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An Ideal Remedy for Constipation
It would be hard to find a better
remedy for constipation than Cham-
berlain's Tablets. For the best effect
they should be taken immediately
after supper. They are easy to take
and mild and gentle in effect.

How's This?
We offer One Hundred Dollars
Reward for any case of Catarrh
that cannot be cured by Hall's
Catarrh Cure.
F. J. CHENEY & CO., Toledo, O.
We, the undersigned, have known F. J.
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him perfectly honorable in all business
transactions and financially able to carry
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NATIONAL BANK OF COMMERCE,
Toledo, O.
Hall's Catarrh Cure is taken internally,
acting directly upon the blood and mu-
cous surfaces of the system. Testimonials
sent free. Price 75 cents per bottle. Sold
by all Druggists.
Take Hall's Family Pills for constipation.

THE TATTLER
Junior's Entertained by Miss Lindley
Miss Bertha Lindley entertained the
junior class at a St. Patrick's party
at her home on 2nd and F street on
the evening of March 17. The evening
was spent in general conversation,
music and ruck. The house was nicely
decorated in green and the place
cards and napkins were stamped with
shamrock. A delicious supper of
salad, sandwiches, cocoa, jello and
cake was served at about 10 o'clock.
Subscriptions Received for Annual.

The student body greatly appreci-
ates the interest being taken in our
Annual by the ex-students and alumi-
ni. We have received a letter from
Howard Cotton, an ex-student and one
from Candace Dillard of the alumni,
both ordering copies. Any one else
interested may see Charles Girard,
business manager, or subscribe at the
printing office.

Personals
"Bud" Lindley gave us quite a sur-
prise this morning when we found
out that she has the mumps. You
juniors who attended the party had
better be looking wise.
Miss Deffinger's sister, Miss Vida
Deffinger visited school Friday.
Lillian Baker is back after two days
absence.
Graw Shaban has been absent for
several days and we are wondering
where she is.
Vivian Sensesey was absent from
school Monday.
Jesse Larson, an ex-student of 8
H. S. was a visitor here Thursday.
Bessie Lynch has returned after a
long absence on account of the flu.
Vesta La Rue is again with us after
a long absence on account of illness.
Bertha Lindley and Mona McHenry
spent the weekend in Madie visiting
the latter's sister, Mrs. R. R. Hubert.
Odin Olson, '19, visited school Fri-
day afternoon.

Mrs. F. E. Hamlin returned from
Portland Sunday evening where she
had been visiting their son and daugh-
ter-in-law, Mr. and Mrs. Virgil Ham-
lin, to whom a daughter was recently

born. Mrs. Virgil Hamlin has just
recovered from an attack of the in-
fluenza followed by pneumonia.
Mr. and Mrs. J. J. Bryan and the
Misses Beatrice and Helen Roberts
motored to Portland Tuesday for a
short visit.
A large crowd enjoyed the concert
given by the marine band here last
Sunday afternoon.

Sunday School Adept's Orphans
Three orphans in the Portland cen-
ter of the Women's Home Missionary
Society of the Methodist church have
been adopted by Sunday school class
in the Methodist church.
Fifteen dollars a year is required
for the support of one of these or-
phans. The classes which have adop-
ted orphans are those taught by the
Misses Helen Coffman, Amelia Bruene
and Ruth Scott.

NOTICE TO CREDITORS
Notice is hereby given, that the in-
debtors, has, by the order of the
County Court of the State of Oregon
for the County of Lane, duly made
and entered, been appointed adminis-
trator for the estate of George B.
Kinziey, deceased. All persons hav-
ing claims against said estate are
hereby notified to present the same
properly verified, to said adminis-
trator at the office of Frank A.
DePue, attorney for the estate, at
Springfield, Oregon, within six months
from the date hereof.

— F. T. Kinziey,
Administrator of the estate of George
B. Kinziey, deceased.
Frank A. DePue
Attorney for the estate.
Dated March 24th, 1920.
Date first pub. March 25, 1920.
Date last pub. April 22nd, 1920.

Facts Concerning the Road Bond Issues in Lane County
(Continued from page 5)

is market road money provided by the last legislature, one-half of which is
contributed by the State.
With a crying need for the construction of about 300 miles of main county
roads, estimated to cost around \$1,500,000, it will take over twenty years
to build these roads alone, without building any other roads outside of these
three hundred miles.

What will become of the roads of lesser importance?
There is only one answer, and that is, we can not build them; but must
continue to travel them without much improvement, just as we have done
for the past twenty years. DO WE WISH TO DO THIS?

6. SPECIAL DIRECT TAX
Under the Direct Tax method, the levy could be raised from 5 1/2 mills as
at present, to ten mills for roads purposes alone, but this sum would not be
available until the year following the year in which it was voted.
This would mean a tax of \$4.50 on each \$1,000 of taxable property for road
purposes alone higher than taxes are at present, and would make taxes ex-
cessively burdensome while the roads of Lane County were under construc-
tion, and those sharing the benefits thereafter would in no part bear their
due proportion of the expense.
If the direct tax method should be adopted it would raise an additional
\$157,500, of which amount \$110,250 must be distributed back among the sev-

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helps them to grow into big, strong, healthy birds.
A clean, wholesome, natural food—no dust—no waste.
Keeps the chicks healthy and makes them grow fast.
Look for our Name and Trade Mark on Every Original Package

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Of "Diamond Quality" Poultry Supplies, listing
everything necessary for the profitable production of poultry
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"BUCKEYE" Incubators and COLONY Brooder Stoves

"Perhaps You Don't Know"
says the Good Judge

That nearly every wise to-
bacco chewer got over the
big chew idea long ago.
A little of the Real Tobacco
Chew gives you more to-
bacco satisfaction and saves
you money. Its rich taste
lasts a long time.
Any man who uses the Real
Tobacco Chew will tell you
that.
Put Up In Two Styles
RIGHT CUT is a short-cut tobacco
W-B CUT is a long fine-cut tobacco
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FOR YOUR WEEK
END HOLIDAY
don't fail to include a good big
box of our delicious candies.
Else you'll miss much of the
pleasure of your outing. Our
chocolates, bonbons, etc., add
immensely as joy makers. Un-
der no circumstances go away
without some.



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"A Good Bakery"

and road districts and incorporated cities, and would only leave the sum of
\$47,250 to be put into the county road building fund.
This system would reduce the twenty years it will take to complete our
proposed road program under the present system, to about twelve years,
provided, we vote this special tax every year for the twelve years.
The money raised by the Direct Tax method could not be used only as the
law provides, which is as follows:
"Said tax shall be paid in money and levied and collected in the same
manner as other County Taxes are levied and collected, and when so
collected shall be used for road purposes only, as provided in this act,
and 70 per cent thereof shall be apportioned to the several road districts,
including districts composed of incorporated cities and towns in such
proportion as the amount of taxable property in each district shall bear
to the whole amount of taxable property in the county, and the remain-
ing 30 per cent shall be applied to roads in such towns in the County
as the County Court in Commission may direct." (Article 24,
Chapter 27, Road Laws of Oregon.)
Under the Direct Tax method, however, no systematic program of road
building, no starting point and no ending point.
It is left to the County Court as to which road shall be built, and to the
public each year whether funds shall be voted.
A road might be half finished one year, and might not be available the
following year to finish the project, resulting in the half previously finished
being of little value and consequently the money expended at a loss.
Under this method also would prevent the tendency to scatter the funds
each year, here a little and there a little, to appease the voters and try to
insure support for the Direct Tax vote for the following year.
It is also possible under this method, that no one single road project would
be finished for several years, and moving equipment from place to place
would involve much unnecessary expense.
It would be a heavy tax burden on us NOW to build roads for use and
benefit of the future.
Newcomers and new taxable property should help pay for the roads they
use and reap the benefits from.
In addition to the newcomers, are there any young men now here, sons of
the sturdy pioneers, who would be unwilling to help pay for the achieve-
ments and hardships of their fathers in leaving behind them a system of
good roads for the benefit of the coming generation?
Those that follow will have the use of these roads, why not let them help
pay for the same?

7. BONDS, HOW AND WHY.
It is proposed to give the County Court authority to issue \$2,000,000 worth
of bonds for road building purposes, not more than \$500,000 to be issued in
any one year.
They need not issue any, or they may issue \$500,000 in one year and
\$100,000 another year, in other words they may issue these bonds just as
they can use the money derived therefrom in building the roads, wisely and
economically, but in no event can they issue more than \$500,000 in any one
year.
Whenever they do issue these bonds, the money derived therefrom MUST
be used to build the roads designated, and CAN NOT be used for any other
purpose.
The law says:
"The order of the County Court shall state the amount of the proposed
bonds, the maximum rate of interest that it shall bear, and
what particular roads within the County are to be built and improved by
the money so raised, and the minimum amount to be expended on each
bond, and the County Court shall not use any of the money so
raised under the provisions of this act, upon any other road than those
designated in said order, nor for any other purpose than those em-
braced therein." (Article 4, Page 24, Road Laws of Oregon.)
If any designated road can be built for less than the amount appropriated
therefor, just that much of the bonds will never be issued, and if the roads
so granted should be built for less than the estimated cost, as the County
Engineer and Roadmaster say they can, then the full \$2,000,000 in bonds,
if authorized, would not be issued, but only for such amount as is actually
needed.
The bonds are to bear five per cent interest and can be sold at this rate
either in the west or the east—money with us is worth 7 or 8 per cent, and
if we raise this money by any other means, the extra taxes must either
come out of our business, or we must borrow it and will be obliged to pay
7 or 8 per cent interest for it.
The money derived from bonds will be used to build these primary county
roads, leaving the regular tax money to build other roads not mentioned in
this road program, but in many cases connecting with these main roads,
thereby opening up the county still more for settlement and improvement.
If this system of county roads is built within the next five to seven years,
it is not a wild estimate that the assessed value of the county will increase
from 15 to 30 per cent, or from \$5,000,000 to \$10,000,000. The present rate of
taxes in Lane County is 1.8 per cent for State, County and school purposes
alone.
If the assessed value of the county shall increase \$10,000,000, this new prop-
erty will pay at the present rate, \$180,750 per year.
It will not require that additional sum for county purposes, therefore the
rate can be reduced, and we will have less taxes to pay.

8. HIGH TAXES, HOW REDUCED.
It costs just about so much to run the State and County, and if Lane
County had double the present population and twice the amount of taxable
property, it would possibly require the services of additional clerks and
assistants in the court house, and additional school teachers in the county,
but the total cost of these would be but a few thousand dollars.
The tax levy for this year, 1920, will raise \$654,030 for all purposes; State,
County, School and Market Roads, and the rate is 18.675 mills.
If the population and assessable property was increased 30 per cent, it
would probably require \$700,000 in taxes and the tax rate would fall to 15.25
mills, or from \$18.67 per thousand assessed value, to \$15.25 per thousand.
Better roads mean more people, more people mean more taxable property,
more taxable property means lower taxes.
The sure way to reduce taxes is to attract people to Lane County, improve
our lands, increase production, reduce the cost of hauling to market, and
insure that when the prices are the best.
The reliable and productive acre at present on good highways are paying
more taxes than they would be paying if outlying productive acres had ac-
cess to good roads, and one great cause of high taxes is the fact that we
have hundreds of thousands of fertile acres that are not producing anything
on account of the lack of transportation facilities.
Those who are fortunate enough to live on good roads which have been
built with State or County money, should now be liberal enough to repay the
favor by providing good roads for those who have not been so fortunate,
yet have helped pay for these roads, and at the same time help to lower their
own taxes by putting more taxable property on the tax rolls.
DEVELOP THE COUNTY—The sure way to hold taxes high is to obstruct
and hinder the settlement and development of the county.
The little lady who suggested our slogan said more perhaps than she
thought:
"GOOD ROADS, GOOD SENSE, GOOD MARKETS, LESS EXPENSE."
The BOND SYSTEM is the only way:
To insure a definite road building program;
To get the roads built within a reasonable time;
To provide for building side roads with tax money while the main roads
are building with the bond money;
To spread the burden out over a period of years and let those who receive
the benefits help pay the costs.
MORE ROADS, MORE PEOPLE, MORE PROPERTY, MORE PROPERTY, LESS TAXES.