

Object: The Promotion of the Agricultural, Civic, Commercial, Educational, Industrial and Moral Life of Transylvania County.

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BIG MASS MEETING ENDORSES MOVEMENT FOR BETTER ROADS IN TRANSYLVANIA

COMMISSIONERS TURN A DEAF EAR TO PETITION

REFUSE TO GRANT REQUEST OF ROAD ADVOCATES FOR IMPROVEMENT OF MOST IMPORTANT THOROUGHFARES BUT WILL MEET SATURDAY TO FURTHER CONSIDER PLAN TO ENCOURAGE ROAD BUILDING BY TOWNSHIPS; COMMISSIONER GRANTS INTERVIEW.

At a good roads mass meeting composed of representative citizens from nearly every section of the county in numbers that comfortably filled the court house Monday afternoon, sentiment was heartily recorded in favor of road building in Transylvania and as a result a petition is in circulation calling upon the county commissioners to enter upon a constructive road building program.

As is the custom at this kind of meeting, there was a good deal of useless hot air or wind work, a lot of being quibbling over mere technicalities, etc., but aside from all this the people were patient and long suffering and finally succeeded in recording their sentiments in the matter of road building. The majority of those present voted in favor of the circulation of the petition, which will be presented to the commissioners at an early date in the hope of starting good roads building in this county.

The commissioners in session Tuesday stated that they would not consider the petition circulated Monday even though it contained 50 per cent of the voters in the county. They desire an expression by ballot. A number of big taxpayers from Brevard and community appeared before the board and urged the matter, but apparently to no avail. The road advocates then requested that the board go on record in favor of duplicating the amount that Brevard or any other township would vote for road bonds. This proposition was strongly urged. The commissioners went into executive session and later announced that they would further consider the matter on Saturday.

When seen by a News reporter Mr. Wood was enthusiastic for better roads and he says that he and Chairman Lyday are going to Henderson and Buncombe counties on Monday to make some investigations. He favors purchasing a rock crusher.

Commissioner Wood says that the \$30,000 issue to build up the roads to the county line is the proper thing, and he admits that the township plan of voting whereby the county would duplicate any amount voted is also a good plan but the outer townships, he fears, would not see the advantages offered and would be dissatisfied if the proposition were accepted by Brevard township.

The commissioners seem to need more encouragement and since the nature of the meeting Saturday has not been announced further pressure will probably be in order, therefore it is highly probable that road enthusiasts will appear again with more convincing argument if possible.

MONDAY'S MEETING.

The following account of Monday's meeting was in type before the action of Tuesday was learned. All the business houses of Brevard but one promised to close for the meeting.

While the News will not give the petition in full, it will give its substance, which is as follows:

The commissioners will be petitioned to issue county scrip or

give notes not to exceed the sum of \$30,000 for the purpose of improving the road from Brevard to the South Carolina line via Mill Hill and Cedar Mountain; from Rosman to Brevard and from Brevard to the Henderson county line, thereby giving thoroughfares that the majority of the public travel may be convenience and that inviting highways may be provided for tourists that they may leave thousands of dollars in the county every year.

The commissioners will be requested to consult with Preston F. Patton, who built the excellent system of roads in Henderson county and who is now road engineer for Greenville county, where \$250,000 is to be expended in road building; that he be secured to prepare plans, specifications, contracts, bonds, etc.

The petition requests that G. W. Wilson, E. S. English, T. B. Shipman and A. M. White be named as a committee to assist Mr. Patton in his duties in passing upon and auditing all accounts and seeing that the contracts and specifications are properly carried out. This committee with the exception of Mr. Patton is to serve without pay, and the lawyers of Brevard will be requested to draw up the legal papers without pay. The committee would be required to report fully as to work at each monthly meeting of the commissioners.

The necessary road tax would be levied upon all property in the county and there would be no discount of the scrip or notes, which must seal at par value.

J. M. Hamlin was elected temporary chairman of the meeting, T. T. Patton being later elected permanent chairman with Rev. E. H. Norwood as secretary.

W. E. Broese, jr., stated that a letter had been received from Congressman Britt, expressing regrets over his inability to be present, and stating that he was working on measures in congress whereby he hoped Transylvania would reap great benefits from work he was trying to get the government to do in the way of road building in its Appalachian reserves. Mr. Broese stated that he also had a letter from Preston F. Patton, stating that he couldn't be present, but hoped to come over later. He expressed the desire in the letter that this county get busy and meet Greenville county with a good road at the county line.

W. A. SMITH SPEAKS.

W. A. Smith of Hendersonville had been secured for the occasion and he spoke in his typical enthusiastic style. He said that he had been working for roads for 25 years in Henderson county and that he advocated road measures when it was quite unpopular to do so. People who then criticised him and opposed road building, now favor good roads and deny their former attitude, he said. He spoke highly of the work of Road Supervisor Patton and said that Henderson county had about 300 miles of graded roads and that a person could haul twice as much now as

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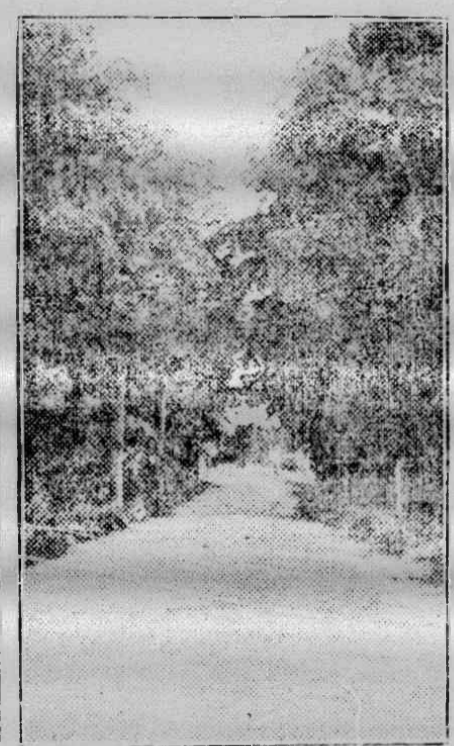
SUPERIOR RURAL ROAD WORK

That full value may be received for the money appropriated for road purposes and that the best results obtainable may be secured it is essential that the right man shall be placed in charge of road work. He should be selected not only because he actually knows more about good roads than any other person in the community, but also because he can get the best results from the money furnished. It is not sufficient, however, to let the matter rest with the appointment of a road overseer. He should receive the whole-hearted support of the community in the work. It should be seen that under the conditions and with the money furnished the community is getting what it has a right to expect in the way of road improvement. It is well to remember that if for any reason an incompetent man is placed in charge of the work the responsibility for failure rests upon the community. There should be no other consideration, therefore, in selecting a road overseer than that of securing a man with the ability to perform the duties required. It should be realized that good roads have much to do with the prosperity of a community and that united action in the right direction is the surest and quickest way to secure them.

Where the road overseer has had but little experience in road work, or where some new and difficult problem is presented to the experienced man, the office of public roads and rural engineering of the U. S. department of agriculture when requested, will offer advice and suggestions for carrying on the work and how best to overcome the difficulties.

To secure a satisfactory road of any type, it is absolutely necessary to remember: First, drainage; second, drainage; and third, drainage. The earth road, properly cared for, will answer satisfactorily for the traffic of many rural sections that cannot afford the better types of roads but the earth road must be well drained. After this fact is well understood, two other requirements may be taken up—the location of the road and the reduction of grades to a general average of 5 per cent.

With the exception of sandy roads, which are easiest for traveling when damp, all roads must have proper side ditches to carry away the surface water. In order to lead this surface water to the ditch, the road surface must have a crown, or rounded roof, highest in the center and sloping toward the side ditches. A very easy and satisfactory way to keep earth, clay, and gravel roads crowned, by the use of



An Improved Road

the split-log drag, is explained in Farmers' Bulletin 397, copies of which may be obtained upon application to the department.

After the road has been crowned and the crown is kept in condition by the wise use of the road drag, it should be seen that ditches are kept free from weeds, etc., and that they are deep enough to carry off the water which runs into them. In most cases a wide, shallow ditch is best. Deep ditches are dangerous to traffic. At spaces of every few hundred feet along the roadway a culvert of some kind should be placed to carry away the water which has gathered in the ditches.

A road properly built generally will not have an average grade of more than 5 per cent. By "per cent of grade" is meant the number of feet the road rises or "climbs" for every 100 feet of its length.

Lincoln's Birthday February Twelfth



LINCOLN By James Russell Lowell

LIFE may be given in many ways
And loyalty to truth be paid
As bravely in the closet as the field.
So bountiful is Fate,
But then to stand beside her
When craven churls deride her.
To front a lie in arms and not to yield—
This shows, methinks, God's plan
And measure of a stalwart man,
Limbed like the old heroic breeds
Who stand self-poised on manhood's solid earth,
Not forced to frame excuses for his birth,
Fed from within with all the strength he needs.

Such was he, our martyr chief,
Whom late the nation he had led,
With ashes on her head,
Wept with the passion of an angry grief.
Forgive me if from present things I turn
To speak what in my heart will beat and burn
And hang my wreath on his world-honored urn.
Nature, they say, doth dote
And cannot make a man
Save on some worn-out plan,
Respecting us by rote.
For him the old-world molds aside she threw,
And, chancing sweet clay from the breast
Of the trockhausted west,
With stuff untainted shaped a hero new,
Wise, steadfast in the strength of God and true.

How beautiful to see
Once more a shepherd of mankind, indeed,
Who loved his charge, but never loved to lead;
One whose meek flock the people joyed to be,
Not lured by any cheat of birth,
But by his clear grained human worth
And brave old wisdom of sincerity!

They knew that outward grace is dust;
They could not chafe but trust
That sure-footed mind's unflinching skill
And supple tempered will
That bent like perfect steel to spring and thrust.
His was no lonely mountain peak of mind,
Thrusting to thin air o'er our cloudy bars,
A sea-mark now—now lost in vapors hid;
Broad prairie, rather, genial, level
And true.
Fruitful and friendly for all human-kind,
Yet also high to heaven and loved of loftiest stars.

Nothing of Europe here
Or, then, of Europe fronting mornward still
Ere any names of serf and peer
Could Nature's equal scheme deface
And thwart her genial will.
Here was a type of the true elder race,
And one of Plutarch's men talked with us face to face.
I praise him not; it were too late,
And some tentative weakness there must be
In him who condescends to victory
Such as the present gives and cannot wait.
Safe in himself as in a fate,
So always firmly he,
He knew to bide his time
And can his fame abide,
Still patient in his simple faith sublime,
Till the wise years decide.
Great captains with their guns and drums
Disturb our judgment for the hour,
But at last silence comes.
These all are gone, and, standing like a tower,
Our children shall behold his fame—
The kindly, earnest, brave, foreseeing man,
Sagacious, patient, dreading praise, not blame,
New birth of our new soil, the first American.

THE hesitation which marked Lincoln's policy in the first year of his administration and which caused him to lag very often so far behind the more ardent of his supporters has been acknowledged even by those whom it most irritated to have been simply the hesitation of a man unused to his position, but who was conscious of his deficiencies and determined to commit no error through inexperience, wrote Edwin L. Godkin. And all admit the profound wisdom, the intimate knowledge of the people with whom he had to deal, displayed in his determination from first to last to be behind rather than in advance of the popular sentiment. And he grew up to the level of his responsibilities with a rapidity perhaps never equaled.

THE NEWS HONOR ROLL ENJOYS DAILY GROWTH

Popularity of County Paper Is Proven by Rapid Growth Among New Readers—List of Subscribers.

T. N. Loftis is meeting with great success in his campaign for News subscriptions. In addition to the large number he is receiving, there are many coming through other sources, as will be seen by the following honor roll for the past week, showing a rapid growth since the last week when a long list was published, and making a total of 74 new subscribers and 111 renewals received since the first of the year:

- New Subscribers.**
- P. W. Norman Pisgah Forest
 - Dock McCall Balsam Grove
 - P. C. Hamlin Selica
 - L. P. Lyday Pisgah Forest, R-1
 - J. B. Neal Resman
 - W. R. Holder Pisgah Forest, R-2
 - E. H. Moore Selica
 - B. P. Lovell Brevard
 - V. B. Waldrop Cherryfield
 - J. Z. Stroup Rosman
 - A. H. Pickelsimer Davidson River
 - E. A. Reid Lake Toxaway
 - G. L. Glazener Brevard, P-1
 - D. G. Ward Brevard
 - T. T. Patton Pisgah Forest
 - Katherine McKee Spartanburg, S. C.
 - V. W. Osborne Atlanta, Ga.
 - Oscar Galloway, Lake Toxaway, R-1, Box 19
 - Dr. C. Grimshaw Sapphire
 - Rev. W. E. Poovey Brevard
 - S. L. Sanders Oakland
 - W. D. Justus North Fork, W. Va.

- Renewals.**
- J. C. Wife Sapphire
 - J. A. Breddlove Lake Toxaway
 - Robert Allison Davidson River
 - J. H. House Balsam Grove
 - W. L. Talley Penrose
 - S. P. Collins Brevard, R-1
 - A. W. Hamet Brevard, R-1
 - R. T. Ewbanks Brevard, R-1
 - Miss Celia Whitaker Blantyre
 - R. L. Hogsd Calvert
 - T. J. Ross Selica
 - Rev. C. D. Chapman Brevard
 - John S. Patton Davidson River
 - W. H. Grogan Brevard
 - Mrs. Robt. B. Kirksey Pickens, S. C.
 - Elzie B. Cox Seattle, Wash.
 - Mrs. T. B. Reid Oakland
 - D. M. Sherrill Pisgah Forest, R-2
 - R. R. Deaver Brevard
 - O. W. Godfrey Brevard
 - W. R. Kimzey Brevard
 - W. W. Poole Brevard
 - Mrs. J. E. Smith Brevard
 - E. F. Justus Brevard, R-1
 - G. T. Glazener Brevard, R-1
 - F. B. Ferris Charlotte, N. C.
 - Mrs. J. F. Henry Louisville, Ky.
 - F. Paxton Cherryfield
 - J. E. Duckworth Brevard, R-1
 - G. W. Wilson Brevard, R-2
 - C. C. Mull Brevard, R-1
 - T. S. Wood Brevard
 - Brevard Tannin Co. Pisgah Forest
 - Miss Emma Bagwell Brevard, R-1

People Read This Newspaper

That's why it would be profitable for you to advertise in it

If you want a job
If you want to hire somebody
If you want to sell something
If you want to buy something
If you want to rent your house
If you want to sell your house
If you want to sell your farm
If you want to buy property
If there is anything that you want the quickest and best way to supply that want is by placing an advertisement in this paper

The results will surprise and please you