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SPECIAL ROAD TAXES VOTED BY 40 DISTRICTS

(Continued from page 22)

into use throughout the county. Indicating a favorable and growing sentiment toward the improvement of road conditions.

At the outset of the good road movement in the county the voters approved two large bond issues, which were used to build the most important roads of the county. This has bonded the county almost to the limit so that no more money can be raised in that manner. The road tax is not sufficient to maintain the several thousand miles of road within the county in a proper manner making it necessary to raise funds by some other means. The market road money cannot be used for maintenance, but must be devoted to some permanent improvement. This means that the smaller outlying roads must be maintained by the districts with their per centage of the district tax money, and if this is insufficient they must vote special taxes if they are to keep their roads up to standard.

Douglas county districts have assumed more and more of this burden in recent years, and a decided betterment of road conditions, in outlying sections, has been the result. This year indications are better than ever for, with the large sum voted for maintenance and improvement work, every part of the county will be benefited.

Under the law road districts may hold meetings following proper notice by posting and publication and at such meetings a special road tax may be voted, the voters themselves to specify where the projects approved by the voters.

Of course, the greater part of the money raised in this manner is for general maintenance upon roads which residents use in reaching the market. But a number of the districts this year have specified improvements of a permanent nature.

The exact amount to be raised has not yet been determined, owing to the fact that the valuations of districts cannot yet be definitely determined, as the assessor has not received the report of the tax commission concerning the value of public utility holdings. However, the sum to be produced by the special road tax method in the county during the coming year will be considerably in excess of \$100,000, according to present calculations.

Sets New Record

The action of the districts of the county is believed to set a record for the state. It is believed that more road districts in Douglas county have voted special taxes than in any other county of the state. Although the road districts in the county are numbered up to

78, there are actually only 66 districts in the county, the others being municipalities not under the control of the county court. Of these 66 districts forty have voted special taxes, varying from 1 to 10 mills. The districts providing special funds to be levied during the coming year are as follows:

- District 1, Millwood, 3 mills.
- District 2, Glendale, 3 mills.
- District 3, Gardiner, 10 mills.
- District 4, Smith River, 10 mills.
- District 8, Beckley district near Elkton, 10 mills.
- District 9, Kellogg, 10 mills.
- District 11, Melrose and Elgar, 7 mills.
- District 12, Looking Glass, 1 mill.
- District 19, Glendale, 5 mills.
- District 20, Drain, 5 mills.
- District 21, Anlauf, 3 mills.
- District 22, Hayhurst, 5 mills.
- District 23, Rice Valley, 3 mills.
- District 24, Scotts Valley and Rosewell Springs, 5 mills.
- District 25, Pikehead, 10 mills.
- District 26, Northeast Oakland, 3 mills.
- District 32, Edenville-Dixonville, 16 mills.
- District 33, Buckhorn, 5 mills.
- District 36, Pool, 4 mills.
- District 37, West Roseburg-Melrose, 10 mills.
- District 39, South Deer Creek, 5 mills.
- District 42, South Myrtle Creek, 5 mills.
- District 46, Gunter, 10 mills.
- District 47, Sunshine ranch, 5 mills.
- District 49, Loon Lake, 10 mills.
- District 51, Green Valley, 5 mills.
- District 52, Dodge Canyon, 5 mills.
- District 53, Tvee, 10 mills.
- District 55, Quine's Creek and Arslan, 10 mills.
- District 56, Ranton-Ten Mile, 10 mills.
- District 57, South Umpqua above Tiller, 2 mills.
- District 60, Tiller-Trail above Drew, 5 mills.
- District 62, Garden Valley, 7 mills.
- District 69, Umpqua-Tyee, 10 mills.
- District 70, Red Hill district east of Yoncalla, 3 mills.
- District 71, Lone Rock-Rock Creek, 10 mills.
- District 73, N. Fork Smith River, 7 mills.
- District 74, Flournoy Valley, 1b mills.
- District 76, N. end Camas Valley, 10 mills.
- District 78, Anchor, 10 mills.

Paving Contemplated.
In the majority of cases the money is strictly for maintenance work and is to be scattered about the districts to keep on roads already constructed. Others provide for minor improvements or extensions, widening of narrow places, elimination of steep grades, etc.

The largest project is the paving west of the city, called for by the Melrose district. This district number 37, includes the territory west of Roseburg to Melrose. A 10 mill

levy has been provided to be applied as follows: one mill for the Umpqua park road along the south side of Mt. Nebo, one mill for the old Coos Bay wagon road along the north side of Mt. Nebo, and eight mills for paving west from the end of the Soldiers Home pavement. This road leading to

the west has been designated as a market road, and consequently, with state approval, assistance can be given the district. The county court has the right to recommend the amount of cooperation and will endeavor to give the district all that it can divert to that project.

Tax in Question.
The Dixonville-Edenville district, number 32, has provided 10 mills to be used for grading and graveling east from the end of the Douglas street paving. This tax was voted with the understanding that the county would provide cooperation equivalent to the amount

of 7 mills. The question has now developed whether or not the action of the district is legal. It is claimed that the voters had no right to include such a provision, and that consequently the entire proceeding is invalid. The matter is being investigated by the county court.

District 19, Glendale, has voted 5 mills for the purpose of continuing the present pavement toward the highway. The district has already paved a mile and a quarter north from Glendale and the special levy will provide between eight and nine thousand dollars which will complete approximately

another mile of the 8-foot pavement. District number 2, Glide, has voted a 3-mill levy, which will be used largely for work between Glide and the Zone Rock bridge, improving a stretch of road lying

(Continued to page 24)

OFFICIAL OREGON STATE HIGHWAY COMMISSION MAP

