

# HELPS FARM VALUES

GOOD ROADS INCREASE SELLING VALUE OF RURAL PROPERTY.

## LARGE AND SURE RETURNS

Improvement of Highways is Not Matter of Expense, but an Investment—With Good Roads the Farm Will Produce Greater Revenue.

By HOWARD H. GROSS.

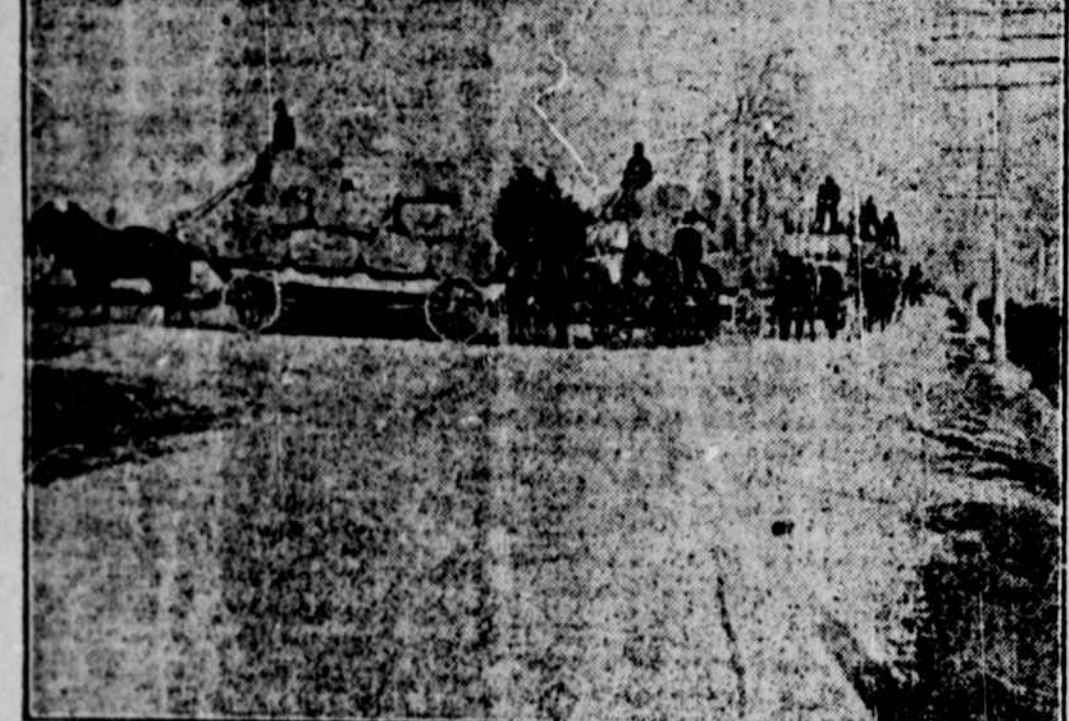
There is one very important factor that people are apt to overlook, and that is, the influence of good roads on the value of farm property. There is no fact that is better established or of which there is more abundant proof than that a good hard road leading from the farm to the market will increase the selling value of the farm far more than the amount of taxes required to be paid by the farmer to build the road. Hence when the matter is analyzed, it will be found that the building of good roads is not a matter of expense, but an investment that pays a larger and surer return



Two Mules Drawing One Bale of Cotton Over Bad Road at Jackson, Tenn.

This shows the conditions down in the cotton belt, where at times the roads are almost impassable. The team and driver are in harmony with the road. Ought any one expect thrift in such surroundings? The next out shows the same road a mile nearer town, after it has been improved.

than anything else one can name. A progressive farmer will expend money on building good fences, tile his land, erect wind mills, barns, sheds, covers for his machinery, plant trees, and do many things to make his farm more attractive, more useful and more valuable. When a man has spent several hundred dollars on some of these improvements he figures his farm is worth more than the amount expended over what it was before. He is willing to expend money inside of his boundary fences, but when asked to go out beyond this to the public highway he is apt to feel that the amount of money spent is an expense that yields him no direct return. In fact, in no community, so far as the writer can ascertain, after a world wide study extending over 20 years, was the building of hard roads begun without the strongest opposition from those who were ready to receive the largest benefit. Dire predictions were made that the property would be confiscated by the taxation, that the building of the roads would ruin the tax payer. But every community that has had the experience of building hard roads, using



Two Horses Drawing Eleven Bales of Cotton Over Road Shown in Other Picture, After Improvement.

This is a road splendidly constructed built by a county bond issue. Before the roads were built there was little or no sale for farms, afterwards they were in demand at an advance of from 20 to 50 per cent, all on account of the good roads.

them and paying for them, has continued to build more and more from year to year. They found that while it called for the expenditure of money to meet the bill; that it lightened their burdens in many other ways, that it made life better worth living, that there was more social life in the community, the children were better satisfied to stay upon the farm, and they could go to market any day in the year they liked, and thus take advantage of the market instead of the market taking advantage of them. It is within the experience of millions of farmers that they had grain or live stock on hand ready to sell; the price was right, but the roads were so bad they could not reach the market. A few weeks later when the roads improved, perhaps there was a drop in the market. The secretary of agriculture (and there is no higher authority) says that

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good roads, usable every day in the year, so the farmers can take advantage of market conditions, are worth two or three cents on every bushel of grain, and ten to thirty cents a hundred on cattle and hogs. Hence, with good roads the farm will produce a larger revenue, it is a more desirable place to live and it is worth more money. If one were to go out to buy a farm, and when he alighted at the railway station, was met by the real estate agent, who told him he had two farms practically alike, one four miles east on a good macadam road, and the other four miles west, on a dirt road, the chances are ten to one that the buyer would prefer the farm upon the good road and willingly pay more money to get it. One of the first things the owner would say if he cared to sell, would be that he could go to town any day in the year and haul a good load, while a farmer eight miles west of him at times would not be able to turn a wheel. One county in Kentucky spent over \$200,000 upon the highways. The record is that former values nearly doubled. The same is true of Texas. It is also true of Indiana, and true wherever good roads are built. Distance is measured by the time it takes to go from place to place. Ask how far it is to a given point, and you are told it is about five minutes walk, or to another inquiry, "it takes

fall voted a bond issue of \$2,000,000, to be spent upon the highways of Wayne county. The state will also help, and the result will be 250 to 300 miles of first class highways, covering the county with Detroit as a center. By spreading the payment over 20 years it is found the increase in taxation is so small as not to be noticeable. On an average 80 acre farm it will be something like \$1.30 a year. Roads well built are permanent, given a moderate amount of attention and expense for maintenance. There is no reason why the present generation should carry the whole burden, and the future should be relieved therefrom. The plan of building a small piece of road every year by an annual tax, and extending the road a mile or two at a time is unsatisfactory in results, the cost is considerable more than it should be, and it takes a long time to get the roads. If 20 miles were built at one time in a township, there would be strong competition among contractors and the tax payers would find they could get their roads from 10 to 25 per cent less money, that they would have better built roads and would have them to use at once instead of waiting ten years or more to build them piecemeal, and have the first mile practically worn out before the last one was finished. Of course there would be interest to pay on the bonds, but if the use of the roads is not worth more to the community than the interest on the bonds, it would not pay to build the roads. Money can be borrowed at four or five per cent, and those in a position to form good judgment, will say that first class roads will pay for themselves every five years, or in other words, that their use is worth 20 per cent of the cost each year.

One sometimes hears a farmer, who is opposed to the building of hard roads, say that he can raise no more grain or get a larger return from the farm by reason of having good roads. Such a one will attempt to sustain his position by stating only part of the whole proposition. Of course it is true that the road has no influence upon the productivity of the farm along which it passes, but it does not follow that the net results are the same, whether the roads are good or bad. Only a few days ago the writer was down in the corn belt of Illinois and saw four horses hauling a load of corn into town. It was all the horses could do to handle the load, although the country was comparatively level. The mud in the road was nearly a foot deep. No fair minded man will say that a crop can be marketed under such conditions as cheaply as when the roads are good, and a single team can handle the same at twice the speed. The value of the farm does not depend alone upon what the soil will produce, but upon its accessibility to market, the environment and whether the farm is in every way desirable as a place to live. We spend money for pleasure and for comfort, and it is right that we should do so. Probably as a rule too little is spent for this. Whenever good roads have been built, in any community, there has been a sharp advance in the price of land, because the farms are more accessible. The writer has in mind a county in northern Indiana, where

about ten years ago a system of 24 miles of hard roads were built, covering the main highways of the township. About \$85,000 were spent upon the improvements, the payment spread over ten years. Within a year after the roads were built the farmers were asking and getting \$15 to \$25 an acre more for their farms than they could have gotten before the roads were built. In some cases the advance was even more. The increase in taxation was hardly felt. One of the prominent residents of the township, in commenting upon the improvement, said that the building of the roads exerted a powerful influence upon the lives of the people of the township—everybody began to slick up, a new picket fence replaced the old tumble down board fence, the house was painted, walks laid out, and an air of thrift was apparent everywhere. Also following the good roads, a township high school was built, and arrangements made to carry the children to and from school. This was a great relief to the isolation the young people were placed under before the roads were built. The new school became the social center and they found in that township that the building of a system of roads was the best investment they had ever made, and under no circumstances could they be induced to go back to the old way. It is the same story everywhere; in every locality where any community ever began to build good highways, and had the experience of building, using and paying for them, the community was not only satisfied but kept on building more and more roads. In the last analysis it will be found that the building of highways adds to the value of the farm served by them several times the cost, and this increase in farm values is only one of the many advantages that grow out of splendid highways. Good roads will effect economies in many ways; they will make life more enjoyable; they mean better schools, more social life and more profit; they mean progress and civilization.

A selfish viewpoint. Champ Clark, the Democratic leader, was discussing, at a Washington banquet, a measure of which he disapproved. "This measure," he said, "is a sign of narrowness and selfishness. It reminds me of the scholar to whom his teacher said on the first of February: 'Why was George Washington a great man?' 'Because,' said the scholar promptly, 'we don't have no school on his birthday!'"

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HE QUIT THE BUSINESS. Giving No Free Advertising to Those Able to Pay. Wellington (Kan.) News. Some time since we quit giving advertising to those who are able to pay. We have opportunities every day to give away space, but all of these fine chances are now declined with thanks. Several fair associations have furnished us with entertaining stories about their amusement enterprises, asking that we kindly give them several dollars worth of space that others pay for. Also there would be enclosed two complimentary tickets. Now we have tried complimentary tickets, fried, stewed, on toast and smothered in onions, but found them unpalatable in every style. Chopped fine they might make good breakfast food, but we have no chopper. And at the end of the week we are unable to unload them on the pay-roll the obstreperous employes seeming to prefer cash. And so much of the time in days agone the help got all the money, leaving the boss to subsist on complimentary tickets and complimentary resolutions. It's a poor diet, and we quit it some time since.

A baseball team will pay rent for grounds to play on—hand out money at the drug store for a ball—give the hardware store the price of a bat—fork over to the clothier the cash for a suit—lay down the coin for a pair of shoes—and then ask the newspaper to donate sufficient space to get a crowd out to see the game. A church society will give a chicken pie supper, dishing up a bunch of antiquated hens encased in indestructible crusts, and the newspapers give sufficient free advertising to bring out a crowd of customers. Maybe they say 'thank you,' and maybe they lay down a couple of tickets. In the latter case it is nine chances to one that when Mrs. Jones sees the editor approach her nose curls in a pretzel and she says, spitefully: 'Well, there comes deadhead Mr. Brown to sponge two meals off of the church.'

Hold your cotton, Mr. Farmer, until Senator Smith gets the fifteen-cent schedule a-working.—Charleston Post.

President Taft's annual flesh reducing jaunt around the country may make him gaunt and emaciated, but odds are against such a consummation. His chances for renomination might wear a bit from the strain.—Charleston Post.

Little dictographs should be heard and not seen.—Youngstown (Ohio) Telegram.

Foot fashions change often and we make a study of what's next. You'll find all up-to-date styles in our shoes. We sell the Clapp, Crawford and James shoes—\$3.50, \$4, \$5.50 and \$6. None better. Joseph M. Chandler, the Shoe Man. 9-193t.

Still, Maine does not appear to be so very thirsty.—Chicago News.

Dr. T. J. Strait, E. D. Blakeney and Stewart Heath had a fight in Lancaster Monday afternoon.

Thos. H. McCants, a rural mail carrier on Wadmalaw island, has been arrested and bound over for trial for tampering with the mail.

B. K. Kirven, of Darlington, who killed a negro at Palmetto a few weeks ago, was tried and acquitted at Darlington Tuesday.

Says Uncle Eben. "Dis world would run easier," said Uncle Eben, "if dar was some way of holdin' de investigations befo' de trouble happened."

Where the Sea is Most Salty. The sea contains the most salt, generally speaking, at points where a strong wind is constantly blowing, such as the trade winds.

Have a Purpose. It is not enough to be industrious; so are ants. What are you industrious about?—Thoreau.

For a Sprain. One dram oil of wormwood and a gill of alcohol. Keep the injured part wet with it until the pain abates and the inflammation is gone.

Fish as Brain Food. The saying that fish is the best brain food comes of an old tongue windbag years ago saying: "Thought is impossible without phosphorus." So a Swiss chemist, knowing that fish contained phosphorus, put two and two together, and brought forth a saying that will never die.

Courage and Duty. To be strong in dull and dreary duty is almost the hardest task a man can face. It is a noble thing to be brave in tragic moments, but perhaps there is something even nobler than that. It is to be brave and glad, and strong, and tender when the sky is gray and when the road is dreary.—George H. Morrison.

RICE ALSO WILL ADVANCE. Prices Will Go Up an Average of 25 Cents a Bag, According to Brown. Natchez, Miss., Sept. 19.—Honduras and Japan rice will advance in price an average of 25 cents a bag on September 20, according to advices received by F. D. Brown, president of the Mississippi River Rice Growers' association, from A. C. Wilkins, secretary and general manager of the Southern Rice Growers' association. For No. 1 grade, Mr. Wilkins announces \$3.25 will be announced, for No. 2 \$3 and for No. 3 \$2.70. The same ratio of increase extends to No. 6, which will be \$1.90. Except in the vicinity of Houston, Texas, and west of that city harvest prospects are poor, according to Mr. Wilkins. The Carolina rice crop has been practically wiped out, he says, and calls attention to the high prices of the foreign cereal.

TRAMP COMET SEEN. Seeks the Limelight as Eagerly as an Aspiring Politician. St. Louis, Sept. 19.—Father Martin D. Brennan of St. Louis university has sighted a tramp comet which he terms a real publicity seeker, as its tail may be plainly seen with opera glasses. The head is visible to the naked eye, just to the south and west of the star Chubun, which in nautical and lay parlance is known as the "tail of the dragon." The head is said to be much larger than that of Halley's comet or others which have been noted in recent years. Its origin and identity are unknown, according to the astronomer who accredits its appearance as simply another one of the freak formations of fiery nebulous matter. The comet is easily seen after 8 p. m. and thereafter through the hours before daylight.

GRAFT CASE TRIAL. Announcement Made by Attorney General Lyon. Columbia, Sept. 20.—Attorney General Lyon announced yesterday that the "label case" will be called in the Richmond county court next Tuesday morning. He is confident that all the State witnesses will arrive in time and that the trial will not have to be postponed. All details of the case have been prepared by the attorney general and attorneys who have assisted him.

W. O. Tatum, L. W. Boykin, John Bell Towill, Dennis Weiskopf and M. A. Goodman, who were indicted in 1909 and who have been under heavy bond since that time, will be called to answer the charge of conspiracy to defraud the State of \$22,500. The case is one of the most interesting of the so-called dispensary graft cases. It involves a deal whereby several million labels to be used by the State dispensary were bought. It is alleged that the State was overcharged in the deal.

Bryan Causing Trouble. Mr. Bryan's savage attack on Oscar Underwood, his campaign against Harmon, his persistent criticism of the motives of leading Democrats, are not so surprising in the light of his admission in the Commoner that he wants no harmony in the Democratic party. He declares that "the harmony program has already cost the party dearly," and exclaims: "What we need is not harmony, but a straightforward fight for principle in behalf of the public; such a fight will win!"

"We do not need a fight for principle in behalf of the public; anti-Bryan as well as Bryan Democrats are joining in such a fight, but they cannot win unless there is harmony in the party, and this is why Mr. Bryan's surprising attitude is a menace to success. When he was a candidate for president he desired nothing so much as harmony—he regarded those who refused to support him as traitors to the party. Now he himself assumes the role of disturber. We do not agree with those who assert that 'Bryan is the Republican party's most valuable asset.' He has an army of admirers; he has considerable influence; he could be a valuable asset to the Democracy if he would unite with other patriotic Democrats, working with them for the good of the nation. But if he sets out deliberately to disturb the harmony that prevails and to use his efforts to disrupt the party, he will destroy his influence and find himself disregarded and discredited.—Baltimore Sun.

Dave Johnson, colored, of Newberry shot and seriously wounded his wife and baby Tuesday.

What a lot of good postage anonymous writers do waste, to be sure!—Los Angeles Tribune.

WHEN THE MAILS LEAVE. Latest Schedule for Closing of Mails Prepared for Service at the Summer Post Office. The following schedule which has recently been prepared for service at the postoffice will be of interest to the patrons of that office. The schedule shows when all mails are closed for the various mail trains which take mail out from this city. This schedule was in effect Friday, September 15, 1911. Train No. 35, Florence and Augusta, due to leave 5:47 A. M.; mail closes 9:45 P. M. Train No. 54, Wilmington and Columbia, due to leave 7:40 A. M.; mail closes 7:00 A. M. Train No. 46, Florence and Orangeburg, due to leave 9:40 A. M.; mail closes 9:10 A. M. Train No. 52, Greenville and Charleston, due to leave 9:41 A. M.; mail closes 9:10 A. M. Train No. 58, Gibson and Sumter, due to leave 9:45 A. M.; mail closes 9:10 A. M. Train No. 71, Camden and Sumter, due to leave 9:45 A. M.; mail closes 9:10 A. M. Train No. 51, Wilmington and Columbia, due to leave 11:30 A. M.; mail closes 11:00 A. M. Train No. 73, Sumter and Wilson, due to leave 3:30 P. M.; mail closes 3:00 P. M. Train No. 50, Wilmington and Columbia, due to leave 5:55 P. M.; mail closes 5:15 P. M. Train No. 69, Camden and Sumter, due to leave 6:31 P. M.; mail closes 6:00 P. M. Train No. 36, Florence and Augusta, due to leave 6:35 P. M.; mail closes 6:00 P. M. Train No. 53, Greenville and Charleston, due to leave 6:35 P. M.; mail closes 6:00 P. M. Train No. 56, Gibson and Sumter, due to leave 6:50 P. M.; mail closes 6:00 P. M. Train No. 47, Florence and Orangeburg, due to leave 8:25 P. M.; mail closes 8:00 P. M. Train No. 55, Wilmington and Columbia, due to leave 9:30 P. M.; mail closes 8:45 P. M.

GEO. D. SHORE, Postmaster.

Supporting a Newspaper. Greenville Piedmont.

The Greensboro, (N. C.) Telegram has been forced to go out of business, the reason assigned being the lack of advertising patronage or rather the lack of an advertising rate, sufficient to enable the publishers to make expenses. In a card to the public, Manager J. T. Fain declares that the people of Greensboro expect too much of the papers and do too little for them. He states that the advertising rates are too low to justify a creditable paper being issued and yet the merchants will not stand for a raise. At the same time they raise a howl if the paper is not a modern one in every respect. What is true of Greensboro is true of many other cities. The public demands a metropolitan paper, yet is unwilling to pay for the same. They raise a strenuous kick if the advertising or subscription rate is raised to a point where the publishers feel they would be justified in issuing a real paper. The failure of The Telegram should be a warning to the people of Greensboro that unless they are willing to support their daily papers they will soon find themselves without them. A town is judged by its papers. Live newspapers would indicate that Greensboro is a live town. Poor newspapers would indicate that it is a poor town. The same applies to every other town and city.

A windstorm unrooted Illinois' State Capitol at Springfield, but it failed to lift the lid of the Lorimer "jackpot."—New York World.

Now that thieves have taken to stealing old masters, the proper authorities should place a guard over "Uncle Joe" Cannon.—Cleveland Leader.

The new Congressmen will cost the people \$400,000 a year in salaries, but nevertheless it will be a great saving if they give us tariff revision downward.—Houston Chronicle.

If sugar goes much higher, the country's only resort will be to pull its sweet tooth.—Memphis Commercial Appeal.

There are enough Democratic Presidential possibilities to make a strong mutual protective association if they care to organize.—Washington Star.

If the Steel Trust really prohibits its employes to use tobacco, how will the Tobacco Trust "get back"?—New Orleans Item.

Postal Savings Banks will be established at Hartsville, Summerville, Conway, Johnston and Seneca October 25th.