

## The King of the Road

### How to Make and Use a Split-Log Drag

For the good of the cause we reprint the directions for making and using the road drag designed by D. Ward King of Maitland, Mo. Mr. King deserves the thanks of all dwellers on the dirt roads of the country for his discovery and the generosity with which he places it without money and without price in the hands of anyone who will take the trouble to use it.

This is a work the carrier can do. Talk the King road drag until your patrons get to work and do the work. Make a drag and illustrate on any given piece of ground. It will be money in your pocket and the whole countryside will praise and call you blessed.

#### THE PROBLEM.

The problem given is the soft or dirt road. It is "worked" occasionally by being plowed on each side and the loose dirt thrown up toward the middle, making a more or less symmetrical oval sloping to the ditch on either side. In good weather when the rains are not frequent or heavy the ruts will be cut down by the wagon traffic. In rainy weather and in the spring and fall the ruts are full of water and the mudholes are worn in the surface and made deeper by every new wagon track. The water that makes mudholes is held in by the bottom and sides of dryer earth and frozen surfaces. If the water can run off it will do so. The problem, then, is to make a smooth surface so that the water will run off. Then of course there will be no mudhole.

#### THE SOLUTION.

The solution is the King drag here described.

Any man or boy can make a drag in less than two hours.

Get a log 8 feet long and 12 inches in diameter. Split it in halves. Bore three 2-inch holes in each half—one at each end and one in the middle. Join the halves, split side forward, with good strong braces about 3 feet long. Wedge them in securely.

If a log is not handy, use a 12-inch plank. Reinforce the backs with a 2x6.

A loose plank, on which to ride, is placed across the braces.

Wrap one end of the chain around an end stake, carry it over the top of the slab out to the double-trees, and then back to the other end of the slab, where it should be fastened by poking an old bolt or spike through one of the links into a hole bored 3 or 4 inches from the end of the slab and about its center, up and down.

Hitch up and drag—at an angle of 45 degrees—and you will be surprised at the results.

#### HOW TO USE THE DRAG.

First make the drag and have a four-horse evener ready for use the first time. Wait until your road is very soft—the wetter and softer the better. Then attach four horses, straddle the right hand rut, and begin to drag. Then turn and come back along the other rut. Don't hurry; drive slowly, the slower the better. The effect of this first dragging will be to fill up the ruts and to make a moderately smooth surface on which it is possible to make three tracks, one on each side and one where the old track used to be. This smooth surface will shed water partially, at least, and will give free access to the sun and wind, cause it to dry out quicker than the rough surface on either side of the smoothed space. When it begins to dry off take two horses and go over the same track again. This will still further puddle the clay and carry a little more into the middle of the road which every team will both puddle and compact still more.

If you wish to widen the road, wait until after another rain and then when it has dried off sufficiently to plow

readily plow one furrow along the outer mark of the drag, take the drag and spread this smoothly over the surface of the road. In this way the road will be widened by the width of the furrow and will gradually become oval; that is, higher in the middle; and each time the drag is used it will become a little smoother and a little harder. If the road is still too narrow, plow another furrow, and so on, until the road has been widened as much as you wish.

#### DON'T'S.

Don't drive flat.  
Don't walk; get on the drag and ride.

Don't wait for your neighbors to take hold; they may be waiting for you.

Don't wait for the big grader to come and shape up your road. All you can do first will help to make the work of the grader permanent.

Don't be particular about material. With an ax and a 2-inch auger almost any kind of a log can be made into a drag. The one I used for several years is a box elder.

Don't try to drag with one piece; use two. One will scoop out the hollows in the road and deepen them. When two are used the one keeps the other up, and in a month or so the hollows will have filled and become level and hard like the balance of the road.

#### KING'S CATECHISM.

Would it not be better to plow the road before dragging?

No. Plowing gives a soft foundation. Plowing the middle of the road is a relic of the old dump-scraper days.

What do you do where there are deep ruts in the road?

Drag them. If you drag when the surface is quite loose and soft you will be surprised how soon they will disappear.

How do you get the dirt to the middle of the road?

By hauling the drag slantwise with the end that is toward the center of the road a little to the rear of the other end.

But suppose the road is too narrow?

First drag the wheel tracks. After three or four rains or wet spells, plow a furrow just outside the dragged part of the road. Spread this over the road with the drag. Only plow one furrow. You may plow another furrow after the next rain. At each plowing you widen the road two feet.

How many horses do you use?

Two, generally. Three if it is just as handy. Four when breaking colts—a good, solid team in the center and a colt on each side. Two men on the drag, one to drive and the other to control the colts.

How do you drain the road?

If the earth is pushed to the middle of the road continually the road will drain itself.

Why not make the drag out of plank?

You can, and do good work. But the split log is best. The plank drag is not as stiff, and quivers and flounders.

Why not make the drag of heavy sawed timber, say 6x8 or 8x10?

Because they have a tendency to slip over the bumps. The log is better than heavy timbers because its thin, tapering edge scrapes more surely.

Don't you grade the road first?

No. The grading is done with the drag, gradually. By so doing the road is solid all the time and is put on a solid foundation.

At what angle do you haul the drag?

A safe answer is 45 degrees, or, in common parlance, exactly quartering. But bear in mind that the proper angle of a drag, like the proper tension of a sewing machine, depends somewhat on circumstances. The angle of the drag will need to be varied as the soil is moist or dry and as the surface is

more or less convex. These slight changes can be made by the driver walking in one direction or the other on the drag.

What does it cost to drag a mile of road a year?

The cost is variously estimated at from \$1 to \$3. I think much depends on the season and what degree of excellence satisfies the man who drags.

How do you keep the drag from dodging sidewise?

By not loading it too heavily. If it dodges it is overloaded. It is because you are trying to do too much at once. The secret of road dragging is a little at a time and often.

Will it work?

All over the state of Missouri the drag has been used with satisfaction. The state board of agriculture recommends it and published a free booklet on the subject. Mr. King has traveled extensively in Ohio, Illinois, Iowa and elsewhere, and everywhere comes the word—it will do the business.

#### A Real Test for the Drag.

Nebraska City Tribune.

The split-log drag has come to town and it has come to stay, because it "wins its way" wherever tried. Councilman Kregel, chairman of the street committee, completed a King drag some days ago and the rain of yesterday evening offered the first opportunity for its use. This morning, in charge of Street Commissioner Walker, the drag was used for the first time in this city on North Sixteenth street and on First avenue. The conditions were not the best, as the rain had softened only the surface of the earth and North Sixteenth street was a maze of ruts and lumps nearly as hard as granite. However the work of the drag was a revelation even under the adverse circumstances, the ruts filling up and making a fairly even roadway by the drag passing once over, whereas an hour before the street was nearly impassable except at a slow walk.

#### Births and Deaths.

The legislature at the last session passed a law providing for the creation of a state registrar of vital statistics and the appointment of local and sub registrars. The reports of the local registrars sent in from Webster county for the quarter ending March 31 are as follows:

	Deaths.	Births.
Blue Hill.....	4	9
Bladen.....	9	28
Guide Rock.....	1	16
Red Cloud.....	11	22
Total.....	25	75

According to the reports submitted the birth rate has exceeded the death rate in the ratio of 3 to 1. Bladen has a strong lead in the matter of births, having six more than are reported from Red Cloud, which seems all out of proportion considering the population of the towns and the surrounding territory. The report of but one death from Guide Rock in three months seems to be inaccurate.

#### Johnson Gets Judgment.

The time of the district court was taken up Monday and Tuesday with a case involving some horses owned jointly by the late Harry McCormel and Henry Johnson. Some time before McCormel's death he and Johnson bought two car load of horses. Administrator Cray took charge of the horses as part of the estate, and Johnson brought suit to replevin them. The jury decided that there was a partnership in the horses, and they were turned over to Johnson, who will dispose of them and turn McCormel's share of the proceeds over to the administrator.

McCormel's affairs were in a very bad tangle, and there are now pending claims against the estate amounting to several thousand dollars.

#### A Certain Cure for Aching Feet.

Shake into your shoes Allen's Foot-Ease, r powder. It cures tired, aching, callous, sweating, swollen feet. At all druggists and shoe stores, 25 cents. Sample free. Address, Allen S. Olmstead, LeRoy, N. Y.

#### Decoration Day Program.

Members of the Grand Army, the Relief Corps, soldiers of the Spanish-American war and all old soldiers, will meet at the G. A. R. hall at one o'clock p. m., Wednesday, May 30.

Line of march will form on Webster street, near G. A. R. hall, commanded by C. C. McConkey, marshal of the day.

Column will march west on Fourth avenue to Walnut street, thence south and west to the cemetery, proceeding in line of march through the cemetery. Details will be assigned by the post commander and president of the Relief corps to decorate the graves of the dead comrades and members of the Relief Corps. After the decorating of the graves the line of march will form in Hollow Square at the monument to the Unknown Dead.

Exercises of Relief Corps.  
Exercises of G. A. R. -  
Music.

Benediction by Rev. Austin.  
Benediction by Rev. Davis.

Column will march to speaker's stand.

Flag drill by kindergarten pupils.  
Song—"My Country, 'Tis of Thee," by the audience.

Invocation by Rev. Rice.  
Singing by quartet.

Reading list of dead comrades.  
Address by Prof. Dietrick.

On Sunday, May 27, all soldiers and sailors of the civil and Spanish-American wars and members of the W. R. C. are requested to meet at the G. A. R. hall at ten o'clock a. m., and march to the Methodist church, where services will be held. Memorial sermon delivered by Rev. Davis.

D. R. WHITAKER, Post Com.

#### Willa Cather With McClure's.

Sunday's State Journal has the following concerning Miss Willa Cather, daughter of Mr. and Mrs. Charles F. Cather of this city:

"The latest report from New York has it that the upheaval on McClure's is to result in the addition of Miss Willa Cather, formerly of this city, to the staff of the magazine. Some of the Tarbell-Steffens-Baker crowd will retire with Mr. Phillips of the publishing firm of McClure, Phillips & Co., and start a new magazine. Miss Cather's virile writing attracted the attention of S. S. McClure personally about two years ago, and he naturally thinks of her when he needs new people to fill the places made vacant by the insurrection. Miss Cather has been teaching and writing in Pittsburg since she left Lincoln nearly ten years ago."

#### Congregational Services.

The following program of services will be presented at the Congregational church on Sunday: Morning sermon theme, "What Doest Thou Here." A song service will be given in the evening with the following program:

Organ Voluntary.  
Anthem—"Evening Shadows Fall," (Adams), Choir.

Scripture.  
Duet—Selected, Miss Igou and Mr. Cotting.

Prayer.  
Quartet—"Father Hear Me" (Ruebush)

Miss Igou, Mrs. Garber, Messrs. Cotting and Sellars.

Solo—"Jesus Lover of my Soul," (Schnecker), Miss Helen Overman.

Ladies' Quartet—"Lead Kindly Light" (Parks), Miss Igou, Mrs. Caster, Miss Thompson, Mrs. Garber.

Anthem, "God's Gift of Spring," (Emerson), Choir.

Hymn.  
Offertory Voluntary.

Solo—Selected, Miss Wert,  
Sermon—"Lord I Believe,"

Anthem—"I Waited Patiently," (Gabriel), Choir.

Hymn and Benediction.

#### To Cure Cold in One Day.

Take Laxative Bromo quinine tablets. Druggists refund money if it fails to cure. E. W. Grove's signature is on each box. 25 cents.

#### A Guaranteed Cure for Piles.

Itching, blind, bleeding, protruding piles. Druggists are authorized to refund money if Pazo Ointment fails to cure in 6 to 14 days. 50 cents.

#### "MERY" HAS PROSPERED.

#### M. L. Thomas, Pioneer Editor of "The Chief" Pays a Visit to Red Cloud.

M. L. Thomas and wife of Pond Creek, Okla., arrived in Red Cloud Tuesday morning for a visit with relatives and friends. They were accompanied by his brother, Dr. J. W. Thomas of Weeping Water, Neb., father of Dr. M. U. Thoma of this city.

All the old-timers know "M. L." and most of the newer residents have heard of him. He came here in 1871, when the country was teeming with Indians and buffalo, and located in Elm Creek township. It is his proud boast that he plowed the first furrow in that township.

Just how it happened he himself does not know, but some thirty years ago he became the proprietor of THE CHIEF, and continued as its editor for a few years, leasing the plant in turn to Borin & Springer, and David Lutz, neither of whom could make it "go," finally selling it to A. C. Hosmer in 1883. During his career as editor of this paper there were "things doing" in the newspaper business, and he made life a burden for A. J. Kenney, who was then editor of the Argus. After Mr. Thomas sold THE CHIEF to Fred Hosmer he entered the service of Uncle Sam as railway mail clerk, having the Cate to Red Cloud run, but the life was too strenuous for him, and he again embarked in the newspaper business at Holdrege, where he made money rapidly. He later went to Colorado and from there to Oklahoma, where he settled at Pond Creek, and up to quite recently was proprietor of the Pond Creek Daily Vidette, as well as postmaster of the city. Having laid by a comfortable sum of money, he sold his paper a short time ago, purchased an 18-horse-power Rambler automobile and started out to enjoy life. He made the trip from Pond Creek to Lincoln in four days, and from there to Red Cloud.

Mr. Thomas has been absent from here for over twenty years, with the exception of a brief visit about fourteen years ago, and his coming has revived a host of reminiscences of the early days.

#### Julius Caesar.

The play of Julius Caesar is more or less familiar to everyone but more especially is this true of every High School student in the country. What boy has not learned "Mare Antony's Oration," which stands today, three centuries after it was written, as one of the world's literary models in rhetoric and oratory. It is doubtful whether Shakespeare ever penned anything more beautiful. The forthcoming presentation of this famous tragedy at the opera house on Friday, May 25, by Sanford Dodge and his company will no doubt arouse unusual interest here as it has done elsewhere.

The version used is the same as that played by the late Edwin Booth, and the original text is strictly adhered to. The play is divided into six acts and eleven scenes. Special scenery has been painted for each act, and the costumes, designed from old plates in the Studebaker art gallery, are elaborate and accurate models of the times of the Roman empire. New and incidental music has been composed for the production, and nothing has been omitted to make this a complete and perfect production in every detail. Mr. Dodge has surrounded himself this season with a large and powerful company, each member having been selected with the greatest care and with a view to their individual talents for the various fabled roles which they portray. Do not miss the opportunity of seeing the theatrical event of the season.

#### Ask for Allen's Foot-Ease, a Powder.

It makes walking easy. Cures corns, bunions, ingrowing nails, swollen and sweating feet. At all druggists and shoe stores, 25c. Don't accept any substitute. Sample free. Address Allen S. Olmstead, LeRoy, N. Y.