

Brevard News

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MESSRS. WOOTEN BUY THE FRANKLIN HOTEL

WILL OPERATE FOR SUMMER TOURISTS ONLY

Many Improvements to be Made in Hotel and on the Grounds

Brevard citizens may well congratulate themselves upon the purchase of the Hotel Franklin by the Messrs. J. C. and H. W. Wooten of Hendersonville, as it is now owned and will be under the direct management of gentlemen who have vast and varied experience in this particular line of endeavor; gentlemen who have successfully conducted the management of both the Kentucky Home and the Carolina Terrace at Hendersonville during the past two seasons, they having purchased the Carolina Terrace last spring.

The new owners state that they will only cater to the summer tourists and not conduct the hotelery as an all-the-year-around hotel.

These gentlemen contemplate many modern improvements, such as putting hot and cold running water and new beds in every room and modern accessories, such as electric dish washers, etc in the kitchen. All of these and many other improvements in both the hotel and on the large beautiful lawn surrounding, will be made before it is opened for guests next June.

The News heartily congratulates the former owners, as well as the realty firm of Messrs. Staton and Rector, and our former fellow townsman, W. P. Whitmire, of Hendersonville, for their efforts in securing purchasers for this valuable piece of property who are both progressive and aggressive, as we are now assured that the popularity of Brevard as a summer resort will be greatly increased and Brevard will be heralded (and justly so) to the outside world in such a manner as will draw hundreds of visitors here for their first visit. And it would be well for our own business men and capitalists to commence building apartment houses and summer homes to take care of the hundreds of visitors in the future.

FALL MEETING OF CONVOCATION

The fall meeting of the Convocation of Waynesville was held at St. Philips Episcopal church this week. The opening session which was a business meeting took place Tuesday p. m. Tuesday evening addresses were delivered by Archdeacon Griffith of Asheville and Rev. Willis G. Clarke, rector of Trinity church of Asheville. The first speaker's theme was "Spiritual Awakening," and Rev. Mr. Clarke gave a vivid and inspiring talk on "Social Service."

On Wednesday morning there was a celebration of the Holy Communion, and at ten o'clock the final business session occurred. The evening service which marked the close of the Convocation was given to the subject of "Christian Education" and special attention was paid by the speaker to the nation-wide educational campaign now in progress.

DEATH OF MRS. YOUNG

Mrs. R. T. Young died at her home in the Boilston section Sunday morning at the age of seventy-nine years, and was buried Wednesday at Mills River Chapel. The funeral was conducted by Rev. A. J. Manley.

Mrs. Young had been a resident of Boilston for many years and was highly esteemed by all who knew her. She was an aunt of Postmaster W. M. Henry.

BREVARD-SENECA ROUTE SUGGESTED

God-speed and all praise to those progressive citizens who are striving to give us the inestimable advantage of another railway.

The "C. K. & W." is dead, may a better route arise, Phoenix like, from its ashes.

It is not necessary to write a long argument in favor of this proposed railway, practically a through route. All can look and read what great things our one little railway has done for us, but now our great, progressive county and section is like a giant trying to walk on one leg.

By all means give us another road. It is a vital necessity. Our prosperity will not only be doubled; it will be quadrupled.

Lest we forget what great things can be accomplished by imagination, hope, faith, energy and push, it is in place and instructive to refer to the inception and beginning of our present road, which will be interesting history, showing us how it was done, what great things developed from a very small beginning.

Before this road was made all can remember that in winter we had an ever present deep mud hole twenty miles wide connecting us with Hendersonville. That Brevard and Transylvania County were dead, no trade or development from one year to another.

One gloomy day the writer was sitting in Mr. W. B. Duckworth's office, in company with him and Mr. Nath. McMinn—peace to be their ashes. We three introduced and discussed the time-worn subject of getting a railroad to Brevard, and decided that we must have a railroad and that we would "make a spoon or spoil a horn" in trying again to interest the people who seemed to have lost hope.

It was decided to vote bonds for sixty thousand dollars to bring the road to Brevard and not require the builders to take it to Estatoe Ford for that sum as had been tried years before.

It was agreed that Mr. W. B. Duckworth should go with the writer to Hendersonville and interview her business men. This was done at once, a long drive in a buggy, there one day and all of the next day to return. Mr. Jonathan Williams was one of the principal men interviewed.

The next step—a railroad meeting was called. Mr. Williams came up and made us a railroad speech. Only a handful of progressive men attended this meeting. The writer went to Mr. Duge Hamlin's school and induced him to come and act as chairman of the meeting, which he did with dignity and success.

Then a petition was started, requesting our Commissioners to call an election for railway bonds. A great many became enthused in favor of the road and a great many opposed the movement, good citizens, who could not see the advantage of a road that stopped at Brevard, and those who could not see the many dollars of gain for a few pennies of tax. The whole upper end of the county was practically against the road. Bonds only carried by a hair's breadth, after the most exciting and hardest campaign ever waged in this county.

Many subscribed to a campaign fund. Mr. A. E. Boardman upon being requested to subscribe, did so, but business was then so dead that he expressed the opinion that if we got the road, it would not make enough to pay for its grease.

All now see what this road has done for us and I believe that every man in our county would vote bonds for another road, and all of the wo-

RED CROSS PRESENTS 47 SERVICE BADGES

At a meeting of the Red Cross held in the U. D. C. Library on Monday night, the service badges prescribed by the Red Cross for those who had given 400 hours, or over, of work during the war period were presented, and business relative to the Red Cross extending its home service to civilian relief was discussed, this to be acted upon definitely at a future meeting.

The following were presented with service badges according to the hours worked:

800 and 800, or 1600 Hours

Mrs. J. S. Silversteen, Mrs. Ed Patton, Mrs. H. N. Carrier, Mrs. John Smith, Miss Gertrude Zachary, Miss Annia Gash, Miss Delia Gash.

800 Hours

Mrs. Drysdale, Mrs. Taylor, Mrs. Fred Millre, Mrs. T. L. Gash, Mrs. W. W. Zachary, Mrs. Camp, Mrs. Thos. Shipman, Miss Elise Walker.

400 Hours

Mrs. Bailey, Mrs. Albert, Mrs. Henning, Mrs. Flem Galloway, Mrs. O. Summey, Mrs. Macfie, Mrs. Witmer, Mrs. Z. W. Nichols, Mrs. Welch Galloway, Mrs. H. M. L. Miller, Mrs. Chas. Cooks, Mrs. W. H. Allison, Mrs. Crary, Mrs. Hardin, Mrs. J. A. Miller, Mrs. Lee Norton, Mrs. Salley Zachary, Mrs. Geo. Marshall, Mrs. Fitz. Taylor, Miss Mollie Hood, Miss Effie Mulenex, Miss Boswell, Miss Julia Deaver, Miss E. Wallis, Miss Leila Brooks.

The following service badges were also given to the men for 400 hours' service and over:

W. E. Breese, R. H. Zachary, Rev. W. E. Poovey, Rev. J. C. Seagle, G. E. Lathrop, H. N. Carrier, J. S. Silversteen.

There are a great many who have done faithful work and really deserve the badges; however, the rules prescribed that only those of 400 hours and over have this token presented to them.

men, if they could vote, and I wish that they could.

Look at the map. The best route and the one that I most earnestly advise, is a road connecting with our present road at the Curved Trestle, above Rosman and running through Maple Gap, the lowest gap in the Blue Ridge. This would save the building from Brevard to the trestle, twelve and two tenths miles, then a short line of forty miles would give us the desired connection with Seneca, S. C., and thereby almost a direct connection with Atlanta, Ga.

Of course it would be much better if we could come from Asheville through Sandy Bottom to Brevard, Rosman and Seneca. Do not forget that this proposed Brevard-Seneca road would give us practically a direct connection with Atlanta. Coal and other northern freight would have a road about one hundred miles shorter than the steep, dangerous Saluda route.

On the South Carolina side there are now great quantities of timber waiting for this road.

After all of the lumber and wood is shipped from our county, we will need something else, this something else is crowds of tourists coming from the south, direct to Brevard each season.

Brevard's geographical position is such that with this road she would become the greatest tourist center in Western North Carolina. Made accessible by good roads, her climate and scenery would become an invaluable and inexhaustible asset.

The above route will give us a real southern connection much better than a connection with Greenville, though

BREVARD BOOSTERS FORM ORGANIZATION

The business men of Brevard met at the Aethelwold last Thursday evening for the purpose of eating largely, speaking eloquently, applauding sparingly, and planning wisely for boosting beautiful Brevard.

Every business man in the town was invited and there were no vacant chairs around the banquet board. W. E. Breese was master of ceremonies and called on several of the gentlemen present to say something about building a greater Brevard. Enthusiastic talks were made by citizens of the town as well as visitors. T. H. Shipman started the speech-making with remarks surcharged with dynamic optimism which reached the climax in the ringing words of Messrs. Wilkins and Hopkins of Charlotte who declared that nowhere in the south could a more favored section be found than Transylvania and that this county could easily become the favorite summer resort of the south and the choice of those seeking advantageous fields for the investment of capital. Both the gentlemen from Charlotte agreed in their praise of the progressive spirit of Brevard, and strongly advocated an organized effort on the part of those determined to boost the town and county.

Never has so much optimistic belief in Brevard's future been expressed as was felt by the company gathered in the Aethelwold last Thursday evening, and it was decided to make such occasions regular events in the future. With this object in view preliminary steps were taken Thursday night to form an organization of the business men of the town who will undertake systematic Brevard Boosting.

LUNCH COUNTER AT FAIR

The Ladies' Missionary Society of the Brevard Methodist Church will sell lunch on the court house lawn both days of the County Fair.

as soon as we get the Brevard-Seneca road, we should then get an electric road to Greenville, if a practical route can be found and if the citizens of Greenville will co-operate.

An electric road, I am told, is cheaper to build but more expensive to operate.

The Brevard-Seneca road would be the greatest thing that could happen for both places, a steam road, bringing tourists to Brevard from Texas, Louisiana, Mississippi, Alabama, Georgia, and South Carolina, and pulling innumerable freight trains all of the time.

I appeal to the business men of our county to get busy at once and discuss these matters, decide upon the best course to take, and get the work under way. It is self-evident that something must be done at once if we are to properly develop our resources and keep abreast of the times.

Our rich corporations, successful business men and prosperous farmers could easily form a stock company and build and own this road themselves, or our rich county could easily vote bonds. The citizens of Seneca and Oconee County will doubtless upon proper representation from us, do their part in building this road. In fact those owning the great timber interests along this proposed line could even afford to build it themselves.

Please remember that the Brevard-Seneca road would be the greatest thing possible for Brevard and Seneca, and I honestly believe that the people will see the matter as I do and will build the road. Let us hear from all
C. W. HUNT.

FAIR COMMITTEES ARE APPOINTED

The officers and executive committee of the Transylvania County Fair met in the court house Tuesday night and appointed the following committees to have charge of the different departments of the Fair.

Horses—Fred Johnson, Jim Mills. Cattle—W. H. Duckworth, R. R. Deaver.

Hogs—R. H. Zachary, Charlie Allison.

Sheep—T. S. Wood, Eugene Allison.

Poultry—W. E. Poovey.

Farm and Field Crops—Ralph Osborne, W. H. Grogan, Sr.

Mrs. Z. W. Nichols will have charge of the ladies' department with the following ladies.

Canned Fruits and Vegetables—Mrs. Meta Norton, Miss Sadie North, Mrs. W. H. Duckworth.

Pantry Supplies—Mrs. Welch Galloway, Mrs. R. H. Zachary, Mrs. T. D. England.

Farm Work—Mrs. C. M. Doyle, Mrs. C. L. Erwin, Mrs. David Ward.

Historic Relics—Miss Annie Gash, Miss Della Wallis, Miss Delia Gash.

School Committee—Miss Mary Jane King, Mrs. Spurg. Hamlin, Miss Sallie Merrell.

Athletic Committee—Henry Carrier, J. W. Bennett, Fred Miller.

Another feature for the boys this year is the beef cattle and dairy cattle judging contest to be held on the evening of the first day of the fair. Forty dollars worth of premiums are offered in the two judging contests. In order to promote the judging work in the state this year the State Department of Agriculture is going to send three boys to the international live stock in Chicago this year to represent the State. The State pays all expenses for the trip. The three best judges will be selected at the county to go to the State fair in Raleigh to compete for the trip to Chicago.

Every boy in the county under 19 years old should take advantage of this opportunity to win some money and show his ability as a stock judge.

The exhibit of corn this year promises to be extra large. Six different premiums are offered by the County Fair for corn. Over three hundred dollars at the State Fair and at the International Live Stock Show in Chicago four thousand dollars are offered this fall. The best exhibits of corn will be sent to the State Fair and the International show in Chicago.

DEATH CLAIMS SON OF E. C. NEILL

E. C. Neill, Jr., the younger son of Mr. and Mrs. E. C. Neill, died Monday morning at 10 o'clock after a short illness. The dead boy was about twelve years of age. He was in the 5th grade in the city schools and a regular attendant of the Baptist Sunday school.

The funeral was held in the Baptist church Tuesday afternoon by Rev. C. E. Puett, and the remains were laid to rest in the Davidson River cemetery. The deceased is survived by his parents, one sister and one brother, in whose mourning a wide circle of friends join and to whom is extended the sympathy of the entire community.

SERMON TO J. O. U. A. M.

Rev. W. E. Poovey will preach a special sermon to the Junior Order Sunday morning. They will sit in a body in special section.

THE NATION MILITANT & CHURCH MILITANT

THREE ELEMENTS OF POWER

Three clear and positive values we have hope for from the new thinking which the nation-wide campaign will create. They will be a reflection or by in our spiritual service of the same three elements of power which were so familiar in the months of war when men and women gave themselves to the service of the country. It is easy to realize what these elements of power were. Let us remember them and remember that the nation-wide campaign must give these to the church by making feel today that spiritual war to which the Son of God goes forward.

1. A Quest of High Adventure. First of all then, the thing that laid hold of men in the spirit of war was the feeling that they were caught up into a cause that was greatly and gloriously real.

They were part of a mighty impulse that was moving forward. They were swept into a stream of superb and thrilling energy, flowing forward to a goal.

They went to training camps, as shy and straggling individuals. They found themselves presently a part of a squad of men with whom they began to form friendships, in some cases deepened later into a devoted comradeship which was refined in the furnace of danger and death. They were welded into a company, made part of a brigade, and a division whose name they began to be proud of, whose esprit de corps they felt, whose honor was their honor.

They went across on transports and landed in France. They merged into an army that by troop trains, and along the shell-torn roads, was moving to the front. They met men who had come out of the trenches, and in those mud-stained figures they began to see something of the grim reality of war. They went into the trenches themselves. They went over the top. They faced death. They saw their comrades die. Life, for that time at least, had become a serious and tremendous thing.

They had known what it was to become a part of something bigger and finer than anything they had ever shared before, and in the consciousness that they could go into this terrific testing, and go through it manfully, there woke in them a self-respect and confidence which nothing that ever expects to win their lives hereafter, can afford to ignore.

P. E. C.

Anybody can see the silver lining in the other fellow's cloud but it takes a super-optimist to see his own silver lining.

IF I WERE A BAPTIST

I should feel very proud of the fact that I was to have the privilege of helping to raise the magnificent sum of Seventy-Five Millions for Missions.

BUT

I should feel ashamed of the fact that most of the Special Page in the last issue of the Brevard News, paid for doubtless with a part of this same sacred fund, should have been presided by the Associational Director in a political harangue of disgusting low order.

A MINISTER.

Be interested in what your customer is buying. The woman who buys a dime's worth of silver today may purchase fifty dollars worth of goods tomorrow.