

# Brevard News

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## MAJOR REASONS FOR ROSMAN-SENECA R. R.

Editor Brevard News:

In response to your suggestion I give some impressions received since coming into this splendid community after a quarter of a century in the tropics, partly spent in railway pioneering, as to the value of the proposed Brevard-Seneca railroad.

It seems to me as if there are at least twelve major reasons for this road.

1. I understand that the grade over the Blue Ridge between Rosman and Pickens county, S. C. is at least half as great as that now in use by the Southern Railway at Saluda Mt. for getting into this region. This would mean greater safety, less cost of operation less time in transit and should logically involve cheaper freight rates.

2. It would give this country two outlets instead of one—always desirable to any industrial and commercial community.

3. It would bring into market new resources from the parts of the country traversed outside of the forest reserve—timber, water power, and those agricultural products whose creation would be stimulated by the transportation afforded.

4. It would increase the radius of territory available for the constantly growing seekers after health in this unrivaled land of ozone and dry atmosphere.

5. It would facilitate the linking up of a new trunk trans-mountain line between the South-West and the North-East.

6. It would get the French Broad Valley out of its present highly undesirable situation with reference to mail, passenger and freight facilities.

7. It would lead to the development of such mineral deposits as geologists have long suspected of existing in the mountain crown between the headwaters of the Tennessee and Savannah rivers since the time when John C. Calhoun induced South Carolina to start the line from Seneca towards the west, which was stopped by the Civil War and ended in the big Stump-House Tunnel. Gold, copper and lead are known to occur there—the railway will help to find out in what quantities. Mica, granite, lime, tin, corundum and its gems—the ruby, emerald, hiddenite and the minor valuable stones of that series have all been found in that quadrangle, but it has always been too inaccessible to be prospected thoroughly. The South African Boers slept over the diamonds of Kimberley and the gold of the Rand for four centuries until the railway building British came along and showed them what was under their soil.

8. It would help to control forest fires by affording better transportation to the rangers, and so minimize the danger to adjoining regions from that source.

9. It would open up additional land for the young men of Transylvania and save some of them from the necessity of faring farther afield and getting experience at a good price, as some have done.

10. It would give this county and its merchants the fine purchasing markets in Oconee and Pickens counties where produce is known to be abundant and cheap (as the times go.)

11. If the line be built in conformity with the latest ideas in railway construction, which demand that these public utilities should accomplish all the public benefit possible in their design, it would help to conserve the water supply in dry months, to regulate it in floods, and to furnish

## F. D. HUNTER BUYS THE RAY FARM

The Ray farm, embracing approximately 600 acres, situated 2 miles southwest of Brevard, was sold last week to Mr. F. D. Hunter of Simpsonville, S. C. It was mentioned in these columns some weeks ago that Mr. Hunter was here looking for a stock farm, and after looking over various farms in the county, he decided that the Ray farm was the most desirable for his purpose.

Street rumor has it that the purchase price paid by Mr. Hunter was around \$47,000.00.

Mr. Hunter now has 80 head of cattle on the place, part of which are registered, and will soon add to this number one car load of Angus heifers. Mr. Hunter will add to his herd from time to time until 300 head or more of cattle are on the farm.

Mr. Hunter's plans for this place call for an ideal stock farm in every particular and he could not have located in a better place than Transylvania county to engage in this particular line of endeavor. This county has every inducement to offer the man who desires to locate here and engage in stock farming. There are a number of farms in this county equally as good as the above mentioned place, for the breeding and growing of stock, and can be purchased for less money than farms in other near-by counties.

### CAPTAIN BAILEY HERE

Captain H. G. Bailey, who is now stationed at Greer, S. C. doing surveying and engineering work in Greenville and adjoining counties, was here Thursday on his way to his home at Brevard, and gave the Times office a pleasant call. Captain Bailey says he is well pleased with his present location and is getting all the work he can do. He is an expert in engineering, and his services are frequently sought in cases where county and state boundary lines are in dispute, and in cases involving the location of land lines where expert service is required. Captain Bailey was once engineer for the city of Hendersonville.—W. N. C. Times.

reservoirs for farms and towns along its route.

12. The new line would establish close contact between this county and the great center of agricultural and industrial progress at Clemson College. It would be only a few hours run to that great institution then, whereas it is now more than a day's journey to Raleigh and nearly as much to Clemson by way of Spartanburg. This would mean much more to this county than appears on the surface. Clemson College has helped to make Oconee County one of the richest and most productive in South Carolina in proportion to area and population. Transylvania is nearer Clemson than any other county in either state except the three in South Carolina at its doors. Our people would surely feel the stimulus and react to the influence of that splendid source of light and progress.

There are plenty of other points to be raised in this subject. I started life as a railway man under Bunch McBeck, and had a good deal to do with railroading in tropical Africa and America, and I regard the railroad as the aorta of the civic body. Neither roads nor air-planes are going to put it out of business. It is really the father of both and has a long life yet. The main point is how is best to get the line—and then to go after it.

S. P. VERNER.

## THE GREY WOLVES' CHORUS

By Dr. Frank Crane

Hurrah!  
We have killed the League of Nations!  
Ha, Ha! Ho, Ho! Come hither, jackals, wolves, hyenas!  
The lions have finished. We begin.  
The lions fought at the Marne, at Chateau Thierry, Argonne Wood.  
Parsifals, pure fools, they died for the Ideal.  
They thought they would end War.  
That when they had smashed the Hun they would end the Old Order.  
The Old Order of mad National Vanities.  
Of vast armies and navies, crushing, impoverishing the workers, draining the State, wasting the fruits of labor.  
The Old Order—Militarism, enveloping, strangling every Nation as a shirt of Nessus.  
We have undone all that. We have shattered the Unity of the Allies they achieved.  
We have hurled insult to France, Italy, England, our late companions in arms.  
We have smashed the President, with his proud Idealism, stained his plume with blood, his shield with grime.  
We have butchered the Hope of the World with the knife of Party Politics.  
We have published abroad that Americans are good quitters and bad sports  
That we will fight for our own safety, but will do nothing to save the world.  
Let the Armenian starve, and the Turk raven, and the Poles perish and all the world burn up.  
What do we care? What do the jackals care for the visions in the brain they munch?  
Come boys! Circle and dance! Join hands and sing!  
Bark, Sherman! Caper, Reed! Boast Borah! Laugh Lodge!  
Up with a Nationalism that means selfishness, shame, truculence and another war!  
Down with an Americanism that means, Co-operation, Faith, Brotherhood and similar twaddle!  
Berlin rejoices. The Bolsheviks chortle! Monarchists and reactionaries all over the world smile and say, "I told you so!"  
War is not dead. War lives. We have saved it.  
Build greater navies! Increase your armies! Expand your cannon factories and powder mills.  
Get ready for the next war.  
Save your little boys, O mothers. Be careful of them. We'll need them soon.  
We have killed the League of Nations.  
We have enacted the greatest Crucifixion since our forefathers nailed the dreamer Christ to the cross.  
We have killed the League.  
Let there be a holiday in Hell.  
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## TRANSYLVANIA BOYS JOIN THE ARMY

Three young men of our county, Roy C. Galloway, Robertson B. Cole and Charles W. Galloway were received into the U. S. Army last week by the recruiting officer at Greensboro. They were assigned to the "Big Gun Corps," and were sent to Fort Thomas, Ky; at which place they will be equipped and sent to the Hawaiian Islands. These young men will travel and see the world without the trouble of securing a passport; they will, in addition to the education which the U. S. Army affords them, receive a practical education that will be of inestimable value to them. They will come back in three years, three new made men, better educated and wiser than when they left home.

## BREVARD NEEDS

Another Railroad.  
An active Board of Trade.  
A furniture factory.  
A knitting factory.  
A wagon factory.  
A canning factory.  
A brick yard.  
A produce house.  
A Photograph Gallery.  
The County Demonstrator to form a fruit growing association to plant hundreds of acres in APPLES.  
More dwellings.  
More business houses.  
An amusement park.  
A brass band.  
One of the above mentioned lines of manufacturing would pay a handsome profit as Brevard has every inducement in the way of raw material, labor, water and unequalled climate.

## ROSMAN TO THE FRONT

Why not, when she has so many good things in sight—a new High School Building, modern and up-to-date; A new Bank—banking company and building; and a new rail road—proposed and projected. A long pull, a strong pull and a pull all together will bring us to the fore. We have assurance of the first two, and want to be sure of the last mentioned improvement. The rail road is needed for easy and cheap transportation of freight and passengers and as a result we can not hold back the spirit of improvement and growth. We have the land and the location, give us the outlet south and we will aid all our neighbors to a quick and easy route to the great southern plantations. Talk it up, work it up and let us have the new rail road with its manifold blessings to all.

J. E. O.

### CASH—FARMER

Miss Gladys Cash and Mr. Oscar Farmer were quietly united in marriage at the home of the bride's sister, Mrs. Will Carson, on Dec. 30. Only friends and relatives of the immediate family were present.

The out-of-town guests were: the sister, Mrs. Wm. Durham of Spartanburg, S. C. and Mr. Clide Farmer of Detroit Mich.

The house was artistically decorated in holly and evergreens of the season.

After visiting the groom's family at Spartanburg, the couple leaves for Detroit Mich., where the groom is in business. The many friends of the bride and groom wish them success and happiness.

## BREVARD-SENECA PROPOSED R. R.

At a meeting of the proposed Brevard-Seneca Railroad committee appointed to solicit funds for the preliminary survey, held in the Brevard Club rooms last week, many suggestions were offered by members as to the best methods of answering the various communications being received from interested parties making inquiry as to what progress was being made in Transylvania county for the proposed road. It was finally decided that interested parties in different towns in South Carolina be interviewed as to their intentions regarding the proposed railroad. This, the committee is now doing by communications and the committee acting upon another motion of one of the members decided also to have a booklet published exploiting the many good and valid reasons why we should have the road; the many and untold advantages this road would be to the present and future generations of Brevard and Transylvania county. A large number of these booklets will be printed and the cost of it will be taken care of by the progressive and public spirited business and professional men of Transylvania county by subscribing for small advertising space. This booklet will not only tell of the advantages of another railroad for Brevard, but will also be A-1 advertising media for Brevard as a summer resort; as a place far fugative health and rest, and as a place of scenic beauty with scenery right at our back door rivaling in grandeur the far-famed highlands of Scotland and Norway, and with air as pure as the angels breathe.

Interest in the proposed road is increasing daily as the following letter will show:

Seneca, S. C., Jan. 7, 1920.

Dr. C. W. Hunt,  
Brevard, N. C.,  
Dear Doctor:—

I would like to have you advise me how far the railroad project has advanced, and if it is the intention of heading out this way. I might say there would be no trouble in raising the money here for the survey we spoke about, and I would be glad to hear from you as to the prospects now.

Yours very truly,  
J. E. HOPKINS.

At an early date a list will be published in these columns giving the names of all of those in the county who have subscribed to the preliminary survey fund.

The increased enthusiasm among the citizens of Transylvania county shows the sanguine feeling they have that the road will be built, and that they want the preliminary survey made as early as possible.

### WATCH PARTY

Miss Pearl Lyday was the hostess to a delightful watch party on Wednesday evening at her home. There were a number of interesting games played in which every one took part and greatly enjoyed. Refreshments were served and the large crowd enjoyed every minute of the affair.

Those present were: Misses Ethel King, Lela Mae Surrelle, Thelma Blythe, Christine Eade, Mary Lyday, Ena Williams, Marie Lyday, Garnett Lyday, Launa Clayton, of Brevard.

Messrs Coy Surrette, Roy McCall, Clyde Blythe, Ralph Woodfin, Harry Bradley, Connie Owen, Noble Woodfin, Boyd McGuire, Raymond English, Amus McCall, Surrette Nicholson, Horace Lyday, Randal and Leon Lyday.

## PERSONAL PROPERTY REVALUATION ACT

The Revaluation Act comprehends as complete listing and valuing of personal property as of real property.

This could only be accomplished by removing the discrimination against personal property brought about by the undervaluation of real property.

This discrimination had reached the extreme point that a trustee listed in a North Carolina city personal property yielding an income of \$900 and paid more than \$800 of it in State, county, and city taxes.

An army with banners could not produce a complete listing of personal property under such unrighteous tax methods.

This discrimination has been removed.

Real estate is listed and valued at conservative May 1st cash market value.

The tax rates that will apply on personal property listed January 1st will be but a small fraction of the 1919 rates.

The Revaluation Act brings this measure of justice and equity to the owner of personal property and demands a full and complete disclosure in return.

The same guarantee of proportionately reduced tax rates that applied to real property applies to personal property. That is to say that the total revenue collected from all property in 1920 cannot exceed by more than ten per cent the total revenue in 1919.

Pardon the reiteration, for it seems not yet to be fully understood that this pledge, involving the good faith and honor of the State, applies to the tax rates to be levied by the counties, the cities, towns and special-tax districts, as well as the State tax.

Every tax rate levied in North Carolina, without exception, is embraced in its terms, and must be readjusted to the total value of both real and personal property listed.

Personal property will be listed as of January first.

Real property that has changed hands since May 1st will be listed against the new owner January 1st.

If you built a house between these two dates exceeding \$100 in value it will be added to the list.

If you had a house destroyed between these dates exceeding \$100 in value it will be deducted.

Why the change—May first to January first?  
Two good reasons:

First—to give plenty of time for the job. Plenty of time to have the work done carefully and accurately, and plenty of time to make inquiry and investigation if the taxpayer—meeting a State that is totting square—has toted square. Most people toted square when given a chance. They have toted square on their real property and as a general rule have placed a fair value on their real property.

The State doesn't tote square with those who do tote square unless it gives some attention to the lonesome minority who try to dodge even where the State does tote square, and their neighbors are totting square.

The State intends to tote square all the way thru, and some time and thought will be given in each county in locating the tax dodgers, and to see that they bear their part.

May 1st listing permits no time for this sort of inquiry before the tax books must be made up.

Second reason—The strout calendar year is the logical year. January 1st is the time for everybody to take an annual reckoning and strike a balance. Business enterprises may conduct their business on the calendar.

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