

IMPROVE THE PUBLIC ROADS

Washington, March 22.—"Come gentle Spring! ethereal Mildness!" That is how old James Thompson felt about it something like two hundred years ago, and a little later Reginald Heber, following his cue, or venturing among the Muses on his own account, sang of the time "When Spring unlocks the flowers to paint the laughing soil." Which leads the American Highway Association to point out that the Spring thaws and Spring rains will soon be here to remind the people who run about from place to place, and particularly the farmers who live out in the country among the birds and flowers, how grave has been the neglect of the public roads in the largest part of so-called "highly favored land." This neglect has been almost criminal because the people have sinned against the light, in that they have not obtained the advice and counsel, necessary to the improvement of impossible conditions, readily available for the asking from State and national road officials. Either they have failed to ask for such advice and counsel or they have disregarded it when they have received it, and with the result that at the happy spring season, when the heavens are bright overhead, the roads are sloppy under foot, and the farmer and his family find themselves isolated from their neighbors, from the schools, from the churches, from the market towns, from everything that makes life worth living. Yet men wonder why it is that there has been a steady drift from country to town and why the young folk, when their wings have grown a bit, take flight from the delights of rural life to the crowded confusion of narrow streets and artificial horizons.

The farmer's income is small and his taxes always seem large. He does not see in the Spring thaws any other lesson than that of inevitable dreariness. He and his neighbors often cannot pay for hard roads yet. He knows that for a large part of the year a well-dragged earth road affords satisfactory means of communication, and so he waits patiently until the water soaks away somewhat and otherwise lets things drift. He could not make a greater mistake. He ought to know that the preliminary essentials for good road building for light country travel are not expensive, and when the Spring brings its troubles in a few weeks he can utilize the conditions of discomfort, if he will, for learning some very important things about rational rural road building.

In the first place, he should consider the very important feature of road location. In some parts of the country, roads were located years ago without much respect to grades. As a result horses strain at their traces through muddy bottoms, where nobody lives, to the tops of windy hills with their journey only half begun. The relocation of parts of roads so that there will be only easy grades and so that places may be avoided where the maintenance of a good surface is troublesome is not beyond the achievement of ordinary common sense.

In a few weeks there will be no lack of evidence that the drainage of roads is of vital importance in most parts of the land. It will not be necessary to employ the highest talent in engineering to determine where better drainage must be provided. When the frost leaves the ground and the spring rains soak the earth, the soggy places will be clearly indicated to the dullest observation, and will show whether or not the road can be best improved by re-location, or by the digging of deeper ditches, or by the drainage of the contiguous land. There is nothing mysterious about it, which the farmer cannot understand; the drainage of roads is not different in principle from the drainage of land. The only reason the farmer is puzzled when road drainage is suggested is that in the engineering discussions of the subject which comes

to his attention unusual terms are used to describe things and conditions he knows by different names only. He is bewildered by technical jargon, just as the most of us are puzzled at times by the jargon of the doctors. The terms employed by the engineers and the doctors are useful to the specialists because they convey exact shades of meaning to the specialists who need them, but they ought to be confined to the circle of specialists.

Some method of leading the water from one side of the road to the other is necessary. One great cause of bad places in roads is the use of poor devices for such a purpose. The culvert under the road ought to be so made that water passing through it will not keep the roadbed soft, it ought to be large enough to carry the water easily, and it ought to be located so that it will not become clogged. That is what an experienced engineer who can talk in logarithms when necessary says about it, and it is simple enough for the least scientific to understand. "All these requirements can be met by simple and inexpensive means that any intelligent farmer can use in fighting the mud menace to his success and happiness."

If the road must be carried over a stream, a bridge will be needed, and there is nothing mysterious about a short bridge. The great trouble with most of the defective bridges has not been in the girders and beams but in the abutments. A bridge built on sand is even less secure than the house built on sand which has come down to us as typical of useless structures. In the construction of the abutments of little road bridges provision must be made for secure foundations down below any danger of undermining by floods, and the freshets of the coming spring will show whether or not this rule has been observed in their construction.

All these things are noted here because the spring conditions will show before long to the intelligent farmer where road conditions can be bettered at little expense. He can read the lesson easily, if he has a little help at the start. Fortunately, he can obtain that help by the use of two postal cards. In most States, the State Highway Department has prepared bulletins explaining the essentials of earth road construction and maintenance and these bulletins will be sent to any farmer upon application. One postal card will secure them. The office of Public Roads and Rural Engineering at Washington also has pamphlets on these subjects for free distribution. Another postal card addressed to Logan Waller Page, director of that office, at Washington, will secure them. Two postal cards, a couple of evenings of reading, intelligent observation of the lanes of mud which will soon be seen in most parts of the country, and then intelligent, cooperative action will accomplish wonders. All that is needed to start the reform is a realization that the annual mud-bound conditions are largely avoidable by inexpensive, intelligently directed work.

SCHOOL ELECTION.

Whereas, a petition containing more than enough names, has been presented to the County Board from Anteville School District, No. 27, asking for an election to vote a tax of 4 mills for school purposes,

It is therefore ordered that an Election be held at Anteville at the usual voting place and hours, on Saturday, April 22, 1916, for the purpose of voting said tax.

The Trustees will act as managers of election. Those in favor of the tax will vote a ballot on which is printed or written the word "yes." Those opposed will vote a ballot on which is printed or written the word "No."

Dr. J. A. Anderson,
Roy Suber,
J. E. Sutherland.

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LEVER'S MEASURE PASSED IN HOUSE

Washington, March 29.—The Lever bill authorizing the census director to collect and publish monthly statistics of cotton seed and cotton seed products was passed by the house late to-day after an all day debate and now goes to the senate.

Chairman Helm of the census committee gave notice that he would call up next week the Heflin bill directing the bureau to collect and publish statistics of cotton consumed in the manufacture of explosives during 1915 and quarterly thereafter.

In reporting the Lever bill, Representative Aswell of Louisiana said it was drafted after a conference with the census director and that it would afford an opportunity of making free application of the law of supply and demand.

"The census bureau now provides for collection of statistics from all the oil mills regarding the quantity of cotton seed crushed and linters obtained," he said "This bill, however, provides for amplification of these statistics and makes mandatory the publishing of them at stated periods. The additional expenses probably will be about \$10,000 with less annually after the first year."

The census committee report on the bill said:

"This bill rounds out and completes the statistics being collected by the bureau of the census concerning the cotton crop. It provides for the collection of data for all products of the cotton plant which are of commercial value."

"There has been a great deal of speculation and manipulation of the prices of cotton seed and its products. The prices have been increased and decreased without regard to the actual production or to the quantities of seed and oil on hand. This law will enable the director of the census to give the producer information concerning the quantities of cotton seed purchased by the oil mills and the stocks on hand and it will furnish the oil man with information of this character and also with statistics concerning the quantities of crude and refined oil, meal and cake on hand, the quantities of oil purchased by the refineries and the stocks on hand at given dates."

"This information will lend greater stability to prices and enable all people engaged in the industry to obtain accurate statistics that will show at a glance the actual conditions of the market."

CALHOUN MILLS BANQUET

Calhoun Falls, S. C.,—On Thursday night, March 30th, the Calhoun Mills gave a banquet in honor of Officers, Overseers, and section hands of the Mill. About thirty-five men were present, the dinner being given in the Calhoun Mill Hall, which was delightfully enjoyed by all. The dinner was prepared by the Senior Cooking Class of the Community House, Miss Sadie Sanders in charge, and was beautifully served by Mrs. E. M. Lander, Mrs. W. P. Castleberry, Mrs. W. J. Blake and Mrs. E. B. Gossett.

The first course was oyster stew with crackers and coffee. Next came turkey, chicken salad, cream potatoes, pickles, celery and loaf. The dessert consisted of cake and ice cream.

Mr. Jas. P. Gossett was toastmaster, and good speeches were made by Sec. E. M. Lander, Supt. W. E. Redd, Messrs W. J. Blake, P. F. Clark, J. F. Beasley, J. S. Howard, and J. T. Lovern.

The writer has attended other banquets but this one excelled them all. The table was beautifully decorated with red carnations and ferns. The china, cut glass and silver were elegant. Miss Sanders with her aids, were congratulated on the success of the occasion.

OUR POSTAGE STAMPS ARE LIGHTER IN COLOR

Washington, D. C.,—Even when one sticks on a postage stamp one faces a shortage in German dyes. This was admitted by Director Joseph E. Ralph, of the Bureau of Engraving and Printing, when his attention was called to a statement in the North German Gazette that lack of German dyes had caused a change in the colors of some American postage stamps.

One billion stamps are printed by the bureau every month.

"It is true," said Mr. Ralph, "that the lack of German dyes has resulted in a slight change in the color of our stamps. The red 2-cent stamps are lighter. The 8-cent stamp, which used to be olive green, is yellowish green. Slight color variations may be noted in other stamps, as we have been without German dyes for about eight months."

"We have been forced to use what you might call adulterated colors, either imported or domestic. These cost more and are not so good. I recently paid in New York \$1 a pound for 'reds' whereas this color could be purchased a year ago for about 24 cents. The new dyes have only about one-fourth the coloring strength of the old."

"We expect to get in a shipment of German dyes within the next few weeks. Both England and Germany have agreed to let this shipment come through on the understanding that it is strictly for Government use. When this is received the postage stamps will brighten up in appearance."

To the last drop
MAXWELL HOUSE COFFEE
Is Perfect
Ask Your Grocer

HADDON-WILSON CO.

Extend a cordial welcome to all on Fields Day. Make our store your headquarters—A rest room for ladies on 2nd. floor.

APRIL MILLINERY

Exclusive styles for ladies, misses and children.

EASTER NECK-WEAR

Something entirely new.

LADIE'S COAT SUITS AND SILK DRESSES
Another shipment just in time for Easter Trade.

Everything in Cotton, Silk and Linen Fabriques have advanced, and are still advancing—While the present stock lasts our trade gets the advantage of old prices.

HADDON-WILSON CO.

CLOTHES FOR MEN AND CLOTHES FOR BOYS

Good Values

We are always giving big values in Clothing. This Spring we are going to beat our best previous records. Values so uncommon that they are hard to believe, will greet you at every turn.

Prices, \$8.50, \$10.00, \$12.50, \$15. and \$18.



Good Values

Our boys' clothes are built for the hardest kind of service. We guarantee satisfaction in every way. They have the style and snap that tie boys like so well. The boys feel like men when they wear a suit from here.

Prices, \$1.50 to \$7.

Shirts

"The prettiest shirts I have ever seen," was one customers comment. We know you will like them too. For they certainly are beauties. Big values as usual.

Prices 50c to \$1.00.

HATS

Come in today, you'll enjoy seeing the new hats we have, whether you want to buy or just look. You'll find a hat for every face and fancy here.

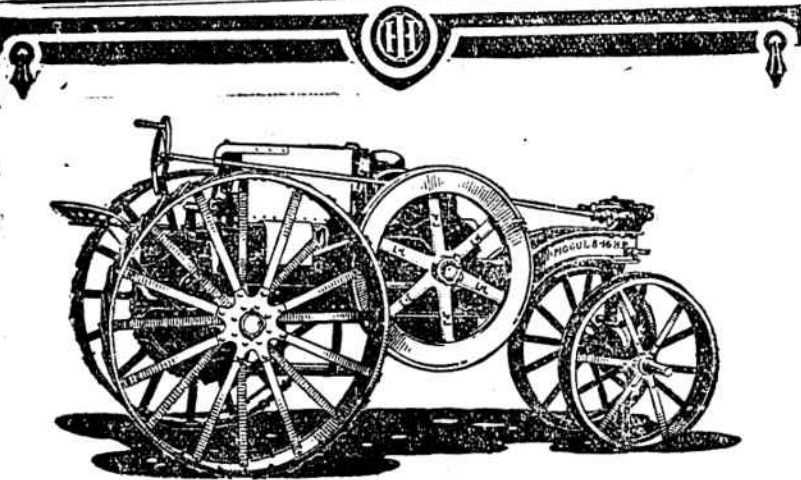
Price \$1.00 to \$3.50.
JOHN B. STETSON

Underwear

Right now is when you want the medium weight underwear. Extra quality in all sizes.

Price 25 to 50c.

D. POLIAKOFF
ABBEVILLE, S. C.



Mogul 8-16 Price Announcement
The Real Kerosene Tractor

ON and after April 1st the price of the Mogul 8-16 will be \$725 cash f. o. b. Chicago. All sales made and bona fide orders taken up to April 1st will be filled at the present price of \$675 cash f. o. b. Chicago. We want to post you ahead of time on the coming change.

Mogul 8-16, as you know, is the famous tractor that has cut fuel costs squarely in half—operates on cheap, common kerosene or coal oil—doesn't have to be the highest grade either. It pays for itself in the saving over gasoline. That is why the rise in price—necessary because cost of raw materials has risen so high—is of minor importance.

Mogul 8-16 is saving and making profit on thousands of farms of all sizes. It will do much more for you than your horses can. Get in your order now—be ready for spring work. See the dealer who sells the Mogul 8-16.

International Harvester Company of America
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The Mogul 8-16 kerosene tractor is sold by

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