

PASTURE AND FENCING SPECIAL NEXT WEEK

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## THE FARMER, HIS ROAD AND MOTOR



THE FARMER'S MAIN LINE

IF IT were not that we are developing so rapidly along other lines of agriculture, this might be called the good country roads era. It could also be called the motor transportation era for the farmer.

Roads and automobiles, trucks, trailers—these have made of some farms modern commercial institutions. Others are as yet untouched.

Two big needs are with us. The first of these is more good roads and better maintenance systems. There are counties that have not yet grasped the fact that good roads lead to prosperity; that the development of a farming country is as fast as its roads; that every egg, every pound of butter, every bushel of corn, every bale of cotton must find its way to market over roads good or bad, economically or expensively, profitably or at a loss, that community life, education, social advancement, breadth of vision, travel into a community over good roads. The people in these counties will soon elect commissioners or supervisors who will remedy the defect. There are counties, many of them, that have built main highways, leaving the isolated communities to build their way out. This the communities will do.

There are counties that have spent thousands of dollars in building dirt roads, yet a hard winter leaves the farmers cut off from town for days, sometimes weeks. Other counties have spent many thousands more for gravel or rock roads and left them without a binding surface

material, only to find that in five or six years their roads had "frazzled"—washed and blown away—until only the bed of large, jagged rocks remained. From these things we are learning, and most of the gravel roads in the future will be properly surfaced, and adequate provision will be made for maintaining dirt roads.

The second need is for the farmers to use the roads more. There may be some farmers living by the side of a broad and good road, whose houses are still unpainted, whose farms are still backward, whose bank accounts are still negative, who do not sell a pound more of anything than they did when their road was a narrow, winding, rutted, muddy wagon way, but there are not many of them. There are many other farmers, the most of them in fact, who do not use their roads often enough; not often enough in visiting their neighbors, nor in attending church or the community center meeting, not enough in riding purely for pleasure, but mainly, they use them too seldom in carrying farm produce to town. To be a money maker a farmer must sell produce, and big profits can only come from a big volume of sales.

It is when considerable quantities of produce are to be sold that the automobile and truck begin to pay real dividends. They then save man and horse time and put the produce on the market quickly, in good condition, and as often as necessary. Market day can be made every day, and profitably so, on the diversified farm on a good road.