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120 acres—within one mile of Rocky Mount. 20 acres under fence; 100 acres second bottom land. On public road. Only \$10 per acre. Terms can be cash.

If you want 40 acres of first-class farm land (about 25 acres in cultivation) within three miles of Plain Dealing, on a public road and rural mail route, at \$10 per acre, see me.

A bargain—200 acres of well improved, fertile land, 120 in cultivation, 20 in wood. 200 acres of land adjoining can be rented cheaply. The house has four rooms; barn and good well of water on premises. Telephone, on transportation line to Plain Dealing High School, and other conveniences. Will be rented at a moderate figure to desirable tenant.

J. T. MANN, Plain Dealing, La.

For Sale

A good combination horse, gentle, and will work anywhere. Dpn in color, with black mane and tail—marks horse traders look for—about 14 or 15 hands high, weight about 1000 pounds; old enough to know his own business. (Soon becomes attached to the man who carries the crib key.) For price and pedigree apply at this office.

TO MAKE AND KEEP ROADS DRY

Good Drainage For Earth and Gravel Highways.

DRAG AFTER EACH RAIN.

Ruts Should Be Kept Filled and the Road Crowned With a Slope Toward the Side Ditches of From Three-fourths to One Inch to the Foot. Keep Side Ditches Clean.

Water plus clay or ordinary earth, when mixed, invariably forms mud. On ordinary earth roads the rains and melting snow furnish the water and the passing traffic the mixing, and the result is muddy roads. Take away the water or prevent it from mixing with the clay or earth on the road surface and little or no mud will result. In other words, keep your road dry if you wish it to remain hard, smooth and free from mud.

Except in very sandy or arid regions good drainage is the cardinal principle in the maintenance of earth and gravel roads. Get the water away from the road as quickly and completely as possible. Water naturally seeks the lowest level. You cannot keep the water from falling on the road, but you can assist its natural inclination to get away to a lower level. Keep the ruts filled and the road crowned with a slope toward the side ditches of from three-fourths to one inch to the foot, and the water will not collect on the road and soak in and be mixed to mud by passing traffic. Keep the side ditches clean and with frequent outlets to get the water away from the road entirely. Do not let the culverts clog up or material accumulate in the ditches and hold back pools of water to soak into and soften the foundation of your road. Water is an enemy that will run away if you give it a chance. Do not neglect to give it every chance.

Like most other enemies, water is not very destructive or dangerous until it collects in force. Therefore get the water away from your road at every available opportunity and before it has time to collect in sufficient volume to be dangerous to the road, and do not invite certain disaster by making your culverts too small to care for the largest possible storm. Furthermore, build the culverts so that the water will of necessity flow through them and not find a way around or beneath them. Properly designed substantial wing and end walls are the fortifications which protect the culvert from attack and destruction during severe storms. Do not build dry weather culverts; build them with a view to carrying for the worst possible storm.

Make your road dry, build it hard and compact with a crown sufficient to shed water rapidly to the side ditches and with ample culverts and drains. To keep your road dry maintain the drainage in good condition. Drag your roads after each rain. Dragging fills in the ruts, smooths the surface and maintains the crown. On a road which has been properly dragged the rain finds no place to collect and soak into and soften the surface. Unless the rain is of long duration the surface is softened but very little. As soon as the rain has ceased and the road surface dried so that the clay is not sticky, but while it is still plastic, drag the road again. Any depression or ruts which have been formed during and after the rain are thus filled and the surface smoothed up and plastered over with a thin plaster of clay or earth which packs and becomes very hard under passing traffic. Therefore in order to make and keep your road dry first provide for good drainage and then maintain the good drainage by systematic dragging after each rain. Diligent attention to these points will in general insure an earth road fairly passable at all times and very good most of the time.—Southern Good Roads.

Remarkable System of Concrete Roads
Wayne county in Michigan has the most remarkable system of concrete roads in the United States. Their construction began about seven years ago. The value of farm lands has in many instances more than doubled. Farmers who formerly required four horses to transport their produce to town now use one horse. Where trips to market in a few hours, the journey is now made in a few days. The great department stores of the city deliver merchandise over a wide area, going now into what were formerly remote rural districts. In brief, many of these farms, in so far as easy access to the city is concerned, have become suburban properties. The average maintenance on concrete roads sixteen feet wide has been less than \$20 per mile per year, and in the case of a concrete road built in Bellefontaine, O. more than twenty years ago, a road subject to constant use since that time, the average repair charges have been less than \$25 per mile per year.

Convict Work in Wisconsin
Wisconsin has been trying convict labor in road work for some time and with considerable success. During the past summer two camps composed of convicts were established, one near Waupun and the other at Taycheedah. At the Waupun camp two and a half miles of road now is under construction, and when completed will connect Waupun and the village of Chester.

The road is fifteen feet wide and of the best possible macadam construction. The men are under the honor system, wear a neat khaki uniform and live and work exactly like a hired crew, the only guards being two unarmed experts in road building. "The success attendant upon this work points to its fullest development and to the reconstruction of Wisconsin's prison system along the lines suggested in the report made by the national committee on prisons and prison labor," says that organization.

GOOD ROAD COMMANDMENT.

The first and last commandment in earth road maintenance is to keep the surface well drained. To insure good drainage the ditches should be kept open, all obstructions removed and a smooth crown maintained. Except for very stony soil the road machine or scraper may be used very effectively for this work. The machine should be used once or twice a year, and the work should be done when the soil is damp so that it will pack and bake into a hard crust. Wide and shallow side ditches should be maintained with sufficient fall and capacity to dispose of surface water. These ditches can in most places be constructed and repaired with a road machine.—Northwestern Gazette.

MIDDLE WEST BACKWARD.

Charles Dillon Asserts That It Is Slow In Road Building.

With "Roads, Good and Bad," as his topic, Charles Dillon of Topeka, Kan., pointed out the values of good roads in a farming community in an address before the international dry farming congress recently held in Wichita, Kan. He asserted that some of the middle western states are backward in road construction.

"Bad roads and good spirits will never be found together," he said. "Bad roads and tenantry, bad roads and poor churches and schools, bad roads and no social life, bad roads and discontent—these combinations are always to be encountered. "The middle west has been lamentably slow in road building. The farmers are not always to blame for poor



"BAD ROADS AND GOOD SPIRITS WILL NEVER BE FOUND TOGETHER."

highways. I believe that if every dollar of taxes for the purpose were properly expended there is scarcely a county in Kansas or Missouri in which all roads might not be improved in three years and the improvements be maintained.

"And this does not mean necessarily that money is stolen in all of these counties, although it has been stolen in a number of them. It means that incompetent men under the poorest management have squandered or wasted the people's money."

Mr. Dillon pointed out that Wyoming, with a population of less than 200,000, has nearly 100 miles more improved highways than has Kansas, with its 1,750,000 population.

"In Wyoming 4 per cent of the road mileage is improved," he continued. "In Kansas we have four-tenths of 1 per cent of the mileage improved. Missouri, with its 4,000,000 people, has only four-tenths of 1 per cent more improved highways than has Wyoming."

That the principle of state aid to counties and other local communities is a prime factor in the improved highways of the future was urged by Mr. Dillon.

"At present there are in the United States 20,741 miles of road improved, either wholly or in part, by state aid," he said. "Of the 2,226,842 miles of roads in the United States, 223,774 miles, or about 10 per cent, are classed as improved."

"The value of state aid, however, is not to be measured by figures alone, for the bulk of the money comes, and always must come, from the counties and townships. In the past every county built roads as it chose, and the services of trained engineers were usually out of the question. State aid has changed this. The best engineering skill is available for all works of importance, and there is a co-operation between counties that makes for a stimulus to further improvements."

Finally Mr. Dillon said, "There is no phase of the road problem more important than that of its maintenance."

Concrete Roads.
California has built 800 miles of concrete roads during the last three years and New York state ranks second. They are also being laid extensively in Michigan, Illinois, Wisconsin and Iowa. The cost per mile for a fifteen foot road is about \$7,750.

How to Slay a Grudge.
"I forgive you once, and I won't forgive you again." This is what we heard one brother say to another who had unwittingly broken his elixir for the second time. He would not listen to an explanation. "You shall not use another of my tools," he continued. The next day he wanted to borrow a book from that brother. But before he asked for it he remembered he had said he would not lend his tools any more. He said to himself: "Well, I don't care if I did. He owes me something for breaking the tool, so I will just ask for the book." And he did. "Certainly you can have it and keep it as long as you want it," replied the brother without one bit of grudge in his heart. The effect was good, for the very next day he asked his brother to go with him into the tool room, and there he said, "You can use any of them if you wish, only please be careful not to break them." The grudge had disappeared.—Christian Herald.

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Sheriff's Sale.
Mrs. A. P. Alston vs. W. A. Jones. No. 6232. In Second District Court, Bossier Parish, Louisiana.

BY virtue of a writ of fieri facias, issued in the above entitled suit, and to me directed, I have seized, and will proceed to sell at public auction, to the last and highest bidder, at the front door of the Court House, in the town of Benton, La., on Saturday, January 15, 1916, the following described property, to-wit:

The northeast quarter of section 26, northeast quarter and southwest quarter of section 23 and west half of southeast quarter of section 23, all in township 19, north, range 12, west, less 6 acres in the northeast corner of section 23, and less 30 acres sold to Susan Onley, as per deed recorded in Conveyance Book 22, page 743, and less 50 acres sold to Jesse Fincher, as per deed recorded in Conveyance Book 18, page 417, and as per correction deed recorded in Conveyance Book 24, page 625, also less 6 acres reserved to St. John's Church for the church and burial grounds, where said church and burial grounds are now located, leaving after these deductions 365 acres, more or less.

Terms of Sale—For cash, subject to the benefit of appraisement, to pay and satisfy the sum of \$1000, with 6 per cent per annum interest thereon from February 11, 1911, until paid, less a credit of \$55, of date August 21, 1911, and less a further credit of \$50, of date February 11, 1915, and all costs of suit, including 10 per cent on said sum and interest as attorney's fees. J. F. EDWARDS, Sheriff, Bossier Parish, Louisiana. Benton, La., Dec. 9, 1915. Jan 13

Sheriff's Sale.
R. E. Wyche vs. St. M. James. No. 6232. In Second District Court, Bossier Parish, Louisiana.

BY virtue of a writ of seizure and sale, issued in the above entitled suit, and to me directed, I have seized, and will proceed to sell at public auction, to the last and highest bidder, at the front door of the Court House, in the town of Benton, La., on Saturday, January 29, 1916, the following described property, to-wit:

The southwest quarter of southeast quarter of section 24 and northeast quarter of northwest quarter and northwest quarter of northeast quarter of section 25, all in township 22, north, range 13, west, containing 120 acres, more or less, and situated in Bossier Parish, Louisiana, together with all buildings and improvements thereon.

Terms of Sale—Cash, without the benefit of appraisement, to pay and satisfy the sum of \$220, and on terms of credit to meet the sum of \$480, in four notes, each for the sum of \$120, and due, respectively, December 20, 1915, December 20, 1916, December 20, 1917, and December 20, 1918, together with 8 per cent per annum interest on the above amounts from December 20, 1912, until paid, and all costs of suit, including 10 per cent on said sum and interest as attorney's fees. J. F. EDWARDS, Sheriff, Bossier Parish, Louisiana. Benton, La., Dec. 23, 1915. Jan 27

Sheriff's Sale.
Continental Bank and Trust Company vs. W. E. Cozman. No. 6241. In Second District Court, Bossier Parish, Louisiana.

BY virtue of a writ of seizure and sale, issued in the above entitled suit, and to me directed, I have seized, and will proceed to sell at public auction, to the last and highest bidder, at the front door of the Court House, in the town of Benton, La., on Saturday, January 15, 1916, the following described property, to-wit:

Lot 8 of block 8 of the McCormick Annex to Bossier City, as per map and survey of G. D. Alexander, on file and of record in the office of the Recorder, Bossier Parish, Louisiana.

Terms of Sale—Cash, without the benefit of appraisement, to pay and satisfy the sum of \$2000, with 8 per cent per annum interest thereon from January 22, 1910, until paid, and all costs of suit, including 10 per cent on said sum and interest as attorney's fees. J. F. EDWARDS, Sheriff, Bossier Parish, Louisiana. Benton, La., Dec. 9, 1915. Jan 13

Lumber for Sale

I have purchased all the remaining buildings, trams, sheds and foundations at Bolinger, as well as enough of the new lumber to take care of the local trade. Any one wanting lumber will find a stock on hand there, at low prices. "Will handle Windows, Doors, Lino, Brick, Cement and Shingles. I expect to handle all kinds of building material. Come and see me. Yours truly, R. C. PURCELL.

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