

# PUBLIC HIGHWAYS

## ROADS AS CROP PRODUCERS

Government Studies Show How the Agricultural Output of Country Depends Upon Its Highways.

That an improved road will increase vastly the productiveness of the area through which it runs has now been satisfactorily demonstrated by studies conducted by the United States department of agricultural in Virginia. Conditions in Spotsylvania county were investigated with particular care and the results have proved surprising. In 1909, the county voted \$100,000 to improve 40 miles of road. Two years after the completion of this work the railroad took away in 12 months from Fredericksburg, the county seat, 71,000 tons of agricultural and forest products hauled over the highways of that town.

Before the improvement of the roads this total was only 49,000 tons annually; in other words, the quantity of the county's produce had risen more than 45 per cent. Still more interesting, however, is the increase shown in the quantity of the dairy products. In 1909 these amounted to 114,815 pounds, in 1911 to 273,028 pounds, an increase of practically 140 per cent in two years. In the same time shipments of wheat had increased 59 per cent, tobacco 31 per cent, and lumber and other forest products 48 per cent.

In addition to this increase in quantity the cost of hauling each ton of produce was materially reduced. In other words, the farmers not only produced more, but produced more cheaply, for the cost of transportation to market is of course an important factor in the cost of production. From this point of view, it is estimated that the \$100,000 spent in improving the road in Spotsylvania county saved the farmers of that county \$41,000 a year.

In the past two years the traffic studies of the federal experts show that approximately an average of 65,000 tons of outgoing products were hauled over the improved roads in the county an average distance of eight miles, or a total of 520,000 "ton-miles." Before the roads were improved it was estimated that the average cost of hauling was 20 cents a "ton-mile;" after the improvement this fell to 12 cents a "ton-mile," or a saving of eight cents. A saving of eight cents per mile on 520,000 "ton-miles" is \$41,000 a year.

Because this saving, in cases of this character, does not take the form of cash put directly into the farmer's pocket, there is a widespread tendency to believe that it is fictitious profit, while as a matter of fact it is just as real a source of profit as an increase in the price of wheat.

In Dinwiddie county, Virginia, for example, where peanuts are one of the staple crops, the average load for two mules on a main road was about a thousand pounds before the road was improved. After its improvement the average load was found to be 2,000 pounds, and the time consumed in hauling the larger load to market was much reduced.

## IDEAS ON ROAD IMPROVEMENT

Speedways, Joy-Ride Trails or Highways for Pleasure Traffic Not Wanted by Farmer.

Sanity has overtaken the advocates of better rural highways. In the old days the good road advocate dreamed of nothing less than macadam, and his visionings ran often to brick-paved paths and concrete country lanes. All the rural world rolled smoothly by over traffic ways that would cost anywhere from \$5,000 to \$15,000 per mile. That was before the farmer had really entered into the movement and before the small town merchant, the rural banker, and the county seat cities had begun to think about good roads in terms of dollars and cents. Twenty years of agitation has brought us face to face with the fact that the taxpayer does not want speedways, joy-ride trails or roads for pleasure traffic, says St. Louis Republic. The man on the farm wants a good firm, well drained highway that he can use at any and all seasons of the year, and he does not want to be bankrupted or driven to the poorhouse in getting it.

**Laying Pullets.**  
Pullets very often are slow at starting to lay owing to becoming too fat. In growing pullets there should be more nitrogenous and less carbonaceous food given them.

**Importance of Movement.**  
Of the 2,000,000 miles of public roads in the United States only about two hundred thousand miles have been given a hard surface. This shows the importance of the good roads movement.

**Poor Highways.**  
Poor highways lessen the profit of labor, increase the cost of living, burden the enterprise of the people, dull the morality of our citizenship and hold down the educational advancement of the country.

## SNAPSHOT OF SALLY

By MOLLIE M'MASTER.

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When Elfreda returned from her two weeks' holiday at the seashore she had acquired a wonderful lot of freckles, a very sunburned neck and arms and many rolls of exposed kodak films.



Snapshots were Elfreda's hobby. Her small wage from the department store did not permit her to indulge as freely as she would have liked, yet she managed to take considerable pleasure during her annual fortnight away from the ribbon counter.

When she returned to her small room in town she had, therefore to await a few weeks until her savings permitted her the extravagance of having her films developed and printed. Elfreda chafed at the delay, but that state did not raise her salary nor give her more pin money. She did, however, curtail her luncheon orders and by the end of three weeks she found enough in her small iron bank to pay for the developing of at least one roll of films.

Elfreda was delighted on her way home from the photographer's that she had stepped into this particular kodak shop, for a most engaging young man had served her from behind the counter.

"My pictures have never been so perfect," she told the good-looking young man. "There is not a failure among them."

"Your grouping is very artistic," said Derrick Vane, and thought it a pity that Elfreda might not use herself as a model.

It was three weeks before Elfreda again made her way to the photographer's. The riot of freckles was beginning to fade away and Derrick Vane more or less regretted their departure.

"These are some of my very best," she told him as she handed her roll of films over the counter. "I want them to be particularly well finished."

They chatted a moment and Elfreda made her way to the department store to think of Vane and speculate as to his home life and whether or not he was married.

Again Elfreda found her way along Broadway and into the kodak shop. The young man was smiling, and they looked over the pictures together.

Suddenly at a snapshot Elfreda was showing him and his face grew a shade pale.

"Isn't she lovely?" questioned Elfreda. "She is the most beautiful girl I know, and I have taken at least a dozen snaps of her."

Vane was startled at the unexpected likeness to Sally Drew.

"Where did you take this?" questioned Vane with an interest so deep that Elfreda answered quickly:

"Down at Asbury. Sally Drew was one of our crowd. She came back to town when I did. I am going to see her Sunday," she added while her own heart sank. That Vane was in love with Sally was all too evident.

"Do you know her?" she asked.

"Yes. I spent a summer at the seashore also and Sally was one of the crowd. I played the part of a fool, but—I was jealous of her other admirers. We parted and I have not seen her since."

"I am sure I could arrange for you to see her," Elfreda told him with her rarely beautiful smile coming bravely forward.

"Will you?" he asked eagerly, and unconsciously put his hand over the slim fingers on the counter.

"That's easy," laughed Elfreda, and added lightly, "I always thought Sally had a secret love affair." She took the most lovely likeness of Sally from her packet of photographs and gave it to Vane. "There—you may have that. It really is quite romantic, isn't it?"

"More than romantic!" exclaimed Vane. "It is humorous. I have considered myself in love with Sally for some two years and now, when I have the opportunity of seeing her, I have not the slightest desire." He continued to search Elfreda's face with his keen glance. "You will not be offended if I do not go to see Sally, will you? It was good of you to—"

"No, I will not be offended," said Elfreda in her frank manner. "Why should I be?"

She smiled then, and Vane's hand again covered her slim fingers as they lay on the counter. He loved the girl and his hand told her so.

"I am happy," Elfreda's eyes said.

### No Inducement.

"Madame Imhoff's engagement at the Palace last night was billed as her farewell appearance there."

"Pshaw! I dare say she will be back again next year."

"No, she won't either. The total receipts were only \$27.50."

### Didn't Have It, Anyway.

Servant (returned from errand)—They don't keep it, mum.

Mistress—Don't keep what, Mary?

S.—What you told me to get, mum.

M.—What was that?

S.—Dunno, mum, I forgot.

# FOR BETTER ROADS

## WINTER ROAD WORK NEEDED

Many Little Improvements That Can Be Made Which Will Combine to Improve Conditions.

American farmers seem to lose sight of the fact that our roads are traveled and cut up by man and beast and washed full of ditches by the elements for twelve months every season, while the period during which there is any improvement along the highways covers but one-half that length of time—perhaps less than that.

Is it any wonder that our road system improves so slowly under such conditions? Winter road work is of vital importance. Of course we cannot get out and dig, plow, scrape and grade in sections where the ground is frozen, but there are many little improvements that can be made which will combine to establish more favorable conditions, both during the winter and when the time comes for more active work next season.

Sometimes it is a strip of brush or shrubbery along the fence that ought to be removed, but in any event they must be got rid of, hence they, in addition to the above detriment, prove a nuisance to the traveling public in the summer, by shutting off the air when the days grow sweltering. Then, too, the drying effect of the sun and wind is shut out from the roadbed and this also wields a most detrimental influence on the condition of the roads.

But one must exercise good judgment in the disposition of brush growing along the road. If the drain ditch on each side of the track is somewhat deep, toss the brush into it till it is the proper depth for good drainage, and to prevent further wash; then throw in no more.

If the ditch is about the right depth at the start, keep all the brush out of it so that ample drainage is certain. Bear in mind that correct drainage is the most important factor to be considered in the maintenance of good roads. A firm, compact roadbed cannot exist where water settles on the surface or soaks into the soil and remains there.

Then, many bridges get in bad repair during the winter months. A board or two may be loosened or a treacherous hole may be just right for one or both of the horses to step a foot into it and break a bone. By keeping an eye on these places, one will be enabled to repair them just before they become dangerous, which will help to distribute the road work through the whole year, instead of only six months at a time, as well as arranging so that all of the labor may be as nearly cleaned up as possible when the spring comes. Then real improvement of the road may be carried on at once, without any preparatory or repair work being done.

The most important thing that must be kept constantly in mind is that of dragging the roads whenever practicable in winter. Of course we cannot make use of the drag every day, but there are days when the slight thawing again begins to freeze on the surface of the earth, the dirt is brittle enough to be moved and yet it will not roll or clog up on the drag. This is when the road reaches its worst stage through being cut up by travel and if it is left in this condition it freezes that way, making it rough and rutty till it thaws out the following day.

Working down with the drag will brush off and crush the clods and the high places, filling up low and rutty spots, leaving the roadbed smooth and more compact. The ground then freezes up before it is cut up much more by travel, and thus the track will be smoother and easier than if allowed to freeze up just as the whole day's travel left it.

Any snow or rain that falls on a stretch of road thus treated with the drag will have no ruts and low places to retain the water and make the roadbed soft, yielding and difficult to drain or dry off.

### Furnish Green Stuff.

Good succulent green stuff should be on hand at all times. It should form a good part of the daily ration, for chicks need bulk as well as nourishment.

### Best Dairy Farming.

The best kind of dairy farming keeps the skim milk on the farm and markets it as young stock, pork and poultry products.

### Age of a Fowl.

The age of a fowl is always disclosed by the condition of its legs. If the skin is hard and rough be sure it is an old one. The delicacy of the skin of the face indicates youth.

### Excellent Insurance.

A grain bin on a farm is excellent insurance against forced sale at low price.

### Tax Keenly Felt.

Poor roads impose a tax never more keenly felt than at grain-hauling time.

## On October 5th

Pee Dee Iron Works Opened up under new management. If you need ANYTHING that a First-Class Machine Shop and Foundry turns out it will pay you to tell us about it. You are invited to drop in and inspect our equipment when you come to Cheraw.

Pee Dee Iron Works  
Founders and Machinists  
Cheraw, S. C.

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We have arranged to give The Journal and the Columbia State at the following rates:

|                                |        |
|--------------------------------|--------|
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| Both                           | \$8.00 |
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| The Journal                    | 1.00   |
| Both                           | \$6.25 |
| The State, Semi-weekly         | \$1.00 |
| The Journal                    | 1.00   |
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## Tax Notice

The books will be open for the collection of taxes from the 15th day of October 1914 to December, 31st 1914.

|                        |         |
|------------------------|---------|
| Tax levy for State     | 6 mills |
| Constitutional School  | 3 "     |
| Ordinary County        | 5 1-2 " |
| Interests on R.R Bonds | 1 1-2 " |
| Road and Bridges       | 2 "     |

Total levy 18 mills

| School         | Bonds           |
|----------------|-----------------|
| Cheraw School  | 3 mills 4 mills |
| Marlburg       | 3 "             |
| Orange Hill    | 8 "             |
| Pats Branch    | 4 "             |
| Pee Dee        | 3 "             |
| Stafford       | 4 " 21-2 "      |
| Bethel         | 4 "             |
| Center Point   | 4 "             |
| Chesterfield   | 4 " 3 "         |
| Special School | 21-2 "          |
| Parker         | 4 "             |
| Pine Grove     | 3 "             |
| Shiloh         | 3 " 5 "         |
| Snow Hill      | 4 "             |
| Ousley         | 7 " 2 "         |
| Vaughn         | 3 "             |
| Wamble Hill    | 3 "             |
| White Oak      | 4 "             |
| Center         | 4 "             |
| Cross Roads    | 6 "             |
| Mt. Croghan    | 3 " 4 "         |
| Special School | 5 "             |
| New Hope       | 7 "             |
| Ruby           | 5 " 41-2 "      |
| Wexford        | 4 " 5 "         |
| Buffalo        | 2 "             |
| Dudley         | 3 "             |
| Five Forks     | 2 "             |
| Mangum         | 3 "             |
| Pageland       | 6 " 5 "         |
| Plains         | 2 "             |
| Center Grove   | 5 "             |
| Friendship     | 3 "             |
| Jefferson      | 5 " 4 "         |
| Long Branch    | 4 "             |
| Green Hill     | 4 "             |
| Middendorf     | 3 "             |
| McBee          | 8 " 41-2 "      |
| Sandy Run      | 4 "             |
| Union          | 4 "             |
| Bay Springs    | 4 "             |
| Bear Creek     | 2 "             |
| Bethesda       | 2 "             |
| Juniper        | 2 "             |

Special road Cheraw Township 2 mills  
Special road Alligator Township 5 mills

Will Collect at Following Places.

|                        |        |
|------------------------|--------|
| Cheraw Tuesday         | Nov 3  |
| Cash's Wednesday       | Nov 4  |
| Dudley Thursday        | Nov 5  |
| Pageland Friday        | Nov 6  |
| McBee Monday           | Nov 9  |
| Plains Monday          | Nov 16 |
| Jefferson Tuesday      | Nov 17 |
| Angelus Wednesday      | Nov 18 |
| Cross Roads Thursday   | Nov 19 |
| Mt. Croghan Friday     | Nov 20 |
| Middendorf Monday      | Nov 23 |
| Cedar Creek Tuesday    | Nov 24 |
| Sandy Davis' Wednesday | Nov 25 |
| Patrick Thursday       | Nov 26 |
| John Wallace           | Nov 27 |

W. A. Douglass  
County Treasurer  
Sept. 15, 1914.

(Advertisement)

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DENTIST  
Pageland, S. C.

Will be at Jefferson on Wednesday and at Ruby Thursday Mt. Croghan Friday of each week, remainder of time at Pageland. Office in rear of Joseph's new Store, Pageland, S. C.