

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, OCTOBER 4, 1907

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TRANSYLVANIA LODGE

No. 143, K. of P.



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RAILROAD !!

In the Order of Election published herewith the county commissioners set forth their reasons for believing that the building of the South Atlantic Trans-continental railway will be a good thing for all the people of the county.

Believing this they desire to subscribe \$3,000 per mile to the capital stock of said road, but cannot do so unless sustained by our people. In order to find out whether the voters will sanction their subscription an election is called for Oct. 31.

If we wish to assist in building the road from Greenville, S. C., to Knoxville, Tenn., (the old C. K. & W.) this county must issue bonds to pay for the stock.

No bonds shall be issued until the road is built and in operation at least 10 miles in this county, and then only issued to cover the actual number of miles built and operated—in 10-mile sections.

The construction may begin either at the county line between Brevard and Greenville, at the county line between Brevard and Knoxville, or at a point within one mile of the court house in Brevard, but must be equipped and ready for operation for 10 miles in the county before the first \$30,000 in bonds is issued.

The construction must comply with the contract submitted to the Board for their inspection—"under no circumstances shall the bonds be issued except upon the conditions set forth above"—read and study the order published herewith.

The chief engineer who certifies to the commissioners that the road is completed according to contract, is to be selected by them and will safeguard the interests of our people—can any proposition be fairer?

The county gets in place of its bonds \$3,000 per mile in the capital stock of the road, besides the roadbed and equipment valued at \$50,000 per mile on which taxes will be levied and collected.

At the present rate of taxation this property would bring in \$500 per mile each year. Interest on the bonds at 4 per cent would be \$120 per annum—or a clear profit to the county of \$280 on each mile of road built in the county.

But suppose this road is listed for taxation at \$30,000 per mile, and there is no probability that a smaller valuation will be placed on it, and deducting the 25 mills of state tax, it still leaves the county a net income of \$105 per mile. Suppose the road to be 35 miles long in the county (the more miles the better) it leaves the county, after paying interest on the bonds, a yearly income of \$3,675. Is it any wonder the commissioners consider this a good proposition?

In addition to this increase in property for taxation, the county has "swapped dollars"—it gets \$3,000 per mile in stock in the railway, and if the road ever pays anything above running expenses this county will get its pro rata divide in the profits. Before the road is finally completed this stock will be at par and a good investment. The proposition is almost too good to be true.

With the experience our county has had in losing its first \$60,000 stock in the old H. & B. railroad we have a right to look with suspicion on a proposition which offers more than two dollars for one, but in this instance there can be no forfeit of our rights—the governor, attorney general and all the leading attorneys of the state have been interested in framing the charter for this road, and it safeguards the people as no other charter ever written. Does any man believe that with our highest state officials on the permanent Board of Directors, the counties can in any way be swindled? Should any competing line get possession of a controlling interest and take this road out of competition, our county bonds would be cancelled and we should never have them to pay. We are voting for a competing line and it must always remain in competition with other roads.

As to the amendment which was asked [by our people, that the wording "from a point at or near Brevard" be changed to "a point within one mile of the court house in Brevard," you will note

the certificate of M. W. Galloway, clerk of the Board of County Commissioners, in the Order of Election herewith, that the same "will be duly published as a part of the contract prior to date of election." The wording of this order is copied from the charter, and money to build with has been secured on the charter requirements. Last Saturday a paper containing this change, signed by the president and secretary and sealed with the seal of the South Atlantic Trans-continental Railway Company, was before the commissioners for their approval. There was no objection by the company to this amendment, as they hope to get much nearer than one mile, but changing the wording of the charter is a matter for the legislature, not the railway company. Any change in the wording might give an excuse for capitalists to withdraw their support, but you may rest assured that "at or near Brevard" means within a mile of the court house.

The question of constitutional limitation came up last Saturday for discussion—whether the road in the county might not be long enough to exceed the constitutional limit of 10 per cent. at \$3,000 per mile. As Col. Jones said, this is not a question for our people to discuss. If capital is willing to invest \$13,000,000 to secure bonds which are unconstitutional and therefore void, we will have added \$500,000 to the taxable value of the county before the first \$30,000 in bonds is issued. There is no danger that we shall exceed the 10 per cent limit by voting the bonds.

Railroad Election Order.

Office of the Board of County Commissioners of Transylvania County, North Carolina:

At a meeting duly, legally and regularly called and held by the Board of Commissioners of Transylvania county, in the court house in said county, on the 9th day of September, 1907, it being made to appear to said Board that a large number of the citizens of said county have subscribed to the capital stock of the South Atlantic Trans-continental Railroad Company, and have been engaged in an effort to build a railroad through Transylvania county in a way by which said railroad will be independent in its operations, thereby securing the best rates that competition will make for our people.

And whereas a petition signed by fifty citizens of the county has been duly presented to this Board in accordance with the charter of said South Atlantic Trans-continental Railroad Company.

And whereas the best interest and prosperity of Transylvania county depends greatly upon the construction of said railroad.

And whereas, the construction of said railroad will bring directly into the county taxable property of several million dollars, to say nothing of taxable property that will flow into said county by reason of said railroad.

And whereas, the wisest financial policy for the county will be subserved by extending to the construction of said railroad material aid by said county.

And whereas, the subscription hereinbelow mentioned is necessary to aid in the construction of said railroad, in which the citizens of the county have an interest.

Therefore it is ordered by the Board that the question of subscription to the capital stock of said company in the sum of THREE THOUSAND DOLLARS per mile of railroad for each mile constructed within the county, which amount this board proposes to subscribe to be paid in county bonds to mature in not less than thirty years with 4 per cent. interest coupons attached, payable semi-annually at the place provided for in said bonds, the interest on said bonds and the bonds themselves at maturity to be paid by taxation as provided by law, shall be submitted to the qualified voters of said county, as provided by charter of said company and Chapter 61, Vol. 1, of the Revisal of 1905 of North Carolina, on the 31st day of October, 1907, which election is hereby ordered for the purpose of voting for or against the proposition to subscribe the said amount of stock agreed on by the Board of County Commissioners, at which election the said voters shall vote a ticket as follows: Those favoring the subscription shall vote a ticket upon which shall be written or printed "For Subscription," and those opposed shall vote a ticket upon which shall be written or printed "Against Subscription," and if the majority of the voters of said county shall vote for subscription, then the Board of County Commissioners, through their chairman, shall subscribe to the capital stock of said company the sum of THREE THOUSAND DOLLARS per mile of railroad to be constructed within the county, to be paid in bonds as specified above, which said bonds shall only be issued upon the conditions following, viz.: The said bonds shall not be issued and delivered to the said company or any one else until after said company or its assigns shall have completed and equipped for operation a standard gauge railroad, in compliance with construction contract submitted for inspection of the board at this date, from the northerly or easterly boundary of the county, or from a point at or near Brevard, following the routes provided by the charter, in sections of ten miles each, until the entire railroad shall have been completed, it being understood that ten miles of railroad shall be completed in accordance with the construction contract and certificate of the chief engineer as to such completion filed in the office of the Board of County Commissioners before any payment shall be made upon this subscription, and thereafter in the same manner for each succeeding ten miles; and provided further, that when said conditions have been complied with, then the said Board of Commissioners shall issue and pay to said railroad company the said county bonds in exchange for the same amount of the capital stock of said South Atlantic Trans-continental Railroad Company, at par.

Provided further, that under no circumstances shall the bonds be issued except upon the conditions set forth above.

Office of the Board of Commissioners of Transylvania County, North Carolina:

At a meeting duly, legally and regularly called and held by the Board of Commissioners of Transylvania coun-

ty, in the court house in said county, on the 27th day of September, 1907, it appearing to the board that the registration books for election to be held on October 17th, 1907, as ordered on September 9, 1907, upon questions of subscription to the capital stock of South Atlantic Trans-continental Railroad Company, were not issued to the registrars in time to comply with the law as to said election.

It is ordered by the board that the date of said election be postponed to Thursday, October 31, 1907, and that said election be held under the same terms and conditions, and that said order be amended by striking out October 17th, 1907, as the day of election, and inserting October 31st, 1907, as the day of election.

Said order in all other respects being affirmed and approved.

By order of the board.
L. W. BROOKS, Ch'n. B. C. C.
M. W. GALLOWAY, Cl'k B. C. C.

The railroad has approved an amendment to the foregoing call of election requiring construction of its road to or within one mile of the court house at Brevard, and said amendment will be duly published as a part of the contract prior to date of election.
M. W. GALLOWAY,
Clerk B. C. C.

To the Sheriff of Transylvania County:

You are hereby notified that the County Board of Elections have appointed for the bond election for the South Atlantic Trans-continental Railroad Company, which election is to be held on October the 31st, 1907, the following persons as registrars and judges for holding said election, and you will so notify them according to law:

Brevard Township—E. T. Henning, registrar; J. M. Kilpatrick and W. H. Grogan, judges.

Boyd Township—E. B. Clayton, registrar; T. R. Duncan and A. J. Beck, judges.

Cathey's Creek Township—J. M. Southern, registrar; Jos. A. Bryson and R. L. Hogsd, judges.

Cedar Mountain Precinct—J. M. Bishop, registrar; Wm. McCrary and Geo. Bishop, judges.

Duns Rock Township—Wm. Maxwell, registrar; Walter Hogsd and A. C. Landreth, judges.

Eastatoo Precinct—E. M. Whitmire, registrar; W. E. Galloway and L. M. Glazener, judges.

East Fork Precinct—Milus Garren, registrar; J. F. Hays and John Garren, judges.

Gloucester Township—James W. Owen, registrar; W. M. Bird and W. E. Hall, judges.

Hogback Township—Flem Galloway, registrar; I. S. Fisher and Alfred Collins, judges.

Little River Precinct—Lad Hart, registrar; P. S. Shuford and H. P. Nicholson, judges.

This 27th day of September, 1907.
FRANK L. DEVANE,
Temporary Chairman.

D. L. ENGLISH, Secretary.
That the said registrars at said voting precincts shall revise and correct the registration books so that they will show a truthful and accurate list of the qualified voters in his precinct, and register all such as may apply under the law to be registered who have not heretofore registered.

That the said election be advertised for thirty days by publication in Sylvan Valley News at Brevard, N. C., and by posting a notice at said voting precincts, and that said election in all particulars shall be held by said judges and registrars as provided by law.

L. W. BROOKS, Chairman.
M. W. GALLOWAY, Clerk Board of Commissioners for Transylvania Co
T. T. Patton, Frank L. DeVane, Board of Elections for Transylvania county.

Deafness Cannot be Cured by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever. Nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

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