

ROAD BUILDING

OPERATION OF A ROAD DRAG

Principal Factor Is Skill on Part of Operator—Suggestions Given as Guide.

(Prepared by the United States Department of Agriculture.)

The principal factor in successfully operating a properly constructed road drag, provided that the condition of the road is favorable, is skill on the part of the operator. Such skill can be obtained only by intelligent experience in the use of the drag, and no rules can be laid down which would enable an inexperienced operator to produce first-class results. The following suggestions are intended, therefore, to serve rather as a guide to the judgment than as a criterion to be implicitly followed.

Under ordinary circumstances the position of the hitching link on the draw chain should be such that the runners will make an angle of from 60 to 75 degrees with the center line of the road, or, in other words, a skew angle of from 15 to 30 degrees. It is apparent that by shifting the position of the hitching link the angle of skew may be increased or diminished as the conditions require. When dragging immediately over ruts or down the center of the road after the sides have been dragged, it is usually preferable to have the hitching link at the center of the chain and to run the drag without skew. When the principal purpose of the dragging is to increase the crown of the road, the drag should be sufficiently skewed to discharge all material as rapidly as it is collected on the runners. On the other hand, if depressions occur in the road surface, the skew may perhaps be advantageously reduced to a minimum, thus enabling the operator to deposit the material which collects in front of the runners at such points as he desires by lifting or otherwise manipulating the drag. Many other examples of conditions which require modifications in the angle of skew might easily be cited, but these will readily suggest themselves to an intelligent operator as his experience increases.

The length of hitch is another very important consideration in operating a road drag. In the designs which have been discussed the draw chain may be readily taken up or let out at either end and the length of hitch thus increased or diminished as desired. It is impracticable to prescribe even an approximate rule for fixing the length of hitch, because it is materially affected by the height of the team and the arrangement of the harness, as well as by the condition of the road surface. Experience will soon teach the operator, however, when to shorten the hitch in order to lessen the



Standing on Drag While in Operation. amount of cutting done by the front runner and when to lengthen it in order to produce the opposite effect.

When the road surface is sufficiently hard or the amount of material which it is desired to have the drag move is sufficient to warrant the operator standing upon the drag while it is in operation, he can greatly facilitate his work by shifting his weight at proper times. For example, if it is desired to have the drag discharge more rapidly, the operator should move toward the discharge end of the runners. This will cause the ditch end of the runners to swing forward and thus increase the skew angle of the drag. The operator may, of course, produce the opposite effect by moving his weight in the opposite direction. In the same way, he can partially control the amount of cutting which the drag does by shifting his weight backward or forward, as the case may be.

An intelligent and interested operator will soon learn many simple ways by means of which he can easily control the different features of the work which a drag performs, and he will also learn to utilize effectively every effort which his team exerts.

HIGHWAYS BUILT IN FORESTS

According to Department's Official Report Total of 86.19 Miles Was Constructed.

A total of 86.19 miles was constructed under the forestry road funds during the past year, according to the department's official report. At the end of the fiscal year forty-three projects were under co-operative agreement, involving the survey of 1,001.83 miles and the construction of 604.15 miles.

BLUE BLOUSE AND HAT STYLE



The blouse is of vivid blue and white barred material, all hand made. The hat is of blue straw and satin.

THE ETERNAL SKIRT QUESTION

Hobble Affairs Are Declined by Many, Yet Majority Follow Fashion's Decrees.

The question of skirt width is a problem that looms large on the horizon of the fashion world just now. Straight line effects have held sway for many seasons, and this season garments rather reached the limit of straightness by reason of the decree that popularized the very narrow skirt. Coming as it did immediately on the basis of a period of unheard-of activity among women, due to the demand for their service in all sorts of war work, the vogue for ultra narrow skirts attracted more attention than it ordinarily would, and many women have firmly declined to accept the hobble affairs. However, the majority of women follow fashion's decrees whether they really like them or not, and skirts not more than a yard in width are everyday sights on the streets of most cities.

A foreword from Paris announces that very full skirts are looming up there, and there is a very strong indication that when fall styles put in their appearance the little, tight-skirted affairs of the present season will serve merely as foundations if any remodeling is to be done.

An advance guard of the full skirt that is threatened or promised appeared recently.

Width of Wash Skirts.

Wash skirts are of medium width, averaging one and three-quarter yards. Pla ticks are being used as trimming, in novel effects such as diamonds, crosses and checks. The very ornate pockets are not promised much popularity, on account of laundry difficulties. There will be side buttoned and front buttoned skirts with large pearl buttons from belt to hem.

SHADE FOR FROCKS

Raspberry, Lemon and Almond Are New Colors for Summer.

Organdie Is Unequaled for Thin Garments, Because Delicate Tints Appear Frosted.

There doesn't need to be anything very new about a thing so utterly satisfactory as a summer frock, notes a New York fashion writer. It need not be a tour de force of the dressmaker's art; less than any other dress does it need to be intricate, elaborate, sophisticated. It is at its best when it is a very simple thing, uncomplicated by thoughts of new lines, ultra modes, latest decrees from Paris. It need only be something to express the individuality of the wearer, and to make everyone who looks upon her feel cool and crisp and rested. It should be a cloud rather than a dress, a cooling color that somehow—perhaps by means of its splash or its shoulder straps—stays all in one place when one would expect it to dissolve into thin air and float away, says Vogue. Organdie is unequalled for thin frocks, because delicate colors in this material appear frosted. Raspberry, lemon, almond—these are the new colors for summer frocks, the colors which suggest the rich or delicate tones of fruit.

Just off Fifth avenue there is a little shop which is making a specialty of summer frocks—especially those that one naturally associates with afternoon tea or garden party. They are shown in a wide range of materials, which embody all the new shades. The designs are quite simple, and, what is more, quite suitable for summer mornings or afternoons. One is agreeably surprised upon entering this shop and examining the merchandise to find ready-made summer dresses that fit well, displaying handwork and those delicate touches that usually accompany the made-to-order dress.

Striped handkerchief linen was used for a dress made up along rather tailored lines. This model is especially pleasing to the women who prefer plain smart frocks for morning wear. Cuffs and collar are of white organdie, bound with an edging of the linen put on the bias.

This is one of those touches that give dresses a unique charm. The tie of the organdie is finished in the same manner. This dress is entirely hand made. One may have it in striped linen in different shades, in plain white or in a plain color.

HOME TOWN HELPS

REFUGE FROM SUDDEN STORM

Easily Constructed Shelter Which Should Have Place on Every Public Picnic Ground.

There is not much pleasure to be had in the woods if no shelter is near when rain threatens at any minute. Many picnics are broken up by showers which last but a few minutes, simply because there is no way to protect the food or to keep dry until the squall passes over, writes C. L. Meller, Fargo, N. D., in Popular Mechanics Magazine. A shelter, such as illustrated, will take the discomfort out of walks and picnics, and will induce people to tempt the weather more often, since they know that protection is within easy reach.

A dead tree, the trunk of which is still quite sound, makes an excellent start for such a shelter. It should be cut off about ten feet from the ground, care being taken to make the saw cuts as even as possible. It may be necessary to erect scaffolding to make this cut properly. After the cut surface is worked smooth, eight rafters are fitted into the top of the trunk. The rafters are 12 feet long, four of them being two by four inch timber, and four, four by four inches. They are supported at the outer end by four by four inch posts, driven into the ground and extending eight feet



Picnickers Have Little Fear of Passing Rainstorms When a Substantial Shelter is Near to Protect Clothing and Food.

above it. The four by four inch rafters should be fitted into the log first, the two by four inch being added later. Upon this framework, which forms an octagonal, umbrella-shaped structure,

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seven-eighths inch boards are nailed to form the roof. This may be covered with shingles or some roofing material.

For greater comfort, a seat built around the trunk may be added, and other seats may be built near it. The whole structure should be finished in a dark, neutral brown, with just a touch of white trimming. If the roof is stained a moss-green, the color scheme will be in harmony during all seasons of the year, with the prevailing colors throughout the surrounding woods.

BUILD TO SUIT HOUSEWIFE

Designers Appreciate Importance of House Construction From the Standpoint of the Women.

The average citizen, supported by the women of his household, is demanding improved home building and this will, of course, influence all future building operations. From now on consideration of the housing question must be primarily from the point of view of the housewife. Consequently, labor-saving devices will be increasingly stressed. Landlords have learned that it can be just as profitable to own well-kept properties as it is to own dilapidated tenements, or vacant lots filled with rubbish or billboards.

The United States Housing corporation, however, has not adopted any Utopian building scheme. It has simply recognized that the efficiency of the workman is seriously depreciated if he and his family must live in unsanitary dwellings. It has been proved that if he is to work to his best capacity he must be not only well housed, but housed adequately and comfortably within reasonable distance from his workshop and at a rental he will be able to pay.

Industrial housing is a compromise.

by new proposition in America. It is an old one in England, and in many ways it has been adequately solved. The problem there is now largely dealt with from the woman's angle.

Need for City Planning.

The need of city planning and the pushing of public work is greater today than ever before, said Walter D. Moody, managing director of the Chicago plan commission, in an interview with a representative of the Christian Science Monitor. Not only is this true because public work needs to be done to aid in the solution of the labor problem, continued Mr. Moody, but the cities in the United States have grown so rapidly in the last twenty years and the problems of city life are so complex that the new conditions cannot be coped with for the well-being of the people in them without a definite city plan to work to. The problems of parks, better housing, sanitation, ample means for recreation, and facilitation of traffic and the relief of traffic congestion, must be given special attention.

ORDER DIRECTING SERVICE BY PUBLICATION

In the District Court of the United States, for the District of Oregon.

In the matter of Palace Hotel Company, alleged bankrupt, a corporation.

It appearing to the satisfaction of the Court on the petition of Jos. J. Nys, attorney for petitioners, verified on the 28th day of May, 1919, that a petition was, on the 16th day of May, 1919, filed herein for adjudication in bankruptcy against Palace Hotel Company, a corporation, organized and existing under the laws of the State of Oregon, having its principal place of business at

Heppner, Morrow county, Oregon, and it further appearing that on the 25th day of May, 1919, the Marsh had returned into this Court the subpoena and petition in this matter without service on the alleged bankrupt for the reason that no officer or agent of the alleged bankrupt competent to be served with process is within the District of Oregon, and that personal service of said subpoena and petition cannot be made therein.

Now, on motion of Jos. J. Nys, attorney for petitioner, it is ordered that service of said subpoena and petition be made upon the said alleged bankrupt by publishing this order in the Heppner Herald, a newspaper printed and published at Heppner, Morrow county, Oregon, and in such a newspaper as designated by the laws of the State of Oregon for the publication of public and legal notices and reports in said district, and that said publication be at least once a week for two (2) consecutive weeks, the date of the first publication to be on the 10th day of June, 1919, and further that a copy of this order and of the said petition and subpoena be mailed to the alleged bankrupt, Palace Hotel Company, a corporation, at its last known place of business, to-wit: the City of Heppner, Morrow county, State of Oregon, in said district, on or before the date of the first publication. That said alleged bankrupt appear in said cause and answer or otherwise plead to the petition herein on or before July 7, 1919.

Done at Portland, Oregon, this 2nd day of June, 1919.

CHARLES E. WOLVERTON, District Judge. 6-8.

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