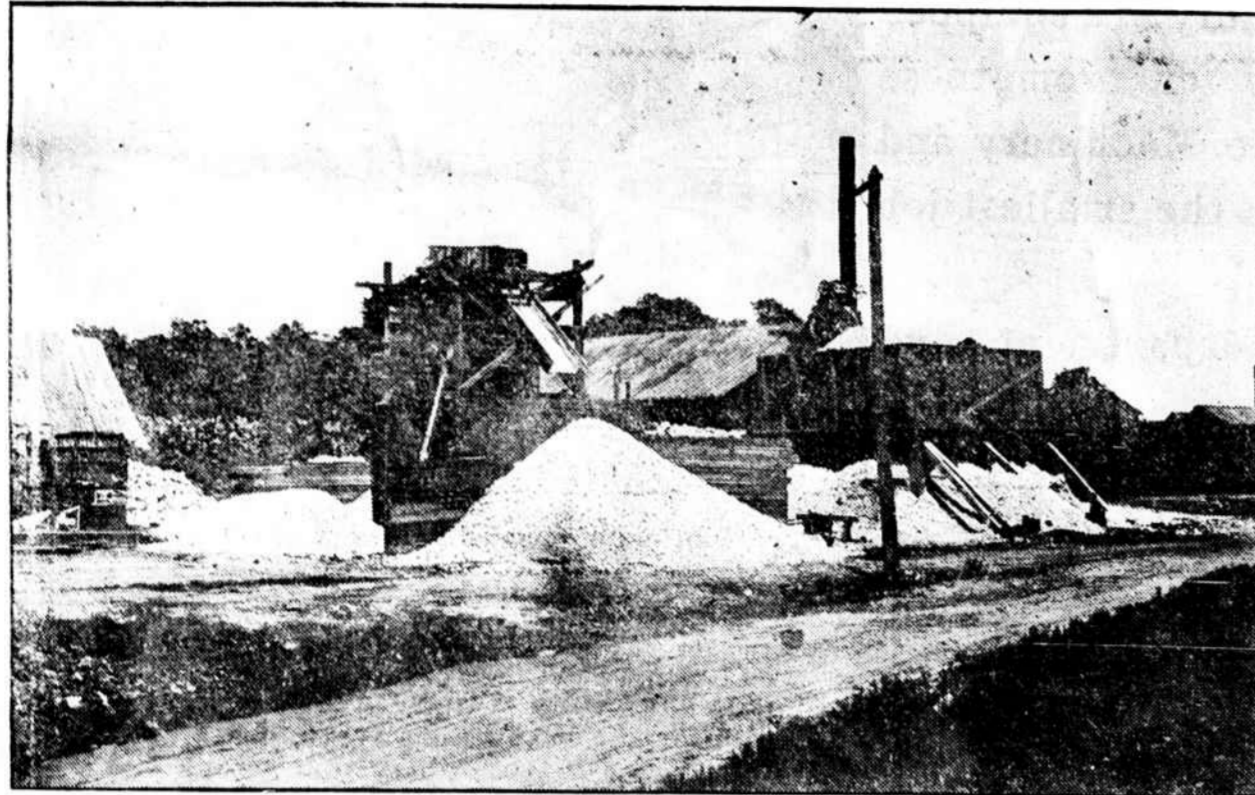


PUBLIC ROADS

Some of the Machines of the Good Roads Machinery Co., of Kennett Square, Pa., and the Port Huron Engine Co., of Port Huron, Mich., sold by W. A. Neal, State Agent, Spartanburg, S. C.



PREPARING FOR PAVING.

Ten years ago such a thing as grading a country road was never dreamed of. There was never a dollar appropriated for road improvements and never one bad place in the road fixed permanently.

The public roads of the county were not worked. Twice a year the citizens living in a given area along a public highway were "warred out" to work the roads. Some were warned to bring an axe to cut away obstructions, others to bring picks and shovels and perhaps one man was told to send a mule and plow to his place, so that the little drains along the boggy places might be plowed in the hope that a rain might carry off the dirt and make a gully, such as were so frequently in evidence on the red hills in this county.

These roadworking days were generally frolics, for the young men and negroes who took part felt no responsibility beyond putting in from two to five "days."

This was the condition ten years ago, and it is no wonder that the travel along the public highways was a burden. No wonder farm life came to be almost intolerable and all who possibly could, moved to town.

THE AWAKENING.

But there has been an awakening all along the line and nowhere more perceptibly than in Spartanburg. The man who formerly advocated working six days out of 365 on public roads instead of five days, was left at home when he sought legislative honors. Now the man who does not favor an appropriation of from \$10,000 to \$15,000 annually, has not the ghost of a chance of election to office. No policy has taken so firm and lasting hold on the people as the determination to improve the public roads and since the introduction of scientific methods in road construction, and improved appliances every mile of well-constructed road argues for another.

In many parts of the county, the old roads which seemed to have been laid out as unreasonably as possible, without regard to grades, distances or directions, have been totally abandoned and new roads surveyed, graded so as to allow nothing above five per cent, and in the bad places permanent macadam work is put down.

A SPLENDID EQUIPMENT.

Spartanburg County is equipped with three separate camps of road builders, each having two machines and the necessary rollers, carts and teams.

Two miles from the city on the Glenn Springs road, the city operates a rock quarry with all of the latest methods for handling the rock economically. This granite is peculiarly adapted for road construction, having a very large per cent. of cementing properties. It is hard and lasting. The rock is blasted from the quarry, loaded by hands of the city chauling into train cars, which are drawn by steam power with a cable to the crusher. Here the crushed stone is taken by automatic elevators to the screening machine, where various sizes are separated. The cars drawn by the traction engines or road locomotives, are drawn up to receive this crushed stone and then hauled away to the roadway, by the road locomotives. The loading is automatic and the unloading likewise, the cars being arranged so as to scatter the crushed stone to any desired depth. Not only does this insure greater uniformity in packing the stone but it saves the labor of many hands. It is estimated that with these appliances roads can be built from \$2,000 to \$2,500 per mile. Five miles of road have been built from the city in the direction of Glenn Springs and the city is paving Union street to the city limits, which, when completed will give a splendid thoroughfare for a distance of 1.2 miles long with a grade greater than 5 per cent.

OTHERS IN CONTEMPLATION.

On the other side of the city about the same length of road has been similarly constructed, and it is proposed to build others, radiating out from the city in every direction, every year building as much as possible of a permanent nature, rather than covering a great territory with temporary work.

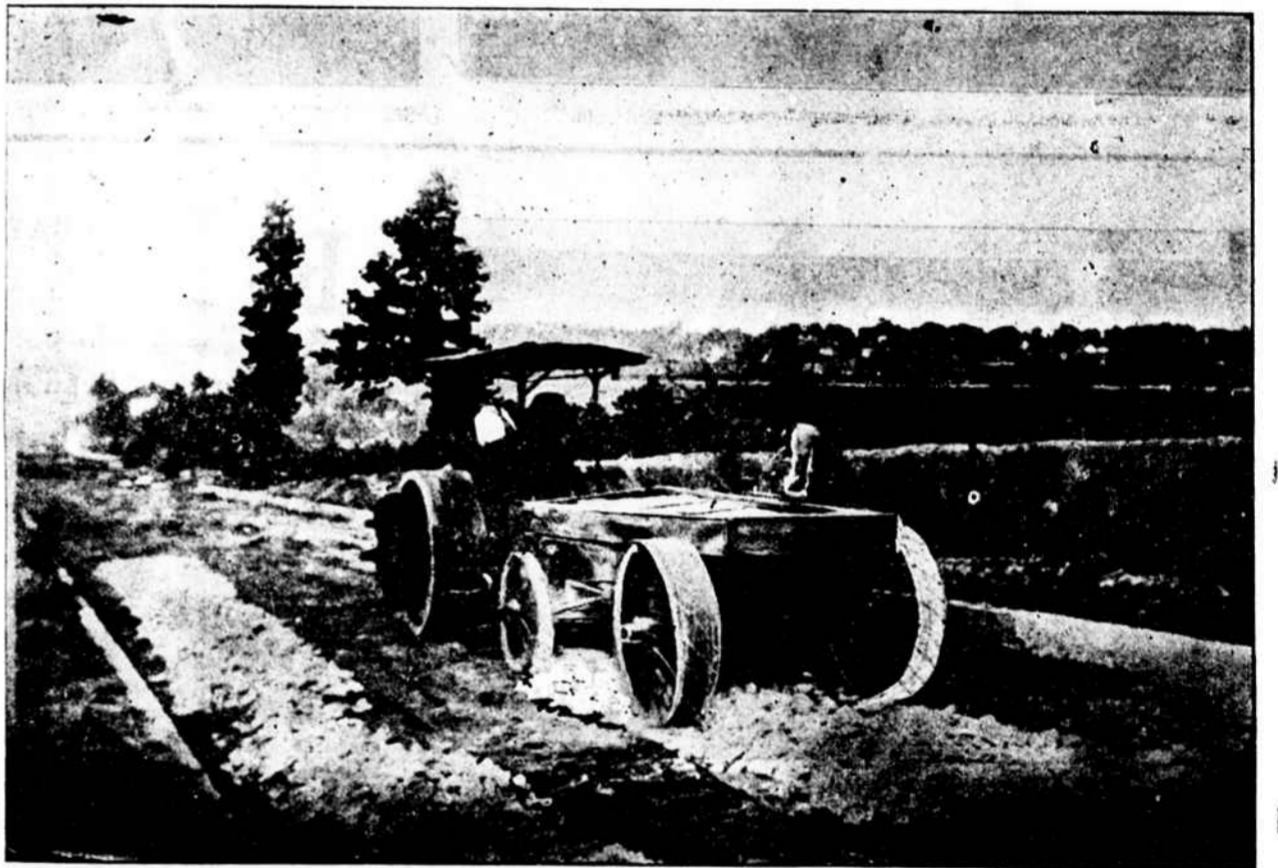
Supervisor Miles has demonstrated what can be done and is pushing



HAULING THE ROAD CART.



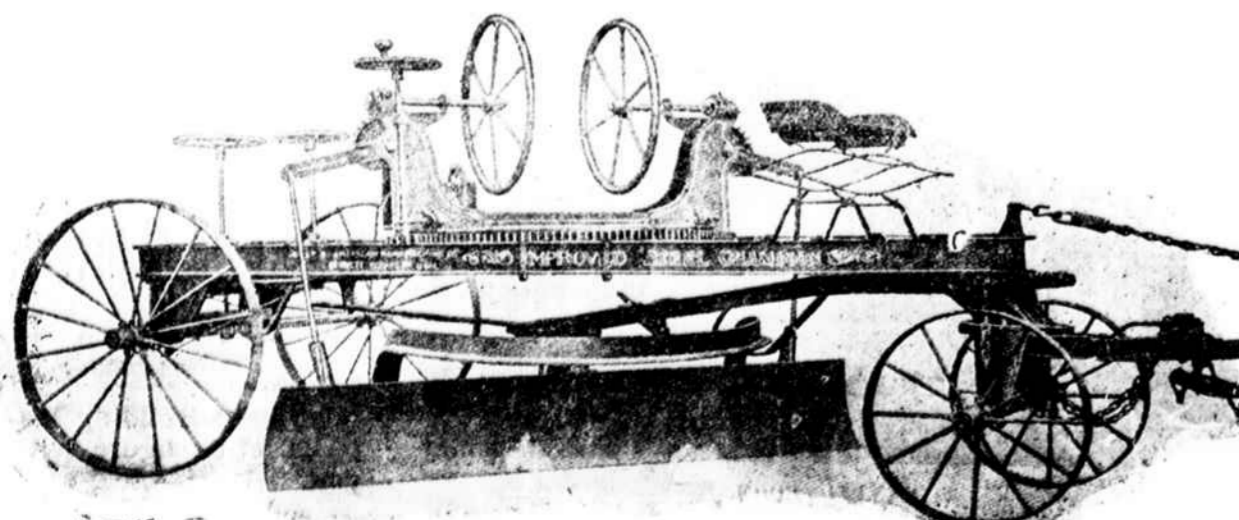
MACADAM ROADS.



LAYING THE CRUSHED STONE.



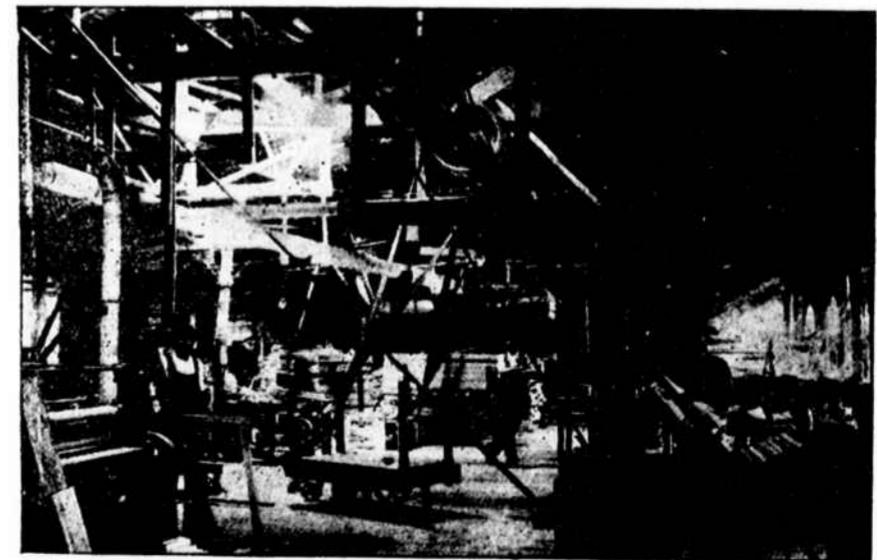
ROAD BEING GRAD.



THE IMPROVED STEEL CHAMPION REVERSIBLE ROAD MACHINE.

Spartanburg Lumber Mfg. Co.

Wm. A. LAWTON.



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