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Canon City Lump	Per Ton \$ 9.00
Maitland Lump	8.50
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## ROAD DRAGGING COST

Why King System Is Cheapest as Well as Best.

### IT BECOMES MERELY A CHORE

By Quitting a Little Earlier a Farmer Can Easily Renew His Boulevard. Proof of Winter Dragging's Value. Comparison of Cost.

[Copyright, 1907, by D. Ward King.]

The cost of putting the King system in operation is a matter which must have consideration. Cost always is important.

When one first hears about road dragging he feels certain a mistake or an exaggeration is somewhere snugly concealed, and an active brain spends a certain period searching for its hiding place. Convinced at last of the drag's achievements as a wonder worker, the same brain asks, "What is the expense?" and again is skeptical when the answer comes, "The cost of the new system is many times less than the cost of the old system."

For the farmer who drags the half mile or more, as may be, from "his own front gate to his neighbor's front gate toward town," there is no expense account. With the drag in the road at the front gate, he quits a little early at noon or in the evening, as the condition of the road soil decides, litches to the drag and renews his boulevard. It becomes merely a chore. A neighbor of mine says, "After a fellow once gets into the fashion of dragging it sticks to him like a bad habit." For myself, I have been riding a drag since the spring of 1896.

In the fall I can take a team from a corn wagon at the crib and drag my half mile stretch before the corn is unloaded, and in the winter months most farmers can find an abundance of leisure in which to drag, and the operation possibly is of as much benefit in the winter as it is in the summer. In this latitude (near the Missouri-Iowa line) we find two conditions of the road in winter when dragging is remarkably effective. One of these special conditions is when a rough and frozen road is thawed an inch or more in depth at about 4 o'clock in the afternoon. Another favorable opportunity is at the close of a warm spell when the wind changes to the north and the mud begins to stiffen with the chill.

If the mud is dragged just before a freeze the road of course remains smooth until another thaw, and the difference between such a road and one which was permitted to "freeze up rough" is as marked as the difference between deep mud and a dry road. On the one you can skim along at any speed; on the other you must move at a snail's pace, with the horses gingerly picking their steps and the vehicle bouncing around as if you were riding over a fresh blast in a rock quarry.

Let me offer two paragraphs from the Record, Hampton, Ia., the first showing the skepticism often met, the other confessing a radical change of opinion and furnishing proof of the value of dragging in the winter months. The writer addressed a good roads meeting at Hampton Nov. 28, 1905. Under date Nov. 28 in the course of an extended report of the meeting the Record said:

"It is to be regretted that there was no split log drag at hand that he could make a satisfactory demonstration with, the one available not being in accordance with the requirements, and the attempt to show its workings were of little or no benefit."

But in the issue for Dec. 9 the Record admits the inaccuracy of its first impression in the following paragraph, the kernel of which is found in the last sentence of the quotation:

"The King drag that we have here in town is being used today on our streets, and if we had teams enough and drags enough Hampton would have good roads within the city limits tomorrow, whereas for a week they have been practically impassable for the reason that the ground froze up a week ago last night, leaving the roads all cut up. And suppose that every man in the county had had a King drag, costing about \$2, and had dragged the road in front of his premises once over and back a week ago Tuesday, the afternoon that Mr. King spoke at the courthouse, we would have had good roads ever since. This is demonstrated by the fact that wherever on our streets the drag was used that afternoon has been a smooth track ever since."

So much for the value in the winter of the winter dragging.

But winter dragging prepares the way for lessening the cost of spring and summer dragging, because if the roadway has this winter preparation it will generally dry off and be ready to drag before the adjoining fields dry out and are fit to be plowed or cultivated. And so another series of leisure hours is provided for making good roads without money.

I would rather drag half a mile of road for a year than water three horses for a year.

If I should try to strike a balance for the twelve months, it would be something like this:

### LIKE A ROMAN ROAD.

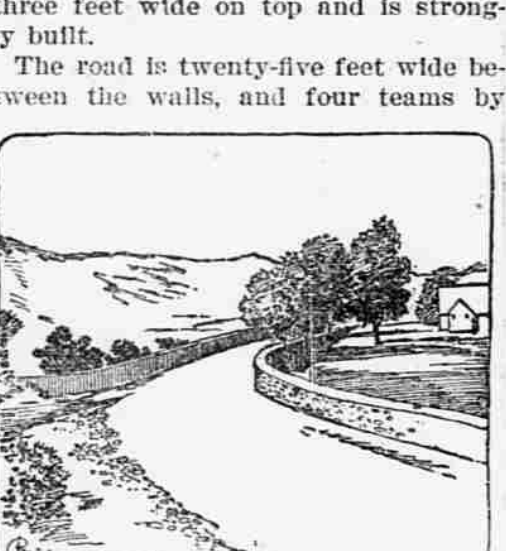
How a Chicago Millionaire Uses Rocks on His New Hampshire Farm.

J. Glessner, the Chicago millionaire, who has made his summer home in Bethlehem, N. H., for the last twenty-four years, is rapidly attaining fame as a road builder, says a Bethlehem correspondent of the Chicago Record-Herald. He is now able to show three miles of probably the finest road in the White mountains, all within or adjoining his own estate and all public road, although it was all built or built over by Mr. Glessner at his own expense.

During the late autumn he had constructed a half mile of road on the main highway from Bethlehem to Littleton and during most of that time had a crew of seventy men, thirty horses and twenty oxen engaged on the work. Part of this road looks like pictures of the modern French or the old Roman roads, and it is built fully as solidly as the Roman roads used to be—in fact, after the same plan.

The most important work done on the Littleton-Bethlehem road by Mr. Glessner this year has been an extensive fill of quite a stretch of road over some lowland where bad traveling had generally been the rule. At the lowest place the road was filled in six feet with stone, and the stone wall on each side was carried three feet higher, the wall in places being ten feet higher on the back side, or side toward the fields. The wall is three feet wide on top and is strongly built.

The road is twenty-five feet wide between the walls, and four teams by



CURVED WALL AND ROADWAY WHERE A SIX FOOT FILL WAS MADE.

actual test can pass abreast. This wall extends for 400 feet and at one part describes a beautiful curve. Unless it is desired to make a fill an excavation of several feet is first made, and Mr. Glessner's men and oxen then begin to dump in immense stones taken out of the nearest fields. A fairly level course is made of these, and then another layer of somewhat smaller stones is dumped on.

Then comes a still smaller layer, and then, last, the stonework is leveled up and all openings are filled in with very small stone, so carefully and thoroughly placed that animals can be driven over without hurting their feet. Then the rock is entirely covered and the road finally shaped up with a good layer of "hardpan," which packs solid and is practically impervious to water.

Drainage at each side is always provided for, the roads are well rounded, and these features, combined with the solid foundation of rock underneath and the impervious layer on top, give an ideal road.

### International Road Convention.

It is announced that the minister of public works of France has been authorized to call an international convention in his country in 1908 for the purpose of considering methods to prevent roads from being damaged by excessive automobile traffic. The use of the automobile, it is claimed, has produced many new problems in connection with the splendid roads for which France has become famous, and a plan for their construction and maintenance is deemed necessary. The delegates will therefore in particular discuss methods of adapting present roads to the new conditions of traffic.

Canada's Interest in Good Road Plan.

D. Ward King of Maitland, Mo., who is the head of the rural improvement department of the American Civic association, has a drag log method for obtaining good roads at the least expense which is being adopted in the Canadian provinces. The Farmers Advocate of London, Ont., is offering \$100 in prizes for the best roads made with a King drag. In a personal letter to the editor wrote: "A widespread interest has been aroused and many drags constructed in addition to those used by our contestants. So far we are more than delighted with what we have seen and heard of the results."

	DEBIT.	CREDIT.
Labor	\$4.00	
Comfort and pleasure of my own family		\$5.00
Time saved		10.00
Saving in wear and tear		5.00
Satisfaction		10.00
Benefit to neighbors and general public		150.00
Balance in favor of the drag		\$176.00
The last item will perhaps need ex-		

### They Were Good Eaters.

One day Dr. Norman McLeod, who was a large and healthy man, and one of his bury elders went to pay a visit to a certain Mrs. MacLaren of the congregation who lived over the Scotch hills. She was a frugal woman, but since she knew that a call from these two meant that they would stay to supper, too, she determined that they should have the best in the house. So she piled the table with jellies and jam and preserves and shortbread and all the delicacies of the season, and the journey having been long, they partook unsparingly, and after the meal the elder said to her:

"Mrs. MacLaren, were you at the Kirk Sunday?"

"Oh, aye," she said, "I was."

"And what did you think of the treatment of the miracle?" The sermon had been on the loaves and fishes. "I thought it was good," said Mrs. MacLaren.

"And what is your idea on the subject, Mrs. MacLaren?" persisted the minister.

"Losh," said their hostess suddenly, "I'm thinkin' that if you and the elder had bin in the congregation there wadna bin twelve baskets of fragments for the disciples to gather up!"

### Maintaining His Argument.

One night at Brooks' when Coke was present Fox, in allusion to something that had been said, made a very disparaging remark about government powder. Adam, attorney general to the Prince of Wales, who heard it, considered it a personal reflection and sent Fox a challenge. At the time appointed Fox went out and took his station, standing full face to his adversary. Fitzgerald pointed out to him that he ought to stand sideways. "What does it matter?" protested Fox. "I am as thick one way as the other!" The signal to fire was given. Adam fired, but Fox did not. His seconds, greatly excited, told him that he must fire. "I'll be — if I do!" said Fox. "I have no quarrel." Whereupon the two adversaries advanced to shake hands. "Adam," said Fox complacently, "you'd have killed me if it hadn't been for the badness of government powder."—London Bellman.

### The Sausage.

The sausage dates back to the year 807. It has been asserted that the Greeks in the days of Homer manufactured sausages, but this prehistoric mixture had nothing in common with our modern product. The ancient so-called sausage was composed of the same materials which enter into the makeup of the bouillon of the French market and the blood pudding of the French Canadian. The ancient sausage was developed in the stomachs of goats. It was not until the tenth century that sausage made of hatched pork became known. It was in or near the year 1500 that, thanks to the introduction into Germany of cinnamon and saffron, the sausages of Frankfurt and Strassburg acquired a universal reputation.

### Insect Contrivance.

As Dr. Darwin was walking one day in his garden he perceived a wasp upon the gravel walk with a large fly nearly as big as itself which it had caught. Kneeling down, he distinctly saw it cut off the head and abdomen and then, taking up with its feet the trunk or middle portion of the body, to which the wings remained attached, fly away. But a breeze of wind, acting on the wings of the fly, turned round the wasp with its burden and impeded its progress. Upon this it alighted again on the gravel walk, deliberately sawed off first one wing and then the other and, having thus removed the cause of its embarrassment, flew off with its booty.

### Gambetta's Lost Eye.

Gambetta, the French patriot, had but one eye. How he came to lose the other in childhood is told by a writer: "It appears that Gambetta had such a dislike to going to school that he said to his father that unless he were taken from school he would poke one of his eyes out. His father insisted on his remaining on at school, whereupon Gambetta did as he had threatened to do and on his father remembering with him he said that if his father sent him back again to school he would poke the other eye out. Such a determined character was he that his father had finally to give way to him."

### A Guaranteed Cure For Piles.

Itching, Blind, Bleeding, or Protruding Piles. Druggists refund money if PAZO OINTMENT fails to cure any case, no matter of how long standing, in 6 to 10 days. First application gives ease and rest. 50c. If your druggist hasn't it send 50c in stamps and it will be forwarded postpaid by Paris Medicine Co., St. Louis, Mo.

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### Ungrammatical Justice.

"Prisoner at the bar," said the magistrate, "for the crime of overspeaking you will pay a fine of \$10 or be took to jail for ten days."

"That's not a correct sentence," murmured the prisoner. — Philadelphia Ledger.

Anxiety never yet successfully bridged over any chasm.—Ruffin.