

such a way that the wagon or spreader to be filled is always below the floor level. This makes the loading much easier, as the manure can always be pitched down hill. The walls and bottom are built of concrete, thus all the liquid manure, which is the most valuable, is conserved.

to point out the best models and the best methods.

"To do the best work, one must have the most perfect tools. A drag built according to the proper plan is strong but light. It has a substantial removable platform, with narrow spaces

tion only one foot; the other foot should rest as far back as one can reach, so it may be ready to catch the drag if it starts to tip over. Drive slowly and you will have time to stop it. When manipulated thus, a good drag, with plenty of power in front of it and sufficient weight on top of it, will roll out-the dirt like an eight-horse road machine. Surely it can be done; but don't do it. Rather, be satisfied to move a small amount of earth at each dragging, and thus build a solid road.

"Keep the travel in the middle. Develop a crown slowly, and never put on at one time enough dirt to drive the travel to one side. Never break the hard, tough crust that covers every travelled wagon-way. The hard crust in the centre of the wagon road is a most valuable good road asset, and any man who breaks that crust into pieces or covers it with eight or 18 inches of loose dirt, commits a crime against the community, and the day is not far distant when he will be fined or thrown into jail.

Road Building With a Drag and a Plow.

"Hit the team to the drag, so that it will follow them at an angle of about 45 degrees. Drive with one horse on each side of the wheel track to your neighbor's gate towards town, and come home over the other wheel track, smoothing the road and moving a small amount of earth toward the middle.

"After the next rain or wet spell go again. Repeat this after each storm until the surface touched by the drag is smooth and slightly higher in the centre than at the sides. The contour described may possibly be found after the fourth rain and dragging. It surely will exist after the sixth rain and dragging, provided the drag is properly built and skillfully used.

"Now we are ready to widen the roadway and lift the centre higher. The two objects can be reached by one operation. Plow a shallow furrow just outside the dragged portion of the road, turning the furrow on to the dragged portion. Spread this furrow over the road with the drag. When you have finished the roadway will be about two feet wider and the middle will be a little higher. After the next rain or storm, plow again and drag again, adding two feet more to the width and building the road still a little higher in the centre. Only plow one furrow between rains. When the road becomes wide enough, quit plowing."

Life is after all a business, and they who are the most in earnest get from it the most, and in turn give the most back to the world again.



An Interior View of the Fine Dairy Barn on the Farm of Shannon Bros. Cloverdale, B.C.

The walls are about three and one-half feet high on three sides. The fourth side, or the one from which the loading is done, is lower than this. An ordinary cottage roof is built upon the four corner posts, extra precaution being taken to have it well braced and securely fastened to offset any suction caused by winds blowing through the open sides of the building. With a tight bottom and sides and a roof to keep out the rains, there can be very little, if any, waste from the manure by leaching.

The manure is dumped into this pit every day from the stables by means of a litter carrier. A swing track extends across the pit, so that the manure can be dumped at almost any point of it. This reduces the handling to a minimum, and therefore saves a great deal of time.

There is nothing about the building of a manure pit of this description that a handy man or carpenter cannot do. The cost of construction is not great. There is room for many more pits such as this on Canadian farms, where they would prove to be a good investment, resulting in an increase of soil fertility.—W. G. O.

Maintaining Earth Roads

The Road Drag Does Its Efficiently

THE value of the split log drag, or of its more modern form, the King road drag, is not yet fully realized in many sections of the country. The condition of many roads, either after a prolonged wet spell or a prolonged dry spell, bears eloquent testimony of this. It is only when such roads have reached a certain condition of dryness after moderate rain, a condition in which they are free from either mud or dust, that they can be travelled in comfort, and even then many of them are so filled with ruts as to make their use equally destructive of vehicles and uncomfortable to travellers. That such conditions do not exist where the road drag is used intelligently is well known to those who have had an opportunity of watching the work of this simple but efficient road making implement. The following extract, from an address by Mr. D. Ward King, the inventor of the King road drag, and the author of a bulletin on road dragging, is an interesting account of this simple, home-made contrivance and of its use:

"The fame of the split log drag has spread around the world. It is known and used in every civilized land, and also in places not so advanced, for President H. J. Waters found a beautifully dragged earth street in a village of tree dwellers in the Philippines. Therefore I need make no plea for it here. Let me, as briefly as I may, try

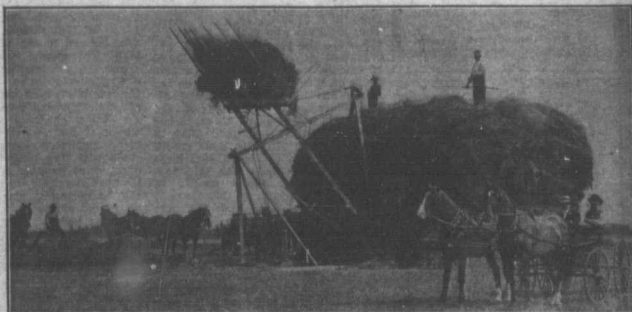
between the boards. The chain is attached properly and the iron blade extends only half the length of the front slab.

"Almost as important as the style of the drag is the condition of soil. The proper moment for dragging comes at varying periods with varying soils. The road should be dragged after every rain or storm, but not too soon; nor should one wait too long a time. Drag when it is neither muddy nor dry; moist enough to mash, but dry enough not to stick. Don't wait too long, but if you find your drag clogging, wait a little longer next time.

"Just a hint: In my experience I find that those draggings which are done when the road really does not need to be dragged are the most profitable. Drag after showers if you wish a glass-smooth roadway. By dragging after each of two consecutive showers one can produce a finish that will not be approached by even four or five consecutive draggings following a two-days' storm. The excellence for driving and the delightful appearance of the shower-dragged road is not so profitable as is the power it gives the road to withstand the wet and travel that comes during and immediately following the next storm.

A Little at a Time.

"Different sections of roads usually require different treatment, and different effects are produced by shifting the snatch link on the draught chain; and by changing one's position on the drag. By shifting the link well over to the ditch end and standing with one's weight on one foot right out at the ditch end of the front slab, one may turn a furrow almost like a plow. I men-



Making Hay in Alberta, Using the Sweep and Stacker.

The nutritious native grasses of the prairie are now being cut and stacked for winter feeding by the ranchers.