

"WHAT DOES COTTON MEAN TO THE SOUTH?"

BY B. F. McLEOD

State Manager South Carolina Cotton Association.

The question, "What does cotton mean to the South?" is susceptible to two answers. If cotton was selling anywhere near pre-war prices, it would mean semi-starvation and a mere existence, not a living for a large per cent of the producers. It would be a continuance of illiteracy, bad roads and a depreciation in land values. It would mean an exodus of the white tenant farmers to the cotton mills and other industries and an increase in the immigration of the colored farm laborers to the North and West. (It is estimated that 750,000 colored laborers immigrated to the North and West in 1915 and 1917.

It would mean that the purchasing power of the cotton farmer would be reduced to such an extent that all manufacturers, a part of whose product is consumed in the South, would pile up a surplus to be dumped at a loss. Ninety per cent of the manufactured goods that are consumed by the cotton farmers in the South are manufactured north of the Mason and Dixon line.

The money received for cotton is the only money paid for a farm product that reaches every nook and corner of the United States. Therefore, it is to the interest of all manufacturers, including the cotton manufacturers, to cooperate with the cotton farmer, merchant, banker and professional man of the South in their efforts to organize the three elements that constitute our economic structure—the farmer, merchant and banker, for the purpose of insuring to the cotton farmer a living price for his product.

If cotton continues to sell at present prices, it would mean the blotting out of illiteracy and a great improvement in the living conditions. It would mean a higher moral standard. It would mean a "Back to the Farm" movement and good roads. It would mean a great improvement in our common schools, and our colleges would have to be enlarged to accommodate the increased number of students applying for admission. It would mean a large per cent of the farm houses would be equipped with modern conveniences and better sanitary arrangements. It would mean commercial freedom and a happier people.

If the farmers, merchants and bankers organize for mutual benefit and act as a unit the cotton producer will continue to receive cost of production plus a reasonable profit on his investment and a fair remuneration for his labor.

When the purchasing power of the producers is increased the merchants and bankers' business is increased in the same proportion. Therefore it means as much to the business man as it does to the farmer.

The efforts of the American Cotton Association to bring the three elements together in one great and powerful organization should be supported by every man and woman in the cotton belt. It is believed by many thinking men that, due to the unrest and that hundreds of thousands of working men are on a strike, with a million or more threatening to strike throughout the world, and the enormous rate of exchange, cotton would be selling for not much more than 20 cents a pound, if the American Cotton Association was not in the making.

The only way the bears can force the price of cotton down is to sell it. They know that it is a dangerous proposition to sell cotton down much

in the face of the work that is being done to organize the Southern cotton farmers, merchants, bankers and manufacturers. The fall of 1914 was dark and gloomy, but it was the "darkest hour just before the dawn," the dawn of a new and prosperous South. The prosperity of the South can be maintained by cooperation through a membership organization. But it is necessary for every man in every township in every county of the cotton producing states to join the association to reach the maximum of its usefulness.

The county branches of the Cotton Association cannot be stronger than the weakest township organization, neither can the State organization be stronger than the weakest county organization.

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P. W. BUOYE TO BUILD BUNGALOW

Mr. P. W. Buoye has lumber on the ground for the erection of a handsome residence of the bungalow type on his lot on the Augusta Highway just on the edge of town. The construction of this home will greatly improve and enhance the value of the property in that section of the city.

THE VALUE OF ALFALFA PASTURE

Clemson College, November 2.—A story of value to South Carolina farmers and hog growers is found in a report of experiments in Nebraska in feeding pigs on alfalfa pasture. "During the summer of 1916, three lots of 20 pigs each were fed corn and 50 per cent protein tankage in self-feeders while running in fields

of alfalfa. Three similar lots of pigs were fed the same ration but were kept in a dry lot where there was no green feed. Two lots of pigs were on trial 56 days, two lots on trial 42 days, and two lots on trial 70 days. The average weight of the pigs in the various lots ranged from 37 to 47 pounds when the tests began and from 47 to 115 pounds when the tests ended.

"The pigs in the dry lots ate 4.18 pounds of tankage per 100 pounds of corn and tankage, while those on pasture ate 3.85 pounds of tankage for each 100 pounds of corn and tankage. The pigs on alfalfa gained at the rate of .87 pound per day, while those in the dry lot gained at the rate of .32 pound per day. The pigs in the dry lot ate 596 pounds of corn and 23 pounds of tankage to produce 100 pounds gain, while those on alfalfa

pasture ate 297 pounds of corn and 14 pounds of tankage to produce 100 pounds gain. Access to alfalfa pasture reduced the grain eaten to produce 100 pounds of gain nearly one-half.

"Considering corn worth \$1.40 per

bushel or \$50.00 per ton and tankage worth \$100 per ton, the cost of corn and tankage for 100 pounds of gain in the alfalfa field was \$8.12 as against \$15.47 in the dry lot. Alfalfa pasture reduced the cost of gains nearly one-half."

We have just received 60 tons of pipe and at present have all sizes from 1-8 to 4 in Galvanized and from 1-8 to 8 in Black.

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A GOOD SOLID ENGINE

The Dort engine is simple, strong, smooth. We hardly need say it is economical. Dort economy is an established fact, known to every one. Its bearings, throughout, are nothing less than huge. Where there's a strain there is more than enough material to hold that strain. Its reciprocating parts are balanced to a nicety to minimize vibration. Everything that needs touching is right within reach.

AN ADDED FACTOR OF SAFETY

The Dort chassis has an unusual factor of safety in every component. It will not only withstand severe usage but it will endure longer, stay quiet longer maintain its power through a greater period than usual. An example is the rear axle. Malleable iron and steel tubing form a great, husky housing—yet a truss rod too is there for that added safety that would probably never be needed.

ADJUSTABILITY

The Dort is a slow-wearing car. Its bearings are overly big—they stay right beyond the point that is usually expected. Yet, when the time comes that an adjustment is necessary, the means are there and the method is such that it is a simple and far from delicate operation. There are adjustments at points where many cars have solid bearings, only adjustable by replacement.

AN EASY RIDING BALANCE

The Dort "hangs right." Its balance is at the correct place to obviate disagreeable "kick-up" from either the front or rear springs. Although it is acknowledged that cantilever springs are the correct form of suspension for cars of comparatively short wheelbase, there is an individuality in Dort's method of traversing rough roads. Proper size, weight and hanging of the springs, and correct distribution of body weight account for it.

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