

Equal Rights for Women

Every woman has the right to be as healthy, vigorous and efficient as her husband, son, brother, or friend. Nature intended woman to be unhampered and unhandicapped by any sex weakness. But, unfortunately, woman is very predisposed to constipation, not of necessity, but due to faults or bad habits of omission or commission.

Constipation is nothing but a bad habit. Taking purgative, cathartic, or laxative medicines to force the bowels to move is another bad habit—even a worse habit.

But Nujol is particularly suitable for the overcoming of constipation and its resulting evils in women.

Nujol is not a drug—does not act like any drug.

Nujol acts by bringing about a readjustment of the mechanism provided and intended by Nature for the removal of food waste from the body.

Nujol is effective at any age, under any conditions, especially during those periods and conditions in which the use of purgatives, cathartic or laxative medicines is not only harmful, but dangerous. Nujol is safe, pleasant to take, sensible, agreeable in effects, never forms a bad habit.

Get a bottle of Nujol from your druggist today, and send coupon for free booklet, "Thirty Feet of Danger."

Warning: Nujol is sold only in sealed bottles bearing the Nujol Trade Mark. Insist on Nujol. You may suffer from substitutes.

Nujol Laboratories
STANDARD OIL CO. (NEW JERSEY)
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Nujol Laboratories, Standard Oil Co. (New Jersey), 50 Broadway, New York. This is a free booklet "Thirty Feet of Danger"—constipation and its dangers in adults.

Name _____
Address _____

LINN COUNTY ABLE TO AFFORD PAVING

(Continued from Page 1)
versity, where much money is spent annually.

In Marion county, on our north, is located the state capital, where millions are spent each year.

Polk county, our near neighbor, has the state Normal school.

So you will understand that Linn county has received but little state money. Now, it occurs to me that it is a good time for us to get in the procession and take advantage of the opportunity and help ourselves.

We have forest reserve money

available for roads, and we have a tried and true friend in Mr. Cecil.

We have post road money available to build roads, and we have a splendid friend in Dr. Hewes, who is at the head of the same.

We are assured of splendid support from the state highway commission.

Now, let us all get together and

build roads. Bring Linn county into her own and we will all rejoice together.

The road from Halsey to Brownsville, Brownsville to Sweet Home, is a post road.

The road from Lebanon to White City, where we meet the forest reserve, is a post road.

The road from Lebanon to Lacombe is a post road, and no doubt there are other roads in Linn county that may be considered post roads.

So, my friends, you see what an opportunity we have by acting and acting quickly. Let us raise a million dollars or more, and say to our County Court, "Spend the money." We have faith in them, we know they are heart and soul in this cause, and will give the best efforts of their offices, God bless them.

Our County Judge has long been a resident of Linn county. He is long in more ways than one. He is all right, and we pin our faith to him.

The county commissioners are old residents of the county, know its needs, and stand ready to do their part. So, my friends, the road is clear, and let us go to it.

We have the forest reserve money to assist us. We are not asking any special favors from that source; all we ask is justice. We want to build a road across the Santiam route. We want to connect with Eastern Oregon. It will connect two sections of the state, and prove to be of great commercial value. It also is a wonderful scenic route. It will be inviting to everybody. It will be as useful as any road that can be built in this state. It will serve market purposes.

Our fathers, in their weakness, constructed this wagon road across the mountains. It is well and favorably known, throughout the state. The opening up of this road will be received with joy by many of our citizens. In our strength we ought to preserve what our fathers did in their weakness. There was no duty they failed to perform, or any sacrifice too great for them to make.

In the McKinnis Pass project, amounting to 54 miles, Lane county will pay but \$15,000, Deschutes county \$10,000 and the state and government will share the remainder, amounting to \$334,000, equally between them.

You can therefore readily see that it is the policy of the highway commission to assist in the construction of laterals wherever they can, which, in my judgment, is a very wise and just policy to pursue. It shows that they are thoroughly interested in building roads for all parts of the state.

The possibilities of Oregon are wonderful. I sometimes think its most enthusiastic supporters and best informed citizens, as to its resources, etc., have but a faint idea really of its greatness. You must bear in mind that it is very large in area, that the population of this state could live entirely within their own resources, and that it has a varied climate, produces everything, and nowhere, perhaps, in the known world, is there such scenery.

The cry now is "See America First." They are constructing highways across the continent. Every state is building roads. They are spending millions for this purpose; 50, 60, 70 or 100 millions are being spent by some states.

Construct the roads we are talking about, and we can sit in our homes and see cars from all states of the Union, and wonderful will be the change and great will be the results.

How many of us here have seen Oregon? And really apprehend its wonders? People in this city said to me last summer that they rode in their automobile from Lebanon to Sweet Home, Sweet Home to Halsey,

Halsey to Crawfordsville, and back home by way of Brownsville, and said it was a wonderful ride, and that they had a revelation of the beauties and resources of this county such as they had never imagined possible.

Many of us have lived here for many years and no doubt a trip over this state would be a revelation in many ways as to Oregon's possibilities. I have talked with them who have traveled over the world. I heard a gentleman of Belgium, who said he had been around the world, and he saw nothing that compared with the magnificent scenery that he saw in the commonwealth of Oregon.

The money will be spent at home. The farmer can market his crop to much better advantage, and thereby be enabled to get back whatever cost it may be to him, in a very short time.

The farming population in 1870 was 49 per cent of the entire population of the United States; in 1900 it was 29 per cent. Today more than 50 per

cent of the population live in the cities. The majority of the people living there are poor. Everyone will concede that it is far better to raise children in the country than in the city. You want to build up the country and keep the people on the farms, keep the young men and young women from going to the city; to do this we must improve the roads. Transportation facilities must be greatly increased. To sum it up, build good roads first, then establish good rural free delivery systems, establish good schools, establish a good telephone system, and

enable the farmer to market his product to the best possible advantage. When you have accomplished this you will, in my judgment, to a very great extent solve the rural problem.

I believe the most essential of all is good roads.

Do you realize, from a financial standpoint, what we have accomplished during this war, here in Oregon.

Our allotment of Liberty Bonds, for the four loans, was \$80,000,000; we subscribed \$103,540,000.

(Continued on Page Six)

Fashion Dictates the Waist-Seam Styles

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