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PROSPERITY AND PROGRESS!

Money for the new railroad is provided. It means the opening up of the finest part of Henderson County. Ten miles of water powers in this section, which means millions when developed. An addition of \$330,000.00 worth of property to the county. Said to be the most favorable proposition ever submitted to the voters of any community. Enthusiasm grows daily for the great project.

Prosperity and Progress Will Follow in Wake of the New Railroad Buncombe County to Vote on \$200,000 Bond Issue for Road

What the Asheville Papers Have to Say About The Matter. Sentiment Strongly in Favor of the Bond Issue on the Terms Offered. Buncombe County Wants the New Road

The keenest interest in the new railroad is universal all over Henderson county, and each day sees the enthusiasm for the great scheme grow. The manifold advantages resulting from the new road are daily becoming more apparent to the voters, and the desire for its construction seems to be unanimous. Probably no better proposition was ever submitted to the voters of any community. It is on a strictly business basis, every interest of the tax payers of Henderson county has been safely guarded, and the money for the great enterprise is ready as soon as the voters say they want the road by voting the \$50,000 worth of bonds.

The advantages to the county resulting from the new road are so many, so varied and so self apparent that it is needless to repeat them here. But one fact should not be lost sight of. That is that two competing railroads will pass through Henderson county. It will no longer be a one-railroad county, but will have strong competing lines, which means better rates and better service, and many other things.

Buncombe county will vote on an issue of \$200,000 bonds, and this is what the Asheville papers have to say about it.

Buncombe county and Asheville are to have another railroad.

In fact they are to have two new railroads competing with the Southern for not only is rail line to Rutherfordton to be built, and thus the hopes of a decade realized, but there are brightest prospects that city and county will have another railroad to Knoxville.

Well planned and approved by sound business men and substantial citizens of Buncombe and other counties the realization last evening that the people of Buncombe have it in their power to secure railway competition caused genuine enthusiasm in business circles and it is certain that a wave of joyful response will come from every part of the county, from every merchant, and workman, each of whom pays a heavy toll on purchases because there is now but one railway system here, because he is to be freed from this indirect tax and practically at no expense to him or the county. The board of county commissioners met yesterday and after cordially approving the plans submitted to the members by a committee of citizens, directed that a popular election be held October 17th, for the purpose of voting a loan of two hundred thousand dollars to the company which is to build the railway from Asheville to the Haywood county line where connection will be made with the road to Knoxville. The terms of the loan will be set forth in detail but with the statement that the loan will be secured by a first mortgage on actual railroad and not franchises the route

and plans for the new railroad should first be stated.

The Appalachian Interurban Railroad Company is to build from Asheville really to Rutherford, although under its charter it as a corporation will reach to Bat Cave, a separate corporation called the Bat Cave railway Company doing the actual building to Rutherford, a total distance of 45 miles via Hendersonville, and from Asheville to the Haywood county line about Turnpike, the Appalachian Interurban is to construct a road about ten miles in length which will join the road to be built by the South Atlantic Transcontinental Railroad Company from Knoxville through Waynesville and Brevard to Greenville, S. C., and from Waynesville to join the Interurban. The Bat Cave Railway Company is to build as part of the Appalachian Interurban system a road from Bat Cave through Polk county to a point on the new South and Western railway. Thus Buncombe is to have connection not only at Rutherford with the Seaboard system, but at Knoxville with the great L. & N. as well as the coming S. and W.

On firm foundation the plans are laid, not on the projects of promoters, but through the active and incessant work for months of the Merchants Association through its railroad committee and it with such an introduction that the plans were approved by the county commissioners, every one a resident of the county, and will go before the people of the county for enthusiastic approval at the polls. It will put the county on the direct line from the center of population of the United States and the great grain fields and coal mines of the middle West to Southport or Wilmington, the natural ports to the Panama canal, and it will bring to the county for construction millions of money to be turned loose here, and always more transportation facilities, better facilities, cheaper rates.

The money is provided for the road building,—of that the committee and county commissioners were amply satisfied before they acted, and a responsible contracting company, a local North Carolina company, called the Appalachian Construction Company, has undertaken the work of building and produced satisfactory evidence of its ability to do the work, giving a bond as further assurance. The county of Buncombe is asked to take \$200,000 of the capital stock in the Interurban; this is to be secured by first mortgage bonds on the railroad property at \$25,000 per mile and later to be taken up by the company, the bonds drawing the same interest as the county will have to pay probably on the bonds it will issue so that it will not be out a cent, yet have the railroad.

The interests of the county are safeguarded as by government bonds. It is not to be called on to pay a cent, until road is in actual operation from the Eastern or Southern terminus to within the corporate limits of Asheville and not even then will the county deliver a bond until there has been placed in escrow to it bonds to the amount of \$2500 a mile to purchase the capital stock by the Buncombe county aid

bonds, and \$2500 a mile of bonds to protect the interest charges on the railway's first mortgage bonds. These bonds are limited to \$25,000 a mile, one-third as much only as in the case of other roads, and so the county is absolutely secured since the bonds will be the first mortgage on the entire road just as in the case of other property.

Henderson is to issue \$50,000 bonds to the Interurban and Polk the same amount to the Bat Cave Railway. Haywood and Transylvania will vote \$3000 per mile to the South Atlantic Transcontinental, also under absolute assurances.

As it has been stated that the company or companies have the necessary construction money secured it may be asked why it is that they desire the counties to subscribe. The answer is simple and straight forward; that it is wished that the people of the sections through which the roads will be built may be interested and come to regard the property in part as theirs. The proposition to Buncombe for example that no bonds be issued by the county to the company until it has a railway in actual operation from the Eastern or Southern terminus to Asheville shows that the real reason is given and no county money is needed forthcoming.

Buncombe and Henderson counties are more interested in the Appalachian Interurban for the reason that their public aid bonds are to be to it and further because it fills the ideals of a decade, the hopes and aspirations of their thoughtful citizens while Transylvania and Haywood counties will be served more directly by the other railway but every county and each of its townships will be greatly aided by each road.

The Merchants Association committee organized by the election of H. Taylor Rogers as chairman and C. Sawyer was named as trustee for the money subscribed by Buncombe people, to ensure proper expenditure and right well has that money been expended.

The officers of the South Atlantic Transcontinental are: Col. S. A. Jones president; B. J. Sloan, vice president, I. L. Council, secretary, of Waynesville; treasurer, W. B. Williamson, of Asheville; Theo. F. Davidson, of Asheville, general counsel; S. C. Welch, of Waynesville, assistant counsel; W. E. Brees, Jr., of Brevard, assistant counsel.

"Few will realize what work has been done," said Mr. Sawyer last night, "but with assurance that the securing of competing railways now rests solely with the people of the county we are happy. It is needless to suggest even what it will mean to every resident to have a competing road, more facilities, better facilities and lower rates. Every resident pays a tax now for transportation of freight and this will be lessened. And think too what it will mean to have seven million dollars spent in this section,—that much new capital distributed among the people by reason of construction." And that expressed the feelings of the business men and the few people who had heard of the accomplished plans,—an enthusiastic approval. No man in any part of the county exists who will not feel the benefit directly.

ENTHUSIASM FOR ROAD.

The publication that Buncombe could get a competing line of railway created the greatest enthusiasm among all classes of people and it is certain that there will be a joyful response to the proposition that the people shall vote simply a guarantee of interest in the road. Henderson, it is admitted on all sides will vote its \$50,000 bonds and with the Buncombe vote Buncombe will get a railway reaching to the Seaboard Air Line as well as to the S. & W., regardless to the vote in Haywood and Transylvania on the public aid to the South Atlantic and Transcontinental.

It will be necessary for a majority of the registered voters of the county to vote affirmatively for the proposition, and not simply a majority of these who

actually vote and therefore it will be necessary to get out the vote. There will be no new registration of voters except in the cases of those who have become qualified voters since last election. The list of those registered will be purged of the names of those who have died or removed from the county. —Asheville Citizens.

The Opportunity is Here.

Opportunity knocks at the door of Buncombe county with a gift of a competing line of railroad to join the Seaboard at Rutherfordton, the county's dreams and fond hope for a decade, and it remains only for Buncombe county to accept the gift.

Buncombe will accept. For years its people have labored under the disadvantage of a one system monopoly; they have grasped with eagerness at every bare prospect of another railway and disappointment has but added to their longing and their sense of pressing want of competing lines. It has been felt that the county has needed but a new railway to cause it to advance to wealth and great population almost at a bound. Now comes the assurance of success.

The plans for the road were made by Buncombe men and approved by the Buncombe commissioners after careful investigation and ascertainment that the money to build the railroad was secured. The people of this and adjoining counties are really asked only to indicate their good will to the new railroad by tangible assurance. Buncombe is asked to vote \$200,000 in bonds rather as a loan, a pledge of its good will, although legal requirements require it in the shape of a subscription to the capital stock. But as the glad news story in The Citizen tells, the stock so taken must be secured by first mortgage on the railroad property in favor of the county, and before any county bonds are delivered the railroad must be in actual operation to Asheville.

And when the railroad is completed it must deliver mortgage bonds to a trustee for the county at the rate of \$5000 per mile of road to ensure the payment of interest on the railway mortgage and as a sinking fund to take up the county's stock by the railway. Thus it is provided in effect that the county bonds will be put a loan, a pledge of interest by the people in the road, because their interests are safeguarded by a mortgage on the road at the rate of \$25,000 per mile, which incidentally is only one-third that borne by the average railway. The county will pay the interest on its bonds and the mortgage bonds it will hold will pay a like interest.

"It is a case of swapping dollars," said Mr. Sawyer of the Merchants' Association committee, which has wrought so well for the county in this matter. The county will get the railroad dollars for its dollars and the railway competition to boot; the railway company will get its railway and the good will of the people. The railway runs a hazard—the county none. The county could well afford for that matter to give a competing road outright \$200,000 because the saving in freights and taxes on the railway would surpass that sum in a year or less.

The route of the railway is indicated in the news columns of The Citizen. It will extend from Asheville via Hendersonville to Bat Cave where practically the same road under a different name will form a junction not only with the Seaboard at Rutherfordton, but the new South and Western. And from Asheville a link will extend to the Haywood county line, where it will be joined by the South Atlantic Transcontinental railroad which will build from Knoxville through Waynesville and Brevard to Greenville, S. C., thus affording Buncombe a competing road to the coal fields and the west. This railway plan is not emphasized here, highly important though it be, because the county votes nothing to it. It will be to help the Appalachian Interurban that Buncombe is asked, and Buncombe is the one to decide on it, and it must not be forgotten that in so doing it will largely assure a new line to Knoxville.

Buncombe will need no urging,—its people are intelligent and know that not the poorest man in the most remote section escapes the payment of the present high railway tolls and that he will

be the gainer by the new road. The merchant advances the freight on the plow, the wagon, the necessities of life brought here, but it is not the merchant at Asheville, Fairview, Barnardsville, Lenoir or Alexander, who pays the high toll, but the man who uses the plow and the necessities of life.

And is it necessary to refer to what it will mean to Buncombe to have turned loose among the people of the county of the vast sums necessary to build the road? There will be need for workmen, for teams, for supplies, farm products, and the money scattered through the county will remain here. At a time when money is "tight" this expenditure will be a god-send. Buncombe has to say only that it is willing to take what Providence sends.

Twelve Million Dollars.

In speaking of the new railroad project, around which all conversation does, and should, revolve, in this end of the state. We are reminded that some statements have been made which may occasion some misunderstanding the magnitude of the project. It was stated by us in the beginning, for instance, that the whole project contemplated the expenditure of seven million dollars. Since then it has been explained that this seven million dollars had reference merely to the building of this line, together with the equipment, from Rutherfordton to Asheville, which is the expenditure that will be made by the Appalachian Interurban company, the company in which Buncombe and Henderson counties are directly interested.

The whole line, we are now informed, including the extension from Turnpike to Knoxville which is to be built by the South Atlantic and Transcontinental Railroad company, will necessitate the expenditure of something like twelve million dollars. There is to be nothing suggesting the jerkwater railroad about the road that has been planned by these two companies, and for which the capital has been secured. The construction, as we said at the outset, will be in keeping with the plans of construction that have been adopted by the larger trunk lines of the country, with heavy rails placed on a well-balled roadbed. The heavy freight will not, however, pass directly through Asheville. The terminal will be placed on the west side of the river, and only the freight consigned to Asheville merchants and the passenger trains will be brought into the city proper. It is very likely that the new company will be asked to use only hard coal on engines that are brought into the city, and in this way there will be no interference with the residential section, or with the city in its character as a pleasure resort for visitors. It is just such considerations that have influenced the Board of Trade in the step they have taken toward securing a large tract of land on the French Broad river, below the city, for manufacturing establishment.

But to return to the subject of the money that will be expended in this great enterprise, have you thought of the money that will be turned loose in mountain country while the work of construction is in progress?—Gazette News.

New Era Dawning.

The Citizen feels that, standing on the threshold of a new commercial and industrial era for this section, it will be pardoned for dwelling at length on the subject now uppermost in the public mind—the new railroad. Had it not felt that a golden opportunity was being thrust right into the hands of the people of Western North Carolina, it would not have gone to the trouble and expense of issuing an extra edition yesterday afternoon to carry the good tidings to the reading public. The Citizen feels, too, that every man, woman and child in this section of the state will feel as enthusiastic as ourselves, and we do not believe for a minute that there is a single man in Buncombe, Haywood, Transylvania and Henderson counties who will be so blind to his own interests as to raise a dissenting voice to the proposition to give county aid to the new railway project. As we have previously stated, the county of Buncombe alone could well

afford to give the \$200,000 needed, with no hope of a cent's return, to secure the manifold blessings of a competing line. The results which would accrue from railroad competition in this section would, without exaggeration, be worth a million dollars.

The Citizen had made up its mind to refrain from taking partisan action in non-political local elections, but it departs from this rule long enough to urge the people of this county to go to the polls October 17 and vote for the bonds, the new railroad and prosperity.—Asheville Citizen.

The Hustler First

The Hustler was the first paper in the State to publish the news about the new railroad, as it was in type and printed shortly after noon. Referring to this Mr. Claude Sales, who, by the way, says The Hustler is the best paper in this part of the State, said:

"I was asked by a man in town, last Thursday if I had read in the Asheville papers, about the new railroad. I replied, 'Oh, yes, certainly, I saw it in The Hustler last night.' He was a trifle surprised, and I advised him to pay 75 cents and get The Hustler for a year, which he agreed would be the proper thing to do."

A VOTE for the Bond Issue is a vote for Progress and Prosperity. A Chance to get a competing Railroad without one cent of cost to the taxpayers of the county. Vote For The Bonds!