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have died in the attempt to reach the surface. It is one of the most tender plants to get established, but once well rooted, it will withstand great abuse without a murmur. Don't allow your stock to graze and tread it to death and then complain it don't yield larger returns. To get the largest returns it will require more water than any other plant I am aware of. Some seem to think because it is deep-rooted and reaches the sub-moisture this is all that is necessary, but on examination it will be seen its greatest feeders are a short distance from the surface. Don't pasture any the first season. Most likely you will have a light cutting in August or September. This will be perhaps mostly weeds. Leave such on the ground. This will be protection during the winter and I would recommend giving a good watering during the latter part of September or the early part of October. I do believe the roots grow in the winter, and why not when they reach below the frost limit? I want you to take good care of the plant, as it will put a value on your land you little dreamed of, and even in its death throes when you plow it to plant other crops it will exhibit its fruitifying influences in doubling the yield above any other portion of your farm.

Good Roads.

By R. M. Dolve, Ass't Prof. of Agricultural Engineering.

The economic importance of good roads appears to me to be so apparent and self evident that to anyone who has given the road question any thought a discussion of this subject must seem the mere rehearsal of familiar truisms. Nevertheless, as long as our roads are the poorest in Christendom the good road enthusiast may be pardoned for so constantly endeavoring to call the attention of people to this subject. During the past decade the good roads propaganda has made rapid strides and many of the foremost men in the country have enlisted their influence and support in its behalf. Although many miles of good roads have been built, the advance has been largely educational, and but little has been accomplished in the actual construction of better roads. So far it has been a comparatively easy task to interest a few people in this question but no far-reaching results can be looked for until the majority of the people become enthused and thoroughly alive to the importance of the subject. Then, and then only, will it be possible to secure through concerted action the enactment of better road laws by which the road laws may be more efficiently extended and national, state and county aid secured.

One reason why more has not been accomplished for the betterment of roads is that a majority of the people remain indifferent to the subject because they deem it of direct importance to the farmer alone and are consequently content to leave to him the onus of road building. This is a grave mistake for it may be shown that people in every walk of life are interested, pecuniarily, at least, in the condition of our country roads. It has been conservatively deduced from governmental statistics that the cost of living is 10 per cent. higher because of the toll exacted by poor roads through the high cost of marketing food products and the raw materials for clothing and other necessities. Aside from this, anything conducive to the prosperity and welfare of the rural population means greater prosperity for the city and country town population who are directly dependent upon the farmer, who is the only actual producer of wealth.

The merchants of small towns are jealous of the infringement of mail-order houses upon their business but if they want the business of their community let them help build the roads from the farmer's place of business to theirs. If these men were given to understand that they had a choice between good roads and the parcels post they would immediately become enthusiastic advocates for better roads and would readily lend their aid toward securing state and national aid.

The Farmer's Right.

The farmer has a right, both moral and legal, to receive state and national aid in the building of his roads. He already pays an unjust proportion of the taxes. His property is largely of such a nature that he can neither hide it nor conceal its value and, when the assessor comes around, it has to be said, even the pigs squeal as though determined not to be overlooked. On the other hand it is a well-known fact that a large percentage of city and corporation property escapes taxation. Then too, do not cities profit from public improvements out of proportion to the amount of taxes they pay? Look at Fargo, for example, with the agricultural college, the state fair, the Cass county courthouse, the federal building and many other buildings and improvements from which the city secures a revenue vastly greater than the taxes paid by its citizens for the support of these institutions and improvements. Being recipients of these special privileges why should they not in turn, by a system of state aid, help the farmers build adequate roads which would be of great and lasting benefit to the city as well as the country?

The national government has expended millions upon the improvement of harbors, rivers, canals, and other waterways; it has given millions upon millions of dollars worth of land to private corporations for the building of railroads but it has been conspicuously parsimonious in aiding the building of public highways. The result is that we have the finest steamships, the best harbors and the most efficient railroad service in the world, but our public roads are incomparably poorer than those of the least civilized country of Europe. The state is taxing its entire population for the support of educational institutions that are of direct benefit only to the few who take advantage of those schools and yet we all admit that the state is more than justified in making this expenditure. The expenditure of money secured through county, state and national aid for the improvement of our country roads is equally justifiable and can be defended.

1. On the ground of justice to the people in the country who are not receiving their full share of benefits from the expenditure of most public money.

2. Because it would effect a reduction of 10 per cent. in the cost of living and otherwise benefit people who do not live in the country.

3. The future of the country demands that the comforts of country life shall, as far as possible, equal those of city life.

Not Expenditure Question.

It is sometimes thought that the building and maintaining of good roads will necessitate the expenditure of vast sums of money, but such is not the case. It is not a question of any new expenditure.

Everyone will readily agree with the statement that good roads would greatly increase the market value of farm lands. If this were not so, then why do farms near towns where the roads are not good, invariably sell at a much higher price than those at a distance? Good roads would tend to equalize this difference and I believe that uniformly good roads would increase the value of farm land by an average of at least \$1 per acre throughout the entire farming section of our state.

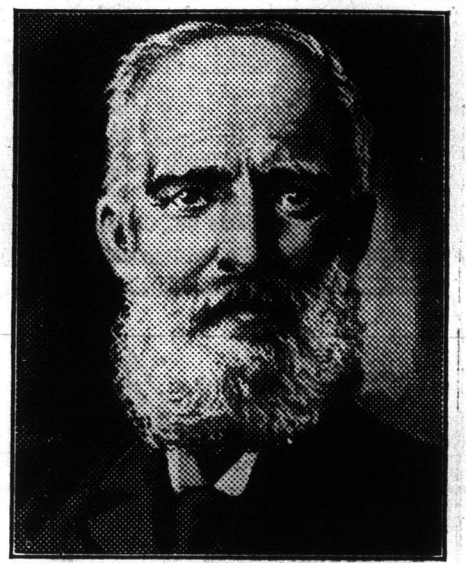
The profit from a farm, as well as from every other line of business, is the difference between the cost of production and the selling price. If the cost of marketing is too great to leave a fair margin of profit, the land will command a meagre price and its cultivation will be unprofitable regardless of its fertility. In some parts of our country, timber is considered an incumbrance on the land, potatoes rot in the ground and fruit on the trees while in other sections these commodities are so high priced as to be beyond the reach of most people and all because the cost of transportation does not permit the producer to transport them to the markets at a price which the consumer can pay. The question of roads is, therefore, a vital one and is of practical importance as the only way of reducing the cost of reaching the market and thus increasing the profits.

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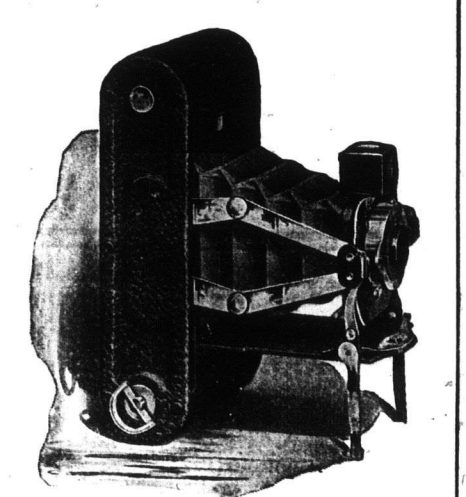
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