

**Bright, Clean Knives**  
are the sure result of using  
**Old Dutch**  
because it quickly removes  
stains, rust, sticky unyield-  
ing substances, and restores  
the  
original  
luster.




**Advertise in the  
Mail and get results**

**IF YOU ARE INTERESTED IN  
LOWER INSURANCE RATES**

Than You are Now Paying, Consult

**CRUIKSHANK & BOX**  
BROKERS

Insurance, Real Estate, Stocks and Bonds.  
Queen St., opp. Post Office, Fredericton, N. B.

**FARM WAGONS  
AND SLOVENS**

Deering Drills and Seeders, Bissell Disc Harrow  
John Deere and T. A. Manure Spreaders.

Reversible and Walking Plows, Robbins and  
Aspinwall Potato Planters.

DeLaval Cream Separators.

**J. Clark & Son Ltd.**

**Custom Tailoring**

The New Importations for the Coming Season are now on  
display. An early inspection will assure you of a large and  
varied selection to choose from.

We are also prepared to fill all orders entrusted to us for  
MILITARY CLOTHING at a reasonable price. We are sole  
agents for the Crown Tailoring Company, of Toronto, the larg-  
est Military Tailoring Company in Canada.

**WALKER BROS. MERCHANT  
TAILORS**  
QUEEN STREET, WEST END

**HAVE YOU A MODERN BATH ROOM IN  
YOUR HOME?  
If Not, Why Not?**

We can equip your farm, home and buildings with every city convenience.  
Heating, Lighting, Sewage disposal System, Bath Room, Hot and Cold  
Water at the Tap. Pneumatic Water System and Efficient Fire Protection.

HOW TO GET FULL INFORMATION.

Call at our establishment and we will show you, or drop us a postcard and  
we will call upon you at your convenience.

**D J. SHEA**

**PALMER'S**

SUMMER PACKS

and PLOW SHOES

The Ideal Work Boot for  
the farmer and the man who  
works out of doors.

COMFORTABLE, WATERPROOF, DURABLE

Get a pair from your local dealer.

Be sure they are stamped  
Moose Head Brand  
Manufactured by the

**JOHN PALMER COMPANY LIMITED**

Fredericton, N. B., Canada.

## THE SPIT-LOG DRAG AS USED IN ROAD MAKING

**Important Circular Issued by the Provincial Department of  
Public Works—How the Drag Should be Operated to En-  
sure the Best Results—Roads Should be Dragged When in  
Proper Condition—Nine Rules to be Followed.**

The following information dealing up any excess material left by the first  
with the use of the spit log drag has round and will aid in building up the  
been issued by the Provincial De- crown.  
partment of Public Works:

### Effects of Dragging.

When the road drag is properly used it spreads out a layer of impervious soil over the surface of the road, filling up the ruts and hollows until a smooth surface is secured. As a small amount of material is always to be pushed to the centre a slightly rounded effect will be given to the road, which may be increased or decreased as desired by subsequent dragging. By forcing the mud into the hollows and ruts, it is evident that the water must go out, which it does by running off to the side of the road; the drying out of the road is thus much facilitated and it is made immediately firmer because the water is squeezed out.

The effect of the traffic over the road tends to press down and thoroughly compact each thin layer of puddled earth which the drag spreads over the surface every time it is used. After the first few draggings it will be noticed that the road is becoming constantly smoother and harder, so that the effect of a rain is scarcely noticeable, the water running off the surface which is so smooth and hard as to absorb but little of it.

### Abuses of the Drag.

Seldom does it occur to the user of the road drag that there may be abuses of the drag. But there are abuses of it, and I want to particularly call your attention to some of them, so that we may avoid some of the evils attached thereto.

For instance, a road dragged when not in the proper condition is sometimes more harmed than it is helped.

When dragged too dry, it has something the effect of a harrow, loosening and slightly roughening its surface, which destroys the imperviousness of the layer and the next rain penetrates and softens the road more than it would if it were never dragged. This immediately gives the drag a black eye as it were, with the man who uses it, and he thinks it's no good and does not perform the work claimed for it.

Then, too, if dragged too wet, it has the same effect from the opposite cause. The mud accumulates and sticks to the drag and again the operator is dissatisfied and throws the drag in the rubbish pile and says it is no good.

A great many operators do not start far enough out, but only drag about half the road, with the result that they form a ridge between the centre of the road and the ditch, which prevents the rain from gaining free access to the ditches.

### Nine Rules for Dragging Roads.

1. Drag at the right time. The right time to drag a road is as soon as possible after every rain, when the soil is mellow and pulverizes readily. Do not drag when the soil sticks to the drag or do not wait until the soil is too dry before you drag.

2. Drag early in the spring, as soon as the frost is out of the ground. Dragging a muddy stretch of road will aid in drying it out, since the wind and sun will have free access to the thin layer of saturated soil which the drag spreads over the surface of the road.

3. Drag before it freezes. A road dragged before it freezes in the fall will freeze smooth and usually remain in this condition for some time. The general condition of the road in the spring after winter dragging will be remarkably good.

4. Drag a gravel road when wet. A gravel road should be dragged as a rule soon after a rain, when the soil is wet, but not too saturated. It will be found that the gravel can be worked better when in a wet condition.

5. Drag between shoulders. When a road is badly cut up over the entire surface, two complete round trips should be made with the drag. The first trip should be made along the edge of the shoulder. The second trip should be made inside and slightly overlapping the first. This will take

### Ride the Drag.

6. Under ordinary conditions the driver should ride the drag. He will soon be able to adjust his position so as to produce the desired effect. By standing on the forward edge, the drag may be made to cut deeper and vice versa. A long hitch causes a downward pull and thus increases depth of the cut, while a short hitch tends to lift up on the front blade and decrease the depth of the cut. If you can't ride the drag, use a bag of sand for weight and shift when necessary.

7. The driver should always carry a pick and shovel on his drag. He will find them very useful in opening up water courses, filling mud holes and chuck holes, repairing washed places and digging up rocks.

8. Drag as often as ruts appear in the road. Do not try to build a road with a drag. Its use is to maintain the surface of the road which is already constructed, in a smooth con-

dition. The best results are obtained by repeated dragging.

9. Successful road dragging requires experience. Dragging a road is a business that is best learned in the school of practical experience. Every man engaged in dragging must become an enthusiastic and observant student of the road to be dragged if he desires to produce results.

### The Time to Drag.

Avoid dragging when the mud sticks to the drag, except when water is standing on the road; then the drag can be used to bale out the water. It is best to drag just following a rain. Drag from the side to the centre, driving on one side, returning to the other.

It is usually a waste of time to drag a dry road.

Drag when possible at all times of the year.

There are many other suggestions that could be made, but no definite rules can be laid down that will cover all conditions.

Each man must find out for himself by experience the best time to drag his road, but the main thing is to drag it, not to neglect it.

The economic value of good roads is recognized now as never before.

Good roads are an asset, bad roads are a liability. A good road saves time, power, energy and temper.

As it is not possible to build all the roads, it becomes our duty to maintain those that we have to the best possible condition at the least expense. One of the most important features of road construction is the drainage system, and it becomes necessary to maintain the drainage system and keep it in good working order. Maintain your road, maintain its surfaces, but above all things look con-



**SEALED TENDERS** addressed to the undersigned and endorsed "Tender for Immigration Detention Building, Partridge Island, St. John, N. B.," will be received until 12 o'clock noon, Wednesday, June 4, 1919, for the construction of an Immigration Detention Building, Partridge Island, St. John, N. B.

Plans and specification can be seen and forms of tender obtained at the office of the Chief Architect, Department of Public Works, Ottawa; the Superintendent of Dominion Buildings, St. John, N. B.; the Inspector of Dominion Buildings, Halifax, N. S.; and of the Overseer of Dominion Buildings, Central Post Office, Montreal, P. Q.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 p.c. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.


By order,

R. C. DESROCHERS,  
Secretary,  
Department of Public Works,  
Ottawa, May 13, 1919.

### Information is Wanted

William Matheson formerly of Fredericton died last November at New York. The body which was placed in a receiving vault will be brought to Fredericton Friday and interment will be made in the Old Protestant Burying Ground. The deceased is a son of the late John Matheson who was in the tailoring business in Fredericton years ago in the firm of Matheson & Stanger. Information regarding his relatives and heirs is wanted by the Royal Arcanum, as he died without a will.

stantly to the drainage if you would get the full value out of your road investment.



**The  
Longest  
Lasting  
Sweet meat  
in the World!**

**WRIGLEY'S**

All three flavors sealed in  
air-tight, impurity proof  
packages. Be SURE to get  
**WRIGLEY'S**

"AFTER  
EVERY  
MEAL"



"THE  
FLAVOUR  
LASTS"

