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*** THE VALUE OF GOOD ROADS ***
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Following is a letter from Washington to the Charlotte Observer, written by H. E. C. Bryant, the Charlotte Observer's Washington correspondent:

In these days of Federal stock taking when the experts of the various branches of the conservation commission are appraising the dollar value of the nation's vast soils, inland waters and mines, it is interesting to learn that the best estimate yet made gives to America's roads a valuation, or cost, of \$1,720,339,000. That is interesting in view of the fact that France, with the best system of highways in the world, has spent approximately about \$600,000,000 to secure and to maintain them for a century, while the United States, with but 7.14 per cent. of her highways improved, has poured out nearly three times as much.

The startling figures quoted above have been assembled by statistic experts in the office of public roads in the United States Department of Agriculture, by the Federal bureau of census, by industrial and land bureaus of various railroads, and they prove more than any other thing, the typical prodigality and wastefulness which has marked the expenditures of practically everybody having anything to do with American highway work. Today, within the confines of the county, there are approximately 2,150,000 miles of roads. Of that vast mileage 43,450 are of macadam, 124,468 of gravel, while 8,512 are surfaced with special materials. In reaching a price, the macadam roads are estimated at \$4,500 a mile, the gravel \$1,500 a mile, and those surfaced with other materials at \$1,000. Beyond this there is to be considered 1,975,000 miles of earth roads. A liberal estimate for that road, giving consideration to expenditures for grading, building, bridges, constructing culverts and for all other purposes, is \$500 a mile. The value of the right of way based on average acreage valuations as given by the census reports, and estimated at 40 feet in width for the entire distance, figures to \$342,000,000.

The showing is not a creditable one by any means, for the percentage of improved roads is amazingly small when compared to the total mileage. That vast sum of money, had it been as wisely spent as the money of France is spent, would have paid for the construction of not less than 382,000 miles of splendid macadam road.

Enormous Mud Tax.

If even a fair percentage of the millions of men who live on farms and carry forward the great task of feeding and clothing humanity had any realization of the stupendous sums of money in which they are annually mulcted because of the unjust national mud tax, the county supervisor who dared to vote against an appropriation for the betterment of roads would excite the wrath of all.

Incredible as it may seem to many, the mud tax the farmers are forced to pay simply on the hauling of their products is over \$300,000,000 a year; due exclusively to the shameful condition of roads which, to the man who teams, should be synonymous with the steel transportation lines which carry the products of the manufacturer.

Statistics prove that it costs 13 cents a ton more to haul a ton over the roads of the United States than it costs to haul over the roads of the leading countries of Europe, where good roads are appreciated and are jealousy maintained.

Investigations conducted by the office of public roads of the United States Department of Agriculture, by the industrial bureaus of railroads and by good road associations, have established the fact that the average cost of hauling per ton per mile in America is 25 cents. The average cost of hauling in the three leading countries of Europe—England, France and Germany—is approximately 12 cents, being as low as 7 cents over the splendid national roads of France.

If the point be conceded that the American farmer pays 13 cents per mile per ton more than do the farmers of better road countries, it follows that the loss is a heavy one each year, because of the vastness of the crops from American farmers.

Reports from the bureau of statistics of the Department of Agriculture show that in one year 85,478,000,000 pounds of farm products, consisting of barley, corn, cotton, flaxseed, hemp, hops, oats, peanuts, rice, tobacco, wheat and wool were hauled in farmers' wagons from their points of origin to market places or shipping points. That weight, vast as it is, was but a portion of the road tonnage, and not the largest by many thousands of tons. It does not include any of the products hauled from farms to mills and from mills back to farms, nor the products of truck farms, and

fruit orchards. Neither does it comprise any of the products of mines or forests, or any of the commodities which are shipped from city to country.

The average length of haul of all farm products in this country is 9.4 miles, therefore on the tonnage above brought forth the American farmer suffered a loss of \$1.17 for every ton hauled, a total of \$58,900,000 on the above tonnage.

That, however, is only a percentage of the tonnage annually transported over the country roads. The Interstate Commerce Commission in a report embracing the fiscal year which ended June 30th, 1906, showed that the railroads handled \$20,164,627 tons of freight originating on the respective railroads. Of that wealth of commerce the product of the mines constituted 53.9 per cent. and those of manufacturers 14.81 per cent.

On the theory that mine products and manufactured articles are transported by rail and not by wagon, those may be excluded from consideration. There is then left 32 per cent., which is made up of agricultural, forest and miscellaneous products; a maximum of 265,000,000 tons which annually pass over the country roads in the wagons of ten millions of farmers. With the average haul of 9.4 miles, that product passes over 2,491,000,000 miles of country roads. At the accepted rate of 25 cents a ton mile, the cost to the farmer of hauling his wares to the transportation points or market centres is \$622,750,000. If it could be hauled at the average European rate of 12 cents a mile, the cost would be \$298,920,000; the difference of \$323,830,000 being the unjust tax placed upon him because of the impassable condition of his transportation routes.

All Divide the Burden.

It must not be assumed by the city man or the city woman, however, that the farmer is the only sufferer or that he is alone forced to carry the mud-tax burden. Everybody has to share it, for it is the consumer who finally "pays the freight." The cost of the eggs served on the tables of the city hotels have their price established, not because of the arduous labors of the hen, but largely because of the cost of transporting the wares of the hen from henry to hostelry. The cost of the cream in the breakfast coffee rests not so much upon the strenuous endeavors of the cow as upon the cost of transporting that cream from dairy farm to city home, and the cost of the breakfast roll rests more upon the cost of hauling the wheat from Western fields, first to shipping point, thence to elevator, thence to mill and thence to baker, than upon the toil of the baker.

During the year 1906 it cost 3.8 cents per bushel to carry wheat from New York to Liverpool, a distance of 3,100 miles, while it costs the American farmer 1.6 cents more to haul that same bushel of wheat from his barn to the nearest market place nine miles away; the heavy cost being due to the fact that the roads were so bad that he spent a generous portion of the time between sunup and sundown in stealing rails from his neighbor's fence with which to pry his wagon out of the sloughs and ruts.

Would Save Money in Horses.

It doesn't take a scientist to appreciate the fact that all commodities may be hauled more economically over hard, smooth roads than over soft, bad ones, but it may interest many who do haul to learn the reason why.

Tests by eminent engineers have proved that if a horse can barely draw a load on a level road over iron rails, it will require one and one-half horses to draw that same load on asphalt, three and one-half horses to draw it over the best Belgian block pavement, seven over cobblestone pavement in good repair, thirteen on bad cobblestone, twenty on an ordinary earth road, and forty on a sandy road. The resistance in pounds can be stated as follows: On an earth road, 224 pounds; on a hard-rolled gravel road, 75 pounds; on a hard, smooth macadam, 45 pounds, the velocity being a pace.

Therefore, were all American roads improved, large loads could be hauled with far less power and such increase would involve an enormous reduction in the number of draft animals, thereby saving millions of dollars, as the investment in draft animals is something stupendous.

At the present time there are in America 23,500,000 horses and mules worth \$4,423,679,000. It is a simple mathematical proposition to prove that if about 75 per cent. of that number of horses and mules were needed an ultimate saving of at least \$1,100,000,000 would be made.

Real Estate Values Would Increase.

It is inevitable that the improvement of country highways brings about a marked increase in the value of the lands which are traversed. This increase has been estimated by students of economics at from \$2 to \$9 per acre; reports from the Unit-

ed States census bureau, from the land and industrial bureaus of twelve trunk line railroads, and from the bureau of statistics of the United States Department of Agriculture agreeing on these figures.

In various sections of the South where internal improvements were slow, county boards issued bonds within the past few years for improved roads. In every instance farm lands adjacent to these bettered high-assessed valuation, in some instances the rise being as high as \$30 an acre for the entire county.

At the present time there are approximately 840,000,000 acres of farm lands in the United States, about 50 per cent. of these being improved. If the roads of the United States were immediately improved, the increased value of these farm lands, would reach so huge a figure that it would pay for the building of thousands of miles of modern macadam road.

To be conservative estimate the increased value at the minimum increase quoted, accredit it to but one-half of the total acreage, and the result would be a gain in the value of farm lands of many hundreds of millions of dollars.

(The entire article consumes considerable space. It is so well written and contains such valuable information, however, that it will be concluded in the next issue of The Herald and News.)

TRIAL HALTED.

(Continued from page two.)

Juror Bierman arose and asked the witness:

"How many shells does an automatic revolver hold?"

"Nine—eight in the clip or magazine, and one in the chamber."

On redirect examination the officer said he picked up an empty shell near the scene of the shooting. Where he picked it up was several feet behind where Senator Carmack stood when the firing began.

Dr. R. E. Fort, to whose infirmary, near the scene of the tragedy, the two Coopers walked after the shooting, detailed how the defendants came to him.

Bullet Still in Young Cooper's Shoulder.

"Robin Cooper had a pistol shot wound in the right shoulder just above the collarbone," said the witness. "I dressed the wound. There was no point of exit and I assume that the bullet is still in the young man's shoulder."

"When I started to dress the wound Robin asked for tobacco and cigarette papers. I got them out of his pocket and found in his overcoat an automatic revolver. A bullet had passed through the left sleeve of his overcoat, but had not touched his person."

"Did you hear Col. Cooper use the telephone?"

"I did, several times, but only once did I hear what he said."

"To whom was he talking?"

"To his daughter, Mrs. Burch. He said: 'Daughter, it is all over. Robin has killed Carmack. Robin is shot.'

"I told him to tell Mrs. Burch that Robin was not badly hurt, and had to repeat it twice."

"Was Robin Cooper near enough to hear this?"

"He was."

During Dr. Fort's recital of this incident, Mrs. Murch's eyes filled, and she began to cry softly to herself, shielding her eyes with her gloved hand.

On cross-examination, Dr. Fort said he did not hear Col. Cooper say:

"I do not want any one to come in this room, except the officers. I don't want to kill another man." He thought the remark might have been made and might have been called forth by the intense excitement, and the crowd that was growing outside.

When proceedings were resumed after luncheon Judge Hart announced that there must be no further demonstrations in the court room.

One Witness Confused.

G. F. Cole, of the Baptist Publishing company, was the next witness. He testified that he visited the scene of the killing the day after it happened, and that there were two telephone poles within a foot of each other. A day or two after the shooting one of these poles was chopped down. Cole swore that there were two bullet holes in this post, fired evidently from the northwest, or from the direction in which Col. Cooper stood. He attempted to estimate the distance at about eight or ten feet. The witness was badly confused on cross-examination, and could not tell how he fixed the distance. Finally Cole blurted out:

"Well, I heard that other witnesses testified that Col. Cooper stood about eight or ten feet away from the poles, and the height of the marks on the poles, and then attacked his abil-

ity to tell the calibre of a bullet hole. The witness said one bullet buried itself in the pole, while the other merely notched it, and that both were made by the same calibre bullet. He could not explain how he reached this conclusion when one was a perforated hole and the other simply a ridge. The defence displayed much energy in cross-examining this witness.

The State Rests.

As soon as Cole was excused Attorney General McCarn announced that the State would rest its case in chief. The defence asked until Saturday to arrange its case.

The court granted the request, but had no sooner done so than Attorney General McCarn said:

"The State has a few more witnesses in its case in chief, whom we deplored of getting here. However, with an adjournment to Saturday, we believe we can get them here, and will introduce them at that time."

"So the State does not rest?" remarked Judge Anderson, sotto voce.

The defence expects to spend at least a week upon its case in chief. The State in rebuttal has something like fifty witnesses. Then the defence again will have its innings. Counsel for both sides went into conference at once, and messengers began to round up witnesses.

PRESIDENTIAL INAUGURATION.

Very Low Round Trip Rates to Washington, D. C., Via Southern Railway.

Account Presidential Inauguration the Southern railway will sell round trip tickets to Washington, D. C., from all points at greatly reduced rates. Tickets to be on sale February 28th and March 1st, 2nd and 3rd, 1909, good to leave Washington returning not later than midnight of March 8th, 1909.

Round trip rates from principal points as follows:

| | | |
|-------------|-------|---------|
| Abbeville | ..... | \$16.25 |
| Anderson | ..... | \$16.10 |
| Blacksburg | ..... | \$13.75 |
| Camden | ..... | \$14.05 |
| Charleston | ..... | \$16.40 |
| Columbia | ..... | \$15.05 |
| Greenville | ..... | \$15.55 |
| Greenwood | ..... | \$15.80 |
| Lancaster | ..... | \$13.75 |
| Orangeburg | ..... | \$15.85 |
| Rock Hill | ..... | \$13.05 |
| Spartanburg | ..... | \$14.65 |
| Sumter | ..... | \$14.50 |
| Yorkville | ..... | \$13.60 |

For detailed information, sleeping car reservations, schedules of regular and special trains, apply to Southern railway ticket agents or address, J. C. Lusk, Division Passenger Agent, J. L. Meek, Charleston, S. C. Asst. Gen. Pass. Agt., Atlanta, Ga.

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lie in the low, marshy bottoms of the Potomac, the breeding ground of malaria germs. These germs cause chills, fever and ague, biliousness, jaundice, lassitude, weakness and general debility and bring suffering or death to thousands yearly. But Electric Biters never fail to destroy them and cure malaria troubles. "They are the best all-round tonic and cure for malaria I ever used," writes R. M. James, of Louellen, S. C. They cure Stomach, Liver, Kidney and Blood Troubles and will prevent Typhoid.

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CHARLESTON & WESTERN CAROLINA RY.

Schedule in effect May 31, 1908.

| | |
|---------------------------|------------|
| Ar. Newberry(C N & L) | 12:56 p.m. |
| Ar. Laurens | 2:02 p.m. |
| Ar. Laurens (C & W C) | 2:35 p.m. |
| Ar. Greenville | 4:00 p.m. |
| Ar. Laurens | 2:32 p.m. |
| Ar. Spartanburg | 4:05 p.m. |
| Ar. Spartanburg (So. Ry.) | 5:00 p.m. |
| Ar. Hendersonville | 7:45 p.m. |
| Ar. Asheville | 8:50 p.m. |
| Ar. Laurens (C & W C) | 2:32 p.m. |
| Ar. Greenwood | 3:32 p.m. |
| Ar. McCormick | 4:33 p.m. |
| Ar. Augusta | 6:15 p.m. |

Tri-Weekly Parlor Car line between Augusta and Asheville Trains Nos. 1 and 2, leave Augusta Tuesdays, Thursdays and Saturdays, leave Asheville Mondays, Wednesdays and Fridays.

Note: The above arrivals and departures, as well as connections with other companies, are given as information, and are not guaranteed.

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