





# Ferguson Forum Good Roads Campaign

## Automobile Sponsor For Good Roads

It has sometimes been said that good roads made the automobile possible.

It would better have been said that the automobile made good roads not only possible but inevitable.

The results of the invention of the automobile have been so far reaching and so epoch-making that it will take a hundred years of historical probing to determine the exact measure of them. More than perhaps any other one thing, the combination of individually controlled means of swift transportation with firm, durable, all-weather roadways has brought distant parts of the country together.

Isolation has ever been synonymous with ignorance and intolerance.

Ideas and ideals walk together over the bridge of communication between a progressive community and one that has been backward by reason of its distance from progressive centers.

Washington, personally, directed the surveys in the early days of our country's life. He selected the easiest paths for vehicles to cover, but that selection made possible the molding together into a whole

those early communities which had striven so bravely for independence.

And now within the scope of our own experience, the automobile has made it possible for men to think in the broadest terms, because it has covered paths that were not easy to cover, and has caused the building of roads where there were no roads. As much as any one thing, the automobile has molded the entire United States into one thinking whole. It has had as important a part as the telegraph or the telephone; where they have brought ideas winging across the country, the automobile has made possible for men to follow those ideas where there were no railroads and where travel by horse was slow or even impossible.

Men have demanded that good roads follow the route of the automobile.

When the early roads were mapped out, scenery was no object; that it came with some of the roads was just the gracious gift of nature. Pleasure in the early automobile was just an incident; it is far from being the chief object today.

Yet there are people who think these two things; scenery and pleasure, are con-

trolling points of the good roads movement today.

They are far from being that. They are still but an incidental part of the building of good roads; fine points for any road, but not the thing that will build the roads permanently.

So it is that we must consider the automobile as a business force, as an educational force. No man has ever counted the immeasurable benefits that it has brought to mankind. It is unquestionably the greatest single force in the business of the world today.

From the first "horseless carriage" that was such a joke, the automobile has become the servant of mankind. It is at once the right hand man of the salesman, the manufacturer, and the consumer. It brings the necessities of life, it lays the blessings of civilization at the doorstep of man today. It has become comfortable and luxurious, but it is still the servant: better trained, but still a servant.

And to derive the best results from this servant, we must give it the good treatment, the consideration, the wages of good roads that it may be swift, efficient, and dependable through all weathers and in all conditions.

### More Automobiles Than Phones In Use

The general belief that the telephone is the most commonly used modern utility is in error, for the automobile has come to occupy that coveted position, R. C. Langley, president of the Reo Motor Company of Texas, said.

"If the average person were asked to name the most commonly used modern utility the answer would probably be 'the telephone,'" Mr. Langley said. "We have become so accustomed to that wonderful invention which enables us to converse with friends great distances away, and there is always a phone so closely at hand somewhere, that such an answer would seem logical. But the figures show us that it would be incorrect. There is a utility—far more costly to acquire and maintain—that has outstripped the telephone during the last few years in the extent to which it is used. That utility is the motor car.

"To be sure, the difference is not so very great at the present time, nor has the dominance of the automobile been of very

long standing. The telephone had about fifteen years start over the motor car, and its great worth was so quickly appreciated that by the time the motor car first appeared the telephone boasted about 2,000,000 regular users.

"It might be truthfully stated that human progress had been based upon the annihilation of distance. Most of our great inventions have been made on this premise. Though there is little in common between the telephone and the automobile they are both mediums of rapid communication, and—unlike the railway train, steamship or telegraphy—may be handled by the ordinary person of no technical training, and without expert assistance.

"Hence the automobile and the telephone have become two of the most valuable adjuncts of our every-day life. Were the business man confronted with the necessity of giving up one or the other he might have to think long and seriously before deciding which could most easily be spared. It is probable he would cling to

his telephone. The average person, however, would be likely to choose his motor car, for it makes the telephone unnecessary in many cases, and a pay station, or the phone of an accommodating neighbor is usually available."

This Page Is a Part of a Series to Promote the Building of MORE GOOD ROADS in Texas, and Is Contributed by the Undersigned Public Spirited Citizens Who Have at Heart the Best Interests of this Great State:

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# Ferguson Forum "Builders of Texas" Campaign

## TEXAS PEANUTS

The production of peanuts in Texas as a commercial product dates back only about twenty years, and is a result of the effort on the part of agriculturists to bring about the cultivation of enough money crops to distribute the income to the farmer from his land over a greater period of time. The trouble with the cotton crop is that in a great many cases, the farmer has to borrow money with which to live and make his crop, then when he sells it, he finds that someone else gets the most of his cash. Other products coming at different seasons of the year will make it possible for the most of his cotton money to be actual profit, and it is to this class that the peanuts belong. Under proper conditions they may be made to yield a profit of more than \$50 per acre with the expenditure of a small amount of time, labor, and money.

The parts of the state which are the most suited to the requirements of Peanuts as to soil and climatic conditions are the sections which have a large proportion of sand and they are to be found in two distinct sections centering in Lamar, Fannin, and Red River counties in East Texas and in Erath, Comanche, Jones, Eastland, and other counties of the middle western part of Texas. These favored areas have realized great profits from their peanuts, and other counties may find it possible for them to join the ranks of the peanut producer. The more sources we have from which to draw the very necessary and desirable income, the greater will be our chances for being a comfortable and happy people.

The greatest value in the peanut

is its oil content, which may be converted into a commercial product by (1) feeding the peanuts to swine, and thus realizing a profit in two ways—a process by no means to be despised, and (2) manufacturing from them a vegetable oil which has been growing in favor as a competitor of the animal fat which is used for cooking purposes. A small per cent of the annual crop of peanuts is also manufactured into peanut butter, and about 10 per cent is sent to candy factories, most of which are in the North and East, though Texas boasts a few. In addition to the nut itself, the hay, of which each acre may produce from 1 1/4 to 2 tons, has a commercial value, and a ready market for it is usually at hand. From all these varied uses, we can see that there must be some possibilities of success in the cultivation of a plant which furnishes such a wide variety of commercial opportunities.

What does the experience of the Texas farmer in growing peanuts show as to the desirability and profit of such a proceeding? In 1906, the first year when any appreciable quantity was grown, the output was about five carloads, which were marketed in our state and used in a factory at Paris, Texas. In 1907 there were 30, and by 1908, the number had increased to 150, which undoubtedly shows that those engaged in agricultural pursuits at that time, certainly felt that a profit might be realized. By 1920, our banner year in the amount of production of many farm commodities, there were more than 4,000 carloads placed to the credit of Texas, and almost as many for 1921. By 1924, however, this amount had dropped

back to a little over 1,500 cars, using 30,000 pounds as the capacity of each one.

Where does Texas rank among the States of the United States as a peanut producer? Her place is among the four foremost in both acreage and amount produced, and she shares first honors with Georgia, Virginia, and North Carolina at different times. In 1923 about one-eighth of the crop of the United States was produced on Texas soil, which was also about one-eighth of that under cultivation in the entire United States, thus showing that her production per acre was about on the average of other states. In 1923 this figure dropped to one-thirteenth, but the money value of the crop was enough greater to make up for the difference as far as the actual income to the state was concerned. That will not alter the fact that we are not living up to the greatest of our possibilities, and that our proportionate standing among the other states was lowered. Is it because peanuts do not pay as well as other products; or because we are not seeing the opportunity which presents itself before us? The desire of those who really are interested in OUR GREAT STATE is to see her develop EVERY POSSIBILITY to its greatest extent.

The article here published is part of a series to advertise the Resources and Industries of Texas; and are contributed by "Builders of Texas," who made possible the Growth and Development of Texas. Other articles in this campaign will deal with the varied industrial, agricultural and mineral interests and their progress and development in Texas. Read each article of this series. It will be worth your while.

