

# The French Broad Hustler.

ONE DOLLAR PER YEAR

HENDERSONVILLE, N. C., THURSDAY, APRIL 18, 1907

VOL. XVI NO. 16

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## About Roofing RUBEROID

A high grade roofing which contains neither tar or asphaltum. Will not harden and crack, not affected by heat or fire.

Sold under a ten year guarantee. Easy to put on. Will out last tin or iron.

The cost is one half less than other roofs.

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Delft, Enamel and China Ware

## GILLETTE & ENDELS SAFTY RAZORS

The place to get  
**HARDWARE**

### The New Cotton Mill.

The Committee appointed by the Board of Trade to visit Spartanburg, S. C., and see Mr. A. B. Calvert in reference to locating his new \$3,000,000 cotton mill here, will leave on Tuesday, the 18th. Mr. Brock, the well-known capitalist of Inman, S. C., will join the party in Spartanburg. Mr. Brock has extensive interests in Hendersonville. The committee will be composed of U. G. Staton, E. W. Ewbank, J. C. Morrow, C. A. Hobbs, Claude Brown, T. R. Barrows, Capt. Wofford, Mr. Brock, and W. P. Williams.

The sentiment of the town is very much in favor of getting the mill here if it is at all possible. It is claimed it will be entirely feasible to raise the amount required by Mr. Calvert, which is really only required as an indication that Hendersonville wants the mill. A. B. Calvert and those associated with him have ample capital to develop their own enterprises and Mr. Calvert is one of the most successful mill men of the South.

### Back from Atlanta.

The freight rates committee have returned from Atlanta, where they met Mr. L. Green, of the Southern Railway, with whom they spent the entire day Friday. Messrs. Wilson, Clarke and Anderson, the gentlemen comprising the committee found Mr. Green courteous and affable and ready to listen to their requests.

While they did not get Asheville rates on all commodities, they still have every reason to be satisfied with the results of their trip. Taken in connection with reductions secured previous to their going to Atlanta, it is estimated that Hendersonville merchants will save over \$10,000.00 each year in freight rates.

In taking leave of Mr. Green, C. E. Wilson, chairman of the committee urged that gentleman to come to this city and get better acquainted with its business men. Mr. Wilson is of the opinion that reductions on still more classes of freight will be eventually granted by the Southern Railway.

Following is the letter the committee brought back with them from Atlanta, signed by Mr. Green.

We will establish rates to Hendersonville, N. C., on sugar from Charleston, S. C., 30 cents and from Norfolk 32 cents per hundred pounds. This will have the effect of making the rate from New York 40 1/2 cents, and the rates to Asheville will be so readjusted as to make that point the same as to Hendersonville.

With respect to canned goods from Norfolk and Richmond, the new rates heretofore arranged for will be on car loads 46 cents, less care loads 56 cents per hundred pounds, and these rates are but one cent higher than the rates from Norfolk and Richmond to Asheville.

On cement from the Lehigh District of New Jersey and Pennsylvania, from Richmond, Charleston, Rockmart and Cincinnati, the rates will be revised so as to be in no case higher than to Asheville.

The salt rate from Cincinnati to Hendersonville will be made 24 cents per hundred pounds in carloads which is one cent higher than to Asheville. The rate on salt from Richmond to Asheville and Hendersonville is 20 1/2 cents per hundred pounds.

The new rate on fruit jars from Cincinnati to Hendersonville will be 58 cents per hundred pounds. To Asheville the rate is 55 cents, a difference of but 3 cents, and this same difference will prevail as to fruit jars coming from Muncie, Ind. From Pittsburg, however, the rate to both Asheville and Hendersonville will be made on the Lynchburg combination and will be 65 cents to Hendersonville and 64 cents to Asheville, a difference of but one cent.

I will write you later about rates on drain tile and sewer pipe from Pomona, N. C., and on sash, doors and blinds and lumber from other points, a list of which you gave me to-day.

On the nails and wire and other articles in the special iron list, the rates from Lynchburg to Hendersonville have been reduced 6 cents and will be 26 cents on carloads and 32 cents less carloads, a difference of only 2 cents over Asheville.

A corresponding change will be made in the rates from Pittsburg as soon as that tariff can be revised.

I wish to express my appreciation for the courteous and patient attention given these matters by your committee and to repeat my assurances that we have every disposition to aid in the development of the commerce of Hendersonville in every way that we can properly do.

Yours truly,  
L. GREEN,  
Freight Traffic Manager.

In addition to the reductions given above, the Southern Railway had already made the following changes.

From the west:  
Class 1, 4c; Class 2, 6c; Class 3, 6c;  
" 4, 3c; " 5, 4c; " 6, 2c;  
" A, 3c; " B, 3c; " C, 0c;  
" D, 2c; " E, 2c; " H, 3c;  
" F, 0c;

From the East:  
Class 1, 6c; Class 2, 8c; Class 3, 7c;  
" 4, 6c; " 5, 6c; " 6, 3c;  
" A, 6c; " B, 5c; " C, 4c;  
" D, 1c; " E, 4c; " H, 5c;  
" F, 3c.

### Notice.

To the Justices of the Peace of Henderson County.  
I hereby announce myself as a candidate for the office of Tax Collector for Henderson County. Believing that the counties business should be conducted as economically as a private business, I will if elected do all the work for three percent instead of five, and will return the difference, two percent, or about \$1,000 per year, into the court house fund. In time this saving will pay for the court house and will relieve the tax payers of Henderson County of a heavy burden.

Respectfully  
W. C. JORDAN

## Democratic Convention

Mayor and Aldermen Nominated by Democratic Convention.

THE TICKET  
MICHAEL SCHENCK  
JOE BRYSON  
J. MACK RHODES  
J. F. BROOKS

### The Platform

The Hendersonville Democracy believes in and demands:

First: A square deal and an economical and decent administration.

Second: In enterprise, progress and development, but always within the limits of law, in the exercise of sound financial judgment and with due regard for individual rights.

Third: The treasury belongs to the public and should be held as a sacred trust, and from it unnecessary expenditures should never be made.

Fourth: In protecting and fostering the material prosperity of Hendersonville, while the social and moral welfare of the people should be carefully guarded by the enactment and prompt enforcement of laws.

Fifth: Graft, favoritism and official jobbery should have no place in a democratic administration for Hendersonville. The public and not private interests should be served by the public funds and officers. That neither the mayor nor any officer elected by the board of aldermen should be an employee of a public service corporation doing business in Hendersonville, where the town's interest may in any way be affected.

The Democratic convention last Tuesday night was a splendid meeting. The absence of any cut and dried program, the fact that nominations were open to all, the interest and enthusiasm shown by the large crowd, the short, snappy speeches, all tended to make it a splendid democratic convention, which predicts success at the polls on May 7th.

McD. Ray was elected chairman and thanked the convention in a speech which rang true. T. R. Barrows was elected secretary.

Messrs. Pickens, Edwards and Brooks were appointed a committee on resolutions, which were adopted as above.

Bartlett Shipp and Capt. Wofford spoke interestingly. Capt. Wofford said he wanted the party to stand for something and wanted the city ordinances repealed or enforced.

The platform was then read and adopted section by section.

Nominations for mayor were then made. W. F. Edwards placed the name of Michael Schenck before the convention. Joe Israel nominated Henry Twyford who withdrew.

Col. Pickens referred to Mr. Schenck's father as the model of a man and the model of a judge, and said the son bids fair to follow in the steps of his distinguished father. Said the cry these days was for honesty and faithfulness in office, and believed Mr. Schenck met these requirements. Mr. Schenck was nominated by acclamation.

Nominations for aldermen were then in order, and the friendly contest was interesting.

Messrs. J. Mack Rhodes, Bryson, Gullick, Garland, C. C. Young, J. F. Brooks and Capt. Wofford were nominated by their different admirers. All withdrew except Rhodes, Bryson, Brooks and Young.

The candidates were voted on singly, with results as follows.

First ballot resulted in Bryson 21, Rhodes 18; Bryson elected.

Second ballot resulted in Rhodes 21, Young 19; Rhodes elected.

Third ballot resulted in J. F. Brooks, 21, C. C. Young, 21, a tie.

Fourth ballot resulted in Brooks 21, Young 20.

Messrs. C. E. Brooks, Pickens and Shipp escorted Mr. Schenck to the platform where he made a stirring little speech. Said he expected to be elected mayor and would assume all responsibility for his acts. Said let the party stand for the upbuilding of the town and for a greater Hendersonville. He was heartily cheered and the convention adjourned.

### The Lake.

There is no definite news as to the lake. The outside capitalists and the local officers of the lake company are in almost daily communication. Many telegrams and long-distance telephone messages have been exchanged but the capitalists are unable to give a definite reply, as yet. It is believed, however, that the prospects are still bright, there being absolutely no authority for the statement being circulated that the lake would not be built. Pending the capitalists decision, lake affairs are simply at a standstill.

In fact, it is quite safe to say that the lake will be built, and without doubt will be built by the present group of capitalists represented by Mr. T. C. Williams, jr. It is entirely likely that operations will begin inside of sixty days.

There are many interesting speculations regarding the big enterprise. Every man in town is ready to demonstrate with pad and pencil that the promoters are either going to make a million or lose two million dollars. The amount of "inside information" floating around town is quite remarkable, when as a matter of fact no official news has been given out, altho' there is little doubt but that there soon will be. Necessarily, much time is required in a deal of this magnitude, and the many details cannot be gone over in a day.

One enthusiast has figured out the demand for the lots will far exceed the supply. He says, with the wood cleared off and the dam built and the water actually covering the land, the property will sell itself almost. It is figured out by this same man that the company will have only about 800 lots to sell, for which they could easily ask \$2,000 each and that this small number may soon be disposed of. Mr. T. C. Williams, at the last lake meeting stated his company would be several years disposing of the whole property. Another interesting speculation is this; If the present scheme is financially successful, there is talk of building still another dam at Balfour, which would make a lake fully as beautiful as the one now planned.

However all this is mere guess work, and what the whole town wants to know is "Is the lake going to be built?"

It is of interest to note that the engineers on the A. I. R. R. have been ordered to make their surveys conform to the plans of the lake survey, as to bridges, etc.

The Southern Railway has as yet given no definite indication of just what they propose to do about a new bridge and elevation of their tracks, altho' information along that line is expected daily.



SEMBRICH, at Asheville Wednesday evening, April 24.