

Rhett Plan for \$25,000,000 Bond Issue for Building Good Roads in South Carolina

In response to many requests we publish below the Rhett plan for a bond issue of \$25,000,000 for good roads in South Carolina, the interest on the bonds to be paid by a special automobile tax and a sinking fund for their retirement in twenty years to be created in the same way. This is the plan that has been endorsed by the good roads convention, the South Carolina State Automobile Association, the Columbia, Greenville, Rock Hill and Charleston Chambers of Commerce and many other organizations over the State. It is to be submitted to the General Assembly at the approaching session in the form of a bill.

The plan follows in full as endorsed by the good roads convention: Your Committee on Plans begs to submit certain facts which should be known and understood before its proposals are presented.

There is at present no State Highway System in South Carolina. The State Highway Commission, created in February, 1917, is composed of five members, of whom three are senior professors of engineering at colleges, and the other two are appointed by the Governor. It is limited in its powers and duties to investigation and advice. At least four-fifths of the amount collected from licenses is turned over to the counties. Under the present Act, it is not possible to establish a system of State Highways, and your committee's recommendations contemplate such amendments to this Act as, in its judgment, would be necessary, both to establish and maintain in good condition and repair at least fifteen hundred miles of well-surfaced highways, connecting every county seat in the state.

To do this would require a very large sum of money—possibly twenty, or even twenty-five million dollars—and without the credit of the State behind it, this would be impracticable. Under the Constitution, this credit may not be extended "unless two-thirds of the qualified electors of this State, voting on the question at a general State election, be in favor of it." Until November, 1920, there will be no opportunity for submitting this question to such a vote.

However, there is much to be done in the establishment of a System of State Highways before surfacing them and it will be found that a year and a half will not be too long a time to lay out such a system and acquire title to the roads. In the meantime, however, your committee has proposed plans which would enable such counties, as may desire to have their highways completed within their limits, to do so.

It is clear at the outset that two-thirds of the qualified voters voting on the question would never favor any large issue of State Bonds, to be retired by general taxation. It must be made clear that the general public are to pay no part of this tax. It is a public improvement which so particularly benefits the motor vehicle owner that he can well afford to pay it all, and he should so unmistakably express himself. There are now over 55,000 automobiles registered in this State, and they have paid in licenses during the year, in round numbers, \$290,000. The increase of automobiles in the State for the past two years has been, from 19,000 in 1916, to 37,000 in 1917, to 55,000 in 1918. The increase in the United States from January 1, 1916, to January 1, 1918, was over 100 per cent. Iowa already has one car to every six persons.

To retire \$25,000,000 of 4½ per cent bonds serially in twenty years would require about \$1,800,000 per year. An average license of \$20.00 per car on 100,000 cars would yield \$2,000,000 with 150,000 cars it would take \$12.50 per car. The present average license is \$5.25 per car.

If every owner of a car would figure his saving in gasoline, repair bills, and in wear and tear, provided there were 1,500 miles of well-surfaced highways, kept in good order, in the State, it would be found that this will amount to between \$100.00 and \$200.00 per annum. He, therefore, is asking the State to permit him to invest from \$10.00 to \$15.00 per annum, say, to save from \$100.00 to \$200.00, a total saving to the automobilists of the State of over \$10,000,000 per annum, in money. It would be hard to compute the saving in time.

With this prelude, your committee begs to report its recommendations, as follows:

1. The State Highway Commission should be given the power to acquire rights-of-way and lands, by purchase or condemnation, for the purpose of establishing a State Highway System connecting all the county seats; to construct and surface the highways in such a system so as to take care of the traffic which may be developed upon them, and to keep such highways in proper condition and repair.

2. The State Highway Commission should be seven in number, and should be composed of one from each Congressional District, with the three senior professors of engineering, provided in the present Act, as advisory members. It should select its own chairman, and have full power to employ its own engineer, and fix his compensation, and also the compensation of all its employees.

3. There should be two or more issues of State of South Carolina Highway Bonds, aggregating a sufficient amount to connect every county seat with a well-surfaced highway, each issue to be retired serially, or by amortization, within the life of the road upon which the proceeds are expended.

4. There should be levied by the Legislature an annual license tax upon motor vehicles—all of which should go to the State Highway Commission—sufficient to enable the Commission to keep the highways in the System in proper condition and repair; to pay interest on all outstanding State Highway Bonds, and to retire same in accordance with their terms.

5. The counties of the State should be authorized by the Legislature to issue County Highway Bonds, and construct such parts of this highway system within their borders as their people may ratify.

6. There should be levied for the next two years a one-mill tax, to be distributed to the counties proportionately, for road purposes; provided that, in the event any county should desire to turn this fund over to the State Highway Commission for expenditure on a highway in the State System, within the limits of its county, the Commission should be required to add a like amount from its license fees for the same purpose.

7. The present motor vehicle license tax should be at once raised to 50 cents per horsepower for automobiles and motorcycles, and \$1.00 per horsepower for motor trucks, with \$5.00 for trailers and \$35.00 for dealers, unless there is an opportunity of securing Federal aid, in which event this should be increased to such an amount as will supply the portion which this State must furnish in order to obtain the full portion to which it would be entitled.

8. Any moneys which a county may turn over to the Highway Commission, to be expended on a State highway, should be refunded such county out of the proceeds of any State Highway Bonds, which may be issued, without interest.

9. Wherever any highway which is now improved, or may hereafter be improved, shall be taken into the State Highway System, so much of the surfacing improvements as may be available in the said System, shall be appraised, and the value thereof paid to the county out of the proceeds of any State Highway Bonds that may be issued.

Your committee believes that under such a plan a System of State Highways can be begun and be prepared for construction by the time the State Bonds referred to in Paragraph 3 may be submitted to the people, in November, 1920.

(Adopted by and recommended for enactment into law at a convention of the South Carolina Automobile Association, December 11, 1918.)

Note the Tremendous Growth of the South Carolina Automobile Association in One Year.

Columbia.—A year ago the South Carolina State Automobile Association was unknown. Today it has several thousand members, and new clubs are being formed weekly in every section of the State. The association has launched during the fast few weeks a movement for a \$25,000,000 bond issue for a State-wide system of good roads that bids fair to culminate successfully. If it does the good roads system will stand as a lasting monument to the automobile association.

Much of the credit for the wonderful work done in the organization of the association must be given to C. W. Coffield, the tireless secretary and treasurer. When he came to the State a year ago he found the organization practically defunct. He took hold of it with a vim and has accomplished wonders.

The State headquarters of the association are located in the Imperial Hotel at Greenville. There Mr. Coffield has compiled a list of every automobile owner in the State of South Carolina. He is also compiling through the different local clubs a minute description of every car in the State. This will be of benefit in recovering stolen cars.

The auto association furnishes each member with a copy of the Blue Book, membership in the local State and American Automobile Associations, emblem for his car, a subscription to the American Motor, a national auto roads magazine, a surety feature and the protection of the Southern Writers Detective Bureau in recovering stolen cars.

COW GETS DRUNK.

Officers Capture "Tipsy" Animal, but Miss Moonshiners.

Columbus, Feb. 8.—An intoxicated cow, running away with a 150-gallon still, was captured by Deputy Revenue Collector English, of Atlanta, and S. J. Causey, of this city, about twelve miles north of here this afternoon. Investigation showed that the cow had found the top off and the still full of "sour mash." Having no conscientious scruples about violating the "bone-dry" law, she had the time of her life. Her head went in the still opening easy enough, but would not come out.

The rest of the still outfit was captured by the officers near where the cow was found, but the owners had disappeared.

How Many Lumps.

Gently the girl leaned toward him with an arch expression of inquiry, reports the New York Mail. "How many lumps?" she asked. "Forty," he said. And she wrote down his coal order for the present winter.—New York Mail.

Colds Cause Grip and Influenza

LAXATIVE BROMO QUININE Tablets remove the cause. There is only one "Bromo Quinine." E. W. GROVE'S signature on box. 30c.

NOTICE TO TAXPAYERS.

For the convenience of those living in different sections of the county, the Auditor or his deputy will be at the following places on the days and dates mentioned for the purpose of taking returns of personal property. All persons owning real estate are requested to make out a return also, in order that the Auditor may know how to enter same on his book the coming year:

Denmark—Thursday and Friday, January 23 and 24, 1919.

Ehrhardt—Friday, January 31, 1919.

Olar—Thursday, February 6, 1919.

Govan—Friday, February 7, 1919.

Lees—Thursday, February 13, 1919.

Farrell's Store—Friday, February 14, 1919.

St. John's—Tuesday, February 18, 1919, from 10 a. m. till 12 m.

Kearse's—Tuesday, February 18, 1919, from 2 to 4 p. m.

Snow storms cancel any date, but a date will be provided later.

Make out a list of the property you own and bring it with you. Also find out the name of the township and name and number of the school district in which your property is situated. By doing this you will avoid mistakes and make it easier for yourself and the Auditor. Come yourself, for by sending someone else to make out your return mistakes are liable to occur.

In sending in your returns by mail, be sure and write them in ink, and swear to them before a notary public.

All male persons between the ages of 21 and 60 (except Confederate veterans and sailors who are exempt at 50) are liable to a poll tax of \$1.

All able-bodied persons between the ages of 21 and 55 are liable to the commutation road tax of two (\$2.00) dollars, except those living in an incorporated town.

The time for making returns is from January 1, 1919, to February 20, 1919. After the 20th day of February the 50 per cent penalty will be added to all returns not made.

Meet the Auditor promptly on the days and dates mentioned above.

W. D. ROWELL,
Auditor Bamberg County.

TAX NOTICE.

The treasurer's office will be open for the collection of State, county, school and all other taxes from the 15th day of October, 1918, until the 15th day of March, 1919, inclusive.

From the first day of January, 1919, until the 31st day of January, 1919, a penalty of one per cent, will be added to all unpaid taxes. From the 1st day of February, 1919, a penalty of two per cent, will be added to all unpaid taxes. From the 1st day of March, 1919, until the 15th day of March, 1919, a penalty of 7 per cent, will be added to all unpaid taxes. THE LEVY.

For State purposes 8 1/4 mills
For county purposes 6 1/4 mills
Constitutional school tax 3 mills

SPECIAL SCHOOL' LEVIES.

Hopewell, No. 1 3 mills
Midway, No. 2 2 mills
Hampton, No. 3 2 mills
Three Mile, No. 4 2 mills
Fish Pond, No. 5 2 mills
Hutto, No. 6 2 mills
Buford's Bridge, No. 7 2 mills
Olar, No. 8 9 mills
Salem, No. 9 4 mills
St. John's, No. 10 2 mills
Govan, No. 11 8 mills
Binnaker's, No. 12 3 mills
Lemon Swamp, No. 13 4 mills
Bamberg, No. 14 11 mills
Oakland, No. 15 8 mills
Hunter's Chapel, No. 16 8 mills
Colston, No. 18 4 mills
Clear Pond, No. 19 2 mills
Oak Grove, No. 20 4 mills
Denmark, No. 21 6 1/2 mills
Ehrhardt, No. 22 13 mills
Lees, No. 23 4 mills
Heyward, No. 24 2 mills

All persons between the ages of twenty-one and sixty years of age, except Confederate veterans and sailors, who are exempt at 50 years of age, are liable to a poll tax of one dollar.

Capitation dog tax, 50 cents.

All persons who were 21 years of age on or before the 1st day of January, 1918, are liable to a poll tax of one dollar, and all who have not made returns to the auditor are requested to do so on or before the 1st day of January, 1919.

I will receive the commutation road tax of two (\$2.00) dollars from the 15th day of October, 1918, until the 1st day of March, 1919.

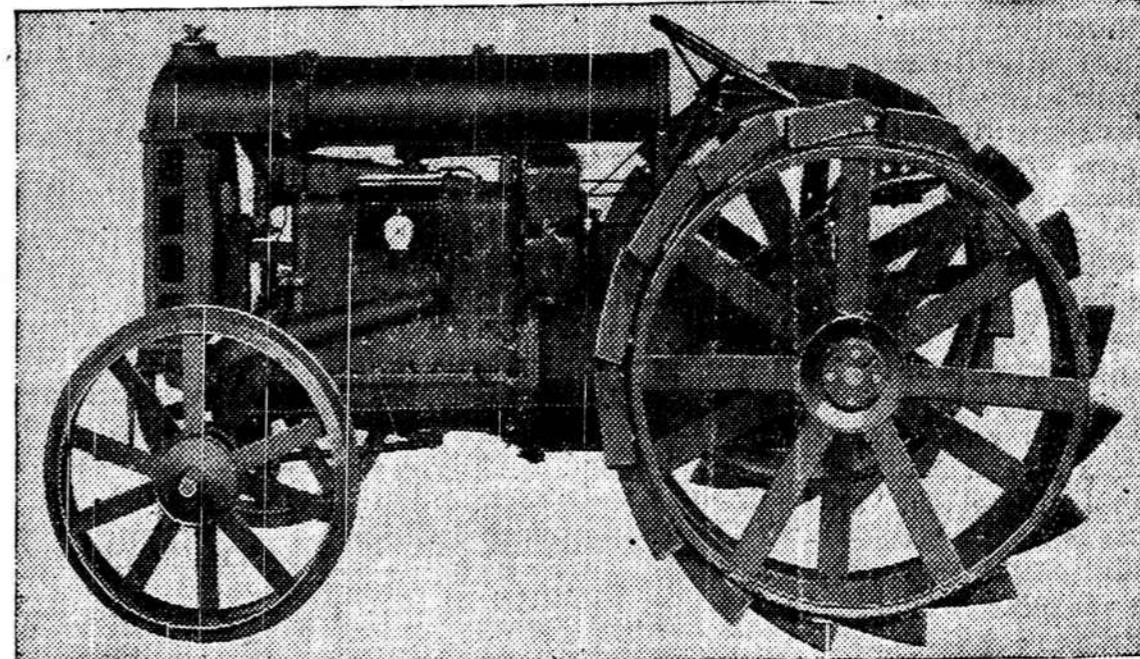
G. A. JENNINGS,
Treasurer Bamberg County.

FORDSON

TRACTORS

Henry Ford puts his name and life experience behind them. It is said Henry Ford personally has bought more tractors of different makes and tried them out on his farm than any man living. He wanted the strong points made stronger and the weak points eliminated. He put the Ford engineers to work.

THE RESULT



Fordson Tractor \$925.00

STARTS ON GASOLINE. RUNS ON KEROSENE.
SPEED 1,000 REVOLUTIONS PER MINUTE.

TWENTY-TWO HORSE POWER AT BELT. ELEV.
EN AT DRAW BAR.

Pulls two large Oliver Turn Plows or Oliver Discs
specially made for Fordson. Plows extra.

Extension rims for loamy land, \$40.00 extra.

Belt pully attachment, \$39.00 extra.

Henry Ford had planned to put this Fordson on the market in 1918. But the cry of France and England for "Food to win the war and beat the submarines" caused the shipment of thousands of Fordsons to these countries last year enabling them to plant more wheat and save cargo space.

Bamberg county has been allotted only seven so far. First checks received get Fordsons. Expected in this week.

J. K. & W. D. Mayfield
Denmark, S. C.