

Try

Goldenrod Flour

Guaranteed

NEW METHOD OF ROAD BUILDING

By D. WARD KING, IN SATURDAY EVENING POST.

Finally, however, he made himself a drag, and started to push forward the good work. From others I knew that he had been a doubter at the outset, but within two weeks he was a dragged road enthusiast and came to me in a state of considerable excitement, not to say indignation, because the neighbor next beyond him was not willing at once to take up the work and begin the dragging of the road on toward the village. When my neighbor voiced his impatience and intimated that something ought to be done to push the thing right straight through without delay, I simply shook my head and asked the question:

"Do you know how long I have been dragging the road up to your gate?"

"Why, I guess it must be about four years," said he.

"Yes, I answered, "and all that time I haven't said a word to you urging you to take up the work. Now the same thing that convinced you will convince the neighbor beyond you. We'll just let him take his time to come to the conclusion that he can't afford to travel over a bad road to town when a few minutes' work will give him a good one over which to ride."

Later experience showed me that this matter of road-dragging is contagious and catches best where the work itself is left to spread the conviction of its own soundness. As one neighbor after another fell into line, and the stretch of dragged road continued to lengthen, the public comment about it increased until the road authorities from neighboring townships and counties began to investigate the matter, with the result that local farmer's institutes asked me to speak at their sessions and give a personal demonstration of the workings of the split log drag.

There are a few bugaboos that have to be met wherever this new gospel is introduced. One of these is capillary attraction. This force is declared by "scientific experts" to be the thing that will draw the water up into the dragged road and make it soft. The only answer to this is, simply, that it doesn't.

Another popular bugaboo is the calamity that will surely swallow up the dragged road "when the bottom falls out in the spring." Again the answer is that the bottom will not fall out of the road that has been dragged with a split log, because the dragged road unlike the other kind, does not put down a lot of mud into cold storage with the coming of the first deep freeze. The thing that plays hob with roads is mud—and mud is earth and water mixed. I never realized how it is that wagon-wheels can cut down so deep into an ordinary road until I had a certain experience with a lightning-rod man. I drew the contract myself and, knowing that the rod should be grounded in soil that would always be in a moist condition, I specified that the rod must be sunk at least eight feet into the ground.

When the workmen came to put up the rod the foreman asked for "a bucket of water, a dipper and a spade." I could see where there would be plenty of exercise for the spade, but

the other things puzzled me. With the spade the man took out just enough earth to get down under the crust. Then he took hold of a length of rod and jammed the end down in the centre of the hole he had made with his spade. It didn't sink more than three or four inches. I was just about concluding that the man was an ignoramus for trying to sink the rod that way, when he took it out and poured a dipperful of water into the little hole.

Again he inserted the end of the rod and began to chug it down. The way it sank through the moistened soil made my eyes open. A little more water and a little more chugging, and in a few minutes he had put that rod down eight feet into the earth without removing more than half a shovelful of dirt. Then it came to me—that's digging by mixing a little water with dirt, and it's precisely what a wagon wheel does to a muddy road—a road where the water stands until something comes along to mix it with the earth; while, on the other hand, the dragged road uses a coat of mud—to all practical purposes a cement—to make an oval roof that will not let the water stand.

At one of our meetings in Nebraska a road commissioner came to me very much troubled about a stretch of gumbo highway under his supervision. "I suppose," said he, "that, if you had this road to take care of, as soon as you saw a hollow place in it you would go and get dirt and fill it in?"

"No," I replied, "I would fill it in before there was any hollow place there."

Apparently this statement was a little beyond his grasp, and so I tried to think of some illustration by which I could make it entirely clear to him. Just at this time I happened to notice that he had a head of thick, wavy hair.

This gave me the inspiration I needed, and I said:

"How often do you comb your hair?"

"Why, three times a day, of course," he answered, flushing slightly.

Then I came back at him with the question:

"Why don't you wait until there are tangles, or at least indications of tangles, in it before you begin to drag it with a comb? That's precisely the plan upon which traditional road-making is conducted. You have been in the habit of waiting until the tangles were there, and, consequently, you had to use a much heavier implement, with the result that you moved a great deal more—earth!"

Everywhere the rallying-cries of this movement is: "From your own front gate to your neighbor's front gate toward town." Thus, the thing always starts with the farmer's own self-interest, but leads him directly beyond his own line-fence to the place where he finds himself working for the general good of the community. There are three considerations that are especially powerful in getting men interested in this movement: Keeping the roads in condition so that school and church privileges may be enjoyed; keeping the boys in touch with a certain amount of social life so that they will

not wish to leave the farm, and keeping the roads passable for work and heavy hauling so that good market may be taken advantage of, and work done at a time when it will count most and be accomplished at a minimum of time, toil and expense.

From the outset of this work, so many questions have poured in upon me indicating points concerning which the public is prone to go astray in its understanding of how to build and use the split-log that I have prepared the following road-dragging "catechism" as covering, with fair completeness, the main working facts in the problem:

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 when 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 the ruts 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 centre 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 shallow furrow just outside the dragged part. Spread this over the road with a drag. Only plow one furrow after the next rain. At each plowing you widen the road bed 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 centre and a colt on each side; two men on the drag—one to drive, the other to control the colts.

How do you drain the roads?

If the earth is pushed in 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 so stiff.

Why not make the drag of heavy sawed timber?

Because drags so made have a tendency to slip over the bumps.

Don't you grade up the road first?

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

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

The cost is variously estimated at from one to three dollars.

How do you keep the drag from dodging around sidewise?

By not loading it too heavily. If a drag dodges around the earth you are moving, it is because it is overloaded.

Will the dragged road stand heavy hauling?

Yes and no? A dragged road will stand more heavy hauling than an undragged road, but not so much as a macadamized or well-graveled road.

Will a drag help a sand road?

A sand road is a very different proposition from the black soil, clay or gumbo. An entirely different method must be adopted. Three things may be done to a sand road to make it better: First, keep it wet; second, haul clay on to it; third sprinkle it with crude oil, as they do in California and in some parts of Southern Kansas and Texas. The drag will be beneficial in keeping the sand road perfectly flat so that it will absorb moisture and retain it a long time.

To this catechism I would add the following "Don'ts": Don't drive too fast. Don't walk; get on the drag and ride. Don't be particular about material; almost any log will do. Don't try to drag with only one piece; use two.

Dress Making

Mrs. Viola Lawless has moved her dressmaking parlors to the building formerly occupied by Mrs. White, milliner, where she will be pleased to see all patrons.

—Goldenrod Flour \$1.10 per sack.

Race Meeting at Portland

Portland, July 5.—Among the great attractions which the Lewis and Clark Exposition will afford the visitors to Portland during this month will be the opening of the race meeting given by the Multnomah Fair Association at Irving Park Track, beginning on July 22. More than 500 horses will be stabled at Irvington during the 49 racing days, which by the way, will be the longest race meeting ever held in Oregon. The horses that will start in the stake and handicap events are the pick of those that raced last winter at Oakland and at Los Angeles. Such owners as E. J. Ramsey, Doctor Rowell, Harry Stover, Winter & Johnson, and Del Fountain, have entered their stake horses in the events, horses that would have been shipped East, but for the generous purses and stake moneys that the Association have hung up.

When the Association officials made up their stake events last year they were in a generous mood. Knowing that the Exposition would bring lovers of the thoroughbreds from all over the country, they made up their minds that if handsome purses and valuable stakes would attract the best class of horses and best owners, they would certainly bring them to Portland. This they have done and in all they will distribute over \$100,000 among the winners of the stake events and purses. Such good horses as Horatius, Sea Air, Bombardier, Hugh McGowan, Glummy Gus, winner of the Seattle Derby, Whisky King, and a host of others that have won winning brackets, will be there. The Lewis and Clark Exposition Handicap will be worth \$1,500 to the winner, the Irvington Handicap \$1,200 and the Labor Day Handicap is valued at \$1,000.

The Association has also announced that from September 17 to September 28 it will endeavor to give a light harness race meeting. Very liberal purses will be given and some of the best trotters and pacers from California will be seen at Irving in addition to a strong lot of Oregon and Washington horses.

Weekly Crop Bulletin

Particularly favorable to hay was the dry, hot weather which prevailed during the past week in Oregon. Of weather conditions and the crops the Weekly Bulletin issued on Monday by Edward A. Beales, of the Portland District of the Weather Bureau, says:

The past week was dry and the hottest of the season. These conditions were very favorable for haying, and this work has been pushed along rapidly. The hay crop promises to be heavier than last year, although in some few localities it is not so good as expected. Pasturage is getting short, and consequently the milk supply in the dairy districts is decreasing.

The harvest of barley and Fall rye has begun, and Fall wheat cutting will become general next week. Fall wheat is maturing nicely, but it has been a little too warm for Spring wheat, especially the late sown. Oats show considerable improvement. Corn and gardens have made good advancement. Hop lice are still plentiful in many yards, and considerable spraying has been done during the week. The grain aphid is disappearing, and reports as to the amount of damage caused by this pest are conflicting.

Apples, pears, peaches and prunes, although below average in quantity, are doing nicely. The berry season in the western section is drawing to a close, but in the higher elevations in Eastern Oregon it is now at its height.

Library Stolen

The entire library of 60 books of the Mead school district, No. 76, at Greenmountain, has been stolen. The theft was not discovered until a few days ago, which must have occurred within the past three weeks. The school house has always been left unlocked, but the bookcase was locked and the key was in the care of the teacher. The matter has been reported to the county authorities and the Portland police but the thief is not yet apprehended.

—Goldenrod Flour, buy it, try it.

COUNTY COURT NEWS

REAL ESTATE TRANSFERS.

Henry Matthes to Harry Cline the n w 1 of n e 1 sec 11 t 2 s r 3 w \$1150
 Peter E Wagner to David Miller s 1/2 of n e 1/4 sec 15 t 2 n r 5 w 350
 Addie E Preston (Adms) to J R Depperman 40 acres in sec 2 t 2 n r 5 w 200
 H J Martin to A F Flegel 46.57 acres in sec 28 t 1 s r 1 w 1
 A F Flegel to H J Martin same as above 1
 Wm Vanderveiden to J F Peerenboon 90 acres in Wm Wilson d l c 501
 Winnifred Miller to J W Masters part of blk 10 Hillsboro 450
 G Thiebaud to German Cong. Church 1 acre in sec 32 t 1 n r 1 w 250
 Theo Pointer to L L Minor 10.06 acres in Wm Pointer d l c 750
 F W King to Charles Kuyatt 50 acres in J S White d l c 1000
 W L Davis to H R Davis part of blk 12 Hillsboro 1
 John Conzelman to E C Wetzel s 1/2 of e 1/2 of n w 1/4 sec 25 t 2 s r 2 w 1200
 Earl B Hawks to John B Smith part of blk 38 Forest Grove 1300
 Jane M Smith to W R Sparks 1 acre in blk 2 Banford add to Forest Grove 200
 A M Boldrick to Theresa Boldrick 1 acre in E Walker d l c 250
 J C Aldrich to J P Vandezanden part of blk 16 Forest Grove 225
 John Wilkins to J J Krebs 40 acres in Chas Lewis d l c 1700
 C K Schmeltzer to Franklin C Schmeltzer 100 acres in secs 21 and 23 t 2 s r 2 w 1

PROBATE COURT

Estate of Lars Nielsen. Admitted to probate and Maria Nielsen appointed administratrix. Bonds \$200.00.
 Moses Dillaboy, Tony E Ganser and David Merrill appointed appraisers.
 Estate of John W Lutz. Final account filed. Monday, Aug. 7th time fixed for hearing objections to final settlement.

BUSINESS SPECIALS

—Goldenrod Flour, guaranteed.
 —Try Goldenrod Flour. You'll like it.
 —"Crescent" is the Standard of Excellence for Valley flour.
 —Drain tile, sewer pipe and terra cotta flues at Richey & Wells'.
 —C. F. Harris is closing out his entire line of furniture at cost.
 —I am selling out my entire line of furniture at cost. C. F. Harris.
 —Money to loan on farm security. W. H. Hollis, Forest Grove.
 —Mohair and wool wanted at J. E. Bailey's store. Cash or produce.
 —Mohair and wool wanted at J. E. Bailey's store. Cash or produce.
 —All kinds of picnic goods at Duns-moor's store. Remember the long handle dust pan.
 —For Rent—Baldwin's new brick, next to new post-office. Inquire of Geo. H. Baldwin, McMinnville. tf
 —Bring me your wool and Mohair, highest market paid, either in cash or trade. J. E. Bailey, Forest Grove.
 —Try a can Golden Gate Baking Powder today. A trial will convince. We carry it at the Big Store. John E. Bailey. 3jmo
 —Cut prices in millinery at The Paris Millinery Parlor. Next door to Odd Fellows Hall, Forest Grove, Ore.
 —Use Golden Gate Baking Powder, guaranteed a fine cream tartar powder. Try it, money back if unsatisfactory. John E. Bailey. 3jmo

Farmers & Merchants BANK

Of Forest Grove, Oregon
 CAPITAL \$25,000.
 A General Banking Business Transacted. Drafts sold on all the principal Cities in the United States and Europe. Correspondents: Wells Fargo & Co's Bank. Directors: Richard M. Dooley, J. E. Loomis, John W. Shute, and Frank E. Dooley. Accounts solicited.

E. W. Haines Bank

(ESTABLISHED 1898.)
 Forest Grove, Oregon
 A general banking business transacted. Interest paid on time deposits. Accounts invited.

Dr. Wm. M. Pollock,

DENTIST.
 Office over Bazaar, Forest Grove, Ore. All work in the dental line. Prepared to do work at night, but must be by appointment. Phone, office, 861; residence, 554.

BROOKS & WHITESSELL

Can suit you. They have a complete stock of Harness, Whips, Lap Robes. Repairing a specialty. Call in.

PACIFIC AVENUE

MEATS

VERY BEST

QUALITY, PRICES, TREATMENT

SAELEN & CO., Main St.,
FOREST GROVE, OREGON

Undertaking

Practical Undertakers and Embalmers. Calls answered day or night.
Roe & Buxton
 BOTH 'PHONES. Forest Grove, Ore.

G. E. Geiger, M.D.

Homeopathic Physician and Surgeon
 Office over Westcott's Store, Residence East of M. E. Church, Forest Grove

City Barber Shop

Baths. Laundry Agency. Situated on Pacific Ave., Forest Grove.
 .. A. J. Wirtz, Proprietor

Strangers

If you are seeking a home and want —A BARGAIN— we can suit you, having the best list of lands and homes in the county. Write or call on us at Cornelius.

R. W. McNUTT,
Real Estate Agent, Cornelius, Or

ASK THE AGENT FOR TICKETS VIA



To SPOKANE, ST. PAUL, MINNEAPOLIS, DULUTH, CHICAGO, ST. LOUIS.
 AND ALL POINTS EAST AND SOUTH.

2 Overland Trains Daily 2

The Flyer: The Fast Mail
 SPLENDID SERVICE, UP TO DATE EQUIPMENT, COURTEOUS EMPLOYEES.

Daylight trip through the Cascade and Rocky Mountains.

For tickets, rates, folders and full information, call on or address
 H. DICKSON,
 City Ticket Agent, 122 Third St., Portland, Or.

S. G. YERKES, A. G. P. A., Seattle, Wash., Corner First Ave. & Yesler Way.

We Give Expedited Service on Freight.

Route your shipments via Great Northern.
 Full information from
Wm. HARGER,
 General Agent; Portland, Oregon.

Lewis and Clark Exposition.

During the Lewis and Clark Exposition, the Southern Pacific Company will sell round trip tickets to Portland, limit thirty days, at one and one third fare for round trip. For parties of ten or more traveling on one ticket, one fare for the round trip. For organized parties of one hundred or more, individual tickets, at one fare for the round trip.
 Stopover of ten days will be given at Portland on all one way tickets reading through that point during the Exposition. Tickets must be deposited with the Joint Agent at Portland and charge of fifty cents will be made for extension of time.

Draying.

Haynie & Son have two good teams and do all kinds of team work at reasonable rates. Contracts preferred. Independent 'phone. They use everybody right.

THE

Ward Lumber Co.

Dealers In

Mouldings, Doors, Windows, Paints and Oils. A Stock of Dry Lumber Always on hand. I can save you money on doors and windows; get prices before you buy.

FOREST GROVE, ORE.