

# Sylvan Valley News

ONLY NEWSPAPER IN TRANSYLVANIA COUNTY

A HOME PAPER FOR HOME PEOPLE—ALL HOME PRINT

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## MANY CONVICTIONS IN SUPERIOR COURT

### COUNTY CHAIN GANG WILL HAVE GOOD START.

#### Criminal Docket Cleared Tuesday and Trial of Civil Cases Taken Up.

The criminal docket in the Superior court was completed Tuesday morning, and the trial of civil cases begun Tuesday afternoon. There are at the present time eighty-nine cases on the civil docket, and it will naturally be impossible to try more than a very small number of these. In addition there are already ten new cases filed with the clerk making nearly one hundred cases. A special term of court seems inevitable.

Oh the criminal docket there were a number of cases continued for a variety of reasons, and in some of the cases the defendants had not been taken. The following cases were disposed of and sentences passed by Judge Lane:

Gus Robinson and Tom Robinson, charged with the larceny of a hog, the property of J. B. Neill, the jury found Gus Robinson guilty and Tom Robinson not guilty. Sentenced was not passed.

Enle Robinson, charged with changing the marking on a hog belonging to J. B. Neill, was found guilty and sentence reserved.

Boyd Barton entered a plea of nolo contendere to the charge of destroying property and judgment was suspended on payment of the costs.

A nol prosee was taken by the state in the case of Lewis Fisher and James Owens, charged with disturbing religious worship.

Will Swearingin and Lee Owens were found guilty of assault and judgment was suspended on payment of costs.

John Andrews and Mac Perry were found guilty of destroying crops and Andrews was fined \$50 and Perry \$25, the costs being divided.

Leonard Owens, charged with allowing stock to run at large, was continued.

Bill Whitmire was convicted of illicit distilling and given eighteen months on the roads.

John Anderson was found guilty of an assault and sentenced to six months on the roads.

Leighton Bagwell, charged with larceny, judgment of nisi, sci fa, and capias.

L. E. Mull and Bill Erwin, charged with an assault, Mull was found not guilty and Erwin guilty, the latter receiving a fine of \$10 and the costs.

A nol prosee was taken by the state in the case of Pete Price and Mose Bailey, charged with an assault, while on the same charge in another case the same defendants were found not guilty.

Bill Johnson, charged with a simple assault on a woman, was found guilty and given four months on the roads.

John Blythe was convicted of the larceny of shoes and was sentenced to four months on the roads.

Tom Kimsey was found not guilty of carrying a concealed weapon.

Judgment was suspended in the case of John Prince, found guilty of an assault, the defendant to pay the costs.

Bynum McCall was found not guilty of an assault.

In the case of Posey Owens and John Anders charged with an affray, Anders was found not guilty and Owens guilty, the latter being fined \$20 and the costs.

Hosey Lee, convicted of malicious mischief in breaking car windows of the Southern railroad, was fined \$10 and the costs.

Will Gaston and Jack Fisher were found guilty of an affray and judgment was suspended on payment of costs.

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## COUNTY TEACHERS' ASSOCIATION MEETS

### INTERESTING PROGRAM IS CARRIED OUT.

#### Mr. Gudger of State Normal College Delivers Special Address to Meeting.

The public school teachers' association of the county met last Friday at the graded school building, and were in session two days. In all, there were about forty teachers in attendance. All who had commenced the year's work in August were permitted by the county board of education to suspend duty for Friday without loss of pay. Some of the teachers present had not begun the year's session.

The exercises were opened Friday morning by Rev. J. R. Owen, who read a passage of Scripture and led in prayer. After this the program for the day was taken up. The program as published could not be taken up in detail on account of the absence of some of the members appointed to lead in the discussions. The first subject taken up was "The relation of the library to schoolroom work," on which Mr. M. D. Hardin of Quebec addressed the association, giving some practical suggestions as to ways in which the books of the library could be used in the school in connection with the regular lessons and otherwise.

Miss Hattie Aiken next led on "Drawing," in which she made use of the blackboard for illustrating the ideas she wished to emphasize. This was quite a practical lesson, in which the teachers were given work to do.

During the first day's session the county betterment association was re-organized with Miss Hattie Aiken as president, Miss Georgia Bell vice president, Miss Florida Cantrell secretary and Miss Julia Deaver treasurer. A committee was appointed to draw up a constitution and report next day.

The constitution as adopted makes all persons eligible to active membership who pay an annual fee of ten cents, and to honorary membership on payment of fifty cents. The main purpose of the organization is the improvement of school houses, grounds, and general conditions, and the securing of regular attendance by pupils.

On Friday evening the teachers had the pleasure of hearing Dr. Eugene Gudger, professor of geology and botany in the State Normal at Greensboro. Dr. Gudger indulged in a few reminiscences, going back twenty-two years and recalling the time when he taught in this county, first at Enon, next at Middle Hill and then at Brevard. He said that the Brevard school building was one of the best of its kind in the state, and spoke highly of the conveniences inaugurated by its first principal, Mr. Estes. Dr. Gudger's talk throughout was forcible and practical and held the undivided attention of his hearers.

Saturday's program was opened by Rev. C. S. Kirkpatrick, who led in devotions and deduced some lessons from the scripture text applicable to teachers. It was necessary to revise the program on account of the absence of some of the teachers. The first subject presented was "How to Study," given by Mr. J. P. Bennett. It was practically a lesson from the book of that name, which is one of the books prescribed for the reading course. The main idea brought out by Mr. Bennett was the importance of having specific aims as a motive power in study.

Superintendent Henderson made a practical talk on "Tests of hearing and vision." He showed that among dull pupils a large per cent. had defects in sight or hearing.

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## TRANSYLVANIA WILL HAVE A CHAIN GANG

### COUNTY COMMISSIONERS SO DECIDE THIS WEEK.

#### Large Amount of Business Keeps the Board in Session For Two Days.

The September meeting of the board of county commissioners will probably prove one of the most important held in a long time. In addition to an unusually large amount of routine business, such as the granting of relief to various parties, and the ordering of many accounts paid, the question of closing the road through the Vanderbilt estate and of creating a county convict force came before the commissioners. The road question in the natural order went over until the next meeting for action while the convict matter was acted upon.

By the order of the board, made after the presentation of extensively signed petitions, the convicts of Transylvania county will in the future be worked upon the roads of this county instead of being hired out to Buncombe and Henderson counties. Arrangements were made for the working of the convicts upon the roads in Brevard township for the present, the men to be boarded at the jail and to be under the direction of the road authorities of the township.

The following rules were adopted for the governing of the convict force. "The convicts worked on the public roads of Transylvania county shall be in charge of a guard or guards and shall be worked according to the directions of the overseer of the township in which the work is being done.

"In case any convict fails or refuses to work as directed by the overseer, the overseer and guards shall have the authority to and are directed to apply such methods of correction, whipping or otherwise as the circumstances of the case may require."

Attorneys for George W. Vanderbilt filed a petition before the board asking that the road through the Vanderbilt estate be closed, it being set forth that Mr. Vanderbilt has for the past fifteen years maintained the road, together with a large number of bridges upon it, entirely at his expense, and that he is unwilling to longer do so. The petition says that in case the county surrenders the road, then its free use will be allowed to the owners of the Picklesimer and Johnson cabin tracts of land, to Federal, state and county officers when upon public business, and to the minister and congregation of English's chapel. Notices of this petition were ordered posted at the court house for thirty days, the matter to be taken up at the next meeting of the board.

No action was taken upon the recommendations of the grand jury with reference to the conditions existing at the county home, or with regard to the recommended improvements at the court house.

The amount of routine business before the commissioners was very heavy and necessitated the holding of sessions for two days, the work being completed late Tuesday afternoon.

It will be pleasant news to his great number of friends throughout the county that Mr. L. W. Brooks, the chairman of the board, was able to be in attendance having almost entirely recovered after a long sickness.

In the office of the register of deeds this week was filed a deed from the Colonial Trust Company of Pittsburgh, trustee, to E. H. Jennings, conveying the property of the Toxaway Company, the consideration being \$100,000. Mr. Jennings recently purchased the property at a foreclosure sale.

## TRANSCONTINENTAL IS NEGOTIATING FOR PURCHASE OF K. S. & E. AND G. & K. RYS

### Conference Held in Greenville Between Representatives of the Three Roads Looking Toward the Consolidation of the Roads Through Brevard.

The most interesting news which can be given to the people of Brevard and Transylvania county at the present time is in connection with the coming of a new railroad through this section. Last week this paper gave to its readers the facts in connection with the straightening of the financial affairs of the Knoxville, Sevierville & Eastern road, which extends from Knoxville to Sevierville, and which is to be one of the links connecting through Brevard with Greenville. This week there are apparently still more interesting developments about to take place, namely the purchase of the above named road together with the Greenville & Knoxville by the Transcontinental. The following is a special dispatch to the Charlotte Observer from Greenville and will prove most interesting reading:

"That the South Atlantic Transcontinental Railway, the proposed line which is to connect the Tennessee coal fields with the Atlantic Seaboard at Southport, N. C., and upon which work has already begun near the North Carolina-Tennessee state line, is about to enter into negotiations looking toward the purchase of the Greenville & Knoxville Railway between Greenville and River View, and the Knoxville, Sevierville & Eastern Railway, connecting Knoxville and the town of Sevierville, with the view of getting into possession of a route from the Tennessee coal fields to either the South Carolina or Georgia coast, via the city of Greenville, is the startling rumor which gained currency yesterday among possible half-dozen business men of this city. The rumor was taken up by a representative of the Observer and traced to a certain source and there the rumor was confirmed. The source from which this information was secured cannot be divulged, but the confirmation of the report is thoroughly reliable and little short of authoritative.

"For some time past reports have reached Greenville ever and anon that the South Atlantic Transcontinental Railway, whose main line is to be from the Tennessee coal fields near Knoxville, to Southport, N. C., was desirous of getting into possession of a route by which a branch of the same road could be built from Waynesville, N. C., to Charleston, Port Royal, Savannah or Brunswick, via Greenville. The rumor floated about Greenville for some time, and finally died the death of most rumors. Not long since, however, there turned up in Greenville something which resurrected old rumors. The mayor of Brevard spent several days in Greenville examining old records in the office of the register of mesne conveyance. Mr. Breese, Brevard's mayor, stated that he was representing the South Atlantic Transcontinental Railway, but that he had nothing to give out for publication. While in the city, however, he purchased from the receiver of the old C. K. & W. Railway the rights-of-way and other holdings of the system, which was to have been built to Hamburg, which is an old town near Augusta. Mayor Breese did not state what he wanted with the old right-of-way, but since he stated that he was representing the South Atlantic Transcontinental Railway, and it had been rumored that that railway company was seeking a route via Greenville to some point on the South Carolina or Georgia coast, people drew their own conclusion.

"Last Wednesday Mr. W. H. Patterson, president of the Greenville & Knoxville railway, made a trip

to this city. Wednesday night two gentlemen from New York, representing the South Atlantic Transcontinental Railway, came to the city. Since Mr. Patterson made reservations for these gentlemen, it was supposed that he had business with them. Upon being interviewed at his hotel Wednesday night, however, Mr. Patterson stated that he had no business with the two representatives of the Transcontinental Railway. He did state, however, that the gentlemen were friends of his and that they had come to Greenville for the purpose of conferring next day with certain attorneys of this city. The attorneys with whom the Transcontinental representatives conferred next day could not be discovered Thursday, and here the newspaper man quit the trail temporarily.

"The report bobbed up yesterday that negotiations were about to be entered into between the Transcontinental Railway for the purchase of the Greenville & Knoxville Railway and the Knoxville, Sevierville & Eastern Railway, and the trail was again taken up. The newspaper man secured a statement from a most reliable source that there was an abundance of truth in the report concerning these negotiations, and that within a few days the public would, in all probability, hear rather startling news in this connection.

"As is well known, Mr. W. H. Patterson is president of the Greenville & Knoxville Railway Company, Mr. Asa Candler, the Atlanta 'Coca Cola King,' Mr. J. S. Owens and other Atlanta capitalists are deeply interested financially in the company. It was stated yesterday that President Patterson has already been approached by representatives of the South Atlantic Transcontinental Railway. The attitude of Mr. Patterson toward the proposition of the Transcontinental people, it was said yesterday, is considered favorable.

"The Knoxville, Sevierville & Eastern Railway, connecting Knoxville with the county seat of Sevier county, 30 miles away, is now owned by William J. Oliver, the Knoxville financier and 'railroad wizard.' People throughout this section are familiar with the steps which have been taken to have Mr. Oliver build his road eastward and Mr. Patterson extend his road westward, until a connection was made and Greenville was given a short-haul competitive line to the coal fields of Tennessee and the great trading centers of the middle western states, and the great middle western states connected with the coast of the Carolinas.

"Should the South Atlantic Transcontinental Railway Company get into possession of the Greenville & Knoxville Railway and the Knoxville, Sevierville & Eastern Railway, the desire of the promoters of that road to get a line from the Tennessee coal fields via Greenville to some city on the South Carolina or Georgia coast would be realized.

"That Mr. William J. Oliver knows of the desire of the Transcontinental Railway, is said to be a fact. Whether or not he would sell out the Knoxville, Sevierville & Eastern Railway to the Transcontinental people, is not a question for discussion here.

"Above all, however, this much is known, and the source of the statement is authoritative; the South Atlantic Transcontinental Railway Company has to its credit in the banks of New York money enough to purchase the Knoxville, Sevierville & Eastern and the Greenville and Knoxville Railways and have some left over."