

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 5, 1907

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Transylvania Lodge No. 143,



Knights of Pythias

Regular convention every Tuesday night in Masonic Hall. Visiting Knights are cordially invited to attend. T. W. WHITMIRE 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. B. DUCKWORTH,
ATTORNEY-AT-LAW.
Rooms 1 and 2, Pickelsimer Building.

GASH & GALLOWAY,
LAWYERS.
Will practice in all the courts.
Rooms 9 and 10, McMinn Block.

D. L. ENGLISH
LAWYER
Rooms 11 and 12 McMinn Block,
BREVARD, N. C.

THOMAS A. ALLEN, Jr.,
DENTIST.
(Bailey Block.)
HENDERSONVILLE, N. C.

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.

The Æthelwold

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.

HOTEL BREVARD.

Cor. Main and Caldwell Sts.
BREVARD, N. C.

Remodeled and newly furnished.
Under management of experienced hotel caterer. Central location, wide verandas, livery connected. The Best at reasonable rates. Write for particulars.

R-I-P-A-N-S Tabules
Doctors find
A good prescription
For mankind

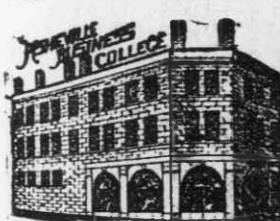
The 5-cent packet is enough for usual occasions. The family bottle (50 cents) contains a supply for a year. All druggists sell them.

H. G. BAILEY, C. E.

CORRECT SURVEYS MADE
Maps, Plots and Profiles
Plotted.

Only the finest adjusted instruments used. Absolute accuracy.

P. O. Brevard, N. C.



Oldest in the State. Business, Shorthand, Typewriting, Penmanship, and English courses. 1899 graduated in positions. Half or more of your railroad fare paid. Plenty of good board at \$2.50 to \$3.50 per week. No vacations. Enter any time. Special course by mail if you ask for it.
A. S. Shockey
Principal.
ASHEVILLE, N. C.

When Butte Was A Barren Desert.

For five weeks last winter the city of Butte, Mont., was a barren desert. It was the driest place on earth. The water supply was all right, but owing to a strike all the newspapers were suspended.

Butte's experience proved that in this day and age the local newspaper is a public necessity. Nobody knew what was happening. False rumors spread like bad butter. Fake stories about citizens circulated by word of mouth until several duels almost resulted. There were no newspapers to tell the truth about things.

Business suffered worst of all. Merchants tried handbills, which didn't fill the bill. They worked the billboard overtime, but only bored the public. The people cried for newspapers as babies cry for— (See ad.)

For once in the history of the world it was demonstrated beyond peradventure that a town without a live newspaper is a dead one. Stores could not do business without properly advertising their wares, and they could not advertise properly without newspaper space.

Butte merchants are now advertising to make up for lost time. Business men who didn't think much of advertising before have learned its value and are using newspaper space.

The experience of Butte carries a lesson for every other town—this one, for instance:

ADVERTISING PAYS ITS OWN WAY.

OWNED BY THE TOWN

Street Car Line, Free Bridge and Fine Amusement Park.

LIGHT AND WATER PLANTS TOO

Small City of Monroe, La., Has Successfully Carried Out a Remarkable Programme in Municipal Ownership. Property Values Increased.

Municipal ownership of public utilities is now an established fact in at least one town in America. It is not a large town, but it has done more toward putting the theory of municipal ownership to a practical test than has been accomplished at any place this side of Glasgow on the east or New Zealand on the west.

It has not alone entered the ordinary fields of supplying light and water, nor has it even stopped at street railway operation and ownership. In addition to all these, it has a municipally owned bridge—a "free bridge;" it owns its schools and supports them independent of state or county, and it owns a summer garden and a municipal race track.

Monroe is the name of this American experimenter in New Zealand ways. It is a Louisiana town which had less than 6,000 inhabitants according to the census of 1900; still it has not hesitated to try the most extraordinary theories of municipal government. Further



authorizing municipalities to issue bonds for public improvements. Mayor Forsythe took the initiative in having Monroe take advantage of this new law, and that town was the first in the state to issue such bonds. Nor was the issue small, \$155,000 being voted at the first election.

This sum was to be divided as follows: For street paving, \$40,000; for a high school building, \$20,000; for sewerage, \$30,000; for a charity hospital, \$5,000; for water and light, \$60,000.

No provision was made, you will observe, for such a theoretical improvement as a street railway or a municipal bridge. As to race track and a summer garden—in those untried times of his first campaign such a suggestion would certainly have brought defeat to the free public utilities champion of Monroe.

Water and lights were the only public utilities or conveniences Monroe enjoyed previous to 1898, and these under private ownership. With the granting of the water and light franchise Monroe had voted a tax of 3½ mills for ten years, the income from that source going to pay for street lighting and water for fighting fires. The service was indifferent, although the pay was very good.

Mayor Forsythe argued that if the franchise was profitable to the private company it would be more profitable to the municipality, and the plant was purchased. This absorbed the \$60,000 of the bond issue that had been voted for that purpose.

The move caused the three and one-half mill tax to be discontinued, but the newly purchased light and water plants were in such indifferent condition that they practically had to be built over. The rate to private users was continued as it had been previous to the purchase by the city and the profits devoted steadily to betterments.

In this manner the city was saved the tax it had previously paid, but the people could not see the direct saving because their private bills were as large as ever. Some of them who had expected a miracle to follow on the heels of the acquisition of the water and light plants grumbled a little, but as a rule they waited patiently for results. The bond issue had been carried with only eight dissenting votes, so pretty much all the population of Monroe was committed to the movement.

Finally the improvements on the old plant have been finished at a cost equaling the original purchase price, and the city plant is "as good as new."

Hereafter when the current expenses and repairs have been taken care of and a proper sum charged off for interest and depreciation the patrons of the Monroe light and water plants will be given the benefit in reduced rates, that being the announced policy of the municipal ownership mayor.

In the matter of a school building \$20,000 was voted by the city, but was found by the mayor to be far too small. By borrowing from the general fund and executing various financial turns the present school building was erected at a cost of \$85,000. It is maintained at an expenditure of \$20,000 yearly, and any child in Monroe or Ouachita county or the state of Louisiana can attend free.

These departures from the accepted way of doing things at Monroe caused much comment and some opposition, but that was as nothing compared to the storm aroused when, in 1903, Mayor Forsythe announced his scheme for a municipal railway. There was no provision in the city's charter which would permit such a move, but this did not daunt the mayor and his followers. They took the matter up at the session of the Louisiana legislature for 1904 and had their charter amended.

Private corporate interests which had an eye on the street railway franchise now awoke to the knowledge that Forsythe's talk of a municipal railway was something more than bluff, and they began to fight him. Their chief objection to the movement was the alleged fear of a corrupt "ring," which they professed to believe would dominate politics once the city became engaged in the operation of the various utilities.

But the municipal ownership champions won out. In addition to the original bond issue, a special tax of 5 mills for ten years was levied for public improvements. This income was to be devoted to building a city hall, a city prison, a city market and a street railway.

In order to realize upon the tax thus voted, Mayor Forsythe conceived the idea of issuing what he has called "certificates of payment"—bonds in every-

thing except name—predicated upon the ten year tax and other funds. He met with fierce opposition in this move, for the local "system" carried on a campaign against the legality of the "certificates of payment" and came near frightening the money markets into turning them down.

Finally, after the construction of the street railway had been delayed more than a year, the city's paper was negotiated, and work on what was destined to be the first municipal railway in America was taken up.

In connection with the municipal street railway the city has expended over \$40,000 in the acquisition of a park, fair and amusement grounds two miles above the city on the Ouachita river, to which the car line extends. It is known as Forsythe park. There are over 130 acres in the tract.

It is an ideally beautiful site, but what nature has denied is being supplied by art. Over 1,000 trees of many varieties have been planted. The park fronts on an artificial lake.

On an island in the lake a pavilion or summer theater has been built, a bridge leading to it from the mainland. It is octagonal in shape and a very pretty structure, with a seating capacity of 1,500. The stage settings are handsome. The drop curtain is a painting from a local scene—a lane about a mile long just below Monroe, the posts of the fence on either side being growing catalpa trees.

On the fair grounds, which have been inclosed, a standard half mile, eighty foot wide race track, a grand stand with a seating capacity of 2,000, modern stables and other conveniences are constructed. The track has perfect drainage, and races can be run in two or three hours after a hard rain. A municipal baseball park is a feature.

Property values have increased threefold since this modernizing process began. Assessed valuation 1898, \$1,700,000; in 1906, \$3,700,000.

Chance for Sylvan Valley News Readers.

In order to test the Sylvan Valley News great circulation and its superior advertising value, we have made arrangements with Brevard Drug Co., the popular druggist, to offer one of his best selling medicines at half-price to anyone who will cut out the following coupon and present it at his store:

COUPON.

This coupon entitles the holder to one 50¢ package of Dr. Howard's specific for the cure of constipation and dyspepsia at half-price, 25¢. I will refund the money to any dissatisfied customer.

BREVARD DRUG CO.

TWENTY-FIVE CENTS.

Dr. Howard's specific for the cure of constipation and dyspepsia is not an unknown remedy. It has made many remarkable cures right here in Brevard and so positive is Brevard Drug Co. of its great superiority in curing dyspepsia, constipation, sick headache and liver troubles that it will, in addition to selling it at half-price, refund the money to anyone whom it does not cure.

If you cannot call at his store, cut out the coupon and mail it with 25 cents, and a 50 cent box of the specific will be sent you by mail, charges paid. Do not put it off. "One today is worth two tomorrow." jy 24

The suspicion is abroad that Col. Watterson's tied-out candidate has slipped the bridle and scampered.

Wonder what the feelings of the President were, when he noticed that as soon as he departed for Oyster Bay, the Teddy bears in Washington were marked down to 79 cents.

Nearly all old-fashioned Cough Syrups are constipating, especially those that contain opiates. They don't act just right. Kennedy's Laxative Cough Syrup contains no opiates. It drives the cold out of the system by gently moving the bowels. Contains Honey and Tar and tastes nearly as good as maple syrup. Children like it. Sold by Brevard Drug Co.