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**THE SPLIT-LOG DRAG,
THE MAKER OF GOOD ROADS**

The split-log drag as an implement for the maintenance of earth roads is becoming more popular and more valuable. For the maintenance of earth roads it is replacing the grading machine, not that it can take the place of the grading machine, but supplementary to the good work this machine does in road-making.

Some of the chief advantages of the split-log drag over grading machines and wheel graders are cheapness of construction and cheapness of operation, costing about one-half, and because of its two blades and method of construction it does not dig down into the holes, like the single-blade scrapers, but passes over and fills them up.

The split-log drag should be used on earth roads just as soon as the top is dry in the spring. It is not necessary to wait until the spring rains are over and the frost is all out to get good results from this implement, for by levelling down the road and properly crowning it the later rains are quickly shed into the ditch, and washouts prevented and quicker drying secured after the rains are over.

To smooth out the surface the roads, to assist in drying roads some days earlier than the undragged roads; to keep the road free from ruts; to maintain the crown; to assist in surface drainage; to make a firmer roadbed.

The split-log drag was used on a piece of the road here in Millerton that was a mud hole for 250 yards in length on May 5th and the next day teams were driving over the same place on a trot and not a sign of mud, people who thought the split-log drag was nothing but a farce, today they say it is the best thing yet for clay roads, seeing is believing.

To use a drag but once in the year will give good results, but the systematic use of the drag will give good results far in advance of the additional cost. Roads should be dragged from eight to ten times during the season, depending upon their condition, and better results will be had if this dragging is done when the surface of the road is soft, but not sticky, so that the unevenness may be planed down, but the clay not rolled together in balls.

Good results must not be expected from the very first, for to get the very best results one must study road material and the effect different weights of drags has upon it, but by studying the conditions of soil and season and road one will quickly become skilled in the best way to use the cheap but efficient good road implement.

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