

# Uncle Sam Will Help Build Good Roads

By S. M. WILLIAMS, President, Highway Industries Association.

The Highway Industries of the United States believe that it is their patriotic duty, rather than a selfish privilege, to urge the development of highways in the interest of and as essential to the nation's life. The Highway Industries Association also represents the employment of more than one million wage earners; and, therefore, is also interested in the welfare and success of labor.

Associated with the Highway Industries Association are more than 600 chambers of commerce, boards of trade, national and state trade organizations, rotary clubs, traveling men's associations, and state granges. These organizations are also urging not only a "go-ahead" program in highway construction, but since the middle of December they have passed resolutions in their different organizations to that effect. **Stop That Loss on Your Road Investments.**

Representing the business interests of the country in highway development, our study of this subject has been from the standpoint of industry, and by industry I mean commercial agriculture and labor.



Vote "Go Ahead," Then Go Ahead.

While I am in sympathy with the idea of turning to road building as a "buffer" employment for labor, road building has a far greater claim upon labor than from the "buffer" viewpoint.

For more than two years highway construction of the United States was at a standstill. Highway officials were also prevented from properly maintaining their roads already constructed, with the result that many of your states suffered heavy losses in highway investment.

Every element of loyal citizenship recognized the necessity of co-operation for the one important task ahead of it, but we have won the war.

The experiences of the army operating trucks in all parts of the United States awoke the people to both the advantages of highway transportation and the handicap surrounding it due to a lack of properly constructed highways.

It also brought a realization that our highways should no longer be developed as simply a local convenience, but from a broad viewpoint of building connected rather than disconnected systems, so that communities might be joined together, and demonstrated the necessity for highways serving and not mastering transportation.

We were five years reaching the present basis of prices, and we cannot return to former prices and conditions in a few months. I doubt if we want to go back entirely, even if it were possible.

When you consider that at least 75 per cent of the cost of road construction, from the raw materials to the finished road, is labor, I do not see where we can expect much reduction in road building so long as the wages and the cost of living remain where they are. You can have roads at lower cost, but not without disturbing labor conditions.

**To Get Industry, Start Industry Now.** The surest way to secure a readjustment of conditions including prices will be to start industry going and bring it to a normal business



Delay Means Added Cost.

basis as quickly as possible.

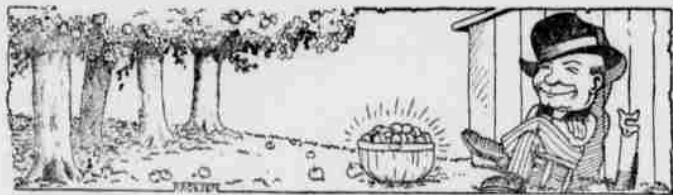
It is not fair to consider today's prices with those of the days when business men were failing because of the general unrest throughout the country which resulted in cut-throat competition, low wages and of course low cost of materials.

The cost of delay in proceeding with road building programs is in my estimation more serious than the increased cost of construction.

One of the main arguments for the \$200,000,000 increase in the federal aid was that it would encourage the states to go ahead immediately with their road building programs by assisting them in meeting the higher cost of construction, and to accomplish that, the original federal aid law was amended by increasing from \$10,000 to \$20,000 the cost per mile for federal aid participation.

More than any other nation on earth we stand in need of good roads and thousands of miles of them.

The adjustment of prices to what may be normal levels can be accompanied by prosperity just as great as we have had during the raising of prices providing we keep right on doing business.



## WHY MORE LAND?

Some of the departmental experts, who are presumed to know all that is knowable about agriculture, have devised extensive and expensive schemes for the redemption of stump land, for the reclamation of desert land, for placing under the plow new empires.

Which reminds us of three square rods down by the pasture gate.

This little patch by the gate has for years been the afternoon social center of the cows. Waiting for the milk boy, they have gathered there and discussed things bovine with quiet complacency.

There are forty acres in this pasture. There is more feed bursting forth from every inch of this few rods than there is in ten times the same area elsewhere in the pasture.

If the farmer had his forty acres like that forty yards square is, he would have the equivalent of four hundred average acres.

We wonder if the experts are not going at this food production thing all wrong.

The average farm acre is one-

tenth as productive as it can become. Why draw in, at great expense of effort and money, new raw acres, when there are so many already cleared, waiting for a square deal.

An acre cleared is just another poor acre, but an acre properly drained, or limed, or fertilized, is three, or five, or ten acres more.

French gardeners employ and support four men on an acre. Using clutches, making a manure mulch two feet deep; growing every inch of the acre every day in the year, winter and summer.

The American farmer requires a hundred and sixty acres to support himself and three tired horses.

Intensive farming is the city editor's favorite topic and the practical farmer's pet aversion. But to make one acre bear the crop of five is not intensive farming, and it can be done.

And it only takes one-fifth the seed, one-fifth the tillage, one-fifth the taxes and interest, and less equipment to follow this plan.

But it takes knowledge, fertilizer, good seed and thorough cultivation. Your farm goes down to China, why use but the top four inches?



## WORTH WHILE WORK.

For several mornings now we have passed an orchardist working among his trees.

A real orchardist, who handles boughs and branches as an expert horseman handles reins.

A bit off that limb, to head it back; a water sprout cut off there; a bad crotch sawed out; every inch of the big tree with its problem, and each carefully solved.

Those who love trees and who work with them are fortunate.

Given a bright spring day, sharp tools and a patch of orchard of your own to work over, no sane man

should ask more.

Year by year you grow your trees. You retard the headstrong; coax the backward, repair the maimed, give tonics to the sick, and a loafing spell to the too vigorous.

Year by year you watch the trees through blossom time; through the summer months when the fruit slowly forms; through the early autumn when the cheeks of the apple begin to flush, and the winter pears to robe themselves in russet and deep vermilion.

Until the harvest is in the bins, the trees are mulched in their winter beds, and what was last year but a bit of tender limb has, under your

guiding care, done its work, borne its fruit, toughened, broadened, become something from the nothingness of air and light.

The true orchardist, who rears his trees to perfect bearing and keeps them there with sprays, and fertilizers, and thinning of fruit, and pruning and constant care, deserves well of the world; for his is expert and loving service for the enjoyment of his fellows. But whether he profits in pocket or not he does in spirit. We never met a man who had lived the seasons through with fruit trees, that was not humane; content with his life's outlook, and averse to all disputation.

## BAILEY ASSAULTS DEMOCRATES.

Joseph W. Bailey, former representative and senator from Texas, and once leader of the Democratic party in the House of Representatives, has excoriated the present administration with a forcefulness which has caused consternation among his old colleagues.

"For more than a century," he says, "the Democratic party has opposed the creation of useless offices, but in the last six years Democratic Congresses have created more offices and more useless offices than were ever created in the same length of time since the government was organized. For more than a century the Democratic party preached and practiced economy in all public expenditures, but, despising our traditions and teachings, a Democratic Congress, even before we engaged in the European war, had spent more money than any Congress which had ever assembled in the history of the republic. Our fathers were wise enough to know that extravagance breeds corruption, that an extravagant government can no more escape becoming a corrupt government than a spendthrift can escape becoming a bankrupt, and our children will learn this truth in bitter experience."

## Buys Rhea Creek Farm.

N. F. Lawson of this city closed a deal with Glenn Boyer the past week for the Ed Day farm on Rhea creek a short distance from Jordan siding. Mr. Boyer has been in possession of this place for the past two years and it is considered one of the best places on the creek, being ideally located and well improved. Mr. Lawson will move on the place at once. The consideration mentioned in the deal was \$18,000.

# PRINCE ALBERT

The national joy smoke



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For, with Prince Albert, you've got a new listen on the pipe question that cuts you loose from old stung tongue and dry throat worries! Made by our exclusive patented process, Prince Albert is scotfree from bite and parch and hands you about the biggest lot of smokefun that ever was scheduled in your direction!

Prince Albert is a pippin of a pipe-pal; rolled into a cigarette it beats the band! Get the slant that P. A. is simply everything any man ever longed for in tobacco! You never will be willing to figure up the sport you've slipped-on once you get that Prince Albert quality flavor and quality satisfaction into your smokesystem! You'll talk kind words every time you get on the firing line!

Topsy red bags, tidy red tins, handsome pound and half-pound tin humidors—and—that classy, practical pound crystal glass humidor with sponge moistener top that keeps the tobacco in such perfect condition.

R. J. Reynolds Tobacco Company, Winston-Salem, N. C.

## Better Printing for Less Money--The G.-T. Shop

**A Good Tire Year**

You have doubtless noticed the growing preponderance of United States Tires.

Every one is asking for tires of known value and proved dependability.

And that is precisely what United States Tires represent in the minds of motorists here and everywhere.

The idea back of United States Tires—to build good tires—the best tires that can be built, is appealing to rapidly growing numbers.

We can provide you with United States Tires to meet—and meet exactly—your individual needs.

**United States Tires are Good Tires**

We know United States Tires are good tires. That's why we sell them  
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