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Don't Vote for Road Bonds or Taxes Without Provision for Road Maintenance

THE Progressive Farmer believes in good roads, as everybody knows. Nobody needs good roads more than the farmer and his family. Good roads increase profits and enrich social life. Poor roads cost more than good ones.

At the same time, we have reached the conclusion that it is our patriotic duty to advise our readers to *vote against road bonds or road taxes whenever the plans for building the roads do not include proper provision for maintaining them after they are built.* On another page of this issue Mr. Henry A. Page sounds a bugle-note regarding this matter. It is just as foolish to spend money to build a road, without at the same time providing for funds to keep it up, as it would be to spend money to get a horse without providing feed for him after he is bought. The South has wasted millions and millions by building roads without keeping them up, and it is high time to stop wasting the people's tax money in this fashion. We must aim not merely to *get* good roads but to *keep* good roads.

Another important matter is that of having all road expenditures made under expert supervision. On another page we are quoting Secretary of Agriculture Houston as saying: "The nation today is spending annually the equivalent of more than \$200,000,000 for roads. Much of this is directed by local supervisors and it is estimated by experts that of the amount so directed anywhere from 30 to 40 per cent is, relatively speaking, wasted or mis-directed." Every state should have a state highway commission, and the people should not vote money for any expensive scheme of county road improvement until it has been approved by experts.

The third matter we wish to emphasize is the importance of the road drag. As we have said before, the drag is undoubtedly the cheapest good roads maker ever invented, and if some commercial company had patented it and sold it at five times its cost, every county in the South would be using it. It is so simple and cheap that people will not realize what a wonder-worker it is. The time to prevent next winter's bad roads is now, and the way to prevent them is to make plans to have the

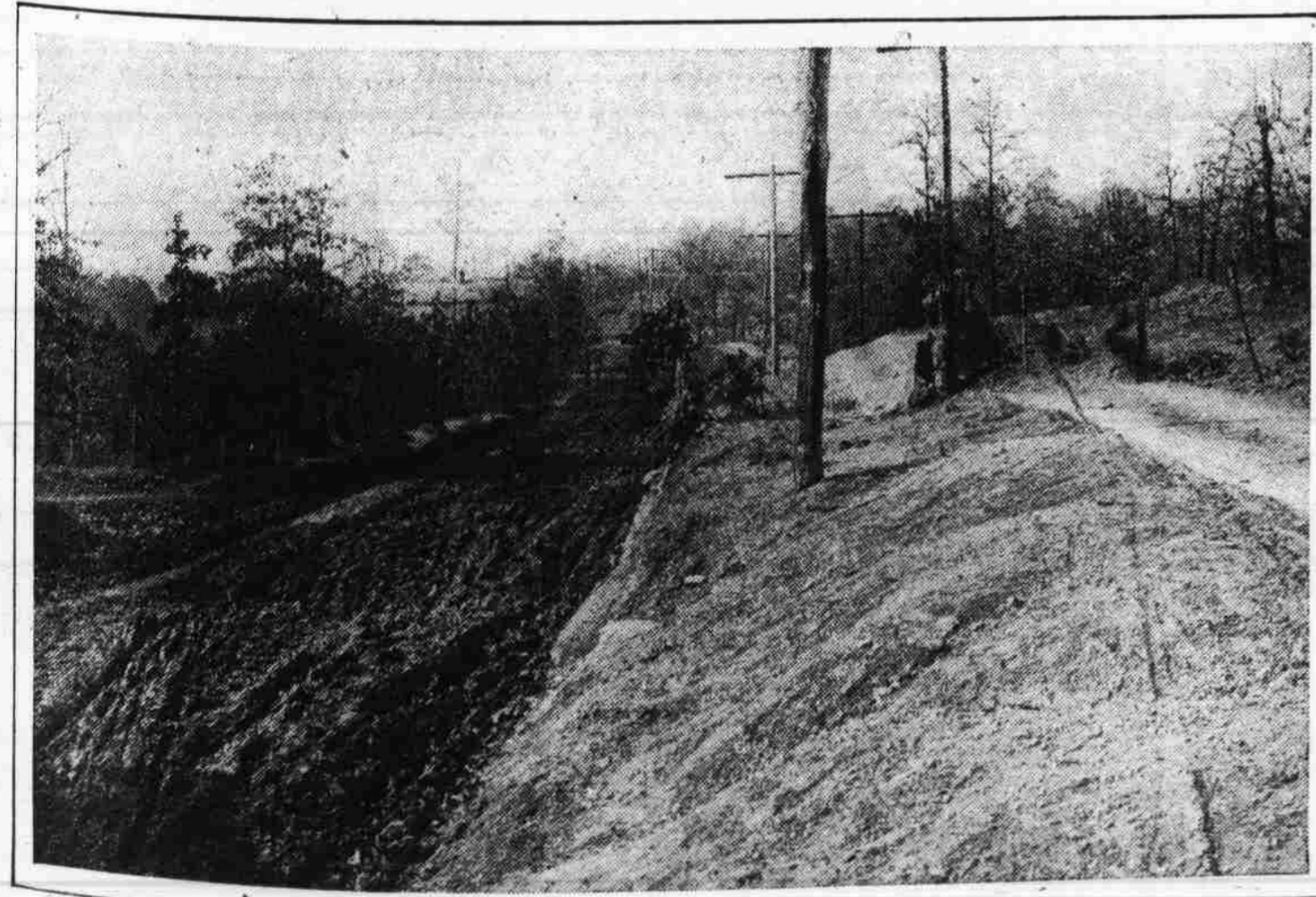


A NEW CLAY GRAVEL ROAD IN LAUDERDALE COUNTY, MISS. Courtesy Southern Good Roads

roads dragged. Every farmer interested ought to see his county road authorities and demand action. Send to the United States Department of Agriculture, Washington, D. C., for a free copy of Farmers' Bulletin 597, "The Road Drag and How to Use It", and keep pestering your fellow-citizens until your county gets the dragging habit.

Let us keep these three principles in mind:

1. Road building is too expensive a business for you to entrust it to men without expert knowledge. Demand that your state highway commission approve your county's projects.
2. The cheapest way to keep dirt roads in good condition is by the use of the drag. Demand that your county commissioners make plans for using it to improve the roads you already have instead of spending all the road money building new roads.
3. There is no such thing as a "permanent road", hence no plan for road building should be approved unless it includes provision for keeping up the roads after they are built.



THE SAME ROAD BEFORE IMPROVEMENT

Courtesy Southern Good Roads

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