

THE SOUTHERN FARM GAZETTE

A SEMI-MONTHLY JOURNAL FOR FARMERS,
STOCK-RAISERS, AND THEIR FAMILIES.

VOL. 8, NO. 23

STARKVILLE, MISS., OCTOBER 1 1903.

50 CENTS A YEAR.

FARM DEPARTMENT.

The Editor of this Department invites questions in regard to every phase of Practical and Scientific Agriculture. He will gladly answer all Questions in these Columns.

TRANS-MISSISSIPPI CONGRESS.

Question of Better Roads Considered for the First Time.

The Trans-Mississippi Commercial Congress, which held its 18th annual session at Seattle, August 17, 20th, and 21st, took up the subject of good roads for consideration for the first time. It was a noticeable fact that whatever difference of opinion there might have been as to other questions under consideration, there was absolute unanimity prevailing as to the good roads question, and the necessity for a general co-operation between the United States and the different States or civil sub-divisions thereof, to hasten the improvement. The subject was thoroughly discussed by R. W. Richardson, Esq. of Omaha, Neb., Mr. James W. Abbott, of Denver, Colo., Hon. Martin Dodge, Director of the Office of Public Road Inquiries, Washington, D. C., and many delegates from the different States and Territories.

Director Dodge has just returned to his desk in Washing-

ton. In an interview with a representative of the press, Mr. Dodge had the following to say regarding the sentiment for better roads at the Trans-Mississippi Congress:

"The point was clearly made that many of the interior States and Territories, especially in the mountain districts, have no navigable rivers and harbors, and that, therefore, they receive only remote and indirect benefits from the expenditure of the vast sums of money appropriated for the improvement of rivers and harbors, and that it would be just and equitable if the General Government should lend its assistance to the building and maintaining certain public highways through such States and Territories. It was not contended that the United States Government should bear the total cost of building such roads, but that they should pay a contributory share not to exceed one-half, as provided for in the Brownlow Bill. This was that to be more just on account of the fact that the burden of raising the enormous revenues of the United States Government rests as much on the people in the rural States and

districts as upon all other classes combined. The revenues of the General Government approximate ten dollars per capita per annum, whereas the revenue of the State Governments is only about one-dollar per capita. The revenues of the General Government are so large and are raised in such a manner by indirect taxation that there would be neither hardship or inequity if the United States should bear a considerable proportion of the costs of improving some of the principal highways in the various states and Territories. It would seem that the best and most equitable method would be to require the United States to pay a portion of the cost, the State a portion, the county a portion and the property owners in the vicinity of the road a portion."

After a full discussion of the question before the Convention and the Committee on resolutions the following resolution was unanimously adopted both in the committee and by the Convention:

"Recognizing that properly constructed highways are primarily essential to the highest development and commercial prosperity of the Trans-Mississippi country, and believing that it is neither feasible nor equitable to secure them wholly at the expense of the local districts, but that their cost should be pro-rated among all interests benefitted; therefore be it

Resolved by the Trans-Mississippi Commercial Congress, in

convention assembled in Seattle, That we urgently recommend to the several States that they adopt a system of highway improvement, under competent engineering supervision embodying the general principles of the modern plan of State aid now successfully practiced in many of the older States; and that we favor the still further distribution of the burden by enlisting aid of the National Government, and request the active support of our representatives in Congress for this policy.

Saving Seed Corn.

It gives but little trouble, yet results in great profit, for farmers to go into their corn fields after the corn is ready to gather and select the very best ears for seed. Let the quality selected be as uniform as possible as to the grain. Ears with grains closely set, taken from stalks that have produced two good ears, are preferred. These ears so selected should be hung up in a dry place with the shucks pulled back. By making the selection in the fall much time is saved when the time of planting comes on; besides, a careful selection will result in greatly improving the quality of the crop. A great many crops of corn are grown in which a dozen varieties may be found with every conceivable mixture. Pure white corn not too hard or flinty, on large ears and small-cobs, is the best for all purposes of the farm.—Southern Farm Magazine.