common saying, for instance, "All that glitters is not gold." It is found in current literature everywhere and in a dozen different forms. Dryden renders it, "All, as they say, that glitters is not gold." Spenser says, "Gold all is not that doth golden seem." Lydgate has the same idea in the words, "All is not gold that outward sheweth bright." Chaucer expresses it in somewhat different phraseology. Middleton has it, "All is not gold that glisteneth," and Shakespeare says, "All that glistens is not gold." Go a little farther back, however, and the same expression is found in the monkish collection of proverbs, and there is no doubt if a classical scholar were to set to work with the determination to hunt the proverb down, no matter how long it took, he would find it in Latin, Greek and most other ancient and dead languages. It is a natural outgrowth of sarcasm as applied to fictitious show and is no doubt as old as the science of metal working.

## Entrapping Marine Monsters.

On the northern coast of Norway the fishermen get a yearly harvest from the whales which stray into the harbors. At certain localities, where the bays are almost landlocked, lofty stands are erected, similar to the otter outlooks on the north Pacific, and when a school is sighted scores of boats put out and, by the simple process of driving, hundreds of the oil producing cetaceans are entrapped. The Faroe islands are famous for this method of whaling. One of the largest catches ever made was in Hvarford, Iceland, where eleven hundred were driven ashore. The blackfish, or whales, come down the Atlantic coasts from the north, encounter shallow water, then follow it along and are naturally led into the cul-de-sac awaiting them. Here the boats easily surround and drive the whales in.

## Attacked by a Mob

and beaten, in a labor riot, until covered with sores, a Chicago street car conductor applied Bucklen's Arnica Salve, and was soon sound and well. "I use it in my family," writes G. J. Welch of Tekonsha, Mich. "and find it perfect." Simply great for cuts and burns. Only 25c at Z. W. Nichols' drug store.

## Acting upon the suggestion of the

department of commerce and labor, the American Export Shipping company is about to launch a floating exposition to show off American products in foreign lands. A large steamer will circle the globe and stop for display in the ports of the most important commercial countries with a view to stimulate export trade.

## Chamberlain's Pain Balm.

This is a liniment remarkable for its great power over pain. It quickly allays the excruciating pains of rheumatism and makes sleep and rest possible.

For sale by Z. W. Nichols, Brevard and O. L. Erwin, Calvert.