

# People All Over America Indorse Tanlac

A Few of the Thousands of Men and Women in All Walks of Life, From Maine to California, Who Are Daily Testifying to the Powers of This Celebrated Medicine.

**W. H. JOHNSON**

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Portland, Oreg.



After Getting Such Splendid Results Myself, I Can Conscientiously Recommend Tanlac To Others, He Says.

**MRS. A. GRESHAM DODD**

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Evansville, Ind.



Mother of the First American Soldier Killed in France, Gives Entire Credit for Recovery of Her Health to Tanlac.

**JAMES J. BEASLEY**

102 Elmdorf Ave.  
Rochester, New York



"I Have Been Trying for Ten Years to Find Relief From A Bad Case Of Dyspepsia—Nothing Helped Me Until I Got Tanlac," He Says.

**MISS MABLE DESCHANES**

7 Bartlett Street  
Lewiston, Maine



"Tanlac Is Simply Wonderful. I Prize It Above Every Other Medicine, Even That Which Was Prescribed For Me," She Says.

**A. O. HUNTER**

106 W. Seventh Street  
Cincinnati, Ohio



Was So Badly Run-Down Had To Give Up Good Job, But Tanlac Put Him On His Feet Again—Wife Also Helped By Tanlac.

## MORE FEDERAL CASH FOR WEST, STANFIELD IDEA

**Herald Washington Bureau**  
WASHINGTON, April 6.—Federal appropriations for highway construction in Oregon will be greatly augmented, if an amendment, drafted by United States Senator R. N. Stanfield to the federal highway bill is adopted.

Briefly, the amendment provides that after the deduction of not to exceed 5 per cent for administration, 12 per cent of the funds available annually for federal highway construction shall be apportioned to the federal land states in proportion to the number of acres in forest reserves in each, and that the remaining 88 per cent shall be apportioned to the state in proportion to the number of motor vehicles licensed each year.

Provision is further made that the funds apportioned to the federal land states shall be used for the construction and maintenance of roads, wholly or partly, in the forest reserves.

**Party Pledge Followed**  
"The clause in the amendment providing for the apportionment of 12 per cent of the highway funds to the public land states is in accordance with a plank adopted by the republican party in its platform at Chicago last June," said Senator Stanfield in discussing the legislation.

"In the western states and Alaska large areas of land have been placed in forest reserves to conserve their wealth for the benefit of the future children of the states, and the plan adopted declares that these public lands should be a controlling factor in the apportionment of federal highway funds.

"These lands are not open to settlement, improvement, development, nor are they subject to taxation. The children of the eastern and middle states are part owners and beneficiaries of this conserved wealth equally with the children of the states in which the forest reserves are located. The eastern and middle states long ago passed their public lands to private ownership, and they are now being taxed to help bear the public burdens of the government, among them its school and roads.

**Present Plan Burden**  
"The public land states are compelled to bear all these burdens by tax levies upon privately owned land only, and in some of the states

the total acreage of privately owned land is less than half of the area of the state.

"The construction of public highways is one of the largest and most important and far reaching of the many problems of this generation, which may properly be termed 'motor age.' It is clearly unfair to withdraw from settlement large areas within these states, and prevent their taxation and development without providing some adequate means of extending aid to these states equal to what they should but do not receive in taxes on these lands. The 12 per cent provided in the amendment is equal approximately to the amount these forest reserve lands would pay in state and county taxes if they were privately owned, and subject to taxation.

"The apportionment of the remainder of the funds (88 per cent) is made according to the motor vehicle licenses issued in each state. If the funds are raised for public highway activities by a sales tax imposed upon motor vehicles, tires

and accessories, as proposed by either amendment prepared by me then this method of apportionment is exact and equitable. It means that the contribution made by the manufacturer to the government at the time the vehicle is sold follows the vehicle into the state, and is there used for the construction and maintenance of roads for the same vehicle to run on.

**Plan Held Fair**  
"If the funds are raised by an appropriation out of the general fund this method of apportionment is still as nearly fair and exact as may be written in any legislative act as the number of motor vehicle licenses in each state fairly reflects the wealth, population and total road mileage within the state. If this factor is used in apportioning funds it is easy and inexpensive to ascertain the size of the factor by merely getting the size of the factor by merely getting a certificate from the official having charge of the motor vehicle department."

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### LEPER STOPS SHIP

HONOLULU, T. H. Mar. 22. (By Mail).—One Japanese leper in the steerage of the Japanese liner Shin-yo Maru held up that ship recently on her voyage from San Francisco to Japan. For half an hour the vessel was kept away from the dock until the health authorities had taken every precaution. The leper, who said he had been working on a fruit ranch in California, was carried on to Japan.

### SO. CAL. YACHT CLUB WILL HOLD REGATTA.

LOS ANGELES, Cal., April 6.—A Southern California Yacating association, comprising the Newport Harbor Yacht club, the Los Angeles Motorboat club, the Los Angeles Yacht club, the Santa Barbara Yacht club and the San Diego Yacht club, has been organized after several weeks preliminary work.

The initial regatta is planned for the week beginning Aug. 6, at Santa Barbara.

Officers of the association are Dr. Albert Soland, Los Angeles, admiral; E. J. Gourley, Santa Barbara, vice-admiral; Thomas C. Hammond, San Diego, rear-admiral; Claire Newber, Los Angeles, port commander; and Ray Thomas, Los Angeles, fleet commander.

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## If the Wood Dealer Sold Service

Do not sell current; we sell service. That sounds odd doesn't it?

Well, suppose the wood dealer sold service instead of wood, he would tend to your furnace and your range, take away the ashes and clean the flues. You would buy so much heat.

Now you buy so much light, although you pay according to the current you consume. But the service is performed you by this company at the substations and power plants.

That is what we want to give you—efficiency service. It is the aim of this company to have none but satisfied customers. No matter what it is, if you have a grievance, or are dissatisfied about your bill or do not understand our rates, please come and see us or write us about it.

If you have any suggestions to make, we will gladly avail ourselves of them as our aim is constantly to improve our service to you as fast as the development of science and human ability permit.

**California-Oregon Power Company**