

IOWA'S ROAD DRAG LAW.

Interpreted by Frank Nimocks, An Expert Good Roads Booster-BUILDER, of Ottumwa.

Frank Nimocks, of Ottumwa, secretary of the Blue Grass road, has compiled a list of questions and answers, after studying the new road drag law and getting rulings on it from the attorney general's office that are not very interesting, but are very instructive to all who will have anything to do with improving the public highways in Iowa, particularly road supervisors, county supervisors, farmers and road boosters in general. The list is as follows:

Are road drags furnished by the townships?

Yes. What fund must be used in paying for these drags?

These drags are to be paid for out of the township road fund and no part of the dragging fund created by the 1 mill levy may be used for this or any other purpose, except dragging.

In event the 1 mill levy is not sufficient to keep the road dragged as contracted for, can other township funds be used?

Yes. When the dragging fund is exhausted, the trustees may use other township funds for this purpose.

May the salary and expenses of the superintendent of dragging be paid out of the township road fund?

Yes. There is no objection to the trustees paying the superintendent's salary out of the regular township road fund.

April 11th being often too late to start dragging the road, I would ask if the trustees could not make their contracts with the superintendents earlier in the year?

The Thirty-fourth general assembly in an act passed three days after the enactment of the new road drag law, provided that the township trustees shall meet on the first Monday in February and at that meeting shall elect a superintendent of dragging.

Since the superintendent of dragging is to be elected on the first Monday in February, when should dragging contracts with individuals for the various parts of the roads be made?

The contracts with individuals for parts of the roads to be dragged should be made by the superintendent of dragging during the winter before the roads are ready to be dragged and have all arrangements completed early.

Does this act apply to cities and towns?

Yes. Section 4 of the act makes it the duty of the city or town council to cause the main traveled road within the corporate limits leading into the city, to be dragged and that so far as possible, the provisions of this act shall apply.

In event the superintendent of the contracts makes contracts with a great many persons for short stretches of road, would the township be under obligation to furnish all drags?

The law makes it mandatory that trustees should furnish drags, simply so there might be no excuse for the road not being dragged. Many people have drags and it is the intention only that the trustees furnish drags where necessary. A great deal in this matter must be left to the discretion of the trustees.

The law states that the compensation of the superintendent shall not exceed \$2.50 per day and actual expenses and for giving notices to contractors, he shall receive such additional compensation as the board may direct. Do I understand from this statement that the superintendent might have his ordinary expenses paid when away from home, etc.?

The superintendent is entitled to not to exceed \$2.50 per day, but should be reimbursed for his actual expenses while engaged in the discharge of his duties and such expenses would seem to include meals and lodging when away from home, postage and conveyance in attendance to his duties. The superintendent should not be allowed for such expenses unless they are necessary, and as to whether they are necessary and proper in a given case, is largely within the discretion of the township trustees.

What roads should be dragged under the provisions of this law?

The township trustees shall from time to time designate what districts must be dragged, which must include all mail routes and all main traveled routes within the township. The trustees would probably be the best judges of what roads are the main traveled roads.

According to your interpretation of what a man would have to do with say three horses to earn \$4.00 a day, would he to travel four miles and back with a drag, a total of eight miles. In other words, if he took a piece of road four miles long which it only took one round trip, put it in condition, charge up to the trustees \$4, go home to dinner, and another day's work in the afternoon. In other words a man with two heavy horses and drag or with three horses and a drag would earn, according to your interpreta-

You'll Remember Me
By Cy Warman

One evening as the sun went down
Among the golden hills,
And silent shadows, soft and brown,
Crept over vales and rills,
I watched the dusky bats a-wing
Dip down the dusky sea;
Harkening, heard a maiden sing,
"And you'll remember me."

"When other lips and other hearts,"
Came drifting through the trees;
"In language whose excess imparts,"
Was borne upon the breeze,
Ah! love is sweet and hope is strong,
And life's a summer sea,
A woman's soul is in her song:
"And you'll remember me."

Still rippling from throbbing throat,
With joy akin to pain,
There seemed a tear to every note,
A sob in every strain;
Soft as the twilight shadows creep
Across the listless sea,
The singer sang her love to sleep
With "You'll remember me."

tion, from \$8 to \$12 a day, which you readily see would be an exorbitant price.

I just now called up one of the most practical road men in Wapello county and asked him what the average day's work was of travel, for a good heavy team, heavy drag and a man. He said that in his township he had dragged from the center of the township back in the afternoon, making a total travel of twelve miles, which is six miles round trip, and in the afternoon had traveled in the other direction exactly the same distance and back, making another twelve miles' travel, or another six miles' round trip. According to your interpretation this would bring him \$12, which would be extremely extravagant. He tells me that a team on ordinary roads would travel twenty miles with a drag and on your interpretation even this would give him \$10.

You cite various illustrations to demonstrate that to be paid for dragging under the interpretation of the law as you conceive I made it exorbitant. For instance, you say that under my interpretation of the law a person in making a round trip with the drag on a six mile stretch of road would be entitled to \$6 and that under average conditions a man with a team of two or three horses could accomplish this in half a day and could drag another stretch of road equally long in the afternoon and thus earn another \$6, making \$12 in all. I might agree with you that this much compensation for this much work is too high, but under the law I have interpreted it is absolutely unnecessary to pay the amount mentioned for that amount of work. As I said at the outset, you have mis-read what I said on the subject. I think you have assumed that I held that the trustees were compelled to pay 50 cents for every mile traveled with a drag in the act of dragging the road. I quote this much from the first paragraph of my letter relating to this subject which I think sufficiently states the rule correctly:

"The amount that can be paid for dragging the road is not to exceed 50 cents per mile for every mile necessarily an actually traveled upon the highway while in the act of dragging the same in accordance with the contract therefor.

"And there is nothing to prevent the trustees from fixing different rates of compensation for dragging the roads in the same township. Under certain conditions 25 cents per mile of travel might be very liberal compensation. Under other conditions in the same township 40 cents per mile of travel would not be too much."

Any violation of any of the provisions of this act, by the superintendent of dragging or any person or persons who may be required under contract to drag district roads, or neglect on the part of any thereof, be fined not less than ten dollars (\$10) or more than twenty-five dollars (\$25) for the first offense, and for each subsequent offense shall be fined not less than twenty-five dollars (\$25) nor more than fifty dollars (\$50).—Council Bluffs Nonpareil.

Charter Oak Names Two Tickets.

Charter Oak is to have a scrap on its city election, the first one in many years, all owing to the dissatisfaction some people feel for the administration. Any administration that does anything will have these feelings aroused against it.

Last week a complete ticket was named by petition, the fellows not deeming it necessary to go through the formality of a caucus. This ticket is—

- For mayor, J. C. Jacobsen.
 - For treasurer, W. T. Petersen.
 - For assessor, E. P. Andrews.
 - For councilmen: Dr. Waterhouse, Wm. Wilson, B. E. Weed, O. E. Haakinson and B. C. Jacobsen.
- Monday evening the appointed caucus was held and a complete ticket named by vive voce vote as follows:
For mayor, Dr. J. J. McWilliams.
For treasurer, P. F. Flene.

For assessor, Theo. Drake.
For councilmen: John Grabow, Hans Hagge, Chas. Roberson, A. F. Barber and Dr. G. R. Hill.

Most of the old officers who have consented to hold over are in the caucus ticket.

And there you have it. The tickets are both made up of your friends, both are composed of good fellows, the men on both are good square fellows, and the selection is anything but a pleasant task. The matter of friendship is one that cannot be made to count, for the other fellow is your friend, also. The questions that must decide your ballot are, which will be the best man for the town—which will guard its moneys best? Which will use the greatest intelligence and business capacity in the transacting of its business. Which will do the right thing the most number of times within the term?

These are the questions to ask yourself, and upon the answers you give yourself must depend your vote, if you would be loyal to your town. Of course, if you are going to use your ballot for the purpose of gratifying some little personal grudge, if you are using the ballot for getting revenge, if you are voting to put fifty cents into your pocket, then there is no telling who you will vote for, or what will be the result of the election when it is done.—Charter Oak Times.

Homes Wanted for Children.

The Children's Aid society of New York wishes to provide homes in the country for the many poor and homeless children who come under its care.

The most of these children come from the best orphanages in and about New York and have been diligently trained and selected with care to fit the new family life into which they are to enter. If a mistake has been made in the choice or for any reason the child be not satisfactory, the society bears the trouble and expense of its return.

These children are of both sexes, but are chiefly boys and range in age from six to fifteen years.

If you apply for a child you should be prepared to satisfy the society that you will furnish the comforts of a home; that you will treat the little one as a real member of your family by taking the place of father and mother to him as far as possible; that you will give him the education and moral training which will fit him to take a respectable, self-supporting place in the community.

If you have never had a boy about you, you can hardly imagine how interesting he can be and how he can renew your interest in life by relieving you of many of the small cares of the farm. Let this society send you a nice, active boy to run errands, hunt the eggs, bring the cows, or possibly send you a sweet little girl to cheer your household in return for the comfort and protection of an approved home.

Kindly send your name and address, telling about your home and desires and an agent of our society will be pleased to correspond with you.

Make your application direct to Miss Clara B. Comstock, Agent, Box 117, Des Moines, Iowa.

There are times when a joke is not a joke. A probation officer in New York holds that 50 per cent of that city's marital troubles are due to the mother-in-law.

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