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Important Circular Issued by the Provincial Department of Public Works-How the Drag Should be Operated to Ensure 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 ing on one side, returning to the other. with the use of the split log drag has round and will aid in building up the been issued by the Provincial Depart- crown.

nent of Public Works:

Ride the Drag.

Effects of Dragging. 6. Under ordinary conditions the When the road drag is properly used driver should ride the drag. He will t spreads out a layer of impervious soon be able to adjust his position so oil over the surface of the road, filling as to produce the desired effect. By ip the ruts and hollows until a smooth standing on the forward edge, the drag surface is secured. As a small amount of material is always to be pushversa. A long hitch causes a downed to the centre a slightly rounded ward pull and thus increases depth effect will be given to the road, which of the cut, while a short hitch tends to lift up on the front blade and decrease the depth of the cut. If you forcing the mud into the hollows and can't ride the drag, use a bag of sand ruts, it is evident that the water must for weight and shift when necessary. go out, which it does by running off 7. The driver should always carry o the side of the road: the drving out of the road is this much facilitated and it is made immediately firmed because the water is squeezed out.

The effect of the traffic over the and digging up rocks. road tends to press down and thou oughly compact each thin layer of puddled earth which the drag spreads ver the surface every time it is used After the first few draggings it will be noticed that the road is becoming con-

stantly smoother and harder, so that the effect of a rain is scarcely notice able, 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 some times more harmed than it is helped. When dragged too dry, it has some thing 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 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 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 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 al 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

dition. The best results are obtained by repeated dragging. 9. Successful road dragging requires experience. Dragging a road is a

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, driv 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 ister of Public Works, equal to 10 that could be made, but no definite rules can be laid down that will cover all conditions

Each man must find out for himself may be made to cut deeper and vice, by experience the best time to drag his road, but the main thing is to drag Department of Public Works, 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.

a pick and shovel on his drag. He will roads, it becomes our duty to main- be made in the Old Protestant Bury. find them very useful in opening up tain those that we have to the best water courses, filling mud holes and possible condition at the least ex- tailoring business in Fredericton chuck holes, repairing washed places pense. One of the most important features of road construction is the

8. Drag as often as ruts appear in drainage system, and it becomes ne canum, as he died the road. Do not try to build a road cessary to maintain the drainage syswith a drag. Its use is to maintain tem and keep it in good working order. stantly to the drainage if you would the surface of the road which is al- Maintain your road, maintain its sur- get the full value out of your road in ready constructed, in a smooth con- faces, but above all things look con- vestment.

business that is best learned in the 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, Wed-nesday, June 4, 1919, for the construc-tion of an Immigration Detention

Building, Partridge Island, St.

Plans and specification can and forms of tender obtained at the office of the Chief Architect, Depart-ment of Public Works, Ottawa; the Superintendent of Dominion Buildings John, N. B.; the Inspector minion Buildings, Hallfax, N. S., and of the Overseer of Dominion Build ings, Central Post Office, Montreal,

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

Each tender must be accompani by an accepted cheque on a charter bank payable to the order of the Min the amount of the tender. War Loan Bonds of the Dominion will also accepted as security, or war bonds and cheques if required to make up an odd By order, mount

R. C. DESROCHERS ecretary Ottawa, May 13, 1919..

Information is Wanted

William Matheson formerly of Fred ericton died last November York. The body which was placed in receiving vault will be brought to As it is not possible to build all the Fredericton Friday and interment will Ground. The deceased is a son late John Matheson who was Information regarding and heirs is wanted by the Royal Ar

We are also prepared to fill all orders entrusted to us for MILITARY CLOTHING at a reasonable price. We are sole the same effect from the opposite agents for the Crown Tailoring Company, of Toronte, the larg- cause. The mud accumulates and est Military Tailoring Company in Canada.

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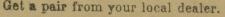
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