

**GOOD ROADS STORY**  
Tells of What Can Be Earned  
on Good Roads.

Here are some astounding figures of the annual cost of bad roads to a group of some 4,000 farmers living in the vicinity of Minneapolis. They are carefully compiled and the story they tell is probably the story of many other sections of the country:

Loss because of longer route	\$ 61,994.01
Loss because of slow progress	75,627.64
Loss because of extra trips	296,288.99
Loss because of specific reasons	221,874.16
Loss because of inability to haul manure	91,926.80
<b>Total loss</b>	<b>\$747,149.80</b>

The merchants and manufacturers of Minneapolis lost even more heavily. Accurate statistics show that for the year 1911 their loss was \$916,000, because of the wretched conditions of the important arteries of traffic radiating from the city. Combining the loss of farmer and merchant we have a grand total of about \$1,667,000 a year, sufficient to pay five per cent interest on \$30,000,000. For \$21,000,000 three thousand miles of splendid road could be built which would not only bring immediate cash benefits to the farmer but would vastly increase the value of his land.

If the cost of bad roads to the farmers of the nation were to be compiled the totals would be staggering. The cost of the Spanish-American war would be trifling by comparison.

To return to the group of suburban Minnesota farmers, it is reckoned that the bad road tax was \$1.70 per acre, \$14.30 on each \$1,000, and one and a half per cent of the total farm value of the district. Statistics for 1912 have not been compiled, but they will probably agree with the 1911 figures, which show that the loss to each individual farmer because of bad roads is nearly \$200 a year. These 4,000 farmers paid twenty-five times as much for bad roads as they did for fertilizers.

**Hard on Potato Growers**  
All these extremely interesting data were obtained by the committee on highways of the Civic and Commerce Association of Minneapolis. Fifty rural letter carriers were employed to comb the Minneapolis trade district for information. The district covered is included within a radius of twenty-five miles from Minneapolis. The canvass occupied three months and 4069 farmers resulted in some fashion to the twenty questions concerning their loss from bad roads which had been framed by the investigating committee.

The majority of the farmers explained that most of their trips were made over bad roads because the fall was the time when they could best afford to leave their farms and also that the fall was the time when it was possible to make a little more profit by hauling manure on the return trip.

The big Anoka potato country is tributary to Minneapolis and St. Paul, and it costs the farmer who hauls his crops to the cities about ten or fifteen cents more a bushel than if he hauls to a siding in Anoka county. If he could haul three tons at a trip he could make \$15 cash on his produce and an additional profit by hauling back manure to the farm.

The most important of the twenty questions put to the farmers was "What direct loss do you remember that you suffered in 1911 because of bad roads, whether owing to inability to market when you could get the most money, or because of spoiling produce, or injury to horses or wagons, or any other reasons?"

**Some of the Specific Losses**  
Although many of the answers were extravagant and hysterical the committee was able by a process of elimination to reach specific conclusions and tabulate a scale of working averages. All statements of loss that gave no reason were thrown out and so were all such sweeping statements as "\$100 for loss of time, spoiling of melons, and so forth." Some of the replies were extremely interesting. "Our outfit will last one-third as long on bad roads as it will on good roads," came from a firm that marketed \$50,000 worth of butter. Here are some of the illuminating replies estimating individual loss:

- Twenty loads of fertilizer.
- Lost \$150 by getting less for berries jared down by the stony road.
- Being compelled to buy extra horses; also breaking of milk bottles and loss of milk.
- Lost \$200 on cabbage and lost 400 bushels of vegetables by freezing.
- Getting late to market got lower

*W. B. Hammit*  
**A. D. S. Kidney Remedy**  
50c and \$1.00

prices on products.  
Got stuck, broke a wagon, took a whole day instead of half a day.

If roads are bad we must leave home shortly after midnight in order to make the market at six o'clock.

I have potatoes in the cellar on account of bad roads.

These replies from a single town run the whole gamut of loss:

I could have been through two weeks sooner and had twenty loads more manure.

Broke wagon and wagon racks, repairs \$15.

If I had carried my 20 loads of potatoes to Minneapolis instead of the station I could have got from 10 to 15 cents more per bushel.

Tired horses, empty stomachs, broken whips.

It softens tomatoes and melons so that one has to take what one can get for them. Lamed a horse and broke shafts.

Lost 50 cents a ton on 8 tons of cabbage. Broke harness several times.

One farmer who was asked what was the total wholesale value of his farm produce for 1911, responded: "I wouldn't even tell the assessor the truth about that, but I will say that if the roads were good I would raise more truck and garden stuff and buy an automobile to deliver it."

Altogether 2800 of 4069 farmers questioned sent in responses. Of the majority who replied 1102 answered every question in exactly the way the committee desired, and only these answers were used in the final calculations. The 1102 replies were representative to a highly satisfactory degree of the 4069 farmers of the district representing almost exact proportions of population, acreage and geographical distribution.

The committee learned that the 4069 farmers of the district hauled to market in 1911, 560,000 tons of farm produce and sold it for \$6,665,880.47. They had to make 305,000 trips to do it. The time they spent was equal to 800 years of eight-hour work days. The distance they travelled was equal to 188 times the circumference of the earth.

**Benefits Pay Higher Taxes**

Their produce was all grown in the district tributary to Minneapolis, and should have been brought to Minneapolis, instead, because of bad roads, the farmers took 21 per cent of it elsewhere. The neglect of the roads shut the gates against the produce of 850 farmers and turned away the sales of more than 4000 persons. Of course the trade lost was much smaller, for farmers trade where it is most convenient and sell where it is most profitable; but the lack of market reduced materially the prosperity of those who did trade in Minneapolis; and even when they did come they lost money.

The loss of time is due partly to slower progress, partly to taking a longer route than usual and partly because smaller loads have to be hauled. The average wage of a man and team is 48 cents an hour, and at this rate the loss of time due to not taking a shorter route was in 1911 about \$62,000. The loss of time due to slower progress was \$75,000; and to extra trips necessitated by smaller loads, \$159,000.

Now were this loss applied to farm betterments it would replace the farm implements owned in the district every three years, the cattle every 3 years, the horses every 4 years and all other domestic animals combined every six months. It would pay off all their mortgages in three years.

Turning for a moment from the farmers' to the merchants' loss it is easy to estimate that, as stated at the beginning of this article, the loss of the merchants and manufacturers of Minneapolis because of bad roads was in 1911 a little more than \$916,000. This is figured from a total delivery cost of \$6,000,000. Add this loss to the farmers' loss, and the grand total of ascertainable losses due to bad roads in 1911 was \$1,657,000.

Working from this figure it is simple as a rule of thumb to estimate that the spending of \$20,000,000 for the building of 3000 miles of good roads in the Minneapolis district would be anything but a burden for the farmer to carry. The increased taxation would be lost sight of in the benefits to accrue, and the good roads themselves would pay handsome dividends.

George Protaman, who was yesterday arrested on a charge of drunkenness, was released from the city jail this morning following his promise to return at a later date and pay a fine.

**THE CITY**

**COMMUNITY CONCERN IN BETTER HOUSING.**

Plans Should Embrace Tenements and Single Family Dwellings.

Housing reform applies not only to tenements, but to the single family dwelling also, according to John Hilder, field secretary of the National Housing association. Writing in the Survey, he says:

"We have learned that bad housing may be found not only in the single family shacks, but even in what is styled a single family residence. Just as it was found impossible to draw a valid distinction between an 'apartment house' and a 'tenement house,' so is it impossible to draw one between shack and residence.

"The new conception of what a city dwelling should be required to provide for its inhabitants runs counter to some established customs.

"When public health authorities, anti-tuberculosis associations, morals efficiency commissions, fire departments,



WORKINGMEN'S HOMES OF A NEW AND REASONABLY PRICED TYPE.

fire and life insurance companies and a score of other agencies, public, semi-public and private, find that their efforts to secure any substantial improvement lead inevitably to the dwellings of the people, then the providing of these dwellings ceases to be a purely private affair and becomes in larger degree a community affair.

"So our cities are coming to understand that upon them rests the responsibility of seeing that every dwelling provides at least a minimum of sanitation, light, air, privacy and safety from fire.

"In New York city, in New Jersey, in Columbus, in Duluth, wherever an advance in housing legislation has been made, there has been this opposition based on the fear that it would check building. And in every case experience has shown that instead it stimulated building.

**ST. LOUIS OUSTS BILLBOARDS.**

Nine Year Legal Battle Brings Banishment For Big Signs.

The final rent of the billboard trust took place in St. Louis after a nine year court battle, when the city commissioner ordered that 1,800 billboards, virtually all in the city, be torn down within four days.

The billboards were on the property of approximately 4,000 property owners, and to each of these owners a special delivery letter was sent calling their attention to the law's violation and requiring that the boards be removed within three days of the receipt of notification, one day's grace being allowed for delivery of the order.

"I shall have an ax squad ready and the offending boards will come down," said Building Commissioner McKeever. The 1905 ordinance to be enforced by the building commissioner limits the height of billboards to fourteen feet, requires a space of four feet between the ground and the bottom of the board, limits the area to 500 square feet and the length to fifty feet and fixes a license fee of \$1 for every lineal five feet.

No billboard may approach nearer than six feet to a building or another billboard, and all boards must be placed back at least fifteen feet from the line of the lot.

Workers for the "city beautiful" never will reach their goal until they eliminate the decrepit ash barrels and rickety waste paper boxes that decorate the sidewalks once a week—Philadelphia Press.

**Utilizing Refuse.**

In the French commune of Villenanne, adjacent to the city of Lyons, the city refuse is burned, and bricks are made from the residue. This has been a private enterprise, but the municipality has arranged for the purchase of the crematory. The crematory is a model plant, and annexed to it is a brick pressing plant. The furnace serves not only to burn the refuse, but also to operate, by steam, the various machines in the factory.

**ANTLERS THEATRE** FRIDAY and SATURDAY

Colonial Players  
in

**"The Girl of The Golden West"**

Adults 25 cents, Children 15 cents; Doors Open at 7 p. m.

Saturday Matinee Doors open at 2 p. m.

**BUSINESS IMPROVES.**

W. C. Harding, formerly connected with the W. C. Harding Land Company, of this city, but of late residing in New Mexico, arrived here this morning. Mr. Harding says he has visited a number of important coast cities since he left New Mexico, each of which reports business conditions improving. Money is more plentiful than it has been for some time, reports Mr. Harding, while investments are more numerous than for years past. It is Mr. Harding's belief that the year 1914 will prove a prosperous one in all sections of the United States. In New Mexico, Mr. Harding says business conditions are especially good at the present time.

**CITY NEWS**

Clarence P. Teater, of Salem, was a business visitor in Roseburg for a few hours today.

C. L. Aldrich, of Portland, arrived here today to spend a week looking after business interests.

W. B. Hammit leaves for Portland tomorrow evening where he was summoned as a federal jurymen.

On account of other business, the county court did not listen to evidence in the Edenbower incorporation this afternoon as anticipated. The evidence will probably be submitted some time next week.

The members of the county court this morning instructed the board of road viewers to meet at Myrtle Creek on March 25, 1914, and survey and locate a road petitioned for by J. M. Martin et al, in district No. 40. A petition of W. A. Snidley and others for a county road was continued. A final order was entered in a petition asking for a change of the county road through the Edenbower orchards.

**MYRTLE CREEK NEWS.**

Interesting Items Clipped From Myrtle Creek Mail.

Noble Andrews, C. A. Strong and Mrs. C. A. Strong were at Roseburg Saturday on business connected with the Odd Fellow and Rebekah Anniversary which is to be held at Myrtle Creek, April 25, 1914.

J. D. Roberts left Wednesday night for Lone Rock, Oregon, to attend the funeral of his brother, Warren Roberts, who died at that place. The deceased was a Douglas county boy but went to Eastern Oregon some 25

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ROSEBURG :::: OREGON

years ago.

Sheriff George Quigg, was in town Wednesday, and at the hour of noon, in front of the Central hotel, sold the property of the Myrtle Creek Telephone Co. and also the tools and machinery of the A. F. & A. M. Mining Co. Chas. Holland, an agent for Mrs. M. A. Hurst bid in the Telephone Company property at \$1,134.50 which represented the amount of a judgment held against the property by Mrs. Hurst. H. P. Rice bought the mining paraphernalia for \$150.

The stock of general merchandise belonging to the partnership estate of H. Dyer & Co. has been purchased by W. L. Cobb and Thomas Cobb, of Roseburg, and they, purchasers will continue the business under the firm name of Cobb & Cobb. Mr. Fate, administrator of the partnership estate of the H. Dyer & Co. has retained the book account of the old firm, and he will devote the next four or five months of his time to collecting these accounts.

**CLOTHESTALK**

EVERY Season has its social demands and clothes needs—but particularly do the outdoor months command attention to the question of dress—because then our activities come within the range of vision of a much greater number. Right now is a good time to look to your clothes requirements for the coming season, because the opportunities for selection are at their height.

In fact we have anticipated your interest in the clothes subject with a display more elaborate than usual. The light weight, distinctively Summer suit with its grace and comfort will be more popular than ever this season and we have a number of unusual fabrics to show you. Nor have we neglected the shirt neckwear, hat, shoe, hosiery or umbrella question. Hence we can extend you a cordial invitation to call on us with assurance that you will find your visit most interesting.

**"DUDS FOR MEN"**  
A. J. HOCHRADEL