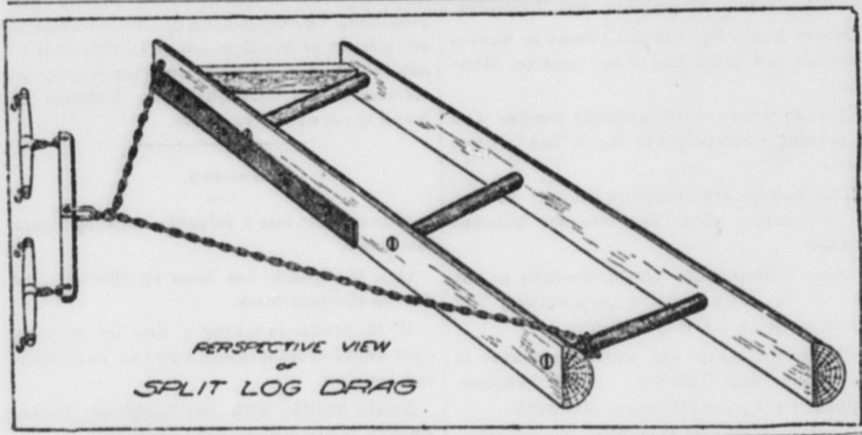


The Log Drag as a Good Roads Maker.

Considerable space in this issue of the WATCHMAN is devoted to a timely subject—that of improving our public roads. The advantage from a financial point, of having good roads in every community, need no argument, while the pleasure and comfort derived in travel are more than a sufficient recompense.

In Centre county we have two kinds of roads, those with a stone foundation, and the ordinary clay road made entirely of earth. We have a fairly good proportion of stone roads, yet in every township there is a large extent of clay road especially leading from the main thoroughfares.



RESPECTIVE VIEW OF SPLIT LOG DRAG

of the twist that will be found in splitting even straight logs. After splitting a log, when you place one of the slabs on edge, with face of one end plumb, the face of the other end will not be plumb; will not be at right angles with the floor.

The purpose of this article is to talk about building the best clay or earth roads at the lowest expense. In other words, how the best roads can be built for the least money; and it can be done by adopting the proper method, one that has been thoroughly tested, and proven a success.

endowing this device and through their highway departments and agricultural colleges are urging the road supervisors and individual farmers to use, as the simplest, cheapest and best method of building and maintaining their earth roads.

the chain longer is equivalent to putting weight on the drag. If your drag is too heavy, shorten the chain. 2nd. The Position of The Snatch Hook, which attaches the double trees.

HOW TO MAKE THE DRAG Mr. King says: The most common mistakes I notice are (1) making the drag too big and heavy, and (2) using timbers with too wide a face on the ground.

At the beginning of this agitation I was careful to urge the necessity of waiting a certain period before using the drag. The experience of some of my neighbors and others has converted me to the theory that the only time dragging hurts the road is when it is too dry, when it has a tendency to produce dust.

On this question of good roads we invite further discussion. In fact we would like to see the road supervisors between Milesburg and Port Matilda get together and discuss the advisability of dragging the main road between those points.

The "King" system has for its main idea the opposite principle of good farming, that is to work the road when wet, to let the water run off freely so the mud will bake.

Could See Too Much. A fine, robust soldier, after serving his country faithfully for some time, became greatly reduced in weight, owing to exposure and scanty rations.

True Enough. Cassidy—Shure, how kin ye say ye case money? I've cint ye iver make ye spend. Ye lay none of it by. Casey—That's how I save. If I laid any of it by some would come along an' borrow it, an' that'd be th' end of it.—Philadelphia Press.

OF UNFOLD VALUE THE INFORMATION CONTAINED IN THIS CITIZEN'S STATEMENT IS PRICELESS. The hale, the hearty, the strong can afford to toss this paper on one side impatiently when they read the following, but any sufferer in Belleville who has suffered hours of torture caused by kidney complaint will stand in his own light if he does not follow the valuable advice offered here.

Coal and Wood. EDWARD K. RHOADS Shipping and Commission Merchant. DEALER IN ANTHRACITE AND BITUMINOUS COALS. CORN EARS, SHELLED CORN, OATS and other grains. BALED HAY and STRAW. BUILDERS' and PLASTERERS' SAND. KINDLING WOOD.

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