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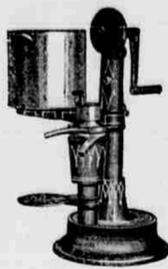
SUNFLOWER MAGNOLIA CROWN

The above brands are guaranteed to be of the highest possible quality. We also manufacture all mill products and conduct a general

Grain, Live Stock and Coal Business
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MOON BROS. BUGGIES

We are crowded for room and for the next sixty days, make you a very close price on buggies and surries. We also carry a big stock of Keys Bros. buggies and surries. We have the biggest and best lines to select from. Don't fail to see them and get our prices. We also carry a big line of pumps, tanks, windmills and gas engines in stock and can save you money in this line.

Remember we are agents for the W. C. Shinn Pure Soft Copper Cable Lightning Rod, the only rod you can get cheaper insurance on. Give us a trial. Yours Truly,

WERNER, MOSIMAN & Co.

The A, B, C of Roadmaking.

In sections of the United States where there is less than twenty-five inches of rainfall there is no road problem worthy of consideration. Road making in those sections means reducing the grades, constructing bridges over streams, and drainage where roads cross sloughs which carry an abnormal supply of water for that section. In heavy clay soils such as southern Iowa, and central Illinois and Indiana, where the rainfall varies from thirty to forty inches, and over, there will always be, until the road problem is solved in a practical way, mud and misery at certain seasons of the year; and, fortunately, under these conditions mud and misery mean also money. In short deep, rich soils, whether prairie or alluvial, with a rainfall of twenty-five inches, always bring to their possessors a very serious road problem.

The common cause of bad roads in the prairie country with a normal rainfall is water uncontrolled. Hence the first consideration is drainage, either side drainage or under drainage, as nature withholds rainfall, as in periods of prolonged drouth, we have no bad roads. The road perpetually roofed would be always good, barring, perhaps dust. Hence no matter what kind of road you propose to make in humid fertile sections, the first consideration is drainage. Ordinarily side drainage is sufficient, the depth of the drains on the sides being determined by the fall available and by the amount of water that naturally flows in from the rolling lands adjoining.

In Iowa and Missouri and some parts of Illinois the water that gives the most trouble is that which seeps out of the hillsides. This seepage is caused by the existence of a bed of clay through which the water cannot readily pass and hence must rush on laterally; and if this occurs in the road we have a bad road problem. The remedy for this is tile drains laid far enough above the seepy places to carry off the water that seeps in and turn it into the ditch. Fortunately, the dirt removed from the side ditch, if properly handled, elevates the roadbed. There are cases where file under the road bed may be practical, but they are rare. When they are used it is not for the purpose of draining the surface of the road but to remove the water under the road bed to the depth of three or four feet in order to prevent the movement of water upward by the capillary action, and the breaking up of the road in time of frost.

Proper drainage and grading are absolutely essential, no matter what kind of surface covering is to be used. There are sections in Illinois and Iowa where surfacing is so cheap and so well adapted to the purpose that hard roads are practicable. They are not practicable in sections of Illinois, Indiana, Missouri and Iowa, for the reason that neither rock nor gravel are available. But no matter how available or how cheap this surfacing material may be, it is absolutely useless to undertake to apply it until the water has been taken care of and the road graded up.

Farmers in these sections are therefore compelled to make the very best use they can of the common clay or dirt of the roadside. We say "clay or dirt," not "soil," because soil—agricultural soil, soil in which great crops of corn—is not only of no use but an absolute damage to any road bed ever made. Fortunately, most of the roads in the territory mentioned have been laid out and traveled for thirty, forty, fifty and sixty years. This travel has exhausted the humus and left a road bed of the clay peculiar to country. The heavier the clay and the less amount of vegetable matter the more easy it is to make a good road bed by the method which we will hereafter describe.

The best method yet devised for keeping roads of this character in good condition, better condition than farmers ever dreamed of, is the road drag. By the drag we do not mean a harrow, but what has come to be known as the road drag, which can be made very easily and in various ways. The best form of which we have any knowledge is made of white cedar or tamarack fence posts eight inches thick and about seven feet long. Where this is not available, any kind of soft wood will answer—box elder or cottonwood, or, where this is not available, ordinary two inch plank or any other light wood.

Where a post or telephone pole or log is used, it should be split in two, so as to make two halves the length of the post. These should be placed on edge thirty inches apart, held together with iron rods or pinned together securely with some hard wood. Five feet of the front piece at the right hand side looking toward the team, should be faced with a piece of iron or steel, which should not project more than one-eighth or one quarter inch at the most below the edge. Attach a log chain, and hitch a team of heavy slow moving horses to this in such a way as to give the drag an angle of forty-five degrees, put on a couple of boards on the cross pieces and get on yourself. You are then ready for business.

Begin in front of your own house. Go to your neighbors gate in the direction of town. Do this when the roads are muddy. Pass along one rut going one way, and come back along the other. Then do it again and quit for that day. What have you done? You have filled up the ruts, smothered down the rough places, allowed the water to run off into the ditch, in which there must be, as stated above, sufficient fall to carry it off. You have allowed the sun to shine on this smooth road and the winds to blow over it, with the result that it dries off twenty four hours sooner than a similar piece of road not treated. Teams passing over it will compact it, roughing it up some of course. Wait till the next rain, and when the road begins to dry go over it again; and so on during the summer season, and especially during the fall and during the spring when the road has been frozen and thaws off to the depth of half an inch. This is all there is to the road drag.

No man will believe how effective it is until he tries it, nor will he fully appreciate its efficiency until he tries it year after year. There are some things; however, which it will not do. It will not make a good road where there is not sufficient drainage. It will not make a good road out of sand, for the reason that sand does not make stiff mud; neither will it make a good road where the soil is peaty and does not have enough clay to pack it to gether. It will not work among stones or stumps, nor will it work effectively where the roads are covered with grass. It will however, prevent grass from growing in the road bed.

We speak in this not from theory, but from a good deal of observation and experience. A little over a year ago we became thoroughly convinced of the efficiency of this drag, which, by the way, is not a thing newly discovered. It was used in certain countries in New York state in 1837. It was tried in northwestern Iowa twenty years ago, but failed because the roads had not been graded up nor the grass removed. We persuaded the Northwestern Railroad Company in Iowa, which has lines through the very muddiest portions of the state, to start a special train, visit some fifteen counties, make a drag on the spot, and give a demonstration of its efficiency. So thoroughly converted were its superintendents and other officials as well as the supervisors of the various counties, that there are

now thousands of farmers using this drag. Wherever it has been used according to directions the result has been better roads than the most enthusiastic farmers ever dreamed to be within human possibility.

The philosophy of it is exceedingly simple, and in harmony with the theories of all good road builders, no matter what the material used. All road engineers agree that the first thing is drainage, the second grading. They further agree that the road bed should have the minimum of vegetable matter, and be in its character as different as possible from the cultivated field. The cultivated field requires humus in large quantities in order to keep the soil in the best possible physical condition for growing crops. The highway requires the minimum of humus material in order that it may be in the best possible physical condition for travel. All good road builders agree that the material placed upon the road should be as uniform as possible in character, and, furthermore, that it should be put on in layers and a little at a time.

On a road traveled for thirty or forty years the humus is practically exhausted. You could not grow corn on it if you tried to do so. The drag will fill up ruts and smooth it so as to let the water run off, the sun to shine on it, and the winds to blow over it, and carries a small amount of dirt thoroughly mixed together and puddled into the middle of the road, thus maintaining and increasing the grade. It is kept up from year to year the covering of puddled dirt will become so thick that the winter rains and snows will penetrate it but two or three inches, and hence there will be no frost to come out, no "breaking up" of the road in the spring. There will be no cold storage of water under the road bed, and hence there can be no upheaval of the roads, for this upheaval, or what is called the "going out of the frost," is simply the result of cold storage of water during the winter seasons.

We have gone to some trouble to ascertain the cost of maintaining by the use of the road drag roads that have been previously drained, graded, and traveled. The annual cost of making the road better than any road we have, except asphalt, during eight or nine months of the year is from three to five dollars per mile, provided the dragging is done by farmers along their own farms, allowing them from thirty to fifty cents per hour for the cost of gravel or macadam road, and is even less than the cost of maintaining these roads after you have secured them. The cost as shown by government investigations, maintaining the macadam roads in the eastern states is from ten dollars a mile upwards. The cost of maintaining Irish roads is from thirty to one hundred and five dollars per mile. This was a great surprise, but the data furnished is from the contracts actually made by the county authorities for the maintaining of these roads on a five-year contract. The more a country is subject to prolonged drouths the greater is the difficulty of maintaining macadamized roads. For the reason that long continued dry weather during the summer season shrinks the binding from the rock, the wind blows out the finer portions, and the result is what is called by our government engineers a "ravellied" road, that is, a road covered with loose stones, which must be removed before it can be made fit for travel. Therefore, except perhaps in the vicinity of large cities, where there is a very heavy hauling and where it is possible to keep the macadamized roads sprinkled, the dirt road made as above described is not only the cheapest road possible but the best.

There are many things about the use of the drag which cannot be taught by tongue or pen; they must be learned by practical experience. In this, however, it does not differ from anything else worth having. Even the precepts of religion are entirely useless to any man unless he puts them into practice. The same may be said of an agricultural education. The same may also be said of the art of farming or any other profession known among men. No man can possibly realize the benefits of this method until he actually makes his drag and then uses it, and uses it from year to year. Wherever this method is adopted provision should be made by law that the farmers who does the roads shall receive compensation.

Dr. J. L. Gandy Arrested.

On Thursday last while Dr. J. L. Gandy was looking after a case in the district court in session in this city, that interested him, the sheriff of Nemaha county appeared with a warrant for his arrest. The gist of the trouble is given in the State Journal of the 3d inst., as follows:

Dr. J. L. Gandy of Humboldt, Fred C. Hawxby a lawyer of Auburn and two young men named Reed were arrested this week on a charge of conspiracy to obstruct justice.

Dr. J. L. Gandy was removed from Humboldt to Auburn on Thursday to face trial with the rest of the defendants. This arrest arose over the Gandy-Bissell case which has been in the courts for the last seven years. It has been tried once in the county court, twice in the district court and twice in the supreme court and is now on the court docket for trial again.

W. C. Bissell died in 1897, leaving 320 acres of land near Humboldt which he had deeded to an association in Chicago, sometime after this J. L. Gandy filed a note of \$5,600 against this land. This note had, it appears, been running for six years without anything having been paid upon it. The administrator of the Bissell estate contested the note as fraudulent and alleged that Bissell never owed it. A minister G. W. Hawley of Auburn who had had a settlement with Gandy of all Bissell's affairs is the main witness.

The particulars as they developed this week seem to indicate that two brothers named Reed, at the instance of Gandy, got into communication with a preacher named Fisher. Fisher was instructed to go to the home of Rev. Hawley at Auburn and get acquainted with him and get on the good side of him so that he could hear the conversations which Gandy was to instruct Fisher to swear to. According to instructions Fisher came to Auburn and hung around several days, until he got scared and then he went to a lawyer's office and detailed the whole story and asked his advice. Hawxby was a candidate for county judge in this county several years ago and is well known here. The charge against Hawxby, who was made a defendant in the suit, has been dismissed.

We are sick of this everlasting gush about Alice Roosevelt and Congressman Longworth. Of course they are entirely and sufficiently in love but so are thousands of other worthy young men and women. The newspapers should let up on its daily story of the billing and cooing of Alice and "Nick." It makes us sick.

Poultry, Poultry, Poultry.

Remember E. E. James pays top prices on poultry, butter, eggs and hides. Located one block west of the National Bank in the Stump building. Phone 290.

The most reliable preparation for kidney troubles on the market is Foley's Kidney Cure. For sale at Moore's Pharmacy.

Missouri Pacific Railway Time Table, Falls City, Neb.

NORTH	
No. 105 Omaha and Lincoln Express	A 1:57 a m
No. 103 Omaha and Lincoln passenger	A 1:30 p m
No. 191 Local Freight, Auburn	A 1:00 p m
SOUTH	
No. 106 Kansas City and St. Louis and Denver	A 3:10 a m
No. 108 Kansas City and St. Louis and Denver	A 1:30 p m
No. 192 Local, Atchison	10:15 a m
No. 164 Stock Freight, Hiawatha	A 10:20 p m
A. Daily. B. Daily except Sunday.	
J. B. VARNER, Agent.	

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Examination and Consultation Free
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Cures Colds; Prevents Pneumonia

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Having secured the exclusive agency in Falls City for Sycamore Springs Mineral Water, we are prepared to furnish customers with the same. Price 60 cents per five gallon cask. Call phone 189 or phone 39.

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New Candy Store

Offers Home Made Candy fresh each day. The best, purest and freshest for Wholesale and Retail trade. One door north of Hargraue & Hargrave

The Falls City Candy Kitchen

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The Newspaper with the big circulation. Enough said.

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