Correspondence.

BUILDING AND MAINTAINING PUBLIC

Corn Cracker Ridicules the Antiquated System New in Ferce and Calls for a More Modern Plan.

Correspondence of The Progressive Farmer. As I have been very busy in the discharge of my duties as teacher of a public school, my correspondence to your columns has been neglected. If your readers will indulge me, I'll contribute something as to the building and maintaining of good roads.

We are painfully aware of the fact that in this section, with one or two exceptions, we have no roads worthy of the name. We are further aware that the present system has been in use for over fifty years, and has been a disastrous failure.

In the first place, it is not to be supposed that a man who never saw a good road is a past master in the one in good order. Yet that is the at San Juan Hill and Santiago. very man who is appointed overseer in this county. Boys of 20, who have never been 30 miles from home, never saw any implement but an axe, a mattock and a shovel, are placed in charge of a force of hands, threefourths of whom don't own a horse, a mule or vehicle of any kind, and who are on all occasions walking delegates. Each man is warned to bring an axe, or a shovel, and some out "bresh" and put them in the road while others cover them up. The first heavy rain washes it all out, and leaves the road gutter-shaped. Before court they go through the same process, and each time the supervisor, who is a 'squire that never saw a good road either, goes over it and declares the same in good

Being road overseer and teaching school are the only two vocations where knowledge and experience count for nothing. If a man can't read, never tried to read the school law, can't spell, and don't know whether Porto Rico is in Chicago or Fleet Street, London, he is certain, here, to get 99 on reading, 99 on school law, 100 on spelling, and 100 | Come! on geography. If he is "agin" taxation, "agin" free schools, "agin" every improvement, and regards Cleveland County as the bethe honors and emoluments of road I could get along without it. OVERSOOT.

While every up to-date farmer uses reapers, mowers, steam threshers, and disc plows and harrows, he pursues the same methods of working highways that were in use when wheat was out with a sickle, ground plowed with a twister, and people drove oxen to sleds instead of horses to wagons. We now have the bicycle, the automobile, the pneumatic fired carriage, besides the ordinary buggy improved wagon and carriage. All these things require good roads. In addition, we are clamoring for free rural delivery, which necessitates good roads.

Good schools and free rural delivery will do much to deliver us from our badge of illiteracy. In order to have these, we will find good highways a potent factor if not an abso ute necessity. Many children are kept away from school in bad weather because they are unable to navigate the thoroughfares.

It is known to all men who ever saw a good road, that a horse can pull 2,000 pounds on a good road easier than 500 pounds on a bad one. A horse can draw a buggy eight miles an hour with less fatigue, more safety and comfort to driver and rider, than he can go over a bad route at the rate of three miles an

People can attend church and Sunday-school better, and do more hauling of produce to market than they do at present, were the highways better.

With two little mules and a narrow-tired wagon, I saw a man in No. 10 Township of Cleveland County, this winter, haul one-quarter of a cord of wood at a load when, with a better road, the same could have easily drawn a cord. The people of No. 10 haul a good deal of monazite to Shelby. It takes three or four horses to draw 1,500 pounds over the roads, when one horse could do it in less time with a good road.

Now the foregoing are indisputable facts. Now are we to have better highways? Certainly not by the present system, for fifty years experience proves it a failure.

My suggestion is taxation and convict labor. If some one else has a better method, let him speak out in man groan. Don't be fooled by imimeeting. At present the man who tations. 25c. and 50c.

outs up the roads most is exempt from road duty, and contributes nothing to their building or repair. The man who really works at them has no teams or vehicles, and justly feels it manifestly unfair to work roads for some one else to travel on. I know this view of the case does not meet the approbation of men aged 50 who are worth \$2,500 and say that "we capitalists school the children of you poor devils." (Did it ever occur to this great benefactor and patron saint of education that at 20 cents on the \$100 his tax would be

The poor man is liable to six days road service per annum. At 50 cents per day, for he boards himself, he gives his rich neighbor \$3 worth of toil and sweat for the princely benefaction of school tax. The "poor devil" that works the roads has been the sturdy volunteer that has fought the battles from the days of '76 till art of laying off, building, or keeping our boys "remembered the Maine"

At present we feed our convicts, bear the expense of their trials, and then send them to other counties. Let them stay here and work our roads all over the county.

I was in the good roads meeting in Shelby last Monday, and saw and heard much to make me thank God and take courage.

CORN CRACKER Cleveland Co., N. C. ----MASH COUNTY ALLIANCE.

Correspondence of The Progressive Farmer. At our January meeting it was decided to have a basket pionic at our regular meeting in April. Now, mean, let all the brethren from each lodge, who can do so, go and take their families with them, whether they belong to the Alliance or not, also a well-filled basket. Should it happen that some young brother hasn't a wife, he can take his sister or sweetheart along, which will entitle him to a seat.

Brethren, let's arouse ourselves little, take a day off, talk of the good meetings we used to have, and fully believe we will feel better and the Alliance will be made stronger.

Now, Mr. Editor, I will try to make my last the best by saying, please find enclosed \$2 which is to go on my subscription to THE PROGRESSIVE ginning and the end of all earthly FARMER. I have been a subscriber wisdom, he is the ideal candidate for | for about 14 years and don't see how

Yours fraternally, C. H. BAINES, Sec'y-Treas., Nash Co., Alliance. ONE BOARD TO CONTROL ALL STATE II STITUTIONS-

Correspondence of The Progressive Farmer. I notice that the most noteworthy reform that Hon. Leslie M. Shaw. the new Secretary of the Treasury bought about as Governor of Iowa was a change in the management of the State institutions, a change that it might be well for people in other Outlook, speaking of Mr. Shaw, refers to the new plan as follows:

"No sooner did he become Gover nor than he began reforms which have commanded the indorsement of all Iowans, whether Democrats or Republicans; among the most important being the institution of a Board of Control, supplanting separate bodies of trustees and commissioners which had previously managed-or mismanaged-the various circulate freely around you that you charitable and penal institutions of the State. The new board consists of three members, who give all their time to the work, and who are held responsible for everything. The result has been a marked gain in efficiency and economy."

This system doubtless has many advantages. The various large boards that control the educational and charitable institutions in this State are, I expect, more expensive | White Plymouth Rock, 18 for \$1. and less efficient. It is a matter of | White Pekin Duck, common knowledge that on nearly all large committees two or three men do practically all the work, and the desire to pay party debts with State positions seems to be respon sible for the number of these boards and for the unnecessarily large num ber of members that compose most of them. The large number of members also renders it difficult to fix the responsibility in case of mismanage

Perhaps a committee of three is is not large enough, but there is no doubt that the Iowa plan is in many respects superior to that now in force in North Carolina. J. G. S.

FIVE LITTLE MINUTES are all the time Perry Davis' Painkiller needs to stop a stomach-ache, even when it is sharp enough to make a strong

HARRY FARMER'S TALKS.

LXVIII. arrespondence of The Progressive Farmer.

Brother Johnson, in Charity and Children, says: The grass begins to show signs of

And soon the butter milk will

bring

The man or woman who does not admire the green fields and meadows when the land is covered over with a carpet of grass, oats or wheat, has no love of the beautiful in Nature. It does us more good to see a solid green field than anything else in all the universe. It makes us love the fields and we hate to leave them. It cheers the hearts of the farmer and quickens his step and makes his toil lighter. Man is not the only animal that delights to look at the green sward; horses, cattle, sheep, goats and even hogs and chickens seem to delight in roaming over the green.

Now is a good time to plant

WATERMELONS AND CANTALOUPES. You need not be afraid to manure them too much. The richer the so the better. A small handful of manure or fertilizer in the hill is often the cause of failure in the crop. It is a good plan to manure in the hill if the land is moderately rich, but if the land is thin or poor sow the fertilizer in a furrow, so that the plants will not fail when they begin to bear.

The best melons we ever saw on poor land were planted among cot ton. The fertilizer was drilled after the usual plan for cotton. It is not best to have the hills too high. If the land is inclined to be wet, the beds can be made about 8 to 10 feet wide with a water furrow between the beds or rows which will help when heavy rains come during the growing season.

SELLING MELONS IN TOWN.

If you raise more melons than you need for home use carry some nice ones when you go to town. Be careful about hauling them, for in warm weather a bruised melon is not fit to eat two hours after being bruised. If you will be careful to have them ripe and cool, it will help greatly in selling them. We have sold very inferior melons for good prices when the crop was a little short by keeping them cool. The best melon is not fit to eat when warm.

TO HAVE THE MELONS COOL AND SALA

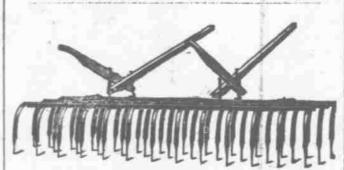
The best way to have them nice is to place a layer of straw 6 to 10 inches thick in a wagon body or wide bench about three feet high so that the air can circulate freely under the bench or wagon; then wet the straw thoroughly with clean water. Place the melons on this late in the afternoon so that they will have the benefit of the night air and dew. Next morning before going to mar ket cover well with green bushes or anything that will protect them States to consider. The New York from the sun. Melons treated this way will be nearly as cool as if they had been stored in a refrigerator and will please any one who likes a cool melon.

You see by placing them a few feet above the ground so that the heat of the ground cannot effect them and having the straw wet, the water evaporating cools anything very fast. You know if your clothes are wet and you stand still where the air can soon get chilly even in the war mest weather. We should have mentioned the fact that the melons must not be under a shelter or be surrounded by obstruction of any kind so that the air cannot circulate freely.

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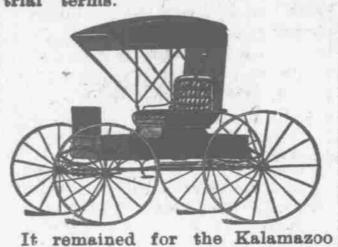


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J. E. RUE, Littleton, N. C.

MCM. FURGERSON, P. M.

There is a certain something about the "free trial" proposition that makes it attractive to even the person who is accustomed to buy for cash. Formerly the "free trial" idea was limited entirely to trial by sample and only such merchandise as could be sampled were subject to "free trial;" matters have been changed quite materially, however, within the past few years, and now many things may be had on "free trial" terms.



Carriage & Harness Mfg. Co., Station 15, Kalamazoo, Michigan to introduce the principle of "free trial" in the selling of the output of their large factories. They advertise in our paper to send any buggy, carriage, trap, surrey, harness, etc., which they make, to any purchaser an "30 days' free trial," and they lay just claim to being the "pioneers of the free trial plan." They not only give that length of time in which to test the vehicle, but they at the same time sell it to the buyer at manufacturers' prices. That they do these two things, and that they give the best of satisfaction is true beyond doubt as we have never had a single complaint from our readers, many of whom must have embraced their offer.

Those of our readers who have not yet bought a vehicle or harness, will do well to write the Kalamazoo peo ple requesting their 23rd annual catalog. It is fully illustrated with each article offered and is almost sure to contain just what you are looking for.



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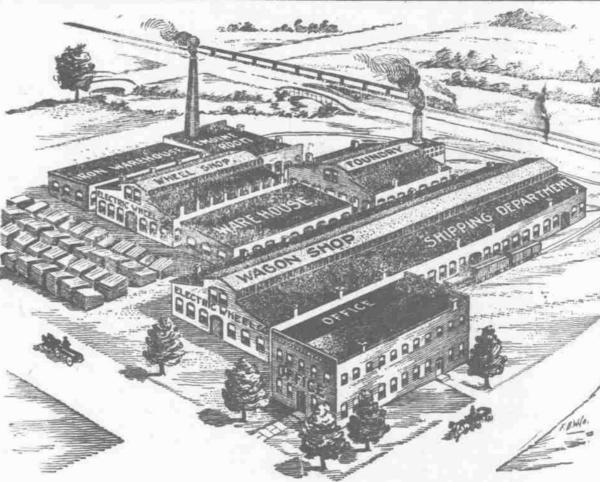
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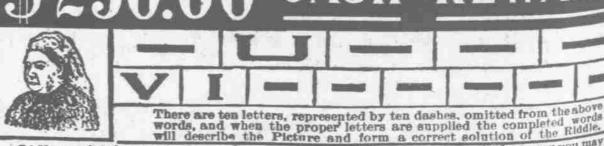
The Growth of an Idea

Keeping in mind that the farm | the idea of broad tired steel whe wagon must be suitable for al- and the low down wagon, it was no most every conceivable form of apprehended that they would me hauling, the first purpose of the such a widely popular reception Electric Wheel Company was to But a good idea is quickly grasp make a labor saver. No reason was by the public. From the very co apparent why it should not continue | mencement of their manufacture to do every sort of duty required of the low down wagon and steel wa it and still be built much closer to their business began to increase n the ground than formerly. The re- idly. Its growth in recent years sult was their celebrated line of Electric Handy Wagons and Electric original factory was soon entill Steel Wheels, which have gained inadequake. It was necessary to such a wonderful popularity in every | pand to keep pace with the deman part of the country.

accomplished fact by the use of the gun. The complete plant, a view low, broad tired steel wheel, which which is shown above, afford incidentally gained the second great Electric people every facility end, that of securing lighter draft handling their rapidly growing and preventing the rutting of fields ness and turning out the high and meadows. That the draft is grade work at the lowest pose from twenty to a hundred per cent. | cost to the purchaser. It is lighter on a broad tire than a nar. boast that the present bled row on almost every condition of Wheel and Handy Wagon Faow road and field, has been abundantly is the equal in equipment of demonstrated, while the preventing the world. Their advertising was of ruts in the field and the making | word is that their wheels are was of smooth, even highways by the are "Built to List." We might rolling and packing of the broad also that "They have come to sta tires is a matter which needs no dem. Readers of THE PROGRESSIVE FAR onstration. The wheels being of who are not fully acquainted steel, there can be no loose spokes, these goods would do well to w spring felloes, resetting of tires, etc., for a catalogue and learn someth which reduce the cost of repairs to which will surely be to their a minimum.

When the Electric people took up

been something phenomenal. of the public for these goods. This happy thought was made an cordingly the new buildings were vidual profit.



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