

THE KING ROAD DRAG

Fame of Split Log Variety and How It Is Made.

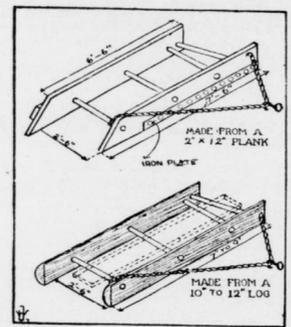
FOREIGN LANDS ASK ABOUT IT

Scientific Roadmakers Satisfied With Its Practicality—Inventor of Highway Improving Device Tells How to Build It—Kind of Wood to Use.

[Copyright, 1907, by D. Ward King.] The fame of the split log or King drag is becoming worldwide. Inquiries concerning it have come to me from Australia, Porto Rico, Honolulu, Canada, Paris and elsewhere.

Here in our own country there is no longer any question concerning the merits of the King system of road dragging. Six states have put "drag laws" on their statute books, while the scientific roadmakers of most states, now satisfied of its practicability, are endorsing the method and urging the use of the drag.

The split log drag is so exceedingly simple that most men feel able to improve it and many believe they have



PLANS OF THE KING ROAD DRAG.

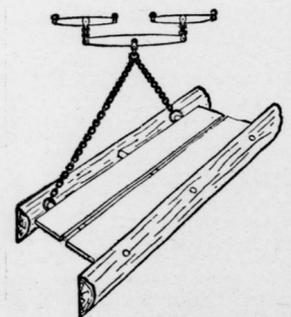
[Instructions.—After each rain drive up one side of the wheel track and back on the other side at least once, with drag in position to throw the earth to the center. Ride on the drag. Haul at an angle of forty-five degrees. Gradually when the strip dragged as the road improves. To round up the road better plow a shallow furrow occasionally each side of the dragged strip and work the loose dirt to the center.]

done so. I have no quarrel with these men. For years I have been saying that any tool which will smooth the surface of the highway and move a little earth to the center of the road is a good drag. But I also would remind the reader that I have myself spent a great deal of time years ago trying to improve the drag and gave it up as impossible. With all deference to the opinion of others I feel that one might as well try to improve an ax or a spade. I have seen and know of a great many different styles of drags. Some are made of one slab with a tongue, others are built in the shape of a V and used with broad end to the front, working both sides of the road at once, and so on. Any one of them is better than no drag and will improve the road if properly used.

However, I have been asked to tell how to make and use a split log drag, and, with the concessions made above, to indicate that I am more anxious the road should be cared for than to insist it must be cared for by any particular style of drag, I will confine myself to my task.

The best form of material for building is the log. The straighter the log and the straighter its grain the better. Other things being equal, I prefer the lightest log. Weight, when needed, can be added to a light drag, but a drag constructed of heavy material cannot be lightened. The weight of the driver on the drag will generally prove sufficient to do good work. If given my choice I would prefer a log of the sort of wood in the following list, in the order given: Red cedar, walnut, elm, cypress, soft maple, box elder, with oak, ash and hickory in a class by themselves and last on the list. Even cottonwood or willow is preferable to the heavy woods.

Having split the log, we are ready to bore the holes. Two points are impor-



KING ROAD DRAG REVERSED.

tant in building a drag if we hope to have it go together shipshape; bore the holes at right angles to the face of the slab across the grain, and ditto lengthwise of the grain of the wood. But little difficulty, however, will be experienced even if the holes are not absolutely true, for the stakes can be made a little smaller for the crooked holes and, with careful wedging, they will be all right. Select the best slab to go in front. Now, with the flat face to the north the right hand end of the slab will be the ditch end. Eighteen or twenty inches from the ditch end of this slab and midway of its cross section we will bore a two inch hole.

At the other end of the slab and as close to the end as the strength of the timber will permit—say three to six

inches—we will bore the second hole. Next stretch a chalk line from center to center of these holes and bore the third hole halfway between the other two and on the chalk mark. Now we will bring the other slab up close to and behind the front slab, flat side to the north, but with the end slipped west to a point within three or four inches of the first hole we bored, and after carefully adjusting the slabs we can mark for all three holes on the rear slab. When these holes are bored we will prepare three stakes and slip the slabs on to the stakes (about thirty inches apart) and wedge them securely.

These stakes should be sawed off smoothly in front or they will clog the earth as it drifts along the slab, but the wedges and stake ends may protrude at the rear, where they will save you much time and bother by neatly explaining exactly how the slabs are held together.

The hitch may be a strong wire or chain. A trace chain and one-half is about the right length. Pass one end over the top of the front slab at the rear end and loop it around the stake; the other end should be passed through a hole made for it two or three inches from the ditch end and at the center of the slab.

If forced to use plank, get elm or cypress 2 by 12 of the proper length and a 2 by 6 of the same length. Use the 2 by 6 to re-enforce the 2 by 12 lengthwise of its center, so that there will be four inches in thickness of the wood through which to bore the two inch holes. By this arrangement of the plank the shape of the log slab is approximated. At the end of six months' use the road will become so hard that the front slab will need to be faced with three or four feet of steel or iron. Any flat piece will do. No bolts are necessary except to fasten the flat steel to the ditch end of the front slab.

The length of the drag will depend on the team that is to be used. For horses that weigh 1,200 pounds a seven foot drag is large enough. Two horses weighing 1,700 pounds each will handle a nine foot drag.

In other articles of the series I will try to explain how to secure the best results.

BUILDING SWAMP ROADS.

Horatio S. Earle Tells of Methods That Have Been Tried.

To say just how best to build a good road or even a fair road over swampy ground is something that no sane road builder will attempt to do. The main reason why is that there are seldom two swamps alike, and so what has worked in one place would be worthless in another place. About the only thing I can do is to relate some things that have been done and let you take your choice without any guarantee that they will produce a cure in your particular piece of road, says Horatio S. Earle, state highway commissioner for Michigan.

One man had been drawing gravel for years. Each year it sank, and the road was no better than before. He drew cobblestones in the winter time and threw them into the ditches along side of the road. In the spring they sank. Next winter he did the same thing. In the spring they sank some, but not out of sight. The result was he had two walls on either side of his road, so that the muck could not ooze to the side, and there has been no sinking of his road since.

A prominent railroad engineer says that generally it is best not to break the sod across a swamp, but to haul the sod on to build up your turpicks, on the earth to build up and placing your earth on top of this mat. The trees should be from one and one-half inches to three inches in diameter. He says he built a railroad grade in this way across a swamp which was so soft that he could run a pole down thirty feet by hand, and the grade has stayed up without any trouble for over ten years.

Another man, instead of building a corduroy road, took the logs and drove them down endwise beside the road, using logs sixteen feet long. He drove them with a hand pile driver made out of an elm butt with three handles, so that three men could use it. These logs kept the muck from oozing to the side and proved very satisfactory.

Where you have a soft spot in your road it can often be improved by putting a layer of swale grass or rye straw or hay over it and then putting your gravel on top of that. The hay or straw is not a water carrier and will generally hold up the grade until the gravel has a chance to pack, after which there will be no further trouble.

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A Cheerful Liar.

[Original.] Judson Castor, gentleman of leisure, a member of many clubs, in order to escape the heat of the city went to the seashore. On the beach the morning after his arrival he noticed a lady whose appearance he admired greatly. She was about twenty-five years old and tastefully dressed and had a strong face and an independent mien. Castor sat on the beach where he could look at her as well as the bathers and between her and them divided his attention. When the lady tired of them she put up a huge parasol, took up a book and began to read. At noon she arose and went to her hotel.

This was repeated daily. The lady was never seen by Mr. Castor with any one else. He saw her go in and come out of her hotel, but never in company. She did not appear on the piazza or on the beach during the afternoon nor in the drawing room in the evening. Castor was obliged to be content to see her for a couple of hours in the morning. Not finding any one to give him an introduction, he set about contriving to scrape an acquaintance. One morning he went to the city, and when he returned in the afternoon he had with him a handsome stickpin, a large pearl in a bird's claw. The next morning he approached the lady, lifted his hat most deferentially and said:

"I beg your pardon, I found this pin in the sand yesterday at the place where you had been sitting. May I ask if it is yours?"

The lady looked at the pin, put her hand to her throat, appeared surprised and said:

"I had my pin with me yesterday and thought I had it now, but I see I haven't. I didn't know that I had lost it. Thank you very much."

Mr. Castor made a remark about the pleasure it gave him to restore her jewel, but since it did not appear from her manner that she desired the incident to form a basis for an acquaintance he bowed again and passed on. But he was astonished. He had found no pin, and he was not aware that she had lost one, and yet she had taken the one he had given her and did not even give him permission to chat with her. What did it mean? She was certainly a lady. But would every lady have the strength of character to refuse a jewel to be obtained so easily?

Mr. Castor was much put out. He had no objection to buying a woman's favor, but when bought he expected the goods to be delivered. He purposely passed the lady later in the morning while he was walking from the foam line up the incline of the beach. She did not notice him. He looked at her the next morning on the beach, but she gave him no recognition whatever. Castor when cool had good enough judgment, but when irritated it vanished. He made up his mind that the lady was waiting for more of the same kind.

The next day he went to the city again, and on the following morning the lady received through the mail a little box containing a solitaire diamond ring. With it was a bit of paper on which was written, "Also found on the beach."

The next morning Castor went to the shore solicited as to the result of his daring experiment. The lady was not there, but later he saw her coming, followed by a man whom Castor judged to be a porter. As soon as she reached the beach she pointed to Castor, and the man approached. Handling Castor the box he had sent the lady, he said:

"I am told to say that you have made a mistake."

Castor, coloring, took the box and shoved it in his pocket. The lady turned her back broadly upon him.

What did it all mean? Was she playing him for a big stake? Probably not, for she left the beach at once and the next morning did not appear. She had gone from the place. Castor went back to the city much discomfited.

The next winter, one evening, while Castor was in one of the orchestra chairs at a theater, on looking up at one of the boxes he saw the mysterious lady of the seashore. He did not catch her eye and, man of the world as he was, had not the assurance to look up again. During an intermission he felt a tap on his shoulder, and a gentleman he did not know asked him if he might see him for a moment without. Castor's heart sank. He expected to have to answer for an insult to a lady. The man did not stop, as expected, at the foyer, but passed through it, mounted a flight of stairs, passed down the gallery and entered a box. Castor, following, stood before the lady of the beach.

"I have sent for you," she said, "to return what I supposed belonged to me, but was mistaken. I owned a stickpin like the one you handed me, though smaller. I never knew till after I had left the beach of my mistake. I have also the curiosity to know what induced you to send me the ring?"

And right here is where the genius of mendacity comes in. Castor, without flinching, asked, "What ring?"

The lady, astonished, explained that she had received a ring which she had supposed came from him. He looked so pained that she offered a double apology, one for receiving the stickpin and the other for returning him the ring. He was invited to remain with the party in the box till the close of the performance. He had secured his introduction.

She had been at the seashore with her invalid mother, which accounted for her being on the beach at times alone. AMY B. KENNEDY.



A Malleable Man Has A Word to say

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