

GOOD ROADS PLANS FOR SOUTH CAROLINA

Expenditure of \$34,000,000 in Six Years.

WILL BE PROPOSED

Highway System of 4,000 Miles Can Be Had in South Carolina

From the present ration of federal aid, an increase in automobile license fees, continuance of the two-mill property tax, levying of a one-cent tax per gallon on motor vehicle fuel and the issuance of ten millions of dollars in State bonds, South Carolina can spend in the next six years \$34,000,000 and complete a highway system of 4,000 miles, of which 600 miles can be hard-surfaced, according to the proposed improvement plan to be presented to the General Assembly by the State highway commission. The full plan:

"Without increasing the present property tax one cent the State of South Carolina may spend approximately \$34,000,000 and complete within six years a system of improved State highway comprising about 4,000 miles, more than 600 miles of which would be hard-surfaced and the rest surfaced with sand-clay, top soil or gravel; and under this plan each county will not only retain its own money, but get back more than it puts in for the construction and maintenance of its State highways and bridges.

"The money can be raised as follows:

"1. Federal aid from the national government at present rate of about \$1,100,000 per year for six years, \$6,600,000.

"2. The automobile license receipts. If the license fee is increased to correspond with the

A TWICE-TOLD TALE

One of Interest to Our Readers

Good news bears repeating, and when it is confirmed after a long lapse of time, even if we hesitated to believe it at first hearing, we feel secure in accepting its truth now. The following experience of a Manning woman is confirmed after seven years. Mrs. Joe Wells, S. Boundry Street, Manning, says: "I have been greatly relieved and benefited by Doan's Kidney Pills. I had kidney annoyances and I suffered with dull backaches. I was also bothered with headaches and dizzy spells. Doan's Kidney Pills however, soon proved just what I needed for in a short time I was free from those troubles."

OVER SEVEN YEARS LATER, Mrs. Wells said: "I can always say that Doan's are without a doubt the best kidney remedy on the market. Any remedy as good as Doan's Kidney Pills, is worthy of a high recommendation."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Wells had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

average in the United States, which, for example, would change the fee for a Ford car from \$6 per year to \$8 per year, and for a Cadillac from \$16 per year to \$23 per year, this source would yield on an average approximately \$1,300,000 per year, or a total for six years of \$7,800,000.

"3. The two-mill property tax now effectively would yield an average of slightly more than \$1,000,000 per year, or about \$6,200,000 for the six years.

"4. A tax of 1 cent per gallon on motor vehicle fuel could be imposed without appreciable burden

and would yield an average of between \$600,000 and \$800,000 per year, or say \$3,400,000 for the six-year period.

"5. A State bond issue of only \$1,000,000 would bring the total fund up to \$4,000,000, and this issue could be so arranged that a part of the revenues above suggested would take of it during and after the six-year period.

"This \$34,000,000 fund would be sufficient to carry out the following described program of road improvement:

"1. Construct 2,000 miles of soft-surfaced roads, including minor bridges and culverts, at \$5,000 per mile, \$10,000,000.

"2. Construct 400 miles of hard-surfaced roads, including grading and the minor bridges and culverts, at \$25,000 per mile, \$10,000,000.

"3. Construct all of the important bridges on the State highway system not already provided for at a cost of about \$5,500,000.

"4. Provide annually a sufficient amount to maintain all State roads previously constructed varying from \$400,000 per year at present to about \$1,500,000 per year when the State system is complete, or about \$5,500,000 for the six years.

"5. Maintain the State highway department at a cost of about \$200,000 per year, of \$1,200,000 for the six years.

"6. Provide interest and sinking fund of \$1,800,000 for bonds. Interest and sinking fund, after the six-year period could be provided from the same revenues, with a substantial balance for matching subsequent federal aid and continuing the construction of hard-surfaced roads.

"The State highway system, as at present planned, contains about 3,500 miles of road, of which more than 1,600 miles will be completed or provided for by the end of 1921, including more than 200 miles of hard surface. The 2,400 miles provided in the above program would therefore complete the system and enable the addition of some 500 or 600 miles to the present layout. The 400 miles additional of hard surfacing would also take care of practically all parts of State roads where the traffic is too heavy for the soft surface and where the counties have not already made arrangements for hard surfacing.

"The expenditure of the \$20,000,000 proposed for road construction can be equitably distributed among the counties according to any reasonable schedule and at the same time complete the highway system as above stated. If the distribution were based, for example, one-third on land area, one-third on assessed valuation, and one-third on motor vehicle license receipts for 1921, no county would receive less than about \$180,000, and in each case the county's proportion would be sufficient to complete the State roads within its limits, due regard being hand for the type of surfacing which the present traffic would warrant. As examples of how a distribution of this kind would work out, consider a few of the counties at random:

"Orangeburg County would receive about \$740,000 and has 180 miles of road on the State system, of which about seventy-five miles will be constructed or provided for at the end of the present year. The remaining 105 miles could be graded and surfaced with sand-clay at a cost not exceeding \$525,000, which would leave at least \$215,000 for constructing several miles of needed hard surfacing. Besides, a much needed bridge across the Santee river between Orangeburg and Clarendon counties could be provided from the bridge fund.

"Chesterfield County would receive about \$380,000 and has ninety three miles on the State highway system, of which about twenty-five miles have already been constructed or provided for. To construct the remaining seventy miles with sand-clay or gravel surfacing would cost some \$350,000, which would leave a margin of \$30,000 for constructing additional mileage that might be added to the State system. Chesterfield county has no roads at present requiring a hard surface.

"Greenville county would receive about \$1,140,000 and has a total of 131 miles on the State system, all except about ten miles of which has already been improved. At least \$1,000,000 is needed in this county immediately, however, for hard surfacing those roads on which traffic is too heavy for the existing top-soil surfacing.

"Richland county would receive about \$1,100,000 and has seventy-nine miles on the State highway system, which is practically all provided for under the \$2,000,000 bond issue for pavements already available in that county. The State fund could, therefore, be applied to the construction of roads to be added to the system or in retiring a part of the county bonds.

"In like manner every county in the State would receive a sufficient fund to take care of the immediate needs so far as the State highway system is concerned, and, due to the federal aid, each would receive more than it contributed. It is true that the needs would increase during the six-year period on account of the traffic multiplying on some of the roads. On the other hand, increased traffic would mean increased revenue from both the motor vehicle license and motor fuel taxes, which in turn would enable a greater mileage of hard surfacing to be constructed.

"Some of the advantages of this plan are:

"1. It would enable all of the counties to share equitably in the benefits to be received from federal aid. An equitable distribution by counties of this fund is not possible under the revised federal statutes.

"2. It would enable the federal aid projects to be limited in number and thus greatly reduce the administrative cost of handling these projects. The government formalities are just the same for a \$1,000 project as for one costing a half million.

"3. The bridges provided for in

Indigestion

Many persons, otherwise vigorous and healthy, are bothered occasionally with indigestion. The effects of a disordered stomach on the system are dangerous, and prompt treatment of indigestion is important. "The only medicine I have needed has been something to aid digestion and clean the liver," writes Mr. Fred Ashby, a McKinney, Texas, farmer. "My medicine is

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for indigestion and stomach trouble of any kind. I have never found anything that touches the spot, like Black-Draught. I take it in broken doses after meals. For a long time I tried pills, which griped and didn't give the good results. Black-Draught lives medicine is easy to take, easy to keep, inexpensive."

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this plan would overcome the great barriers which our rivers now constitute. Such bridges would be of State-wide significance and the cost of their construction is not properly chargeable to any county, and seldom to any group of counties. This fact has been responsible for South Carolina's slow progress in constructing necessary bridges.

"4. This plan would in the future obviate the necessity for most of the county bond issues for roads. The total of bond issues for road improvements already authorized by the counties of the State amounts to some \$23,000,000 but most of these issues were for improvements that would simply be supplemented and made complete by the present plan. In some cases, no doubt, counties would find it desirable to provide for additional road improvement which would require bond issues, but they would certainly lose no advantage on account of the State work.

"5. This plan provides for continuousness after the six-year period. Any plan that is not continuous will necessarily be disappointing because the needs of traffic will continue to develop and no present plan could be sufficient to provide before a given date for needs that will develop after that date. At the expiration of the six-year period South Carolina would still have about \$3,000,000 per year to spend for road construction, in addition to a maintenance fund sufficient to take care of the constructed roads.

"6. The State Highway Department is at present supervising road construction in conjunction with the various counties to the amount of \$4,000,000 per year, so that the proposed plan would be little more than a normal increase in its activities. This means that the department would have a chance to expand its engineering forces gradually without the necessity of sending outside the State for trained road engineers, and at the same time would be able to handle the work with reasonable efficiency.

"7. The adoption of a more or less fixed program, covering a period of years would make for efficiency and economy. The present procedure of planning as we go, with no knowledge as to what the appropriations of succeeding years will provide for, not only brings about waste on account of incomplete studies, but is also wasteful on account of the fact that it is impossible to coordinate the order and progress of road and bridge construction among the counties, so as to employ the State's sources of material supplies to the best advantage."

BLASTING MOST EFFECTIVE WHEN SOIL IS WET OR STIFF

In blasting stumps the nature of the soil is one of the important factors that must be considered in fixing the size of the charge. The more resistance the soil offers to the force of the explosion the greater will be the force exerted against the stump. Hence, the United States Department of Agriculture points out, stumps in loose, sandy soils must be more heavily loaded than those in firm, stiff soils. It is generally agreed that so-called high-speed explosives give better results in sandy soils than do low percentage dynamites or stumping powders.

Since water can not be compressed, its presence in the pores or open spaces in loose soils adds something to the resistance that is offered to the explosive force and thus makes the

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Trespassing on my lands in Sammy Swamp Township is strictly forbidden. All offenders will be dealt with according to law.
J. R. EADON.

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explosion somewhat more effective. It follows that, especially in sandy soils, better results will be obtained in blasting stumps when the ground is wet than when it is dry. It should be remembered, however, that moist soil in this connection refers to soil near the charge—2 or 3 feet underground—and not surface soil.

IN TAKING FARM INVENTORY LIST MANY ITEMS AS SUPPLIES

On every farm at inventory time there will be found a miscellaneous collection of all kinds of supplies, such as purchased feeds, seed, fertilizer, twine, nails, and lumber. These, together with the amount of manure on hand, are all listed under the heading "Supplies," according to inventory methods worked out by the United States Department of Agriculture. Nails, bolts, screws, and the like can well be listed as one item, regardless of varying sizes and kinds, giving the approximate number of pounds. Where a definite system of carrying such shop supplies is in use, as is the case on some of the well-organized, large farms, the quantities of the different items of this nature are easily counted or weighed and appraised accurately.

This kind of property, like machinery and tools, has been bought by the farmer and should therefore be appraised at cost, plus any expense incurred in getting it to the farm. For example, if a ton of barn is bought for \$44, \$1.25 spent for freight on it, and 75 cents worth of man and horse labor needed to haul it from the station to the farm, the appraisal should be made at the rate of \$46 a ton.

CONSIDER FARM OPERATION'S IN RELATION TO BUSINESS

Hasty conclusions should be avoided in making use of the results of the year's cost account for improving the organization of the farm, warns the United States Department of Agriculture. All good farmers know that sometimes a positive decrease in profits may ensue if an enterprise be dropped because, taken alone, it has failed to pay. Cows, for instance, may not show a net profit, but if all the cows were sold there might be no other way of using the roughage, which would become a dead loss. Labor devoted night and morning to milking and feeding cows, and charged to them, would be entirely lost if the cows were sold and nothing supplied to fill in the time. Thus an added burden for the maintenance of labor would have to be borne by the

other enterprises. The fact that the hogs or the corn crop bring in the most net money during the season is no reason for assuming that all the activities of the farm in the future should be devoted solely to hogs or corn. It may be that the keeping of cows is partly responsible for making the hogs so profitable, or that the growing of wheat, clover, or other crops in rotation with corn makes the latter crop much more profitable than it would have been if grown alone.

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