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A MODEL TEACHER

“Whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report, if there be any virtue, and if there be any praise, think on these things.” This quotation forces itself into our minds as we think on the things which characterized the life of Mr. C. M. Gallamore, our friend and co-laborer in the field of educational activities. Mr. Gallamore was a man of truth, a man of honesty, an advocate of justice, an example of purity in life, a man of good report among those who knew him, especially those who knew him well. He was a member of the Baptist church, and for many years took an active part in the work of the Transylvania County Baptist Association, serving the association in the various capacities of member of Associational Board, Historian, Moderator, etc. He served his church a number of years in the capacity of Sunday school teacher, in which capacity his knowledge of men, of the Bible and of God helped him to inspire the members of his class to strive for the mastery over the many difficulties, trials and temptations of life.

In the work of secular education Gallamore has been a leader for more than a third of a century. In addition to his work as a teacher he has served as county superintendent of schools in this county, also as chairman of the county board of education. Among his pupils have been numbered some of Transylvania's leading teachers. In addition to his work in this county, he also taught in Henderson county and in Swain. He has long had the distinction of being the best school manager in the county. If a school was a little unruly, some of the pupils disposed to insubordination, the committee would at once say, “We would like to get Mr. Gallamore next year.” If they succeeded in getting him order would reign in the school from the time he took charge. He always managed his schools well, and did it without any apparent effort.

While we regret the loss of his presence and his service, his usefulness as one of the members of our teaching corps, yet there remains to us the example of his clean life, his upright character, his forceful personality. He was an example of one whose living made the world better, who in his life exemplified the true man, whose purposes were “to strive, to seek, to find, and not to yield” those great principals which elevate mankind and lead to a higher and better life.

“His life was gentle and the elements So mixed in him, that Nature might stand up

And say to all the world, “This is a man!”

He was a man who steadily applied his mind and heart to the duties of life, and in his relations with his fellow-men was controlled by firm, fundamental, moral character.

It seems to us, measuring human life as it is ordinarily measured, that he died prematurely and in his prime; but who knows when the right time to die has arrived? Who knows whether it is not really better to fall in the prime and meridian of life, when those who esteem us remember us at our best, than to fade and finally sink to rest in its evening, when the shadows are long drawn and when almost everything that makes life attractive and marks for us its achievements has long since ended? “Old age often is weakness without its wisdomness; it is childhood without its charms.” The memory dwells upon those who have departed as we knew them just before the end, the time of their departure. Mr. Gallamore will dwell in the memories of those who know him as a man fully equipped and strong,

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SURVIVORS TELL OF WRECK OF TITANIC

WORST MARINE DISASTER IN HISTORY

Over Sixteen Hundred People Lost Their Lives When Great Steamer Sank

The steamship Carpathia with 715 survivors of the Titanic, that ran into an iceberg and sank, arrived in New York last Thursday night and then for the first time the real truth of the great disaster was told by those who saw the big ship go down. The Carpathia was a ship of gloom. Many of the survivors on board were raving lunatics, and many more were in a very serious condition. The ship was met by the friends and relatives of those on board, who were allowed to go to the pier, and many thousand people waited in the streets to get a glimpse of the survivors.

Of the number lost 1595 went down with the ship, one froze to death in a life boat after being rescued, and five died on board the Carpathia after being taken from the life boats, bringing the total up to 1601 people lost.

One of the most ghastly things reported was the joking by the passengers among themselves just after the boat struck the big iceberg. Splinters of ice fell upon the deck of the big ocean liner and the passengers picked them up “to keep for souvenirs,” not realizing there was any danger. The Titanic was the biggest ship afloat and was supposed to be unsinkable. Many refused to enter the life boats because they thought the boat was safe.

The great liner went down with her band playing “Nearer My God to Thee,” taking with her to death all but 715 of her human cargo of 2,430 souls. Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down. As to the scene on board when the liner sank, accounts disagree widely. Some maintain that a comparative calm prevailed, others say that wild disorder broke out and there was a maniacal struggle for the lifeboats.

It had been reported that Captain Smith, the first mate and the chief engineer had committed suicide before the boat sank, but this was denied by some of the passengers that were rescued.

Ripped from stem to engine room by the great mass of ice she struck amidship, the Titanic's side was laid open as if by a gigantic can opener. She quickly listed to starboard and a shower of ice fell on the forecastle deck. Shortly before she sank she broke in two near the engine room and as she disappeared beneath the water the explosion of air caused two explosions which were plainly heard by the survivors adrift. A moment more and the Titanic had gone to her doom.

The owners of the White Star line will no doubt be prosecuted for criminal negligence. Although the ship's officials had been warned by wireless that there were numerous icebergs in their course, no slack in speed was made. The ship was making its first voyage and the owners were anxious to establish a quick run and were forcing the engines to their best speed notwithstanding the warnings. There were only fourteen lifeboats, enough to carry off about 850 people. These were filled for the most part by women and children. Hundreds of those who were unable to get in the boats put on life preservers, but these proved unavailing by reason of the fact that they were drawn down by the great suction caused by the sinking of the ship.

A number of the survivors on

the Carpathia prepared the following statement for the press in regard to the catastrophe:

“We, the undersigned surviving passengers from the steamship Titanic in order to forestall any sensational or exaggerated statements, deem it our duty to give the press a statement of facts which have come to our knowledge and which we believe to be true.

“On Sunday, April 14, at about 11:40 p. m., on a cold starlight night, in a smooth sea, the ship struck an iceberg which had been reported to the bridge by the look-outs, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets were fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster at about 4 a. m. Monday.

The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given to all irrespective of class. The passengers, officers and crew gave up gladly their state rooms, clothing and comforts for our benefit. All honor to them.

“The English board of trade passengers certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 950 in the following boats:

“Fourteen large life boats, two smaller boats, and collapsible boats. Life preservers were accessible and apparently in sufficient numbers for all on board.

“The approximate number of passengers carried at the time of the collision was: First class 330; second class 320; third class 750—total 1,400. Officers and crew 940. Total 2,340.

“Of the foregoing the following were rescued by the steamship Carpathia: First class 210; second class 200; officers 4; seamen 39; stewards 96; firemen 71—total 210 of the crew. The total about 775 saved was about 80 per cent of the maximum capacity of the lifeboats.

“We feel it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

“The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats, and the absence of searchlights.”

This communication was signed by twenty-five of the survivors of the Titanic.

DON'T FORGET THE DATE

One indication of age is forgetfulness. Some people would have the world believe the old veterans are old indeed. To prove this allegation untrue let all the members of the Camp bear in mind the meeting called for May 4th, Saturday at 2 o'clock p. m. and be there. There is business of importance that should appeal to every veteran. The few meetings held through the year could be made interesting and profitable if all would attend. Time will soon forestall these meetings. With an eye to this fact a few things in justice to the veteran himself should be adjusted.

CONGRESSMAN GUDGER WANTS AID FOR ROADS

WARM TILT WITH “UNCLE JOE” CANNON

Favors National Aid for Public Highways—His Speech in Congress.

The following speech by Representative James M. Gudger, Jr., of the tenth congressional district, is taken from the Congressional Record of March 19th:

“Improving Boothbay Harbor, Me.: Completing improvement in accordance with the report submitted in House Document No. 82, Sixty-second Congress, first session, \$18,000.”

Mr. Gudger. Mr. Chairman, I move to strike out the last word. I regret very much I was unavoidably absent on business at the Navy Department a few moments ago when the bill H. R. 21214 was passed, known as the special excise-tax bill. If I had been present I would have voted for the bill. I have no objection to the present bill under consideration, as I find that North Carolina has been well provided for in this bill. I regret very much to say, Mr. Chairman, that this house can not find time nor does it seem inclined to make an appropriation for one of the most important interests affecting this country, namely, the public highways of the country. I know that a great majority of this body, both upon the republican and democratic sides, favor national aid for public roads. But it seems that it is impossible to get a bill reported for that purpose. I think that if either political party would propose a bill granting national aid for public highways and provide for a vote in this house, that the party would receive the plaudits of the American people.

Mr. Cannon. Mr. Chairman, I rise for just a moment to oppose the pro forma amendment. I have listened with much interest to the gentleman from North Carolina when he so earnestly expressed his satisfaction for the provision for North Carolina. I want to compliment the gentleman from North Carolina (Mr. Gudger), coming as he does from the state in which I was born. I was not to blame for that, nor am I to be complimented for it. In arms I was carried over the mountains to Indiana. I am proud of the old North State and I am glad to have been born there. But after that great contest for state rights and local self-government during the war for the union, I am surprised that the gentleman desires one of the great parties to succeed in order that it may enter upon a system for improving the public highways of the country from the national treasury. I just wanted to say this much. I wonder how men within the sound of my voice could mistakingly fight for what they call local self-government for four long years and then stand without protest and sit without protest and listen to such a doctrine.

Mr. Gudger. Mr. Chairman, I have no apology to make for my position favoring national aid for public roads. I have said, and I do not wish to take that statement back, that if the membership of this house could be forced to vote upon this question national aid to public roads would be granted in the sixty-second congress.

Why, Mr. Chairman, every mail route in this country uses the public roads for the transportation of the mails. Then why should not the national government assist in keeping up the same? If you transport the mails over the railroads, you pay the railroads for that purpose. Then why should

not the national government assist the people in keeping up the public roads over which the mails pass?

Mr. Madden. Will the gentleman yield for a question?

Mr. Gudger. Certainly.

Mr. Madden. The gentleman is in favor of building highways out of the federal treasury, and I wonder if he will be in favor of extending the highways to the city streets all over the union? They are all post roads.

Mr. Gudger. Mr. Chairman, you do not even work the streets of a municipal corporation under the state laws. They are provided for by the municipalities.

Mr. Madden. Oh, yes; they are state law.

Mr. Gudger. If it is just, give the cities a proportion of this money. The cities of this country get all the appropriations for public buildings. The great waterways of this country receive annually large appropriations, amounting to millions of dollars during the last fifty years, but when the common people, the people of the rural districts, come up and ask for an appropriation to assist them to make more valuable their property by building great public highways, then there is an objection on the part of some people to the effect that it will destroy local self-government.

Why, my friend Mr. Cannon talks about being from North Carolina. When he was born in North Carolina he was born in one of the greatest states of this country. (Applause.) It is great in times of peace and her people heroic in times of war. North Carolina needs no defense at my hands. In 1861, when this country went to war, North Carolina, from that date to 1865, furnished more soldiers for the Confederacy than there were voters in that great state. North Carolina lost more men during that war than any other state, according to its population, and she justly holds the record of being “First at Bethel, farthest at Gettysburg, and last at Appomattox.” When the war was over and peace declared she went to work to build up the waste places and came back into the union as one of the great states. Therefore she needs no defense at my hands. I am glad the gentleman from Illinois (Mr. Cannon) was born in North Carolina. I only regret that he left the state and that he is not a great democrat.

HENDERSON-WILSON

The following account of a wedding will be of interest to a number of Brevard people. The family of the bride spent last summer in Brevard, occupying a cottage near the Franklin lake:

A wedding of unusual interest to the friends of the participating parties took place Wednesday, April 19, at the home of Mr. and Mrs. D. A. Henderson at Mint Hill, N. C., when Miss Bleaker Henderson became the bride of Mr. John Wilson.

To the strains of Mendelssohn's wedding march, played by Miss Mamie Mann, Mr. Wilson entered the room accompanied by his best man, Mr. Fred Smith of Brevard, and was met at the altar by the bride, who was accompanied by her sister, Miss Lola Henderson. The ceremony was performed by Rev. K. A. Campbell.

The bride was attired in a very becoming costume of white tulle, while her sister wore pink crepe de chene.

The parlor was decorated in green and white. Delicious refreshments were served in the dining room, after which the happy couple departed for the home of the groom's parents, Mr. and Mrs. Walker Wilson.

A large number of guests were present, including a large number from out of town.

Mrs. Wilson is one of Mint Hill's most popular and attractive young ladies, and she will be greatly missed in the social life of the town. Mr. Wilson has a large number of friends here. He is an employe of Ivey's Department store in Charlotte, where the young couple will make their home.