

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 11, 1907

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TRANSYLVANIA LODGE

No. 143, K. of P.



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RAILROAD!!

From Transylvania Pioneer, Sept. 16, 1887.

At last our patient citizens have the opportunity of securing the building of a railroad through their beautiful and productive county.

There is no county in the state, nor probably in the whole south, which promises the speedy and great development which awaits us, if we can get the road. The road means everything to us—wealth, progress and thrift; the rapid increase of the value of our lands; work for all who desire to work; low prices for all we buy, and good cash prices for all we sell; it means a home cash market; good cash prices for eggs, chickens and butter; good cash prices for all the ties and telegraph poles you can cut.

It means the building of several large and first-class hotels in the county, to accommodate the thousands of wealthy visitors who will make Transylvania their summer and winter home.

It means constant employment and cash for the poor man, who will not have any of the tax to pay.

And the real estate owners, who will have to pay the tax, can cut enough telegraph poles, and ties and wood from land which is now all but worthless, to pay all his taxes.

It means money and prosperity for us all.

It means the lifting us out of the old ruts in which we are imbedded, and the placing of our unequalled county in the van of enterprise and progress.

The tax will not be felt by any land owner in the county. On the contrary, the railroad will give him means for paying not only his railroad tax, but all other taxes.

The railroad itself, being assessed, will pay nearly all the tax. Polk county was asked to vote \$50,000 to bring the Asheville & Spartanburg railroad through the middle of the county. Thinking it could go no other route, the people refused to vote the subscription, and the road did not go through the center of the county. It just grazed one edge of it, thereby leaving the county worse off than ever. They are willing and anxious to vote \$50,000 now to any road which will pass through their county, but it is too late! Let Transylvania be wiser than the people of Polk.

All the ties and telegraph poles which you can cut will be bought promptly for cash by the railroad.

Vote for a railroad while you have an opportunity. Let the condition of Polk county be a warning to us. They have repented of their folly in voting against the road; but their repentance, like that of the dying sinner, comes too late.

In these editorial clippings of 20 years ago was there a promise made that has not been fulfilled. True, the road for which bonds were asked was never built, but our people have had a railroad for 12 years and know the advantages they have gained thereby.

The developments of the Taxway Company, and their system of beautiful summer resort hotels, would never have been located here without a railroad.

The Rosman tannery, with its market for tanbark which scatters thousands of dollars in the mountain coves; the Brevard Tannin Extract plant, which has made chestnut wood—a waste product until it made a market for it—the most valuable asset of every farm; the cotton mill now building, all are the direct results of railroad facilities.

And what about labor? When the first vote for railroad bonds was offered our county the writer was swinging a paint brush for nominally \$1 per day—in farm produce. In reality we received 10 lbs. of home-made bacon, a bushel of corn or rye, 2 gallons of molasses, and other produce at similar prices, for a day's work. Good farm hands could get 50 cts. a day in produce—no money—but that was the highest price—now wages are more than doubled in all lines.

To pay taxes our mountain men were compelled to get up a load of something eatable—apples, cabbage, Irish potatoes—and haul it over the mountains to some cotton mill town in South

Carolina, and peddle it out. The money to pay taxes with was not in this county. Now you find plenty of money in the pockets of every mountaineer who has tan-bark, chestnut wood, cross ties, telegraph poles, saw-logs or lumber. Our people don't need to be told what the railroad has done for them.

But the question of taxes is entirely foreign to the present proposition to issue bonds. There is no such supposition that a single penny will be added to the tax of any man in the county except for increased valuation. Land that was not considered worth the entry fee before the railroad was built, is now worth \$3 per acre cash, and taxes are higher accordingly. Land that is now worth \$3 will doubtless go up to \$10, and taxes will go up accordingly—but if you get tired of paying taxes the money is ready to buy your land, at its higher valuation.

In the bond issue for the South Atlantic Trans-continental Railway there will be no levy for tax on the Bonds until the railway property is listed for taxation. This additional valuation, as shown on page 8 of this paper, will add more to the tax collections than the interest on the Bonds, so no man's tax will be increased a penny by voting for the Bonds. In fact the county will be \$102 per mile of road to the good by voting Bonds.

Be wise--Vote for 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, the southerly 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 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 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. R. Bishop, registrar; E. A. Heath and Geo. Bishop, judges.

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

Eastatoe 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.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free. F. J. CHENEY & Co., Toledo, O. Sold by Druggists, 75c. Take Hall's Family Pills for constipation.