

French Broad Hustler

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HENDERSONVILLE, N. C. THURSDAY, MARCH 6, 1919

PRICE FIVE CENTS

E. W. EW BANK'S POSITION ON ROAD BILL.

Editor Hustler:—
Replying to your direct request that I state my views and position relative to the proposed road law I have to say: Having displaced all the chocolate russe, chocolate eclair and syllabub in my verbrabae with a principle so powerful that the "gates of Hell cannot prevail against it," I venture to comply with your request.

When the road law was first suggested I stated to those who approached me with the matter, that we had road laws enough, but that what we had was not carried out; that I feared that meddling with it would only start the usual bi-annual road law squabble, and for that reason I did not want to serve on the committee to formulate a new bill. However, many persons familiar with the road conditions in the county continued to agitate for a change, with the result that several mass meetings were held which the public generally—country and town—was asked to attend with a view to formulating a bill that would get universal support by the people of the county. At one of these mass meetings a committee was appointed to draft a bill and, when prepared, to give notice so that another mass meeting might pass on the work of the committee and change or amend it if necessary. At this mass meeting the proposed changes in the road law were read and debated, paragraph by paragraph, and as objections were made amendments were agreed upon until a bill was proposed that met the unanimous opinion of the gathering. This draft of a proposed road law was sent to Raleigh for passage by the Legislature. It passed the lower house before any objection was heard from any source whatever, as far as I know. Then objection is suddenly made to the passage of the bill on the ground that it takes the road machinery out of the hands of the Democrats and commits it to the hands of the County Commissioners, where it ought to be.

I supported the passage of the bill for the reason that it comes within the Democratic doctrine of local self-government and because it marks the beginning of the end of what I have always regarded as political piracy on our part.

Shortly after the constitutional amendment which eliminated the negro from politics in this State and the passage of the law that required the payment of poll tax prior to the first day of May to entitle one to vote in any election, I received a letter from our then County Chairman, inviting me as a democrat just come of age, to attend a meeting of the Executive Committee at which he desired a large democratic attendance in addition to the members of the Committee. I went.

When the Committee was called to order the Chairman stated that the object of the meeting was to consider the advisability of passing a bill through the Legislature authorizing the appointment from Raleigh of about 80 democratic justices of the peace who would be empowered to meet on a certain day in June and elect a Tax Collector. Many in the gathering spoke on the question, favoring it, and when the voluntary expressions of opinion had been given some one called upon me to give my views. I then gave it as my opinion that to enact any such legislation would be a fatal mistake; first, because it was or would be indelibly undemocratic and, secondly, because it would authorize the honest convictions of men who cast their votes from conscientious motives and beliefs rather than follow blindly any party leadership and that such men could be in sympathy with the party agrieved by such legislation, and that when they had obtained another sympathy it is not difficult to convert his sympathy to support. I concluded my remarks with the prediction that if the legislation proposed was enacted and was put into operation, instead of making Henderson County a democratic stronghold as was predicted by the proponents of the measure, it would drive it into the republican fold.

That was more than 25 years ago and at that time Mr. K. G. Morris, the most popular republican in the County, managed to scrape up a majority of 82 for election to the office

COL. J. C. WOODWARD HERE

Col. J. C. Woodward, president of the Georgia Military Academy, left yesterday for Atlanta after a stay of several days in Hendersonville. Col. Woodward has been busy with details of the incorporation of the proposition and also has spent much of his visit here out on the school property making notes of necessary changes and improvements. An expert photographer has been here with him, and is delighted with the beauty of the property. A catalogue or booklet will be gotten out at once in a manner to do full justice both to the school property itself and to this section of the mountains. An informal gathering of business men met Col. Woodward at Mr. Latham's office last night for the purpose of discussing the development of the school, or rather of hearing it outlined by Col. Woodward. An announcement made which is of especial interest is to the effect that the name finally decided upon for the school is: Carolina Military—Naval College.

W. O. W.

The state convention, W. O. W., will be held at Salisbury, commencing Tuesday the 11th. A good strong delegation will leave Hendersonville Sunday, including V. E. Grant, John T. Wilkins, S. Y. Bryson, A. H. Hawkins, J. M. Hays and S. H. Hudgins. The order has grown tremendously in the last few years both in membership and financial strength.

of register of deeds heading the whole republican ticket.

The proposed legislation was approved by the Executive Committee, was enacted into law by the Legislature and the requisite number of justices of the peace were appointed from Raleigh. They met according to the plan and elected a Tax Collector and from that day to this the republican majority has grown until it has reached as high as nearly 700; and this notwithstanding the fact that for every republican that has come into the county from abroad at least two democrats have moved into the county.

No prophecy that has ever been recorded in Holy Writ has been more wholly and completely fulfilled than that made by me at that Committee meeting more than 20 years ago. The High and Mighty Ruler of the universe has ordered as immutable law that a righteous principle can not be kept eternally under the dominion of a false, immoral or unjust one, however long the false one may succeed in maintaining an apparent ascendancy; and the agency that supports the wrong end of the proposition will, soon or late, pay the penalty for transgressing what is absolutely immutable! It's God's law, and no man-made contravention can withstand it. We have paid the penalty. "Repent ye and be saved" is as good political doctrine as it is religious faith! I am for the road bill as passed because it is an article of repentance, a declaration of good faith and a resolute promise of early democratic power in Henderson County.

It has been argued to me that we are justified in operating any sort of legislative scheme through our power in the State to make local public offices out of the hands of the republicans on the ground that they would do much worse by us if they had the power in the State. For the sake of argument let's concede it. If that is true our whole scheme of government is just one grand colossal scheme of sublimated hypocrisy! Both parties proclaim from the house-tops their insistent demands for straight elections, fair counts and honest administration of office, yet if one must believe in this practice of take or win by "hook or by crook" this hue and cry for honesty is simply a universal cloak to cover the iniquity that dare not take any open stand! True democracy does not believe in any such doctrine and I do not believe there are many individuals that hold to it. Real democracy stands for honesty—a square deal for everybody—and that is what the democracy of Henderson County stands. She has said so in the past and she will say so in the future. And we are headed towards a democratic victory in Henderson County. That's another prophecy. See you in it!

E. W. EW BANK

COMMISSIONER M. L. SHIPMAN STATES HIS POSITION ON ROADS.

In Letter to T. B. Allen Says He Worked Hard Years Ago For Democratic Road Control, But Has Been Neutral in This Fight.

Raleigh, Feb., 27, 1919.

Hon. T. B. Allen
Fletcher, N. C.

Dear Senator Allen:—

Your favor of the 26th reached me in due course. The road bill is on the Senate calendar, after passing the House, just as it was first written.

However, after the opposition arose to this bill, Mr. Jackson receives telegrams from two of the Commissioners, pledging themselves to appoint two democrats on the Road Commission. Mr. Latham, president of the Board of Trade, has been down here for several days, in the interest of the bill prepared by the organization he represents. I am informed that an agreement has been made between Jackson, Latham and Senator Cloud, that the two democrats to be named by the Commissioners shall be recommended by a mass meeting of the Democrats of Henderson County. With this understanding, Senator Cloud agreed to let the bill go through and I suppose the matter is settled.

I have been overwhelmed with official matters, and this has prevented me from taking any hand in the road fight. Of course I have not, and could not endorse the proposition of taking the road system of the county away from the Democrats and placing it in the hands of the Republicans. I have tried to be neutral in the matter, and think I have succeeded pretty well for a man entertaining the view that the members of my party are just as capable of handling local matters as are the commissioners of the opposite party.

You know how hard I worked down here years ago, to secure the enactment of a law which would place the control of the roads in the hands of the Democrats. I could not now consistently take an opposite view of the matter and retain my political integrity, without putting my conscience to a severe test.

Furthermore, it would be an admission that the Democrats of Henderson County are incapable of handling the road system, and for this reason it should be placed in the hands of the Republicans. I do not believe this to be true, and feel that an injustice is being done the party by the suggestion first made, to place the entire matter in the hands of the County Commissioners.

Now, since the commissioners have pledged themselves to appoint two Democrats and a mass meeting of the Democrats to be held for the purpose of recommending these men, I believe we should all get together and try to prevent any break in our ranks, and at the same time unite in our efforts to make Henderson the banner good roads county of western North Carolina. Agitation can do no good, but may do us incalculable harm.

Thanking you for letting me know your position in this matter, which was communicated to Senator Cloud, along with messages of both sides to the controversy, and with high personal regards, I am,

Your sincere friend,

M. L. SHIPMAN.

MARY PAULINE STEPP

Mary Pauline Stepp, the infant daughter of Mr. and Mrs. Claude Stepp at East Hendersonville, died on Friday, Feb., 21, and was buried at Dana in the cemetery at Refuge Church on Sunday.

MRS. J. A. JONES.

Mrs. J. A. Jones died on Tuesday, of pneumonia, at her home in Charlotte. The interment was Wednesday afternoon at 3:30 o'clock. Mrs. Jones was a faithful member of Trinity Methodist Church of which Rev. J. W. Moores is the pastor. She is survived by her husband, who is ill with influenza. Mrs. M. D. Coburn, who is a sister and close member of the family, Mrs. Jones taught in Fairview Institute and has many friends in that section.

GENERAL ASSEMBLY DUE TO ADJOURN SATURDAY.

Warm Letters on County Road Bill—School Board Bill Passes Senate—Revenue Bill Passes, and Machinery Act on the Way—Highway Bill Hanging Fire.

Raleigh, March 3, 1919—The General Assembly is due to adjourn next Saturday night. It will have been in session sixty days at that time and the members must serve without compensation if they work overtime. It will probably be Monday or Tuesday before all the bills can be enrolled and ratified and a quorum is a likely probability until the 11th. After that time the people of the State will have a respite from the nervous tension and anxiety usually created by a body of men, inexperienced to a large degree in public affairs, seeking to save the State "without any well developed plans as to how it should be done. But the agony will soon be over and the 1919 legislative period a thing of the past.

The Henderson county road bill, introduced by Representative Jackson in the House, passed final reading in the Senate on Friday and is now a law. This bill encountered stubborn opposition in the Senate which delayed its progress for more than a week. Petitions and counter petitions came from the home folks and Senator Cloud was overwhelmed with letters and telegrams from both sides to the controversy. Finally an agreement was reached and the bill "went on its way rejoicing." Proponents of the measure consented to the appointment of two democrats on the road commission proposed in the new bill and presented telegrams from two members of the board of county commissioners pledging themselves to that course. An understanding was also reached to the effect that the democratic members of the commission are to be recommended to the commissioners for appointment by a mass meeting of Democrats. The third member will be a republican selected by the county commissioners and the three members of the road commission are authorized to employ a full time supervisor. The act provides for a bond issue amounting to \$25,000 to be expended for maintenance. Printed copies of the law will be forwarded to the county commissioners soon after the adjournment of the General Assembly.

Mr. S. Y. Bryson, who made a statement in opposition to the bill, was in New York when the compromise was reached by which two democrats are to have membership on the road commission. He reached Raleigh Thursday on his return to Hendersonville and looked in on the Legislature for several hours. While preferring his own bill, Mr. Bryson appeared to yield gracefully to the decision of his friends to accept the solution outlined above. He rightly feels that the fight he made has saved his party from the humiliation of a complete surrender of the road system of the county to the republican commissioners. "We gain more than we lose," is the way he figured it out in a message sent to a Hendersonville friend soon after reaching this city on Thursday. He did suggest an amendment to the bill before its passage on second reading in the Senate providing for submitting the bond feature to a vote of the people, but advocates of the measure objected and no effort was made to force the issue.

Many of the letters received here to the road fight make interesting reading. Some of them would not look well in print. The home folks were evidently worked up to a state of genuine excitement. A few took from four to six pages of typewritten matter in the effort to prove that they are real democrats. But the fight is over now and a democrat is a democrat still.

The bill providing for the election of school boards by the people throughout North Carolina went through the Senate on its third and final reading on last Thursday and is resting with the House committee on education. Little opposition developed to it in the Senate and the House will have to wrestle with the problem this week. The members realize that if that bill gets through it means a serious break in the educational system of the State and a radical change of policy, in many of the counties, that has so long predominated in

(Continued on Editorial Page)

HENDERSON CO. ROAD BILL FINALLY PASSED AND RATIFIED

Petition and Counter Petition Presented in Warm Contest Before Legislative Committee.—J. Mack Rhodes and J. O. Bell Appointed Road Trustees in Fulfillment of Commissioners' Pledge.—Mr. Rhodes Declines; Mr. Bell Undecided.

The Henderson County road bill at last is passed and ratified and is now law, in the form in which it was originally drawn and approved by the mass meeting at the city hall some weeks ago. Mr. S. Y. Bryson made a determined effort to amend the bill in several particulars, the most important being a clause by which the board of three road trustees would have been elected by the magistrates of the county, thus retaining in democratic hands control of the road machinery. Mr. Bryson's effort was backed up by petitions signed by several hundred democrats of the county, and for a time it looked as if the Bryson bill or none would be passed. Mr. Clarence Latham, president of the Board of Trade, hurried to Raleigh and succeeded in delaying action until friends of the original bill had a chance to express their opinions, with the result that a petition in advocacy of the original bill was presented by Mr. Latham, this petition containing a much larger list of signers than the Bryson petition, and also carrying the names of 154 democrats who first signed the Bryson petition, which was thus reduced by that number of names. The contest between Mr. Latham and Mr. Bryson waxed pretty warm at the capitol, and the heat of the argument was reflected to some extent in the attitude of their friends in Henderson County. However, Mr. Latham finally won out, and the difference of opinion has not resulted in any quarrel within the democratic organization.

While the passage of the measure was still in doubt County Commissioners Maxwell and Russell pledged themselves by wire to appoint two democrats on the board of road trustees in case the bill passed. This pledge has been kept by the appointment of J. Mack Rhodes and J. O. Bell, A. J. Maxwell being the third member of the board. Owing to pressure of other business Mr. Rhodes is unable to accept the appointment and has stated flatly and finally that he cannot undertake this additional and important work. Mr. Bell has neither accepted nor declined the appointment, stating yesterday that while he had the matter under advisement he is so rushed with other business that he will be unable for several days to announce his decision in the matter.

In another column of this issue are printed an open letter from E. W. Ewbank and a letter from M. L. Shipman to T. B. Allen, in which the writers state their respective views on this road bill. Our readers will also find printed below a summary of the most important changes effected by the new legislation, and a list of the signers of the petition which was presented by Mr. Latham and was largely responsible for the success of his effort.

The Important Changes

The most important changes effected by the new act are contained in sections which place the enforcement of the law in the hands of three county road trustees to be elected by the board of county commissioners, one of the road trustees to be selected from the commissioners and the other two from without, and direct that the board of county road trustees shall employ a suitable and competent full-time man for general road supervisor, with power to discharge him at any time.

Certain main roads are placed directly under the control of the road trustees.

A bond issue of \$25,000 is provided for sand-claying or otherwise hard-surfacing the main thoroughfares.

It is made the duty of the trustees to regard maintenance as of more importance than construction, and the erection of sign boards at cross roads and road-forks is made mandatory upon the trustees.

The labor assessment of five days or \$2.50 is changed to five days labor or \$4.00.

"Road hogs" are taken care of by a specific provision that when vehicles meet each person shall "reasonably drive his vehicle to the right of the

MISS MARJORIE PATTERSON

Miss Marjorie Patterson died at the home of her parents, Mr. and Mrs. J. S. Patterson, at East Flat Rock, Sunday, March 2. Miss Marjorie was 14 years of age and had been a victim of influenza-pneumonia. The funeral services was conducted by Rev. Dr. Green and the interment was at Mud Creek cemetery.

BLY—DAVIS

A marriage of interest is that of Daniel Bly and Miss Madalene Davis, of New York City, which occurred at the home of the bride about the middle of February. The wedding was a quiet home affair. Mr. Bly is the oldest son of Mr. and Mrs. C. H. T. Bly. He has been assistant manager in the office of the F. L. Smythe Manufacturing Co., for a long time.

WEBB SELECTED FOR JUDGESHIP

Washington, Feb., 27.—President Wilson said today that he would appoint the federal judge for North Carolina right away, and added that he had made up his mind to name Representative Webb.

DEWY—HOOTS

Miss Eva Hoots, daughter of Mr. and Mrs. Riley Hoots and Dewey Jones, were married Saturday evening March 1, by Major Justice at Upward Church.

SAM BRYSON NOMINATED FOR ANOTHER TERM.

Washington, D. C., Feb., 26.—Among other nominations to fill North Carolina postoffices made today, was that of Sam Y. Bryson, for postmaster at Hendersonville.

Farrier C. A. McCrary, who served in the medical corps of the veterinary hospital at Camp Sevier for 15 months has been discharged from service and returned to his home on route 4, near here.

Charles French Toms, of Asheville has been in town this week on a business trip.

Farrier M. C. Shipman, from Flowah, Route 1, who has been in service at Camp Sevier has been dismissed from service and come home.

middle of the travel part of the road." All violations of the road law, by officers, employees or others, are placed directly under the jurisdiction of the superior court in the first instance.

Sec. 26. Provides that: The board of county road trustees shall have directly under their control the following roads: Haywood Road, from the corporate limits of the town of Hendersonville to the iron bridge across Mills River; Asheville Road from the corporate limits to the Buncombe County Line; Edneyville Road from the corporate limits to Broad River Bridge; Blue Ridge Road from its intersection with the Edneyville Road to its intersection with the old Ridge Road at the Hampton Hyder Place; Greenville Road from the corporate limits to the South Carolina Line; Spartanburg Road from where it leaves the Greenville Road to the Polk County Line; Crab Creek Road from the corporate limits to the top of the ridge at the Crab Creek Church; Shaw's Creek Road from the corporate limits to the iron bridge across the French Broad River at Horse Shoe.

Signers to Winning Petition.

Allison, C. N.
Anders, Richard
Allen, B. W.
Atkins, D.
Amburg, G. L.
Allen, J. L.
Anders, Enoch
Andrews, J. A.
Andrews, D. W.
Bell, J. O.
Baldwin, W. E.
Bland, C. F.
Bangs, W. H.
Barker, A. F.
Byers, Z. O.
Bennett, W. J.
Bennett, R. J.
Brown, J. S. D.
Bennett, W. A.
Furkmyer, J. A.
Brooks, B. G.

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