

THE BEST GOOD ROAD MAKER EVER INVENTED

THE ROAD DRAG IS A GREAT FACTOR IN KEEP- ING THE ROADS IN A SUITABLE CONDITION TO MEET OUR REQUIREMENTS--TRY IT AND BE CONVINCED.

We have said it many times before, but it cannot be said too often that the drag is the cheapest and best good roads maker ever invented. It is one thing that seems never to disappoint. If it had been a patented device with slick-tongued agents selling it at ten times its cost, the whole South would have bought drags before this. As it is, our road officials go on spending the people's hard-earned tax money on the old-fashioned and ineffectual schemes their fathers and grandfathers used.

It is time, Mr. Subscriber, to wake up the authorities in your county and make them begin using the drag. It is worth while for you to drag the roads around your home just for your own sake, but sooner or later every county must have a law like Iowa's which allows the farmer fifty cents a mile for each mile traveled back and forth while dragging the main public roads.

Don't cuss your bad roads; get busy and drag them. We are printing herewith an interesting letter on the subject, written for us by Mr. Geode Homes, a good roads expert of South Carolina.

But the one thing we should like for every reader to do as first and most important of all is this: Cut out a postal card—one of that quarter's worth of postal—we are always telling you about—and address it on one side to "United States Office of Public Roads, Washington, D. C." Then on the other side write: "Send me free information about how to make and use the split-log drag," and sign your name. Read our symposium and write that postal.

We all dream of time to-morrow when good roads will be the universal rule, but in our dreams we often overlook the very pertinent fact that in the meantime we have got to keep our roads in a suitable condition to meet our to-days ever present traffic requirements.

Now there are many factors entering into the securing of a system of good roads, but they amount to two results: (1) a smooth surface, and (2) an easy grade.

WE MUST MAINTAIN ROADS AS WELL AS BUILD THEM.

Another drawback that our people have is that so often the people devote all their enthusiasm, energy and money to the building of a few miles of improved roads for whose proper maintenance they rarely make adequate or even any provision; so often, in this glow of enthusiastic energy, all other roads except those immediately under construction are forgotten, and become at times barely passable, or even impassable.

Every mile of improved road

that may be built, provided it is properly maintained, is one of the best investments that can be made by a State, a county or a community, and their construction is to be encouraged and fought for; but the road for which I now wish to make a plea is the one that has not been made into what so many love to call "a permanent road."

A DRAG IS EASILY MADE.

The average country dirt road must be kept in such a condition that it too will be a paying investment, and not a constant mud tax and blacksmith tax on our teamsters and farmers. This can be accomplished in an exceedingly great measure by keeping the surface smooth, free from holes and properly drained. There are a great many implements and machines for attaining this end, but for the average dirt road none is so economical as the split-log drag, and none does the work better.

One great thing in favor of the split-log drag is the simplicity of its consequent cheapness. Any intelligent farmer can make one; and if he will do so and use it at the proper times he will be astounded that so much good could come out of anything so common-place. The United States Office of Public Roads in Washington, D. C., will, upon application gladly send to any one full instructions as to how to make and use a split-log drag.

WHAT MAKES ROADS BAD.

We all know that any road that has a hard and smooth surface and proper drainage is not affected very much by a rain, owing to the fact that the water at once runs off the road; and also the more dense and compact we get a road surface, the more easily it will shed water. Again, on the other hand, a road surface that is rough, full of ruts, and holes, will be very dusty and retain a great deal of the water that falls on it; making the ruts and holes deeper and the road very muddy. As the road dries out, the ruts will at first be deeper than before the rain, but the edges of the ruts will be gradually broken down and ground into dust by the traffic. This dust and these ruts and depressions again serve to keep the water on the road when it rains and thus again produce mud; the dust by absorbing water like a sponge and softening the entire surface, and the depressions by collecting water and making a mud hole. Now if we can keep the surface of the road smooth while it is drying out, we shall do away with this endless chain of mud, ruts and dust.

DRAG AFTER EVERY RAINY SPELL.

In the case of the earth road the split-log drag is the great implement of maintenance to accomplish the above end; but it

must be used at the right time and as often as may be necessary (usually about eight times a year) The road should be dragged after each heavy rain or rainy spell; and as the surface is only in the proper condition for dragging for a very short time after each rain, we see that there should be a drag for each one or two miles of road; and as practically no country has sufficient equipment to drag the roads on such a large scale at the same time, it is clearly up to the farmers and people living along the road to drag those sections of road that pass by or through their places, with full realization that they are primarily benefiting themselves; although I am sure that their county road authorities would gladly pay them a fixed rate per year for each mile that they will keep properly dragged.

ROADS DRAGGED NOW WILL BE BETTER ALL THE YEAR.

I have seen the split-log drag used time and time again, and wherever it was used consistently and intelligently the results have been most excellent and gratifying. We have just passed through a spell of weather that has been exceedingly hard on our roads, and most of the roads were left in very bad condition. On every road that passes by or through your place you ought to be using the split-log drag now. The condition of the roads for the coming season depends on you. By a concerted action you can reduce the price of your hauling 50 per cent.

Remember that the drag does its best work from the time that the mud ceases to be sticky until it becomes nearly dry; and if the road is consistently dragged while the soil is in this condition, the surface will become even, hard, and smooth, and more easy to maintain with each use of the drag.

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Congressional Convention Called To Meet In Greensboro.

The Democratic Congressional Convention of the Fifth Congressional District is hereby called to meet in the court house in Greensboro, N. C., May 29th, 1912, at 8 o'clock p. m., for the purpose of nominating a candidate for Representative in the Congress of the United States, nominating Presidential Elector and electing delegates to the National Democratic Convention, and for the transaction of such other business as may properly come before the said convention. By order of the Democratic Executive Committee of the Fifth Congressional District. A WAYLAND COOKE, Chairman. G. H. Hastings, Secy.

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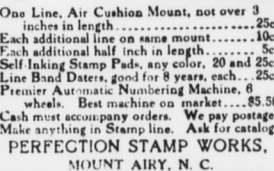
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