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## BRADHAM DUROC FARM,

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### THE ROADS OF SOUTH CAROLINA

The South Carolina State Highway Commission, which body began its tour of the State in Anderson on August 2nd, ended its first ten days of seeing the roads of South Carolina and visiting county road authorities in Orangeburg Thursday afternoon. In that time they have driven many and strange highways. The public may be interested in knowing what this trip is all about. The public may ask the object of the trip and very properly, because no such thing has been done before in this state. To find a State commission coming around asking for information and presenting counties with funds to be expended on their highways is a novel piece of business.

First, perhaps this commission, directed by the last legislature under the provisions of the new State highway law, to lay out and adopt a system of State roads, is seeking firsthand information as to the wishes of the several counties in this important business.

Second, the State Highway Com-

mission realized that under the act giving it control of the automobile license and sharing with it a 50 per cent responsibility for the expenditure of the two-mill property tax for road construction, it had approximately \$1,300,000, more or less, tied up and withheld from the counties of the State. This money belongs to the counties and should be expended on the roads. Agreement between the county authorities and the State Highway authorities is necessary to the expenditure of this fund. So the visit to the several counties is for the purpose of reaching an agreement with each county according to its needs and peculiar conditions.

South Carolina has a lot of road building to be done and the further one goes down State the more he is impressed with this fact. The counties of the Piedmont are far ahead with their road work and until there is an awakening in the lower part of the State, such as was had in the upper part within the past two or three years the progress is going to be slow. It is developing that there is mighty little road maintenance for the State Highway Depart-

ment outside a few counties in the upper part of the State. The roads have not been built and are, of course, not ready to be maintained. In such cases the automobile license funds and the two-mill tax, unless being used for meeting interest on bonds issued for road building, are combined and used for the construction of roads within the State system.

But this whole thing of the State being interested in the road building affairs of the several counties is new. Very generally the county authorities are working with the State authorities and are without exception impressed with the idea of systematic maintenance. Everywhere interested citizens are anxious to see a piece of road actually maintained. That is as rare in the lower part of the State as in the upper part—if not more so.

Down in Orangeburg the commission found a county that leads all the counties of the State so far in extent of State highway mileage. The officials of that county presented approximately 125 miles of road. Orangeburg is a big county and it happens that State highways cross and

meet in that county. For instance the road from Columbia to Charleston passed from one end to the other while the road from Charleston to Augusta cuts the lower half of the county. The county has but one piece of road that is being considered for State maintenance, that being 24 miles from the town of Orangeburg to Branchville and thence to the Dorchester county line. It is constructed of sand-clay and is at present a good road.

As the commission travels over the State four or five roads of State-wide importance are beginning to stand out. The first is, of course, the road from Spartanburg and Greenville to Charleston—from the mountains to the sea. Another—and one that interests Spartanburg—is east and west across the upper part of the State from Bennettsville to Anderson or to Oconee and Pickens. The Lockhart bridge now under construction across Broad River between Chester and Union counties, is one of two keys to the development of this road while the other is a bridge across the Waterlee between Chester and Lancaster. The latter is a project, but not under

construction. This road will connect the eastern and western parts of the State.

The National Highway, passing through Cherokee, Spartanburg, Greenville and Anderson counties is by far nearer completion as a State road than any other. As Spartanburg county knows it has two of the small gaps in that highway at Duncan and at Cowpens.

Another road of State-wide importance is the so-called Capital to Capital Highway, entering South Carolina at Cherow and leaving the State at Augusta, after passing through Columbia. This road is not very well along, but it is one to be emphasized.

As was demonstrated today to the satisfaction of the members of the State Highway Commission, Lexington county is certainly not very much interested in the movement of travel from the up-county to Charleston. Thirteen miles of road in that county just out of Columbia is awful in spots. Calhoun county has the next road south of Columbia. The State Highway Commission is realizing that there is a world of work to be done, but the task is going to be tackled

with energy and enthusiasm with the goal of a State system in sight always.—Spartanburg Herald.

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