

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 27, 1907

VOL. XII—NO. 39

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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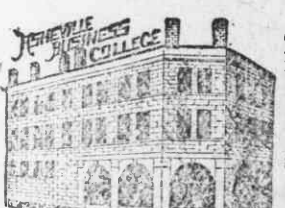
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In "The Land of the Sky,"
Near the Sapphire Country.
W. B. Shively,
Principal,
ASHESVILLE, N. C.

RAILROAD !!

From Greenville, S. C., to Knoxville, Tenn., via the Old C., K. & W. Route.

Transylvania County Asked to Vote Bonds \$3,000 per Mile to Help Build It.

Interest in the old C., K. & W. railroad is again revived by a proposition recently submitted to our county commissioners. The money to build the road has been secured, and the contract for construction only lacks the endorsement of our people in order to go into operation immediately.

The order for an election has been issued by the commissioners, but as there was objection to the wording, as noted in these columns last week, the commissioners will meet today to amend the order. There is no opposition to the amendment, locating the road at "a point within one mile of the court house in Brevard," instead of "a point at or near Brevard," which seems to be the objectionable feature. The county commissioners favor the change and the contracting company have authorized them to make it. The amended order will be published thirty days commencing with next issue of the News. This removes the only objection we have heard mentioned.

The same proposition which has been made to this county was submitted to the Board of Trade in Greenville last Friday, and the following is clipped from the Greenville News of last Saturday. It gives the proposition in as few words as it can be stated, and we ask our readers to study it for themselves. If Transylvania county wants a competing line—a direct line to the cotton mills of the south—there will never be offered a better proposition than this to secure a road.

From Greenville News, Saturday, Sept. 21.
PLANS FOR A NEW RAILROAD.

Col. S. A. Jones of Waynesville, N. C., president of the South Atlantic Trans-Continental Railway Company, spent yesterday in Greenville and, according to appointment, appeared before a thoroughly representative gathering of Greenville business men in the Board of Trade rooms yesterday morning.

The company of which Col. Jones is the principal organizer as well as the president, intends to build a railroad connecting Knoxville, Tenn., and Greenville. This is not the only line in contemplation, however, for the company to secure an outlet to the sea through some North Carolina port.

In a brief discussion Col. Jones gave a clear and concise idea of the plans of his company, and at

his suggestion a committee was appointed to confer with him and examine the plans, contracts and general feasibility of the enterprise. President Capers of the Board of Trade appointed on the committee: Messrs. B. A. Morgan, W. J. Thackston, D. W. Ebaugh, H. J. Haynsworth, John B. Marshall, Thos. F. Parker and Capt. O. P. Mills.

As soon as the general meeting adjourned the committee went into private conference with Col. Jones and his associate.

Col. Jones made a very favorable impression, and a prominent member of the Board of Trade in discussing his plans said that he had never heard of a more liberal and altogether favorable railroad building proposition. The plan is novel in a great many respects but the new features are just what are calculated to win the confidence and support of the people the line is likely to serve.

The State of North Carolina has taken financial interest in the Trans Continental railroad. The state has agreed to furnish convicts whose labor is to be paid for in stock issued by the company. In addition the counties through which the road is going to pass have been asked to vote bonds in aid of the enterprise to the extent of \$3,000 per mile. These bonds are to be paid for in stock.

The bonds are not to become negotiable until the road is actually built and in operation, nor are the right of way grants to be effective until this condition has been fulfilled.

In designing the charter for the company, the North Carolina legislature took particular pains to safeguard the interests of the people voting bonds as well as the interests of the state. The governor of North Carolina and certain other state officials are members of the board of directors and as such have the power to prosecute any steps being taken by the corporation likely to do financial injury to those interested in the enterprise. The same safeguards are thrown about the line projected into this state and into Tennessee. These are the features which are unusual in such enterprises and which make it all the more attractive to the investor.

Col. Jones to cite an example as to the advantage such a road would be to Greenville, said that the new line would place this city so much nearer the coal fields that a reduction of at least 50 cents a ton on coal could be guar-

anteed. This would be an enormous saving, estimated at from \$300,000 to \$400,000 annually to Greenville alone, based on the present consumption in this city.

The distance from Greenville to the North Carolina State line is about 30 miles, and all Col. Jones and his associates ask from the people of Greenville county is the guarantee of \$3,000 per mile for that section of the road lying within this county. This money, it is believed, could be raised by means of bonds, and would be safeguarded just the same as similar bond issues in North Carolina.

A construction company has been chartered to build the road, and the head of this collateral concern accompanied Col. Jones to Greenville yesterday. He has had wide experience in railroad building and in the course of the discussion at the meeting demonstrated his familiarity with the subject in hand.

A number of questions relating to the enterprise were asked the promoters by Mr. W. J. Thackston, Mr. W. G. Serrine and others. Col. Jones and his associates were ready with their answers and showed an earnest desire to make the proposition as lucid as possible.

At the conclusion of this general discussion, the meeting adjourned and the conference between the special committee and the promoters began immediately.

The special committee remained closeted with Col. Jones and his associate for nearly five hours, and at the conclusion of the conference the following official announcement was given out:

"The committee recommends that this committee after having heard the proposition of the South Atlantic Trans Continental Railway, desire to express themselves as being heartily in favor of accepting the proposition and recommends to the Board of Trade such acceptance and the raising by public or private subscription in bonds or money of \$3,000 per mile in this county not to exceed \$100,000, said subscription to be paid only on the completion of a competing line of railway between Greenville, S. C. and Knoxville, Tenn., with competing rates."

While nothing that took place at the private conference was given out there cannot be any doubt about the thoroughness with which the members of the Greenville committee examined into the details of Col. Jones' proposition, and the fact that the resolution favoring the enterprise was adopted means a great deal more than mere words. The only question now is, how to raise the money. A bond issue may be possible under the exception made in the prohibitory clause in the constitution relating to Greenville county. If this cannot be done the only alternative will be popular subscription.

"This is the biggest proposition and the most potential that has come up in Greenville since I have any recollection," said a prominent business man and a

member of the special committee last night. "I understand Col. Jones has been working on this proposition for ten years and from the correspondence and contracts I saw, I am convinced that he has the thing in promising shape."

It Saves You Money.

The special half price sale of Dr. Howard's specific for the cure of constipation and dyspepsia by T. B. Allison means the saving of a few dollars on every family's yearly bill for medicines.

Each 50 cent bottle (Mr. Allison sells it for 25c) contains sixty doses of a medicine that is pleasant to take and which can be depended upon to cure the worst case of constipation, dyspepsia or liver trouble. Mr. Allison has so much faith in the superior merit of this medicine that he says: "If Dr. Howard's specific does not cure you come back to my store and I will return your money."

If you are troubled with constipation, headache or dizziness, or if your food does not digest naturally and easily, you cannot afford to let pass the special price that Mr. Allison is making this week on Dr. Howard's specific.

Mr. Allison is giving his customers a chance to try Dr. Howard's specific for the cure of constipation and dyspepsia at just half the regular price, 25c. And every package is sold under his personal guarantee to refund the money if it is not satisfactory.

A Georgia man complains to the police of Chattanooga that someone robbed him of a case of beer. Any outsider who would steal beer from a Georgian these sad distressing days, would cheerfully rob a baby of its last stick of candy.

How's This?

We offer One Hundred Dollar's Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. Cheney & Co., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

Walding, Kinnan & Marvin,
Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c per bottle. Sold by all druggists.

Take Hall's Family Pills for constipation.

If Mr. Roosevelt should become an editor after his retirement from the Presidency, it is safe to assume that fresh and conscienceless contemporaries would think twice before stealing his editorials.

It will be a bitter blow to Capt. Hobson if Japan desired to lick England instead of the United States.

Cures Blood, Skin Diseases, Cancer.

If your blood is impure, thin, diseased, hot or full of humors, if you have blood poison, cancer, carbuncles, eating sores, scrofula, eczema, itching, risings and bumps, scabby, pimply skin, bone pains, catarrh, rheumatism, or any blood or skin disease, take Botanic Blood Balm (B. B. B.) Soon all sores heal, aches and pains stop and the blood is made pure and rich. Druggists, or by express \$1 per large bottle. Sample free by writing Blood Balm Co., Atlanta, Ga. B. B. B. is especially advised for chronic, deep-seated cases, as it cures after all else fails. u*