THE DESERET FARMER
(THAT BIG FARM PAPER.)
Combined With "Rocky Mountain Farming."
Established ..... 1904.

Official Organ of the
Utah State Poultry Association.
Utah Horticultural Society.
Utah State Dairymen's Association.
Utah State Bee Keepers' Association.
Bear River Valley Farmers' Protective and Commercial Association.
Utah Arid Farming Association.

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Lewis A. Merrill ..... Editor
P. G. Peterson ..... Asst. Editor
J. H. Harper ..... Business Mgr.

Salt Lake City, Utah,
Saturday, July 18, 1908.

The Deseret Farmer was represented on the Nephi excursion by the Editor, Assistant Editor and Mr. Tobias of the circulation department.

We can't help having a sort of feeling that the Deseret Farmer was no small factor in the successful excursion to Nephi. It did some good advertising.

Agricultural Utah holds out her arms to workers, men who are willing to come to her and make her great by industry and make themselves great in the process.

Utah will some day be the home of a million farmers; the opportunities here are equal to those of any of the inter-mountain states, and certainly not to be compared with the east.

Mr. Ben R. Eldredge, the successful Salt Lake County dairyman can always be counted upon to be there with a "boost" when it comes to advanced methods in Utah agriculture. Of course he was at Nephi.

The excursion to Nephi was very successful from every standpoint. A large number of truth seekers were in attendance, and the demonstrations by Doctors Widtsoe and Ball and Mr. F. D. Farrell were worth going a long ways to see and hear.

And now let us boost for Utah's State Fair. It is to be truly representative of Utah's agricultural, mineral and manufacturing wealth. We hope the farmers of Utah will be generous with their exhibitions this year.

Hon. George Austin, agricultural superintendent for the Utah Sugar Company, accompanied the excursionists to Nephi last week. Mr. Austin brought out many salient points regarding the value of constant and proper cultivation during the demonstration.

Mr. H. C. Hicks of the Provo Enquirer was an enthusiastic visitor to the Arid Farm at Nephi Mr. Hicks has a keen appreciation of the importance of agriculture and horticulture in Utah, and his paper devotes more space to these subjects than the average country paper. It is one of our best exchanges.

Mr. A. H. Vogeler, manager of Salt Lake's largest seed house, was a visitor to the Experimental farm and dry farms at Nephi last week. Mr. Vogeler is anxious to keep in touch with the crops being grown on our arid lands, and he was very favorably impressed with the showing made at Nephi. It is to just such men as Mr. Vogeler that Utah, in years to come, will honor because of his desire for a "Greater Agricultural Utah."

It was a genuine pleasure to hear the words of praise from Utah's farmers for the President of our Agricultural College during the demonstration on the dry farm at Nephi. Dr. Widtsoe's work as director and his familiarity with arid farming made it easy for him to assist as a demonstrator, and this practical illustration of the President's sympathies elicited words of warm praise. It is to be regretted that so few agricultural college presidents have had this kind of training.

GOOD ROADS.

Governor Gillete's Address Before the California Good Road's Association.

The question of good roads for over 2,500 years has been an important one with the most progressive nations. Carthage, at one time the foremost commercial people of the world, knowing the advantages of good roads in the development of a country's resources, built many excellent highways, and to these highways, which enable its people to get their products to the sea, was largely due its prosperity and the important position which it held. Rome, following the example set by the Carthaginians built many excellent highways, some of which, being over 2,000 years old, are in good condition today. In the ancient times all roads led to Rome, and it became the great city of the world. Other European nations, notably France, have long known the value and importance of good roads and have constructed them. Many were built for military purposes, while others were built to improve the interior of the state and to provide the best means of transportation to those living in the rural districts who brought their products to the great commercial and manufacturing centers.

The advantages of good roads to France cannot be estimated. Without them it would not today be holding the position that it does in the world, and would not be enjoying the great prosperity with which it is blessed.

Good Roads Agitation.

For a number of years the question of good roads has been agitated in every state in the union, and no longer is argument needed to convince any one of their necessity. No one doubts the policy of constructing the very best highways. The national government, realizing the vast importance of it, has established a bureau of highways, connected with the agricultural department, and has placed trained men therein to study the best methods of road construction. These trained and experienced men are sent all over the country to instruct the people how to build good roads and to advise them of the best material to be used in their locality. So I say that the time for convincing the people of the necessity of good roads has passed; they are convinced. What is needed now is action and the providing of ways and means with which to carry on a proper system of good road building. I know of no state in the union that would derive greater benefits from good highways, properly constructed, than California; I know of no state in the union where a better system can be adopted than here in our own state, and I know of no place that has greater need of such ways than ours. We all agree that these highways should be built, and we may reasonably differ as to the methods to be used in raising the money for that purpose.

State Highways Needed.

I have my own views on the subject, yet I am willing to put them aside for any plan which may be proven to be a better one, and am ready to support any movement which will give the state the best results. We should have, in my opinion, a system of state highways running through our great valleys to Los Angeles and on to its neighboring cities and along our coast from San Diego to the far north. The system would connect, with a splendid highway, all the important counties and localities in our state.

The question arises, how shall this system be built, and at whose expense? Shall the state build it, or shall it be constructed by the several counties through which it passes? Shall the state be bonded to build it, or shall it be built by direct taxation?

If the building is left to the counties, many obstacles and difficulties will arise. Some counties can afford to build, others may feel too poor. Some may decide to build, others may decide not to. The road will not be of uniform construction, and in places might not be properly maintained. Therefore, there is no assurance that the road would ever be completed, or that it would prove satisfactory when finished. And again, the road might not follow the best and most direct route, as the board of supervisors of each county, through which it passes may have some reason in placing it somewhere else.

Would Issue Bonds.

I believe that the best results can be obtained by having this system built by the state through a commission of highways. I would favor for this purpose the bonding of the state