

THE PROGRESSIVE FARMER

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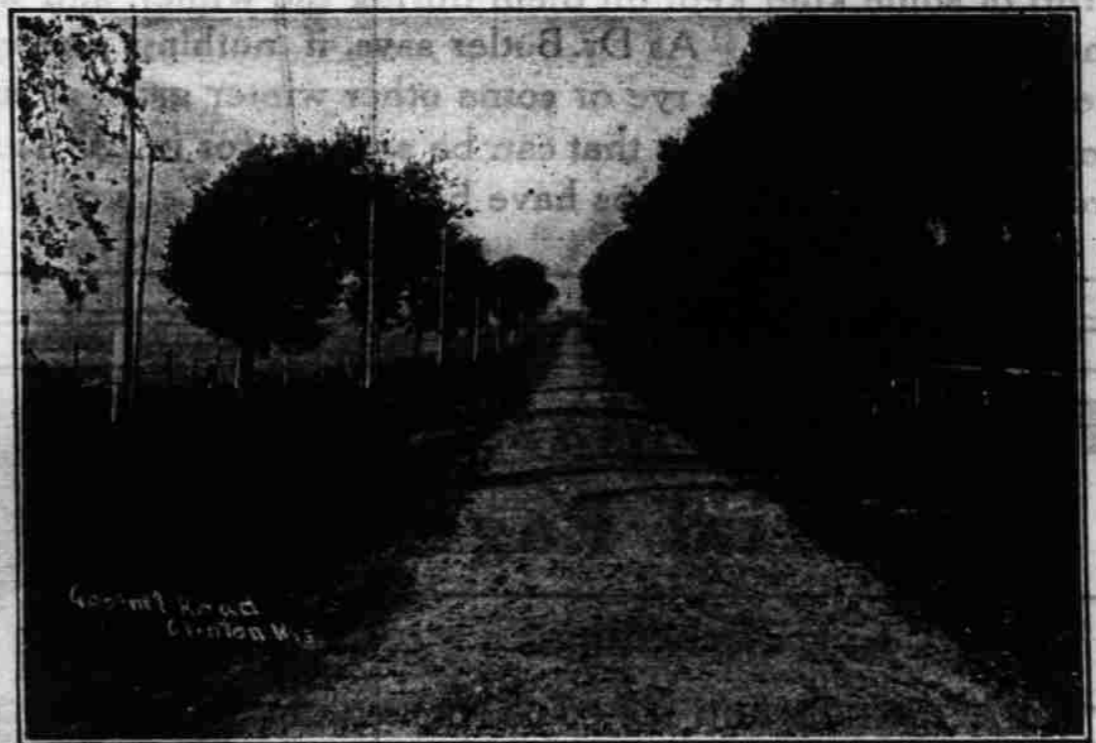
RALEIGH, N. C., AUGUST 26, 1909.

Weekly: \$1 a Year

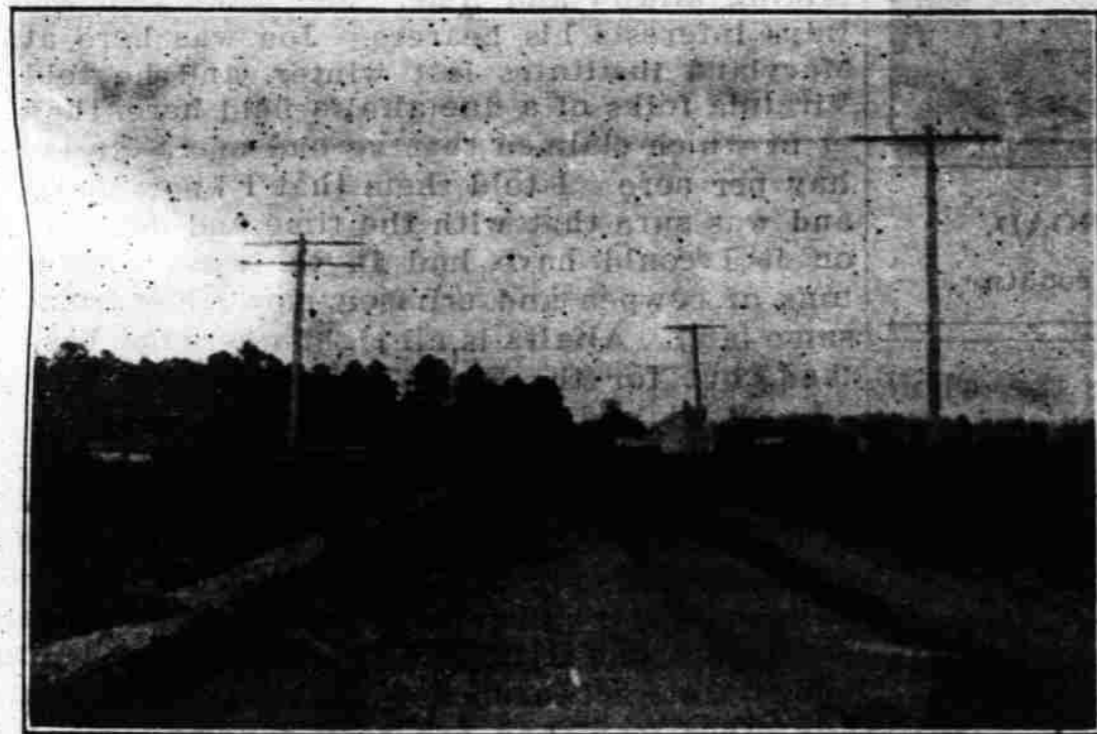
You Can Improve Your Road—and It Will Pay You.

IT IS A VERY exceptional neighborhood in the South that does not need better roads, and it is an equally exceptional community that cannot have better roads. While many sections cannot hope to have the best roads—macadam or gravel—for a long time to come, there is no excuse for any locality allowing its roads to remain positively and permanently bad.

A good road is a (1) hard, (2) smooth road, (3) free from heavy grades. Any road which answers to these requirements will insure easy and quick travelling, and permit of the hauling of large loads—and that is all that is required of a road. Of course, the best road is the hardest and smoothest one, the macadam road being superior to the gravel road, and the gravel road to the earth road; but remember that even the earth road need not be bad. This is the thing we wish this Good Roads Special to say to every man who reads it: "There is a way for you to improve the road over which you travel, and it will pay you to do it." If we can only get our readers to realize this fact, we believe that they will not be content to longer waste the strength of their teams, their own time and their own money by dragging over rocks, pulling through deep sand, jolting across ditches, splashing about in mud-



A BEAUTIFUL ROAD OF MACADAM. This Road, Built of Crushed Stone, is Generally Regarded as the Best Type, and Should be Much More Common.



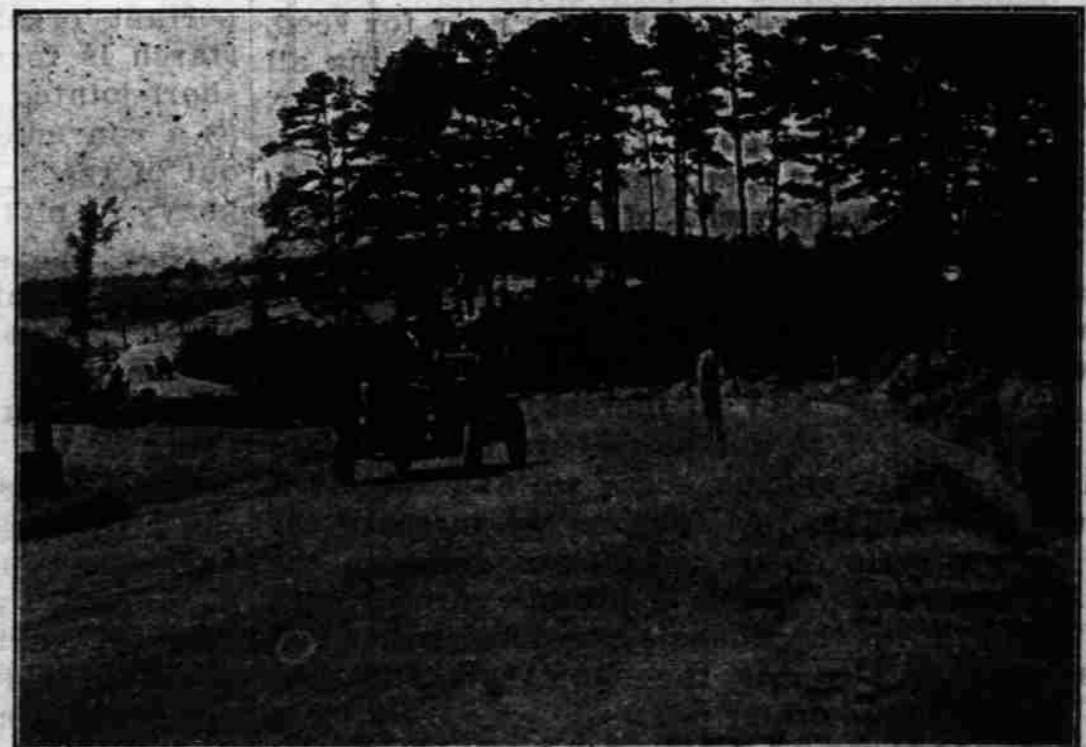
A GRAVEL ROAD NEAR AUGUSTA, GA. This is Almost as Good as Macadam, and When Gravel Beds are Near, It Can be Built for Much Less.

holes, and climbing steep hills. Every road cannot be macadamized, or even graveled; but many more could be than are. Few bond issues for good roads in our territory have been bad investments, while the cases in which they would be good investments can be numbered by the hundreds. The tax the ordinary farmer would have to pay to build and maintain stone roads, in any moderately settled community, is much smaller than the tax he now pays to bad roads in the increased cost of his hauling. Over a large section of the South sand-clay roads could be built at a very small cost, indeed, compared to what they would be worth to the communities through which they run. Thousands and thousands of miles of earth roads could be redeemed from their chronic state of badness by the persistent use of the split-log road drag, and the cost of doing the work would be so small that no one would feel it. And everywhere that there is a bad road, it could be improved if the men who work it would simply remember that the surface of the road should always be kept smooth and free from obstructions, and that the first thing to do with the water that falls on a road is to get it off and away. Every road, macadam, gravel, sand-clay, or what-not, should slope from the center to the sides so that the water may have an unobstructed way to get off of it; and every ditch, tile or culvert should be made to carry the water away

from the road just as soon as possible. The great question in road-making is drainage. A properly drained roadway made of almost anything except

pure sand can be kept in good shape most of the time. This is what the road-drag does—smooths and hardens the surface of the road so that the water will run off of instead of soaking into it. And it is so easy to make, so easy to use, so much needed and so little utilized!

When there are so many ways of making better roads and when it will pay so well to make them, is it not inexcusable for the Southern farmers to continue to pay the enormous tribute the present wretched lines of travel and transportation extort from them? Let us repeat: You can improve your road—the road over which you must ride and drive and haul—and it will pay you to find out how best to do this, and then—to do it.



A SAND-CLAY ROAD IN RICHLAND COUNTY, S. C. This Road Was Built at a Cost of Less Than \$400 a Mile, and Good Sand-Clay Roads Have Been Built for Even Less.

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