

# THE PROGRESSIVE FARMER in last week's issue has the following on the Fertilizer Situation:

## We Can't Afford Not to Use Fertilizer This Year.

With fertilizer at its present high prices, can we afford to use it this year?

This is the uppermost fertilizer question in the minds of the farmers in the fertilizer-using sections of the South. The Progressive Farmer has gone thoroughly into this question from every angle, and the deeper we go the more convinced we are that our farmers can't afford not to use fertilizer to make their 1921 crops. The per acre cost will be increased, but the per bushel or per pound cost will be reduced, and it is the bushels and pounds that we must sell at a profit.

This is no time to plunge on fertilizer in order to get phenomenal yields, or to experiment with new mixtures. Use safe amounts of the kinds of ferti-

zer that have given paying results on your types of soil. Not only should the farmers who have heretofore used fertilizer continue the conservative use of it, but there are farmers in every community who have depended solely on their own efforts and the original plant foods in poor soil to make their crops, who should now supplement these things with added plant food, at least on a few acres, and get away from unprofitably low yields.

We cannot afford to farm at a loss again this year, and yields of 15 to 20 bushels of corn or a fourth to a third of a bale of cotton an acre will not pay for the labor, seed, and use of the land and leave a profit. It is essential, then, that our yields be raised well above the average, and the only practicable means of doing this for this year is with fertilizer wisely used.

Naturally in re-publishing this article and calling your attention to others of a similar nature in the same publication, we have our own axe to grind, but we have a good axe, so why not grind it?

We have an exchange proposition on cotton seed for fertilizer that gives the farmer the cheapest fertilizer and the best value for his seed that can be obtained anywhere. You cannot afford to dispose of your seed or complete your fertilizer arrangements until you have taken this matter up with us.

**Early planting and proper fertilization are absolute essentials in the production of cotton under boll weevil conditions. The time is short. Better act today**

## MANNING OIL MILL.

### OUTH CAROLINA

#### AND GOOD ROADS

One of the all important subjects of the present session of the legislature has been the subject of appropriations for highway construction. The right has been given to do something to assist the state transportation facilities of the nation by using the state funds for the construction of roads in the state. The state highway department has been given \$1,000,000 to start a few roads but there is only a few months now left before the subject of actual highway construction comes up for consideration. Present attempts to delay action, but they should have been made while the energy of the House Assembly should have been towards a more effective construction of roads, instead of trying to get out of the subject.

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Great fundamental problem, as it should be met and as it must be met, is to speak more particularly of the Piedmont are rules, those who favor an interstate building roads, when we deplore the system and a commission believe that nature of the Legislature to show that Congress will adopt a comprehensive plan, for the undertaking has the approval of farm, commercial, automobile, and various other organizations.

It is well for those who are interested in road building in South Carolina to realize that there may come a complete change of policy with regard to federal aid, with the next administration. It may come about that countries may no longer receive federal aid for their highways, unless they be highways of interstate importance. South Carolina is one of the States that has appropriated money intended for road building, having \$117,000,000 of federal aid to reply upon the counties to take up money remained unspent, but that federal aid. A statement sent out by the American Automotive Association centralized on the plea that 43 legislatures were in session, and that unless the federal government supplied additional money at once the road program in many States would be retarded.

Information presented to the Senate that has appropriated more than \$117,000,000 of federal aid to the states to take up the money remained in the treasury, November 30, 1920. The facts also disclosed that only \$47,000,000 had been paid out, although other contracts had been completed and not the facts stated are correct. We read

that the need for roads will not interfere with the plan of the state highway departments of most state highway departments. This action was created by the Senate's refusal to appropriate \$100,000,000 in the post office and post roads bill, the strongest bill in the House without any action taken other than one introduced in the House. As Road Act, which has been agreed to by the Senate. The bill is to be voted on by the Senate.

Concerning more the situation Chairman George C. DeLong, of the A. A. Good Roads Board, thus summarizes the matter:

"A very intelligent of the State waiting to see what Congress is going to do. Congress now proposes to wait and see what the States are going to do, especially the seventeen States which are depending largely upon their counties to raise the money to enable them to cooperate with the federal government in building roads.

Having the organized motorist cooperation with the State highway officials, unless the federal aid road act, the two groups were not able to agree in the recent legislative session. Both were agreed that joint federal State money should be expended upon roads of interstate importance, but the highway officials refused to insist upon such a provision as to accept the Townsend idea of creating a commission to lay out a national scheme of main roads connecting the several States.

What caused some opposition in the House of Congress to the hundred million appropriation was the fear that the proposed adoption would force the federal aid method upon the country for an indefinite period.

##### HARDING FAVERS

##### BIG NAVY PLANS

Washington, Feb. 25 (By the Associated Press).—The influence of President-elect Harding today was thrown behind the big navy program of the Senate naval affairs committee, minority and against the stand of the house for decreased appropriations for the naval establishment.

The views of the president-elect were set forth in a letter received by a prominent senate Republican and quickly reached the party rank and file in both senate and house. Party leaders promptly predicted that Mr.

Harding's letter would have potent influence in the forthcoming contest in the senate over the naval appropriations which were increased \$10,000,000 by the senate naval committee and in differences with the house.

The disarmament proposal of Senator Borah, Republican, Idaho, Republican and Democratic leaders, however, the senate with its augmented total, joined in private predictions that the

The president-elect in his letter to Borah resolution requesting the president to call a naval disarmament conference, expressed himself as desiring a confirmation of the

United States, Great Britain and Japan would be adopted by the senate either in the form of a separate resolution or as a rider to the appropriation bill. Senator Borah is understood to favor the latter course.

The appropriation bill was presented formally during the day in the senate. As reported it carried \$496,000,000 against \$365,000,000 voted by the house.



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