

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, NOVEMBER 8, 1907

VOL. XII—NO. 45

TRANSYLVANIA LODGE

No. 143, K. of P.



Meets Tuesday evenings 8.30., Castle Hall, Fraternity building.
A hearty welcome for visitors at all times.
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A beautiful gold crown for \$4.00 and up.

Plates of all kind at reasonable prices.

All work guaranteed; satisfaction or no pay.

Teeth extracted without pain. Will be glad to have you call and inspect my offices, work and prices

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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.

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For mankind

The 5-cent packet is enough for usual occasions. The family bottle (60 cents) contains a supply for a year. All druggists sell them.

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Write at once and learn why we secure best positions, and best salaries for our graduates.
EUGENE ANDERSON, Pres.

Do You Belong to "The Citizens' Committee?"

This committee is made up of the men who sit around an excavation for a new building, whittle pine sticks, spit tobacco juice on the fresh dirt and watch the other fellows work.

It's all right to show interest in new buildings, in town development and progress, but there's a better way.

You can do more good for yourself and the community by resigning from "The Citizens' Committee" and getting into the General Progress Committee.

This committee is the one that PUTS UP THE NEW BUILDINGS, brings new business into town to occupy them, paints the old houses, keeps the sidewalks in good repair, beautifies the front yards, cleans up the back yards and otherwise makes this town a better town to live in.

The General Progress Committee is the Unofficial Town Booming Committee. It really ought to be organized and made official. Let all of us work together for the advancement of the town we live in, and there will be more room around new excavations for the fellows at work to throw out the dirt.

Eternal industry is the price of progress.

Let's all fall in line for the General Progress Committee—and then

JUST WATCH THE OLD TOWN GROW.



VALUE OF KING DRAG

Improves the Worst Earth Road In Short Order.

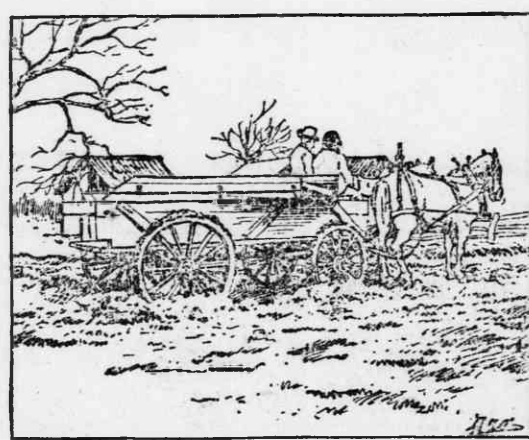
QUICKLY DESTROYS ALL RUTS

Change to Smoothness Almost Instantaneous, Says Inventor of Highway Improvement Device—Other Benefits Derived by Using the Drag.

[Copyright, 1907, by D. Ward King.]

The King drag is like a sleight of hand performer in appearing to accomplish the impossible. In twenty minutes after you hitch to the drag the worst earth road is so much better that a magician seems to have been at work, assuming, of course, that the soil is in fit condition. If you think I am making too strong a statement, try it, and if you are still of the opinion I will pay you at the rate of \$5 per day for the time you use in making the experiment.

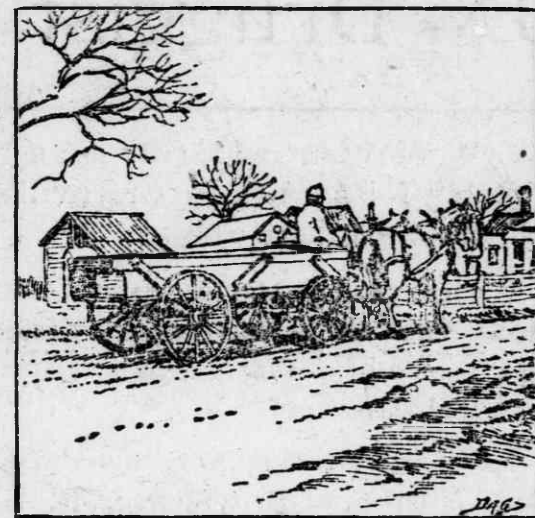
Look at these Iowa photographs. In No. 1 the fannies and several inches of the spokes are hidden in the ruts. Just a few minutes' use of the drag and the ruts are obliterated, and even the tire is in plain view. The two pictures are of the same spot, and not more than thirty minutes elapsed from the making of the first negative to the making of the last. The Missouri pic-



DIRT ROAD BEFORE DRAGGING.

tures show as great a change. In both cases we selected the worst road we could find, and I drove the drag myself.

The change to smoothness is almost instantaneous, and it at once begins to distribute the travel. The distribution of the travel is due to the absence of ruts, and in turn it also discourages ruts. The smallest rut tends to the destruction of the road. The drag owes its reputation to the fact that it is the cheapest known method of destroying ruts. On a level road a rut, however slight, means a spot where the water will lodge after the next rain. Because this spot retains water it remains softer than the higher portions of the road and for this reason is deepened and widened by every wheel and every hoof that touches it. If it held a pint of water after the last rain it will hold a quart when the next one falls. It is twice as large as at the beginning and of course presents twice the surface to the teams and wagons. Soon it will be so large that

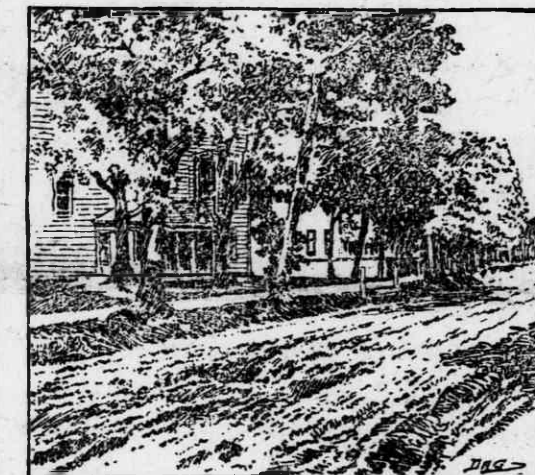


DIRT ROAD FEW MINUTES AFTER DRAGGING.

travel will pass to the other side of the highway. It is now a mudhole of consequence and quite able during a ten days' rain in spring or fall to stall the largest teams.

How different would be the story had that first little rut been filled by the drag! A mudhole that contains but a pint of water is insignificant; it harms no one. True, it may jar an invalid or give pain to a delicate woman, but the load it will ruin next March it jostles so gently now that it is unnoticed. With the drag the jostling and the pain giving jar are eliminated. And, strange as it may seem, more money is spent for road work under the plan that allows the mudhole to develop and ripen than when the drag is used to nip it in the bud.

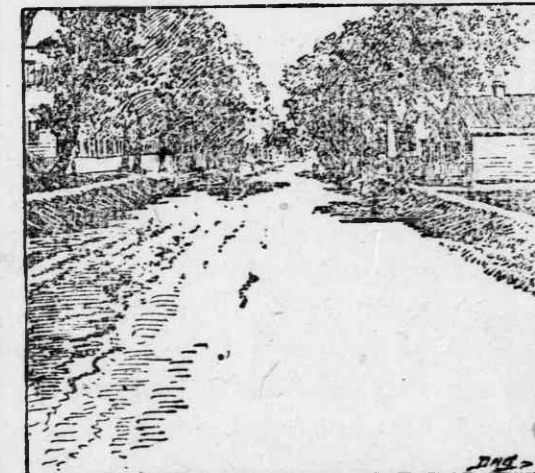
On a hill road the tiny rut is the dangerous ravine in embryo. Neither ravine nor mudhole can exist in a carefully dragged earth road. The clay



BAD MISSOURI ROAD BEFORE DRAGGING.

hill south of my house has been worked with nothing but a drag and a plow for over ten years. There have been no mudholes in all that time nor ruts worth more than passing notice. And this is the experience of farmers, road commissioners and men of science in authority all over our broad land.

The use of the King drag brings to pass numerous other details which singly seem unimportant, but which in the aggregate constitute the perfect earth road. One—smoothness—has been mentioned. Next to smoothness is the crowning of the road, which, with the smoothness, provides for the drainage of the traveled portion of the highway. Then comes hardness or density, which gives permanence and which comes more slowly than the first two, growing and gaining for several years. Then follows the absence of weeds, of the chuck hole at the bridge and culvert, a decreased amount of mud and, what is not so readily granted, a remarkable decrease in the amount of dust. The cost of culverts also is lessened, first, because water can no longer follow the wheel track to the culvert and soften the abutments by standing in a puddle in the chuck hole; second, the cost is lessened because a more durable culvert can be put in.



QUICK CHANGE TO SMOOTHNESS BY DRAGGING.

When first cost is considered I think tile is the cheapest culvert. The objection heretofore has been the difficulty in keeping sufficient earth above the pipe to protect it from traction engines and other heavy loads. This trouble is obviated by the use of the drag since the drag puts more and more earth on the tile and thus continually adds to the protective covering. Weeds are destructive agents in a negative way. By their roots and the dying of their tops they bring humus into the roadway. Humus, much to be desired from the

farmer's standpoint as food for crops and for its mechanical action on close, dense soil, is not good material for roads. Again, the weeds by their roots and the shape of their tops keep the roadway soft. And by their mere presence they catch dust and mud, gradually building up the well known shoulder which prevents water running to the ditch.

Less mud? It is granted without argument. Less dust? One is not so sure. But if less mud, then, since dust is manufactured mostly from the rims of hoof tracks and the spewed up edges of ruts, must not the dust be less? Less depth of mud means shallower foot and wheel tracks and therefore less dust material.

Last, but not least, the dragged road dries off in from twelve to sixty hours before the undragged roads, the hours depending on the character of the soil and the number of years the drag has been used. The smoothness or the quickness of drying will either one pay the cost of dragging.

Rural Delivery Notes

In Texas a woman has the contract to carry the mail from Kiffe to Sernal Hill, and Georgia has a woman mail carrier who travels a forty mile route triweekly, besides managing a large farm.

It is now only fourteen years since an appropriation of \$10,000 was made for experiments with the project of rural free delivery, says the Boston Globe. As recently as ten years ago the appropriation for this new service amounted to only \$40,000. Last year it was more than \$25,000,000, while this year rural free delivery will cost \$27,000,000!

Mrs. L. A. Donohue of Edgemoor, the only female rural mail carrier in Delaware, was a heroine the other day, says a Wilmington (Del.) dispatch. Unaided she captured Samuel Stewart, an escaping negro prisoner, at the point of a revolver. Stewart and two other negroes were arrested for acting suspiciously in the Edgemoor freight yards of the Pennsylvania railroad. Watchman Plumline locked them in an office, whereupon Stewart jumped through a window and dashed across the tracks. At this juncture Mrs. Donohue emerged from the railroad station with a mail bag. Running in front of the fleeing prisoner, she drew a pistol and compelled him to hold up his hands. The watchman then captured the negro.

Alexandria, Ind., has long had the honor of having a woman rural mail carrier. With the installation of rural free delivery Mrs. W. W. Condo began work at Alexandria on route 19 and with but a few days' exception, while ill, has not missed a week's service for her patrons. She is one of the most painstaking and popular of the eight rural carriers with routes centering in Alexandria. In the years Mrs. Condo has carried mail she has not neglected her household or social duties, being one of the most active members in two or three literary and social clubs. Tiring of horses, Mrs. Condo decided to surprise her patrons with an automobile. Without consulting any one except members of her family, Mrs. Condo bought an automobile buggy. In a few weeks she mastered the management of the conveyance. Mrs. Condo is financially independent and delivers mail for the benefit of the work and open air trips are to her health.

STATE OF OHIO, CITY OF TOLEDO,)
LUCAS COUNTY) SS.

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.

Ads in the Sylvan Valley News bring results