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THERE are many imitations of the Arch Preserver Shoe. They may look like it . . . perhaps even claim a feature or two; but no imitation can duplicate the combination of features that makes the Arch Preserver Shoe so wonderfully foot-satisfying. Look for the Arch Preserver trade-mark on sole and lining. It identifies the genuine. The season's smartest styles now here. Come in and see them.



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The Musebeck Double-Arch Wear Straight Shoe is meeting unusual success from Maine to California because it is giving the most accepted principles of arch supporting, and giving them in a quality shoe at a moderate price. Conforming to the arch structure of the foot this shoe has a broad steel arch that is shaped to support both the inner and outer longitudinal arches. The insole is of all leather, fitting the bottom of the foot and giving perfect support to the metatarsal arch.



Fishers

Better Service—
Better Merchandise

HANDLING OF ROAD FUNDS MAJOR JOB OF COUNTY COURT

About \$350,000 Disbursed
Yearly, Commissioner
Clough States in
Kiwanis Talk.

800 Miles of Highway, 1000
Bridges to Be Kept Up;
Needs Greater Than
Can Be Supplied.

From the demands that are made on the county court many people appear to think that all such a body has to do is hand out money. County Commissioner H. Clough told the Roseburg Kiwanis club at the regular luncheon program yesterday. It is very easy to spend money, the commissioner said, discussing the work of the county court, but it is a much more difficult task to distribute it to the greatest advantage and in keeping with the importance of the projects for which it is appropriated.

The county court, he told the Kiwanians, is hardly a court, but rather an executive body. In road and school district boundary matters it sits as a judicial organization, but its other functions are largely of an executive nature.

Road Fund Major Task. The most difficult problem, he explained, is that of disposing of road funds. The county has approximately \$350,000 annually to be expended on roads, a very small sum in comparison to the needs. The court pays out \$2750 annually for ferries, and budgets \$2500 for rights of way, but in the past years has expended many times that amount to secure property for roads.

About \$90,000 is raised in the general road fund, of which one-half goes to the district in which it is raised, while the balance goes to the county for the purchase of materials, machinery, fuel for trucks and road machinery and for cooperation with road districts, the state and other groups, the sum of \$45,000 being a very small amount for such purposes. However, the county also has \$50,000 annually from motor vehicle records, which may now be used in the general road fund also, since the county's road bonds have been taken care of, as the law provides that this money must be applied to bonds if any are outstanding.

Big Mileage to Keep Up. The county has 800 miles of road to maintain out of the general fund, in addition to 1,000 bridges, representing an investment of practically one million dollars, Mr. Clough stated. The court budgets the sum of \$22,500 for bridges, but has been spending nearly \$50,000 annually. The life of a bridge is about 20 years, he stated, although the court has built more substantial structures in late years, using concrete and steel and better types

would probably suffer no serious effects. In order to telephone the news to his home, it was necessary to call over the lines of the Umpqua National forest, and it was not until late afternoon that the message was received.

ROGERS HAS HOPES OF RETURNING SUPREMACY FOR CHEROKEE HOST

LAWRENCE, Kans., Oct. 5.—Will Rogers would like to join the rest of the Cherokees Friday in watching Haskell Institute break a football trace of nearly three decades with the University of Kansas. The cowboy humorist will miss the game and two-day pow-wow of the tribe here because movie-making forbids. "How's your football team?" Rogers asked officials of Haskell, a government Indian school, in a telegram yesterday. "That's about all there is in colleges nowadays. But anyhow us Indians has got to stick together. I still got hopes of us getting back the country some day. The republicans can't make a living on it."

of wooden bridges, so that more service will be obtained in the future.

Market Road Upkeep. The market road tax, he states, is the most flexible fund which the court has available, but this is limited to certain roads used for market purposes. The county has about 200 miles of market road. The market road fund, amounting to approximately \$90,000 annually, is raised by the market road tax. This is a state tax of 1 cent. The counties are required to match this tax, which requires a county levy of another mill. There is a limit to the sum any county can receive, and Multnomah county, having the largest valuation of any in the state, has a large surplus each year. This is distributed to the various counties, which, however, are required to match it, so that Douglas county raises an extra half-mill and receives approximately \$12,000 of the Multnomah surplus, making the total of \$90,000.

The market road money, he stated, is used largely for the expensive improvement work on main roads. This fund cannot be used to cooperate with the state on state roads.

Shares With Districts. Another source of road revenue, Mr. Clough states, is special district tax money. This is raised by the district at special road elections and must be expended on the definite projects outlined by the voters. The county court tries to cooperate with all districts that raise a special tax, on the theory that a district that will make an extra effort to improve its road conditions is entitled to assistance. The funds, however, are so limited, that in many cases the amount of county cooperation is far less than desired.

The county is also called upon to cooperate with super-road districts and special taxing districts raising money for special roads such as the Umpqua highway, North Umpqua road and the Tiller-Trail cut-off, Mr. Clough states, these districts raising about \$50,000 annually.

The task of distributing these moneys and at the same time meeting the demands of the state for cooperation on major state projects in Douglas county, creates a task that provides plenty of business for the county court, according to Commissioner Clough.

AMERICAN LEGION CHOOSSES DETROIT

BOSTON, Mass., Oct. 8.—Detroit, Mich., was today selected as the convention city of 1931 by the American Legion in annual convention here.

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10-20 \$ 925.00
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VITAL PROBLEMS REQUIRE STUDY BY MELON GROWERS

Establishment of Methods
of Production Needed,
Wesley Williams
Points Out.

Transportation, Too, Calls
for Improved Basis;
Bigger Yield Per
Acre Sought.

The success of the cantaloupe industry in the Umpqua valley rests very largely on whether or not growers will study and adopt production methods giving a quality and quantity production, and upon a scientific study of transportation methods, according to Wesley Williams, who has had charge of the shipping work this year.

This year's crop, Mr. Williams states, was very largely an experiment to determine whether or not there is a market for the Umpqua valley melon. It has been proven conclusively that the "Fridge of Dixie" cantaloupe can be sold on a nation-wide market, and the next step, Mr. Williams states, is for growers to plan their production in sufficient quantities to assure a profit.

The growers, he says, are not producing on a sufficiently large scale for the average grocer. So far this year, Mr. Williams states, 45,000 crates have been packed and shipped. Of this number, Mr. Williams produced 22,000 crates from less than half the acreage. This indicates, he states, that growers are not obtaining the yield per acre necessary to bring about the greatest profit.

During the coming fall and winter it is planned to devote considerable time to discussion of production methods in the hope of obtaining better yields per acre.

Pre-Cooling Plant Needed. Several changes will also be necessary in shipping methods, Mr. Williams says. This year it was found that shipment of a fine melon is best to put a high quality of product on the market. Heretofore the melons have been shipped slightly green and allowed to ripen on the way. They do not, however, have their full sugar content under such conditions. Mr. Williams believes that it will be necessary to establish a pre-cooling plant at Roseburg in order to assure arrival of melons in first class condition at destination. He stated that tests made this year indicated that when melons were packed into the car while still warm, that they melted the ice too quickly, so that they were not in prime condition upon arrival.

Several cars reaching the east coast markets were too ripe, Mr. Williams states, but all sold for a profit, although more money could have been realized if they had been precooled.

He plans to send several weeks in California this year and next studying the shipping methods in use there.

Shipments Continue. So far this year, he reports, 195 cars have been shipped, and pre-

ent shipments are continuing at the rate of a carload daily. The melons will continue to ripen until well into November, provided the vines are not hit by frost.

No financial accounting has yet been made. The growers have received a small advance to pay harvesting costs, but the final payments have not yet been received. A representative from the General Fruit corporation, which handled the marketing this year, is expected to meet with Mr. Williams this week to check over the returns, and a report will be forthcoming in the near future.

When the report is ready, Mr. Williams says, the growers will be called together for a general discussion of the year's work, and to outline the production for next year.

U. OF O. ALUMNI TO WELCOME VISITORS

Alumni of the University of Oregon and parents of Oregon students will gather at the Umpqua hotel Friday night for their annual banquet with Arnold Bennett Hall, president of the university, and with the officers of the Oregon Mothers' organization. President Hall and the mothers will be accompanied by Vice-President Burr Brown Barker and Dean Alfred Powers of the university extension division.

Mrs. John Ranyan is in charge of arrangements for the dinner which will be held at six-thirty.

PASTOR AND WIFE TO GET FAREWELL

Members of the First Christian church are holding a farewell reception for Rev. and Mrs. W. R. Baird at the church tonight. Rev. Mr. Baird recently resigned his position here to take the pastorate of the Christian church at Medford and is moving to that city this week. All members and friends of the church are being urged to attend the reception this evening.

WOUNDS FATAL TO MOTOR TOURS HEAD

(Associated Press Licensed Wire) WASHINGTON, Oct. 8.—A. P. Fuch, 60, president of the Gray Line Motor Tours, died today of wounds inflicted Monday night by an unidentified assailant.

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at
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Gents 50c Ladies Free

HUNTER LOST FOR THREE DAYS FINDS HIS WAY TO CAMP

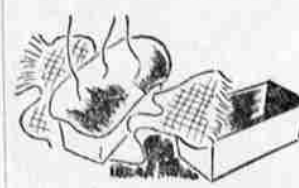
J. B. Hills, 72-year old resident of Jasper, in Lane county, who was reported lost on the divide between the Cascade and Umpqua national forests, was found yesterday about 11 o'clock in the morning, according to word received here in the late afternoon over the forest service telephone line. Hills had found his way back to camp on Potter mountain, after being lost for three days and nights, during which time he was without food.

He reached camp between 9 and 10 o'clock yesterday morning and was found there by the searching party a short time later.

He became lost Saturday morning while hunting with a neighbor, Charles Neel. They had established camp at Potter mountain, and had gone out together on a hunt agreeing to separate and meet again at camp. Neel returned in the evening, but did not become worried about his companion until Sunday, as Hills is an experienced woodsman. Sunday, however, he called in Harold McKenzie, a grandson of the Jasper resident, who searched alone that day and organized a searching crew Monday.

The searchers went out again Tuesday, assisted by Dean Paulson, forest guard from the Big Camas ranger station, who went in to help direct the search.

Hills, however, wandered back into camp Tuesday, having made a circuit into the Umpqua forest and turning back after discovering his error. His clothes had been practically torn off in his scramble through the brush, and he was exhausted from exposure and lack of food, but it was stated that he



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For Men
Heavy weight fine grade cotton, spring needle knit.
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A big full cut, coat style shirt, two pockets, chambray
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A fine count full size sheet. Hemmed and bleached.
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Belle Isle Muslin
Durable Quality
Bleached is 36 inches wide. Unbleached is 39 inches wide. Yard
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Turkish Towels
Size 18x36
Good quality white terry thread towels. A limited quantity.
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Good quality, seamless toe and heel. Why pay more?
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**Brimmed
and
Beret Type**

HATS

**For Fall and
Winter**

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Felts Only

Cushion brims that are softly flattering . . . double brim effects . . . beret types draped in new ways . . . buckles, bows and feathers to trim them. The crowns are shallow, revealing the forehead, and every hat frames the face. Come in soon for yours.



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MODEL	NEW PRICE	OLD PRICE
BUSINESS COUPE . . .	\$735	\$835
ROADSTER	755	855
COUPE (with rumble seat) . .	755	855
SEDAN (four-door)	765	865
PHAETON	775	875
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NEW LOW PRICES—DODGE EIGHT

MODEL	NEW PRICE	OLD PRICE
ROADSTER	\$ 995	\$1095
COUPE (with rumble seat) . .	1025	1125
SEDAN (four-door)	1045	1145
PHAETON	1045	1145
CONVERTIBLE COUPE . .	1095	1195

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