

THE DILLON HERALD.

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Dillon, S. C., May 13 1909.

The next census, no doubt, will make a good many ambitious towns that have been boasting of their population feel like they had been visited by a Kansas cyclone.

The great trouble about all these good things coming at once—the new county, the new railroad and the electric cable—is that we Dillonites may begin to strut around puffed up like pouter pigeons.

A man has just died in West Virginia who voted for 18 presidents, but there is nothing extraordinary in this when it is recalled that dead men have been known to vote more than 18 times at one election in a South Carolina primary.

A prominent Florence county farmer who has given close study to cotton culture has decided that it is unprofitable to raise cotton at less than 15 cents per pound and buy corn, meat and flour at prevailing prices, and has announced that he will abandon cotton as a money-making crop. As the gentleman has been quite successful in other lines of industry the experiment will be watched with unusual interest by those who still cling to cotton as the money-making crop of the south.

We should be very glad to see our Latta friends make an effort to get an extension of the N. & S. C. railroad to their progressive town. The objective point of the new railroad is Georgetown,

Charleston or Southport, but that is no reason why the railroad people could not be interested in an extension to Latta. The extension could make a detour by way of Dothan in order to avoid a parallel with the Atlantic Coast Line and thereby open up a rich farming section. The country intervening is level and the grading could be done at comparatively small cost. We make the suggestion for what it is worth. The connection would give Latta railroad facilities equal if not superior to Dillon's.

The Dillon Herald says that the fact that the governor is having the field notes of the surveyors in the Dillon county matter rechecked "does not mean that Governor Ansel suspects that any errors exist in the surveyors' work." The Herald writer is indeed wise and well informed. Pray what does it mean? Marion Star.

Well, so many leading men of Marion have said time and again that if we could comply with the constitutional requirements in regard to area (that is if old Marion contained more than 900 square miles) they would not oppose the formation of the new county, that we have come to suspect the governor is rechecking the survey in order to satisfy himself that the area is really there and will give us the county without an election, just for economy's sake. Gov. Ansel does not believe in squandering the public money.

We have learned from private sources that a movement is on foot in Horry to bond the county for \$200,000 for the purpose of building macadam roads and steel bridges. The man behind the movement is one of Horry's most substantial and progressive citizens, but like most movements which have for their object the betterment of the condition of the masses, there is strong opposition to the scheme. Horry's road and bridge levy,

probably, exceeds \$20,000 per year. The money is spent in patch work and year after year the people continue to haul their produce to market over sandy roads and dangerous bridges. A bond issue of \$200,000, no doubt, would build permanent highways and bridges all over the county and if the interest did not exceed 5 per cent, the people would save the neat little sum of \$10,000 every year, to say nothing of the saving in wear and tear on stock and vehicles. We have nothing to do with Horry's matters of public policy, but merely call attention to this movement for good roads in another county to show what might be done right here at home. Marion's public roads are in no better condition than Horry's and unless the county plunges itself into debt for permanent improvements, present day difficulties of rural transportation will obtain 20 years hence. An army officer recently returned

from Porto Rico told us that the island was a net-work of macadam roads, although the ox cart was the popular mode of rural transportation. Over here the ox cart has been displaced by the rubber tired vehicle and the automobile, but still there has been no improvement in the condition of the public highways. We boast of every modern facility for rural transportation, yet we are further behind than are the Porto Ricans.

A civil engineer of keen observation remarked the other day that one reason why the Pee Dee country had so few railroads was not because it was not rich in agricultural resources, but because it was traversed by the widest rivers in the state which made the cost of trestle construction so excessive that capital was frightened away. There is some food for reflection in the gentleman's observation when it is noted that

the Pee Dee section is cut off from the two most important seaports in the state by the Pee Dee and the Santee, the largest rivers in South Carolina. However, in spite of these adverse conditions it is noteworthy that the railroads are constantly reaching out for the Pee Dee section which is an indication that we have something over here worth striving for. The world is learning that the Pee Dee is the garden spot of the state and the fact that outsiders are paying dearly to get in closer touch with us gives us greater faith in the future of our country.

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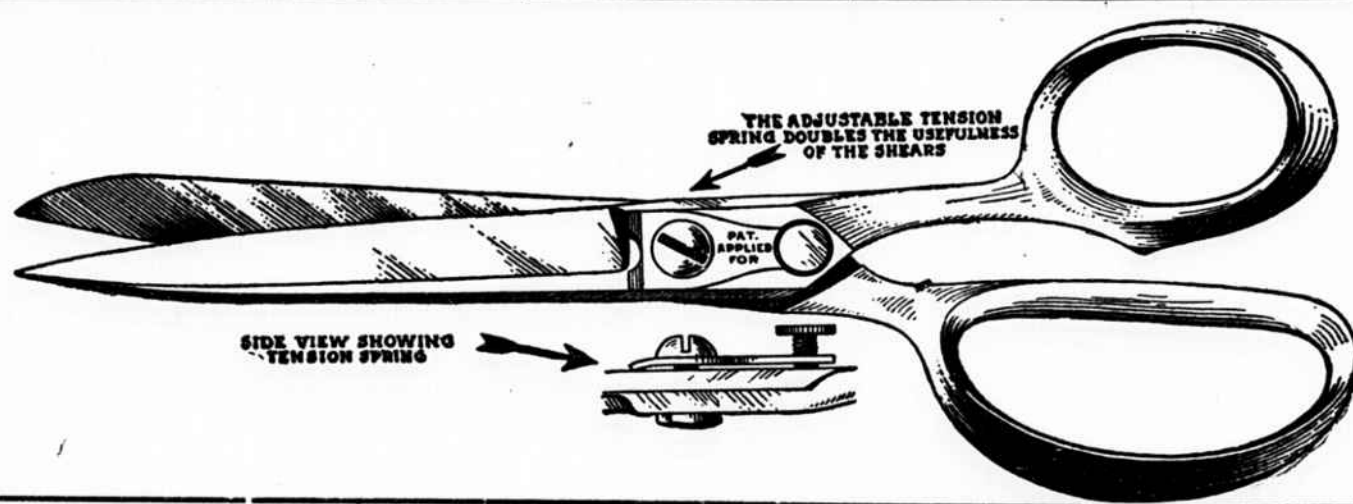
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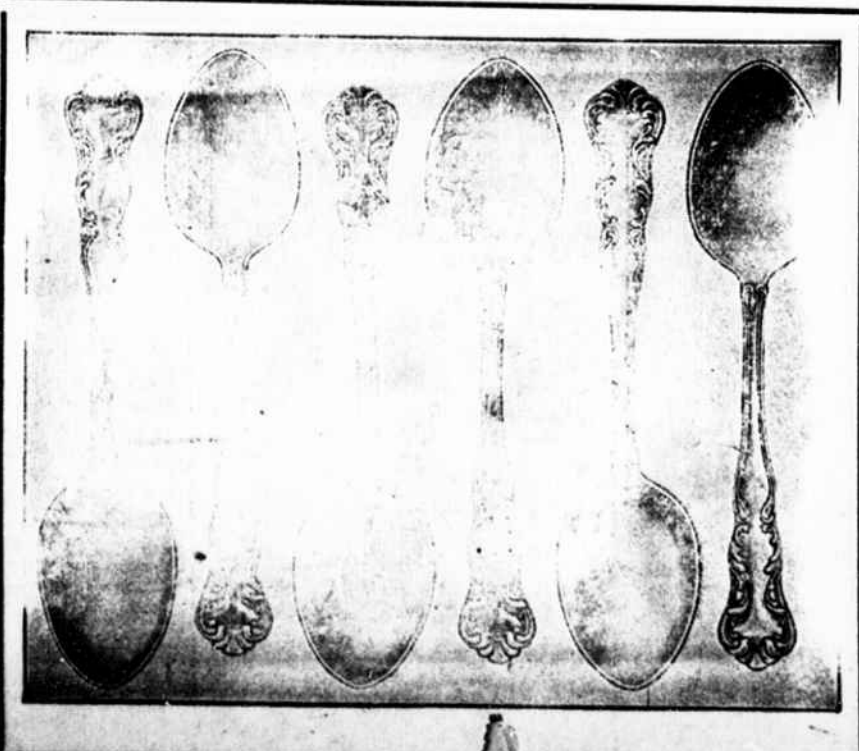
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