

Sylvan Valley News

ONLY NEWSPAPER IN TRANSYLVANIA COUNTY

J. J. MINER, OWNER AND MANAGER

A HOME PAPER FOR HOME PEOPLE—ALL HOME PRINT

VOLUME XVI

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NUMBER 5

Railroad News! The Greenville & Knoxville To Be Completed!

Mortgage for Six Million Dollars Has Been Filed for Registration in Greenville County, S. C.

It Looks Now as if this Long-Wanted Road Will Be Built in the Near Future, and Our Transylvania People Should Prepare to Reap Its Benefits Watch Brevard Grow!

From Greenville Daily News.
"To provide funds for the improvement, changes and extensions already contracted for and in contemplation," the Greenville & Knoxville Railway has been mortgaged to the Central Bank & Trust Company, of Atlanta. A copy of the mortgage, filed in the office of the Greenville County Register of Mesne Conveyance, states among other things that it is the desire of the mortgagors to issue bonds on the property to the extent of \$40,000 for each mile of the road already completed and on each mile yet to be built, and extend the railroad from its present terminus at Riverview to Knoxville, Tenn.

Inasmuch as there are already 23 miles of the road built, it will be seen that the promoters have some \$1,040,000 as a fund with which to begin the construction of the proposed extension. It is understood that Mr. W. J. Oliver of Knoxville, Tenn., has already constructed a railroad from Knoxville to Sevierville, Tenn., a town some 30 odd miles this side of his home city. Since the mortgage filed in the office of the Register states that the proposed extension of the G. & K. is to go through Sevierville, it is not improbable that the mortgagors of the latter road will either acquire the use of or purchase this line and enter Knoxville over it.

The mortgage filed in the local Register's office states that the bonds to be issued will be used, in part, to pay certain debts of the company secured by a trust deed of Feb. 1st, 1906. This deed is first mortgage bonds held by the Central Bank & Trust Company for \$325,000. General mortgage 5 per cent. gold bonds are to be issued of the denomination of \$1,000 each. Payment is to be secured by a mortgage on the railway equipment, its franchises and all its other property.

The agreement, as recorded in the mortgage, was made on the 1st of October. At a meeting of the stockholders of the Greenville & Knoxville Railway Company, held August 10th, 1910, it was decided that in order to pay the outstanding debts of the company and carry out certain improvements general mortgage, 5 per cent. gold bonds would be issued, the same to be payable at the financial agency of the company either in Atlanta or New York on the 1st day of December, 1910, to be dated from December 1st, 1910.

As has been stated, there are some 26 miles of the road already built. This, mortgaged at \$40,000 per mile, would yield over one million dollars. The line already con-

structed extends from Greenville to Riverview, a distance of some 26 miles. While rails have been laid covering this distance, it is understood that the line has been graded some four or five miles farther to a point designated as River Falls. Those who have been in that region of the county of late say that the grading done on this extension has about been completed and that the road traverses some very rough country.

The proposed route of the extension, as specified in the mortgage, will be across the Saluda Mountains. Leaving Riverview, the present terminus, the line will go on to River Falls, some four or five miles farther. Passing from Greenville county the line will enter North Carolina by way of Henderson county. This county will be traversed, as will Transylvania county. The line will touch at or near Brevard. Buncombe county will be crossed next, the line touching at or near Canton. From here the line will extend up Pigeon River valley, passing through the Great Smoky Mountains and into Coker county, Tenn. Sevier county will then be crossed, with the line touching at or near Sevierville. From here the road will extend through Knox county to the city of Knoxville.

The mortgage bears the signatures of the president of the G. & K. Railway Company, W. H. Patterson, and the secretary, D. C. Patterson; the president of the Central Bank & Trust Company, Asa G. Candler, and the secretary of the same company, A. R. Coles.

From Asheville Gazette-News.
The Greenville & Knoxville railroad, projected between those two cities, via Asheville and Canton, is attracting marked attention and the probability of its early completion never looked brighter. There is a very interesting rumor going the rounds in some circles that the Louisville & Nashville is interested in seeing this road completed. The Knoxville Journal and Tribune says: "It was stated Thursday night by a gentleman in a position to know that the Louisville & Nashville railway is probably interested in the scheme of financing the new line from Greenville to the middle west, but so far, the name of the L. & N. has not been conspicuous in reported plans."

To complete this road all that is necessary is to build several connecting links. On the Greenville end about 25 miles is already completed and in operation, while on

the Knoxville end the Knoxville, Sevierville & Eastern has been constructed as far as Sevierville. Should the K. & G. people co-operate with the T. & N. C. road, a very important strip of road already in operation through the gorge of the Pigeon river would be acquired.

Between Knoxville and Harriman, the Knoxville, Harriman & Eastern railway has already let contracts for the construction of about 30 miles. At Harriman connection would be made with the Tennessee Central which may become a part of this system.

From Knoxville Sentinel.

In connection with the K. S. & E., which was built by W. J. Oliver, the railroad wizard of this city and financed by the Knoxville Banking & Trust company, it has been contemplated that it would be extended beyond Sevierville and through the Tennessee-Carolina mountains into the seaboard country, there to make connections for the Atlantic coast. The proposed connection with the Greenville & Knoxville is through a route in the mountains that is said to be the only available unoccupied mountain pass. Surveys and rights of way are said to have been secured through this pass, and to be in control of the K. & S. E. people. This, therefore, gives Mr. Oliver a distinct advantage.

The Greenville & Knoxville is controlled by the Pattersons of Atlanta, who are closely associated with Mr. Oliver. They have, therefore, been working in harmony, with a view to connecting their respective lines and thereby making one through railroad that will have splendid earning power, penetrating a rich, undeveloped section of the south. It will also create a new outlet for the coal mining interests of East Tennessee, particularly if the proposed plan of an extension of the Tennessee Central into this city to connect with the K., S. & E., is put through.

When seen today, and asked concerning the project, Mr. Oliver stated that it is true that the Greenville & Knoxville is to be extended westward and the K., S. & E. will go eastward. The two lines will ultimately connect, he said, and at Greenville the road will have connections with other lines for the Atlantic coast, thereby giving Knoxville another direct line to the seaboard.

Mr. Oliver said he expected a party of financiers in Knoxville within the next few days, to look over the local situation and to examine the Sevierville railroad property. The visit, he said, will be in connection with the railroad extension plan, which Mr. Oliver says is sure to become effective at once.

WHAT MR. PATTERSON SAYS

When Brevard, first heard the news our citizens thought it almost too good to be true, and were anxious to hear from headquarters, so Mr. Estes wired to Mr. Patterson and this is his reply:

GREENVILLE & KNOXVILLE RAILWAY CO.,
231 Candler Building,
Atlanta, Ga., Jan. 27.
Mr. B. G. Estes, Brevard, N. C.—
Dear Mr. Estes: Answering your wire of early this day, I beg to say that I do not know of anyone who should be more interested in the announcement of a \$6,000,000 mortgage by the Greenville & Knoxville Railway than ourselves. I am not at liberty to state anything further than to say that such a mortgage would not have been issued without some good reason therefor, and I very earnestly hope that before a great while a definite announcement in connection with the road which will be most satisfactory to everybody concerned will be made.

Very truly,
W. H. PATTERSON, President.

At the Restaurant.
"Pah, waiter! How long do you keep eggs here?"
"Until ate, sir."—Lippincott's.

ECUADOR IS MAD WITH UNCLE SAM

Serious Demonstrations Have Been Made.

ANTI-AMERICAN RIOTS.

Opposition to Proposed Lease of Galapagos Islands Has Resulted in Anti-American Riots—Troops Used to Repress the Mobs.

The opposition of the people to the proposed lease of the Galapagos Islands to the United States has resulted in the most serious demonstrations of ill feeling against everything American seen in Guavaquil, Ecuador, in many years. The disorders, which began Friday, were continued all through Saturday and an immense crowd, numbering not less than 10,000 persons, headed by Ignacio Robles, marched to the government palace for the purpose of protesting to President Alfaro.

Troops with loaded rifles prevented the crowds from approaching, and on'y Robles was received by the president as the people's delegate. He informed President Alfaro that Ecuadoreans were opposed to any negotiations with the United States on the subject of the Galapagos Islands. After a lengthy interview the president said that in view of the manifest opposition, the government would desist in its proposal to negotiate the lease.

Notwithstanding this promise the crowds still remained in the streets, parading in many of the thoroughfares. Mounted troops have been distributed in all parts of the city for the purpose of maintaining order. Detachments of armed guards are also surrounding the palace.

NEUTRALITY VIOLATED.

Troops Sent by U. S. to Guard Mexican Border.

Determined that the territory of the United States shall not be used as a base of revolutionary expeditions against Mexico, the Washington government has taken steps to increase materially the American military and customs forces guarding the frontier.

The secretary of war issued orders more than doubling the soldiers guarding the border line, and the secretary of the treasury authorized the collector of customs at El Paso, Texas, to appoint ten additional deputy collectors of customs in order to establish a more effective survey of smugglers. It is understood that these orders were issued by direction of the president upon representations from the Mexican embassy that the neutrality of the United States was being violated.

Secretary Dickinson directed that the military patrol of the border be increased by six troops of cavalry from Fort Sam Houston, Texas, detachments of mounted infantry from Forts Whipple, Ariz., and Wingate, N. M. The army officers have been instructed to co-operate with the marshals of the department of justice and the customs officials of the treasury department stationed along the border.

GET DEATH SENTENCE.

Mutinous Sailors of Haitien Gunboat Tried by Courtmartial.

Twenty-three officers, non-commissioned officers and sailors, survivors of the Haitien gunboat Liberte, which sank at sea off Port de Paix last October, following an explosion, were tried by a military tribunal, charged with mutiny. They were found guilty of complicity with the massacre of the commander of the Liberte and several Haitien generals, who were on board, and of burning the boat. All were condemned to death.

Reports of the disaster to the Liberte estimated that 70 persons either were killed or drowned when the vessel was blown up. No mention was made in the dispatches of a mutiny. When the Liberte sailed from Port-au-Prince she had aboard 90 persons, only 20 odd of whom were said to have escaped. Ten Haitien generals, on their way to take command of the several divisions of troops in the department of the north, perished. The Liberte was formerly the steam yacht EM King.

The planing mill, cedar chest factory and a woodworking plant of the Vestal Lumber company, located three miles outside of Knoxville, Tenn., were destroyed by fire. Loss \$40,000 fully covered by insurance. The immense lumber yard of the concern was saved.

Mrs. Judson C. Clements, wife of Judge Clements, of the interstate commerce commission, is ill in Washington city with double pneumonia.

County Government.

Representative—Thos. S. Wood.
Clerk Superior Court—Cos. Paxton.
Sheriff and Tax Collector—Fred. A. Shuford.
Treasurer—Z. W. Nichols.
Register of Deeds—B. A. Gillespie.
Coroner—Dr. A. E. Lyday.
Surveyor—J. C. Wike.
Commissioners—W. L. Brooks, G. T. Lyday, Arthur Tiller.
Superintendent of Schools—T. C. Henderson.
Physician—Dr. Goode Cheatham.
Attorney—R. L. Gash.

Town Government.

Mayor—W. E. Breeze, jr.
Board of Aldermen—T. H. Shipman, J. M. Kilpatrick, T. M. Mitchell, F. L. Devane, E. W. Carter.
Marshal—J. A. Galloway.
Clerk and Tax Collector—T. H. Galloway.
Treasurer—T. H. Shipman.
Health Officer—Dr. C. W. Hunt.
Regular meetings—First Monday night in each month.

Professional Cards.

R. L. GASH,
LAWYER.
11 and 12 McMinn Building
Notary Public.

W. W. ZAGHARY
Attorney-at-Law
BREVARD, N. C.

H. G. BAILEY
Civil and Consulting Engineer
and Surveyor
BREVARD AND HENDERSONVILLE, N. C.

NOTICE OF EXECUTRIX.

Having qualified as executrix of the last will and testament of Washington E. Galloway, late of the county of Transylvania, this is to notify all persons having claims against the estate of the said testator, to present their claims to the undersigned on or before the 9th day of July, 1911, or this notice will be plead in bar of their recovery. All persons indebted to said estate will make immediate settlement. This July 9th, 1910.

SARAH LUCINDA GALLOWAY, Welch Galloway, atty. *Executrix.

ADMINISTRATOR'S NOTICE.

Having qualified as administrator of the estate of J. C. McGaha, deceased, late of Transylvania county, North Carolina, this is to notify all persons having claims against the estate of said deceased to exhibit them to the undersigned at office of R. L. Gash, Esq., Brevard, N. C., on or before the 27th day of May, 1911, or this notice will be plead in bar of their recovery. All persons indebted to said estate will please make immediate payment.

This 20th day of May, 1910.
V. B. MCGAHA,
Adm'r estate of J. C. McGaha, deceased

Entry No. 2568.

W. J. Owen enters and claims six hundred and forty (640) acres of land, lying in Hogback Township, on the waters of Indian creek. Beginning on a white oak, E. D. Owen's corner, and runs thence north 66 deg. east sixty (60) poles to a hickory stump on top of the Blue Ridge; thence south 24 degrees east with S. A. Owen's line to a stone, S. A. Owen's corner, on top of the Blue Ridge; thence south with the top of the Blue Ridge to a black oak, John Kizer's corner; thence west, running so as to include all the vacant land on Indian creek.
B. A. GILLESPIE,
Entry Taker.

Executrix Notice.

Notice is hereby given that the undersigned has been appointed Executrix of the last will and testament of W. B. Duckworth, deceased. All persons having claims against said estate are hereby notified that they must present same before the 25th day of November, 1911, or this notice will be plead in bar of their recovery. All persons owing said estate are required to make immediate payment.
MRS. ELLA F. DUCKWORTH.

The Rev. Irl R. Hicks 1911 Almanac

The Rev. Irl R. Hicks Almanac for 1911, that guardian Angel in a hundred thousand homes, is now ready. Not many are now willing to be without it and the Rev. Irl R. Hicks Magazine, Word and Works. The two are only One Dollar a year. The Almanac is 35c prepaid. No home or office should fail to send for them to Word and Works Publishing Company, St. Louis, Mo.