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From S. C. Handbook.]

ROAD IN MECKLENBURG COUNTY, N. C., WHERE TWO BALES OF COTTON USED TO BE A LOAD FOR TWO MULES.

Freight Rates Should be Reduced on the Country Roads.

The transportation problem for the Southern farmer is not solved by the opening of new lines of railway in his territory. It will not be solved by deepening rivers and harbors, nor by inland waterways, nor by the Panama Canal. Nor will it be solved by the establishment of lower freight and passenger rates on our great railway lines. Helpful as all these things are or will be to the Southern farmer, they serve only to accentuate his real problem by laying an incalculable increase of traffic upon his own already over-burdened lines of transportation, namely: the country roads. These are the farmer's own lines and it is upon these that he needs a reduction of freight and passenger rates.

If the amount of freight hauled every year by steamship and railway were computed and stated in pounds, the total would stagger

our powers of belief. Yet of this vast tonnage, it is estimated that 90 per cent must be carried by wagons over a highway. To carry a ton one mile by sea costs one-tenth of a cent; by railroad one cent. A ton may be hauled over good roads for seven cents a mile; over ordinary country roads 25 cents a mile. Mud tax and hill-climbing tolls, therefore, amount to 18 cents a mile. It is appalling to contemplate! **Progressive Farmer** readers, don't pay it! Demand a reduction of freight and passenger rates on your own lines. **Grade, drag, drain, macadamize**—abolish the mud tax and reduce your freight rates.

It is a business proposition. Can you think of one that is more important to you? An improved system of country roads means millions saved annually to Southern agriculture.

Good Roads Mean Good Farms and Good Towns.

With her magnificent roads, there is no trouble for the farmers of Mecklenburg to get out at the Institutes, and the fact that they turned out by the thousands at the five Institutes held in that county shows how the spirit of improvement is abroad. And their crops this year show the effects of past reading, hearing, and study, for in no part of the State did I find finer crops and cotton. More than this, we found a warm-hearted, generous people. A county where the people have made a net work of fine macadamized roads all over the county and are still making more, will never lag behind in farming, and there is a wonderful future for Mecklenburg with her fertile hills and whole-souled farmers.

Sharing in the advance, and largely by reason of the improved condition of the farmers, the

towns and cities of North Carolina have gone ahead more remarkably. Towns like High Point and Kinston that were villages when I went to North Carolina nineteen years ago, are cities with finely paved and wide streets. North Carolina is no longer a country between two States, but is leading the whole South in manufacturing and will soon be in the advance in agriculture.

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