

SETBACK LINES IN THE SUBURBS

Investigator Explains Benefits
of the Plan.

ADOPTED BY MANY CITIES

Robert H. Whitten Advocates the Establishment of Setback Lines in Connection With the Laying Out of Street Systems in Undeveloped or Suburban Residence Sections.

A report has been presented to the committee on the city plan of the board of estimate of New York city by its secretary, Robert H. Whitten, for the establishment of setback lines in connection with the laying out of street systems in the undeveloped or suburban residence sections. The committee desires to secure criticism of the plan by land developers and property owners before taking any action. It is said that the use of the setback plan would, in certain cases, reduce street opening and paving costs to be borne by property owners, and also reduce future street widening expense both to the owners and to the city.

Mr. Whitten sums up the three primary advantages of the plan as follows:

"First.—Health, comfort and amenity. In a private residence section a uniform setback from the street line increases the attractiveness of the section and adds to the health and comfort of the inhabitants. It improves light and air conditions, makes possible the front lawn with trees and shade, removes the dwelling further from the noise, fumes and dust of the street. Where residences are uniformly set back from the street without the establishment of a legally binding setback line each owner is at the mercy of his neighbors. A single owner by disregarding the setback line may ruin the entire block.

"Second.—Economy of initial development. Purely local residence streets having a setback line can be permitted a narrower width than could otherwise be allowed. This reduces development expenses, not only in its economy of land, but more markedly in the decreased outlay for paving. With a ten foot setback a standard sixty foot street might be reduced to forty feet. This might be adequate for streets under 800 feet in length if developed with single family houses. If later the single family houses were replaced by three or four story apartments the street could easily be widened to sixty feet to meet the increased traffic requirements incidental to the more intensive housing.

"Third.—Economy of ultimate development. The extension of the setback line will permit the economical widening of traffic arteries whenever traffic needs require. It introduces a measure of adaptation and elasticity in street design that is of immense importance in view of the almost prohibitive expense of widening a street once laid out and improved.

"The fixing of the setback line now is the only practical method by which the widening of many traffic arteries can be secured in the future, when greater width will assuredly be required," explains Mr. Whitten. "These arteries are now residence streets, and the houses have been set back in order to provide lawn and shade and to remove them from the dust, fumes and noise of the street. They cannot be widened at present, as the cutting off of the front lawns would in large measure destroy the value of the dwellings.

"When, however, traffic has so increased that the street must be widened it is more than likely that the street will be no longer desirable for private residence purposes and private dwellings will be replaced either by apartments or by business buildings. The setback line can, therefore, be established while the future traffic thoroughfare is still a residence street, with advantage to all owners, and when the time comes to widen the street to meet traffic needs the setback can be taken for street purposes and this, too, will be to the advantage of the owners.

"A street once established is one of the most permanent and unchangeable features of the city structure. Buildings have come and gone, but the street lines of lower Manhattan have retained most of their original characteristics. This, too, in spite of the fact that the burden imposed differs greatly in character and magnitude from any that could have been contemplated, at the time these streets were opened. This points to the desirability of introducing adaptability and elasticity in street design. The setback line is a means of securing it.

"In Washington and in a number of the cities and towns of Connecticut and Massachusetts setback lines are established under procedure similar to that used in the laying out, opening and acceptance of streets. Boston has made considerable use of the setback line, but the greatest progress has probably been made in Brookline. That town has adopted a policy of making the establishment of a setback line a condition precedent to the acceptance of the street by the town."

Civic Mediators.
The arbitration committee of the Louisville (Ky.) board of trade played a lively part in the settlement of recent difficulties between milk producers and distributors in the city.

SILOS IS SOLUTION FOR SAVING SHEEP

The stockmen are being hard pressed by the long winter, and losses have been reported in some places. It is a case of too much stock and not enough feed, and more silos is the solution of the problem.

Silo has become the watch word of the corn-belt stockmen and it must become such in this valley. Think of the terrible waste last fall of the stalk fields, and now witness the scarcity and high prices of hay. True, a few sheepmen have learned the value of silage and are making extensive use of it, but most of them are still depending upon the straight hay rations.

Many lambs have died this year and in fact every year because of the lack of some feed like silage. Sheepmen know that an abundance of milk means that the lamb will be owned and properly nourished, and silage is the feed that will bring it about. Too much coarse hay killed a number of ewes this winter, and this would have been avoided if silage had been substituted for part of the hay.

The Deseret Sheep Co. has found that they can not afford to not feed silage. They are now making plans to build two large silos on their Nysaha ranch. Mr. Dorman of Ontario has also observed the necessity of silage and is also planning a silo. Mr. Clinton of Boise, Idaho, writes that silage fed to his ewes made more milk and better lambs, and more wool. These facts determined by practical men have long been worked out by experiment stations. The Utah Station found that two pounds of silage and two pounds of alfalfa gave about the same results as four pounds of hay when fed as a daily ration to range ewes. Figure the difference in cost, and results.

Sheepmen should heed these results and investigate the silo as a business proposition. They can not afford to be without a silo.

W. W. HOWARD,
County Agricultural Agent.

CAMPAIGN UNDER WAY.

Oregon's good roads campaign has been launched. The Legislature's Committee of Eight, three senators and five representatives, has taken charge. Contributions of \$10, each were made by all members of the committee, and the formal request was made of the press of the state that subscription lists be opened in their columns for the collection of funds for the county and state campaigns. The only restrictions as to subscriptions was that none from paving companies may be accepted. All subscriptions made for the state campaign are to be remitted to Senator E. D. Cusick treasurer of the legislature committee, at Albany, Oregon. County campaign subscriptions are to be handled entirely by the local organizations.

It was the sense of the committee that organization of county campaigns be left entirely in the hands of the several counties, and that the sole function of the state headquarters is to be the dissemination of such literature, information, advertising and other service as may be required by the county organizations. The state headquarters also will co-operate in securing speakers for local meetings to discuss the bonding bill. There are many excellent speakers in the different counties who are well versed in the provisions of the bill and discuss same ably and the services of such will be enlisted to visit neighboring counties, their expenses to be paid from the state campaign fund.

To unite all the counties in the state campaign, a convention of supporters of the bond issue has been called to meet at Portland, Saturday, April 7. Meanwhile, the Legislature Committee will take charge of the state headquarters, the immediate work to be under the supervision of an executive committee consisting of Senator W. D. Wood of Hillsboro, Chairman, Senator E. D. Cusick of Albany, Treasurer, and Representative Roy W. Ritner of Pendleton, Secretary.

COMMISSION GIVES ASSURANCE

Friends of the road bond issue all over Oregon are much heartened by the attitude of the new State Highway Commission.

The Commission has come forward firmly and stated that no undue preference will be exercised to favor one section of the state over another, or to favor one type of pavement over another.

It has made it clear that it will co-operate with all the counties instead of with only a few.

Also it states that if contractors' bids for paving and other road construction are too high it will purchase the necessary machinery and construct roads and paving by day labor under the supervision and direction of the state engineers.

No selection of a State Highway Engineer has been made, as the Commission shows that it intends to cut its garment according to the cloth. A different type of engineer may be needed in the event the bonds do not pass, as there would be little or no paving work to be done, and comparatively little money would be available for other highway construction.

Formal official statements of the Commission's policy will be incorporated in the official argument in the state pamphlet to be sent by the Secretary of State to all the voters prior to the special election. Copies of these formal statements will be published in advance by the state campaign committee, with copies of the bonding act and such other official information as is needed to present to all the public the important facts of the case.

REMOVAL SALE

We Have to Move Out of Our Exchange Room Monday, April 2.

Room Has Been Rented For Other Purposes, And For the Present We Will Have to Show Our Exchange Goods Along With Our New Goods, But We Must First Reduce the Exchange Stock; It is Too Large For Us To Handle With Our Other Goods, We Have Not The Room.

AND TO REDUCE THIS STOCK---WE ARE GOING TO MAKE PRICES DO IT. Here is a List of Some of the Goods that Some One is Going to Buy and They Will Buy It THIS WEEK. COME NOW!

Nicely Finished Birch Mahogany Bed and Commode to match, two pieces. \$8.50

Bungalow Ivory White Wood Bed with Commode and Chair to match, three pieces. \$7.50

ODD DRESSERS.

40 inch Hard Eastern Elm, Base, with a 20x24 French Mirror. \$7.00

34 inch Hard Eastern Elm Base with 14x24 good Mirror. \$6.00

44 inch Solid Oak Dresser, 18x40, French Beveled Mirror. \$12.85

43 inch Eastern Elm Dresser, 18x40 French Beveled Mirror. \$13.50

A Quartered Oak Finished Dresser, 14x24 Beveled Mirror. \$8.95

38 inch Solid Oak Dresser, New, with 18x24 Beveled Mirror. \$11.75

Three Washing Machines, in good shape, Sale Price. \$5.50 and \$6.00

\$40.00 Spanish Leather Couch, Guaranteed, Spring Construction. \$15.00

Good Oaken Davenport with large storage drawers. \$12.85

New Solid Oak Spanish Fabricoid Leather Davenport. \$21.75

Couch, Spring edged, Upholstered in Valore, on Sale at. \$5.75

Six Foot Extension Pedestal Table. \$7.00

42 inch, Six Foot Hardwood Extension Table at. \$8.50

Bookcase, Elm, Nicely finished, 15 foot book space. \$5.85

Quartered Oak Sectional Bookcase, 14 ft 6 inches book space. \$12.75

YOU WILL

FIND MOST EVERY HOUSE-HOLD ARTICLE HERE and THERE ARE REAL BARGAINS For The PERSON WHO NEEDS THESE GOODS

REMEMBER—

IT IS THIS WEEK ONLY For We Move Out Monday April 2d.

New Royal Sewing machine, in good condition at. \$6.50

Bartlett Sewing machine, Drop head, a Bargain at the price. \$12.50

Ruby Machine, made by New Home People, Guaranteed. \$15.00

Rotary White Machine, Good as New. \$21.50

Solid Oak Roll top Desk, Good shape. \$19.50

\$38.00 Hoosier Kitchen Cabinet, Big Value at the Price. \$14.85

Several Go-Carts and Sulkies, Cheap, Two Sulkies with hoods. \$3.95

Six Large Quartered Oak Finish Arm Rockers New. \$2.85

Fifteen other patterns of Rockers, all in good shape, Big Values.

Iron Beds, worth \$8.00 to \$9.00 for. \$3-\$4-\$5

Two Three quarter Iron Beds for only. \$2.85

Three Good Steel Baby Cribs in Good Condition, for. \$4.50 up

5-Galon Barrell Churn for. \$2.75

Another dandy Churn for. \$3.00

Several Heating Stoves at from. \$1.50 to \$6.00

One good Six hole Bridge Beach Cook Stove, a Bargain. \$12.50

Two whole Gasoline Stove. \$1.50

A Dandy National Oil Stove with oven. \$10.75

Gasoline Range, three hole. \$5.00

Bed Springs from. \$1.00 to \$5.00

A 11 ft. 3 in. by 13 ft. 6 in. Axminster Rug, Good Condition. \$25.00

Axes, Pitchforks, Hoes, on Sale, HALF PRICE

ONTARIO FURNITURE CO.

ONTARIO, OREGON

INFORMATION TO BE FURNISHED

The Oregon State Good Roads campaign headquarters will prepare at the earliest possible date information as follows, to answer questions asked with reference to the proposed bond issue:

Mileage of roads that can be paved with the funds available under the bill. Cost to the counties of preparing the roadbeds for paving.

Mileage of forest and post roads to be constructed.

Sources of revenue for paying interest and principal on all the bond.

Amount of money available for other road construction by the state.

work specified in the bonding act.

These statements are so unwarranted by the facts that it will be easy to refute them by a fair and square presentation of the facts.

Correction of other erroneous statements made based chiefly on misunderstanding of the bill in relation to the other legislative acts governing state highway expenditures.

Other statistical information such as taxpayers very properly require.

This information will be issued as rapidly as it can be compiled and funds gathered to defray the cost of its preparation and dissemination.

ALL THE YEAR 'ROUND.

Oregon Short Line week-end and Sunday rates have been so popular that they will be continued indefinitely. On sale every week, all the time. They are for your convenience; use them frequently. Ask O. S. L. agents.

We want so much to put one of our electrically operated Apollo-Player-Pianos in a home in Ontario that we will make a big discount on the first one, knowing that enough orders will follow to warrant the sacrifice. It plays by hand and pedals also. A letter of inquiry will do no harm. Or you may ask Mrs. Weese in Ontario. Wise Piano House, Boise, Idaho. 47tt

Mrs. E. Cope Ladies' Tailor and Dressmaker, Phone 91-M.

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Down Town Office
Everhart's