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The Chester News February 13, 1917

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GOOD ROADS

(By the Chamber of Commerce)

Continued from last issue.

This man then had schools to build three more trips for the remaining three thousand pounds of wire, and it required his time with the four miles 11 o'clock the next morning to finish the hauling. Had the improved road been extended to his farm, the original team of two mules could have hauled the two tons of wire in two and one half hours.

Before the road between Zen Hur and Jonesville, Lee County, Va., was improved, 10000 merchants had to make two trips to Ben Hur, the nearest railroad station to Jonesville, found it necessary when the road was in ordinary condition to use a two horse team for 2500 pounds. Since the road has been improved these same merchants haul 30 sacks of fertilizer weighing two hundred pounds each with two mules and now make two trips a day instead of one. The heaviest load of coal hauled on the unimproved road was 30 sacks of coal, but since the improvement they are hauling 50 bushels of coal.

In Jefferson County, Tenn., Dandridge and Jefferson County issued bonds and improved these roads 20 bushels of wheat was an exceptional good yield for 10 cents per bushel almost any time of the year, and a day was required to make a round trip. Since the improvement it takes fifty bushels of wheat cost less than between two towns with a two horse team and the round trip can be hauled between these two towns with a two horse team and a day instead of two days to make it. Because of the improvement it cost a farmer 15 cents a bushel to deliver his wheat at the depot or 50 cents per ton mile, while before the improvement it cost but 45 cents a bushel or approximately 13 cents per ton mile.

In Madison County, Tenn., before the roads were improved one bale of cotton was a load for a two horse team on some of the roads. This county now has 192 miles of improved roads and has not an uncommon load for a two horse team.

Sometimes a farmer of a county in Texas is notified by telephone of a sudden raise of \$4.00 per bale in the price of cotton. To the farmer living upon the bad road, it could hardly mean a profit of \$4.00 per bale in price only meant a profit of \$4.00 per load but to the farmer living adjacent to the good roads he was able to haul 200 bales the same distance in the same time, and with less abuses to his team and wagon, on the raise in price meant an improvement of 140 per cent.

The influence of the price of production and traffic can be demonstrated by statistics in one county in the five years \$100,000,000 worth of cotton in five years for building improved roads. Within two years after the road improvement began the annual income over the roads of the rural and forest products increased about 45 per cent. The dairy and poultry products showed an increase of approximately 140 per cent. The total production in this increase tonnage and decreased cost of hauling over the improved roads, show a yearly profit of \$10,000,000 more than that of per cent of the entire cost of the road improvement. Upon one road alone, a distance of seven miles, the expense of building the road of hauling was estimated to be \$1,000,000 per year or more than fully \$1,000,000 per year or more than one half of the total expenditure.

The United States Department of Agriculture estimates that farms of the United States are worth \$250,000,000 account of the inaccessibility to market their products at certain times of the year, due to bad road conditions.

Observation and statistics demonstrate beyond a doubt that where any county passes from the conditions indicated by the statistics to one characterized by good roads, a land which make for the final status of country life. Bad roads are often a handicap to social intercourse. The worst road conditions seem to be completely suspended. It is not difficult to see such conditions, but what is more difficult is to combat them. The general neglect of social progress in the general neglect of social progress, which adequately improved road conditions goes in rural communities.

The value of roads will build and clean is sometimes reluctantly conceded or even denied by individuals. It is noticeable, however, that the same individuals who are in other track of 180 acres on the same farm was supposed to have been sold for \$6,000.00 for the same land. The contract, but later, after the road improvement, and without any improvement upon the land, the price was \$9,000.00 for the same land. It is perhaps two of the best arguments to prove that good roads will improve the value of lands in rural communities, and that the reasons are the advance in land values which

derated by a great many, who finding that road improvement does not improve the fertility of the soil, or the yield of the crop, or the reason of increase value with improved roads.

SCHOOLS: The question of better roads is today an important one in the public mind. The rural population is apparently more willing at present to support better roads than at any previous time. The place of the one-room school is being taken by larger consolidated schools throughout these portions of the country where the conditions make it practicable. Bad road conditions inflict two-fold hardships on the one-room district school. In the first place, where it is situated on a poor road, it is a common practice to severe weather to keep the school children at home. The frequent small accidents which are common on these roads, and the contiguity and value of school work are many probably often prevent the consolidation. The presence of poor roads impedes the presence of some consolidation of these smaller schools into a large, strong, graded school with high school courses superintendent for or for an extension of time for a hearing before the postmaster general.

It should be pointed out that there is a marked tendency for the consolidated schools to be situated in the center of the community. Most modern rural schoolhouses are now so constructed that they are convenient to the center of the community. This fact is being recognized by various states for public meetings of serious kinds. Vehicles are pressed into service to haul farmers and farmers' wives to these meetings, and for social entertainments, short courses or institute work at the school. With this fact becoming more and more recognized, the school as a community center is increasing. In order that the people may receive the full benefit of their schools, it is necessary that the roads be readily accessible throughout the year.

RURAL DELIVERY SERVICE: The beneficial effects of the rural delivery service upon the happiness and home comfort of our rural population have become established facts, and nothing could be done to improve it so efficiently and regularly as good roads. The Fourth Assistant Postmaster General in his report for the year ending June 30, 1906, writes:

"Essential factors in the value of rural delivery as a postal facility are speed and regularity, and the standard of a satisfactory carrier depends on these particulars is absolutely dependent on improved roads."

The total mileage of rural routes in operation on April 1, 1912, was 1,018,809, and the daily travel which is carries are 1,010,296 miles. The average carrier covers 24 miles in the course of his daily work, with an average length of about 24 miles each. The cost per mile of travel has been reduced and the length of many of the routes could be increased, if the roads were generally improved, and well maintained.

It is necessary to discontinue rural routes because of the impassable conditions of the roads.

SOCIAL CONDITIONS: The social conditions of rural communities are matters of serious consideration. If the term "social conditions" is analyzed, it will be found that all social activity is dependent upon the gathering of people for social purposes. It is a difficult, common problem to see the connections between desirable social conditions and the improvement of public roads.

Social institutions, such as schools, churches, and public amusements are more or less subject to valuation in any community, but they are by no means the complete measure of the social conditions in that community. These subtle and delicately adjusted relations which obtain in any neighborhood are the result of road conditions. It is necessary to mention these intangible things if one is to have the benefit of view to understand the reasons which make for the final status of country life. Bad roads are often a handicap to social intercourse. The worst road conditions seem to be completely suspended. It is not difficult to see such conditions, but what is more difficult is to combat them. The general neglect of social progress in the general neglect of social progress, which adequately improved road conditions goes in rural communities.

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NOMINATES POPE FOR GREENVILLE

Believed as Late as Thursday That Traxler Might Hold on for Month.

Washington, Feb. 9.—The president today nominated Joseph D. Pope, Greenville, S. C., to the office of postmaster at that place, vice D. B. Traxler, resigned.

This announcement came as a big surprise here today, not only because of the fact that Traxler had been believed, even as late as yesterday, that Mr. Traxler had been successful in pleading his master before the postmaster general at Greenville for perhaps a month. That he was believed, would have been done in order that no injury might be incurred by him by being summarily dismissed, which the present resignation amounts to. At the same time last night it was expected that Pope would be nominated soon, but from all the circumstances seen here it was believed and understood that there would be no change in the postmaster at Greenville for a month or more. Evidently Mr. Traxler has been unsuccessful in pushing his request either for a continuation of his office for perhaps a month or for a hearing before the postmaster general.

Mr. Traxler has been here for several days looking after his case, and Mr. Pope is here now.

That this will be the last of this interesting matter is the opinion of the press here, as much as both the South Carolina senators have stated that they will support the nomination of Mr. Pope.

It is believed that the last chance that Mr. Traxler has to hold on to the office at Greenville has been taken as there is not the remotest probability of any one blocking the Pope nomination with the two South Carolina senators behind him.

Congressman Nichols, who recommended Mr. Pope for Greenville office last week, confidently believed that he would be nominated soon.

It is expected that Pope's nomination will be confirmed within the next two weeks, after which it has been passed upon by the senate committee on postoffices, which considers such matters.

HOLLEMAN MAKES PLEA OF GUILTY

Anderson People Ask Clemency for Bank Crashers Who Defaulted Seven Years Ago

Anderson, Feb. 9.—J. Towne Holleman, former cashier of the Bank of Anderson, after sitting in the pen of approximately \$35,000, and who disappeared about seven and one-half years ago, appeared in the court of justice today. He voluntarily entered a formal plea of guilty to the charge of breach of trust.

Counsel for Holleman, an entreaty to Judge H. F. Rice, presiding judge, a petition signed by all officers and directors of the Bank of Anderson, all city officials and about 200 well known and representative citizens of the county asking the judge to be lenient in passing sentence on the detention of the petitioner, Mr. Holleman had already been greatly punished for the wrong he had done.

Strong arguments were made by counsel for Mr. Holleman, asking mercy and Judge Rice was moved to tears.

In a sentence of two years in the State penitentiary or a like period on the public roads of Anderson county was passed. Judge Rice stating that this was the severest discharge he had ever made in all of his duties as judge, except that of passing a death sentence at a recent term of court. He said further when another plea was made to reduce the sentence 12 months that he had made the sentence as light as his conscience would allow.

By special subpoenaed arraignments Mr. Holleman was allowed to stand tonight at the home of his brother. He will be whisked to the penitentiary or the public roads tomorrow.

Mr. Holleman stated that while he hoped for a sentence of 12 months, he had committed a great wrong, and stood ready to pay the penalty. He said that he knew that in two years by the court, could not measure up to the great punishment he has suffered during the seven and one-half years he had been fugitive from justice.

The State appropriation bill introduced in the legislature carries an appropriation of \$127,924.41 for Winthrop College.

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WAYS IN WHICH THE NEW SYSTEM FURNISHES AID TO THE FARMER IN FINANCING HIS BUSINESS

By reason of the facilities created by the Federal farm loan act, which was passed last summer, it will be easier in the future for a farmer to secure money to make needed improvements or for the purchase of live stock, and will be easier also for the farmer to purchase a farm. According to a recent publication of the United States Department of Agriculture (Farmers' Bulletin 729) entitled "How the Federal Farm Loan Act Benefits the Farmer."

The Federal land banks established under this act will stand ready at all times to accept, to lend money to farmers on farm-mortgage security. The interest charges will be not more than 3 per cent, not more than 1 per cent over the rate paid on the bonds sold by the banks. If a 2 per cent bond should be issued, therefore, the rate charged on loans would be 3 per cent.

There will be no commissions or business. The loans will be made for periods of time ranging from 5 to 40 years, that, going away with the principal and interest, will be repaid.

The payment of a certain part of the principal of the interest, will be required. The total payment, including the interest, will be the same for each year, and that the entire principal will be paid off at the end of the period. The annual payment thus required to pay off a loan of \$1,000, for instance, at 3 per cent, in 20 years, is \$80.00.

After a loan has run 5 years, the borrower will be permitted to pay the principal in full, if he desires, on any interest date, or to make partial payments in addition to the regular installment.

The method of installment payments on the amortization plan, as outlined above, will serve, first to cultivate habits of thrift, and secondly to place the loans at a lower rate of interest, since the gradual reduction of the principal lessens the unpaid balance. The privilege of optional payments after the first 5 years lessens the burden at the end of the loan period, if he finds it convenient to do so.

The Federal land banks will permit the farmer to purchase a farm. They will convert the security which farm mortgages afford into a negotiable form known as farm loan certificates for the protection of these bonds, and thus make the bonds salable. (2) They will sell the land-bank bonds in the open investment market, which, for obvious reasons, the same farmer could not do. (3) They will issue bonds to be used in disbursements ranging from \$25 to \$10,000, and it is expected that the bonds will be sold to individuals who have not been in the habit of making "big" loans. The bonds will be sold to individuals who have not been in the habit of making "big" loans. The bonds will be sold to individuals who have not been in the habit of making "big" loans.

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By reason of the facilities created by the Federal farm loan act, which was passed last summer, it will be easier in the future for a farmer to secure money to make needed improvements or for the purchase of live stock, and will be easier also for the farmer to purchase a farm. According to a recent publication of the United States Department of Agriculture (Farmers' Bulletin 729) entitled "How the Federal Farm Loan Act Benefits the Farmer."

The Federal land banks established under this act will stand ready at all times to accept, to lend money to farmers on farm-mortgage security. The interest charges will be not more than 3 per cent, not more than 1 per cent over the rate paid on the bonds sold by the banks. If a 2 per cent bond should be issued, therefore, the rate charged on loans would be 3 per cent.

There will be no commissions or business. The loans will be made for periods of time ranging from 5 to 40 years, that, going away with the principal and interest, will be repaid.

The payment of a certain part of the principal of the interest, will be required. The total payment, including the interest, will be the same for each year, and that the entire principal will be paid off at the end of the period. The annual payment thus required to pay off a loan of \$1,000, for instance, at 3 per cent, in 20 years, is \$80.00.

After a loan has run 5 years, the borrower will be permitted to pay the principal in full, if he desires, on any interest date, or to make partial payments in addition to the regular installment.

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VISCOUNT WOMAN REVEALS NOTHING

Testimony of Witness Treated by Lawson, Deirdre to Statement Made to Her by Daughter of Reporter Price.

Washington, Feb. 8.—Another pointed sensation in the "black market" disclosed today by the testimony of Mrs. Ruth Thomson Visconti, the mysterious informant on whose statements Thomson W. Lawson based some of his dramatic charges.

Declining to say publicly who told her that Secretary Tammy and W. F. Price a White House informant, profited by advance information on the peace note, Mrs. Visconti revealed to the investigating commission in confidence that all her information came from remarks of Price's young daughter.

Immediately afterward Price took the stand, reiterated his denial of profiting by information obtained in confidence, and said he had reason to believe the rumor repeated by Mrs. Visconti started from her family. There will be no commissions or business. The loans will be made for periods of time ranging from 5 to 40 years, that, going away with the principal and interest, will be repaid.

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