

Reserved for the Name of the First Good Roads Knecker.

# Sylvan Valley News

Largest Ad in this Issue

C. Doyle

Object: The Promotion of the Agricultural, Civic, Commercial, Educational, Industrial and Moral Life of Transylvania County.

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## GOOD ROADS MASS MEETING CALLED FOR NEXT MONDAY; SENTIMENT IS RAPIDLY CRYSTALIZING

### WHOLE COUNTY IS WORKED UP FOR IMPROVED ROADS

#### County Commissioners Will Be Requested to Go On Record for a Better System of Roads; Opinions of Expert Road Builders.

Sentiment for better roads in Transylvania has taken on such a phenomenal growth during the past few weeks that the situation is drawing rapidly to a head, as a result of which a county-wide good roads mass meeting will be held in the court house on Monday, Feb. 7, at 10 o'clock.

At this meeting the county commissioners will be requested to meet the good roads issue face to face and accept the opportunity to go down in history as the pioneer road builders of Transylvania.

#### WHY IMMEDIATE ACTION IS NECESSARY

It will be shown at this meeting that Henderson county has built good roads to the Transylvania and that Greenville county, (S. C.) has made a bond issue of \$500,000 for road building and that it is extremely important that Transylvania promise the Greenville authorities that the road will be built through Transylvania in order to secure an assurance from South Carolina that improvements will be made on the road leading into Transylvania via Jones Gap.

To accommodate local conditions it is deemed necessary to improve the roads and in order to induce trade into and through the county by tourists and others improvements will have to be made soon since the roads will not permit of automobile travel, especially in winter.

#### POLITICS FINDS NO ROOM

The movement now on foot for better roads carries with it no political significance. Politics has no part in the movement to improve the roads and there is a determined effort to keep politics muffled and therefore should such accidentally be introduced into this movement it will have a difficult road to travel because sentiment for road building is paramount in politics.

#### REPRESENTATIVE MEN SUPPORT IT

As will be seen from the names given below, the road committee is composed of representative men from nearly every section of the county. They have signed a call for the mass meeting to be held here Monday and letters carrying this information have been mailed to a large number of citizens.

No conclusions have been reached as to how the roads will be built, but it has been decided that they should be built immediately and in order that all the people of the county may have a voice in these important matters a general call has been made and it is desired that people attend the meeting from every section and make known their sentiments, provided they are for good roads, otherwise their voice will have but little influence in a meeting of this kind.

Following are the names of those signing the call for the mass meeting.

W. J. Toller, C. R. McNeely, E. S. English, A. M. White, T. T. Lott, H. A. Orr, Flem Glazener, J. J. Patton, T. B. Reid, M. L. Hamilton, T. O. McCall, J. H. Pickelsimer, L. Heath, T. T. Patton, J. P. Whitmore, R. R. Deaver, W. R. Kilpatrick, J. W. McMin.

While it has not been decided what type of roads will be built, sentiment seems to favor sand-clay

## GOOD ROADS

### LOWER EXPENSE TO FARMERS

Good Roads Reduce Greatly Trouble of Transporting Crops to Market—Cause of Distress.

"Before the war in Europe affected the rates at sea it cost the American farmer more to haul a bushel of wheat nine and a half miles to the railroad station for shipment than it cost the buyer to ship the same bushel of wheat from New York to Liverpool, a distance of 3,000 miles" according to a bulletin issued by the American Highway association. "The average cost of hauling a ton of farm produce, or a ton of anything else, over the average country road is about twenty-three cents a mile; 70 years ago the cost of the same service was 17 cents. The cost of hauling over the railroads is less than one-ninth as much as it was 60 years ago. The cost of hauling by railroad has almost reached the vanishing point; the cost of hauling on the country roads has gone up as the roads have gone down.

"By careful calculation, Logan Waller Page, director of the United States office of public roads, has reached the conclusion that with wise and equitable road laws and good business management it would be entirely practicable for the people to save themselves on the two items of hauling and administration the enormous sum of \$200,000,000 yearly. The railroads in the United States carry about 900,000,000 tons of freight annually, and of this vast tonnage at least 200,000,000 tons are hauled over the country roads to the railroad station or to the canal for shipment. The immense volume of mining products aggregating millions of tons is not included in this estimate, but only the agricultural, forest and miscellaneous products hauled by wagon over the public roads, for is the cost of hauling back and forth between the farms and the mills.

"The main cause of agricultural distress," says the bulletin, "a subject of perennial alarm to popular favorites, is not so much the wages of the workers or the infertility of the soil or the prices of the products, but the enormous drain of getting the stuff to market, the waste of the roads in the wear and tear of machinery, the sacrifice of teams, the inefficiency of service compelled by impassable highways. Tributary to every market town or railroad station there are what Mr. Page calls 'zones of production.' From the first of these zones all products can be delivered to market at a profit, and then the rest one class of products after another must be eliminated because of the prohibitive cost of hauling, and beyond the last territory that cannot be cultivated without the building and constant maintenance of roads suited to whatever traffic there may be developed.

"It has been demonstrated that as the roads from the market towns have been improved there has been a great increase of their business and a corresponding improvement in the condition and opportunities of the rural population, larger prosperity of the individual farmer, greater traffic for the railroads, better supplies and lower prices for the consumer. It does not pay to raise crops that cannot be marketed readily and cheaply. Millions of dollars' worth of field and orchard crops have been utterly wasted because of expensive and inadequate facilities for marketing. This is one of the hard problems with which the United States department of agriculture is trying to deal through the greatest experts in the land, and they have found that the building of good roads is essential to the success of their plans."

**\$1,000,000,000 Worth of Roads.** While talking about preparedness it may be noted that the \$1,000,000,000 proposed to be expended would build 200,000 miles of hard-surfaced highways at the rate of \$4,000 per mile. If the government contributed 50 per cent, its billion would cover 500,000 miles.

**Use the Road Drag.** Use the road drag to get roads into the best possible shape for winter. They may be had enough at best, but proper work will help greatly.

**The First Electrician.** Teacher—Who was the first electrician? Pupil—Noah. He made the arc light on Mount Ararat.

## Highway Improvement

### \$300,000,000 LOSS IS SEEN

Two Million Miles of Unimproved Highways in United States—Farmers Blamed for Condition.

"There are 6,500,000 farmers in the United States, the most of whom raise something for the market," says the American Highway association.

"They have been described by Dr. T. N. Carver, the Harvard university expert in economics who was engaged last year by the department of agriculture to draw plans for the organization of a rural community, as temperamental, an independent, headstrong, individualistic class, and, therefore, difficult to organize. That they are 'difficult to organize' is evidenced by the fact that there are 2,000,000 miles of unimproved public roads in the United States over which they must haul their products to market at a loss of approximately \$300,000,000 every year, or about the total assessed value of property, real and personal, in South Carolina. That they are 'independent' of good roads to their own great loss is evidenced by the enormous waste of both money and muscle in trying to do business without good roads and their apparent lack of interest in compelling their representatives in legislatures and congress to provide highways for their service.

"Good roads are equally necessary to both the production and distribution of farm products." They are prerequisite," says Mr. Houston, secretary of agriculture, in his last annual report, not only to economical production and distribution, but to the promotion of the broader life of communities. The great need, obviously, is for roads which will get products from the farm to the nearest railway station, enabling the farmer to haul when he cannot sow or reap, and to haul at a lower rate, to transport his children to consolidated schools and to enjoy comfortably his social enterprises. There can be, indeed, no such thing as community life without good roads. To assure such life there must be ease of communication and transportation, and, as Doctor Carver expressed it, "as the characteristic evils of urban life grow out of congestion, so do the characteristic evils of rural life grow out of isolation. Except for a few rare souls, isolation means stagnation."

"As a rule, town schools are better than country schools because the means of transportation, or the streets and roads, are better in the towns than in the country. On the so-called great highway between Washington and Richmond there is a stretch of about fifteen miles on which in the fall and winter farm wagons and automobiles sink to the hubs and traffic is practically impossible, and this highway between the two capitals must be judged by the soft and not the hard spots. In regions where the roads have been improved the farmers are the most prosperous and community life has been developed. In regions where the roads have not been improved the schools, the churches and all other civilizing agencies have run down.

"With the last few years there have been formed 12,000 or 15,000 associations of one sort and another among the farmers, fruit growers and others looking to the economic handling of their business. But there can be no adequate co-operation among farmers without the first essential of the best farm success—good public roads. Improved highways mean improved farming, increased values of farming lands, improved standards of farming products, improved banking means and facilities, improved country schools, churches and homes. Without improved public highways there will continue the fearful economic waste which has operated against the prosperity of the farmers and made them the prey of the combinations which have fattened on their spoil."

#### FARMERS UNION, FEB. 7

Owing to the inclement weather the meeting of the Farmers union of the county was postponed until the first Monday in Feb. at 1:30 o'clock, at the court house. Officers will be elected.

## Ground Work Starts for Big Lumber Mill Near Lake Toxaway

### Pennsylvania Capitalists Begin Operations for a Band Mill to Employ 400 Men; Engineers Are Surveying Road Which May Extend to Sylva or Connect With the Murphy-Atlanta Railroad in Georgia; Gigantic Developments Expected.

The Moltz Lumber company, said to be backed by Pennsylvania capitalists, has begun preliminary operations for what it is believed will be by far the biggest industry ever established in Transylvania.

The News on Jan. 7 carried a story of the reported purchase from the Toxaway interests of about 7,000 acres of richly timbered hardwood forests for which about \$200,000 was said to have been paid. This report has been partially denied by what would be considered good authority, but the Moltz Lumber company is said to have about a dozen engineers on the ground surveying a standard gauge railroad, which, it is understood, will extend into the mountains toward Jackson county to the Greenland section, a distance of about ten miles.

#### BIGGEST INDUSTRY IN COUNTY

Reports are to the effect that the new industry will be very extensive in its operations and will employ about 400 men. The plans are understood to call for a big band saw mill on Indian creek about half a mile from the junction point of the logging road with the Southern on the Broadlove place, which is about a half mile from Lake Toxaway.

The reports of these operations are given strength through the filing of options or rights of way over several tracts of land.

#### MAY EXTEND RAILROAD TO GA.

Of considerable interest is the report that interests in Jackson county will run a railroad from Sylva or Dillsboro up the Tuckasee river to the Greenland section and connect with the road of the Moltz Lumber company, giving a connecting link by railroad between Jackson and Transylvania counties, and possibly forming a link in a road through to Greenville, S. C. Toxaway people in town Saturday reported talk of extending the road from Toxaway to a point between Murphy and Blue Ridge, Ga., giving Transylvania direct railroad connection with the road from Murphy to Atlanta.

Two business men within the past two weeks were heard to remark while on the train between Salisbury and Greensboro that a railroad would be built from the Southern in Jackson county to connect with the proposed lumber road leading from Toxaway. These men discussed business conditions generally in Western North Carolina with a familiarity and positiveness that led the auditor to believe that they talked with some authority.

#### RIGHTS OF WAY GRANTED

Options have been secured and filed by S. T. Graves of Lincoln county from property owners in the path of the proposed lumber road. Registrar of Deeds Lewis P. Hamlin is instructed to forward the papers to the Moltz Lumber company of Williamsport, Pa.

It is generally believed that developments of vast proportions will be the outcome of the preliminary work that is now being done.

Options calling for a sixty-foot right of way on the west fork of French Broad river and on Indian creek, dated during November and December and to be void unless exercised before July 1, 1916, and naming considerations from \$1 to

\$250, have been granted by the following:

E. D. Mrs. B. C. A. H. B. H. J. C. S. R. W. J. T. P. and J. A. Owen; the heirs of B. C. Owen; W. J. Raines, C. L. Saunders, J. A. Breedlove, H. S. Parker, J. P. Lowrey, Mrs. Leola Lee, guardian; Lewis Tinsley, guardian; John Tinsley and I. S. Fisher.

## CREAMERY PLANS TO BE VIEWED TUESDAY

### CO-OPERATIVE CREAMERY PROPOSED FOR COUNTY

#### Mr. Baldwin Outlines Plan for Establishing a Transylvania Creamery.

Charles F. Baldwin of Blantyre has called a meeting to be held in Brevard next Tuesday, presumably about 1 o'clock, for the consideration of the proposed co-operative creamery for Henderson and Transylvania counties.

The plan of organization is outlined as follows:

"The purpose in organizing this creamery is to develop the dairy interests in Henderson and Transylvania counties, therefore it is planned to pay the profits in an increased price for butter fat rather than as a dividend on the stock. As money is entitled to its interest a dividend of 6% will be paid on stock after all operating expenses and charges are paid each month, and no more. After that all the profit will be applied as an added

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## HONOR ROLL OF NEWS MAKES GOOD SHOWING

### Both New and Renewal Subscriptions Received—Delinquent Subscribers Advised to Examine Date of Label on Their Paper.

The News "honor roll" shows that the paper is meeting with a steady growth, both new and renewal subscriptions being received.

The lists published by the News show that since the first of the year 52 new and 77 renewal subscriptions have been received, which is a most unmistakable sign of growth and popularity.

This remarkable record has been made without a contest or without any combination with other papers. Tom Loftis has met with great success since engaging in the News circulation business a week ago.

The News has on its list a few delinquent subscribers yet in bad standing and we trust that they will inspect the date on the label of their paper. As we explained last week, if it reads 1 1 16, it is an indication that your subscription was paid up to the first of January, the first 1 standing for first month, the next 1 standing for the day of the month and the 16 standing for

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PROPOSED SAND-CLAY ROAD.