



# Heating Stoves

Both Coal and Wood at Reasonable Prices

**SIMPSON'S**  
Hardware Store

## Cleanliness, Personal Attention and Courtesy Combined to Make the Eagle Meat Market Popular

INSPECT our market and your confidence will be behind the pleasure of eating our meats. The knowledge of cleanliness and a sanitary workshop will aid your digestion.

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## Pure Milk Pure Cream Norton's Clover Leaf Dairy

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Strictly Sanitary. Thoroughly Up-to-Date. Good Service to Any Part of Town

# Ford

THE UNIVERSAL CAR

There's the same economy in using the one-ton Ford truck that there is in using the Ford car—only the larger carrying power of the truck commends it particularly to farmers, and other business men. The famous Model T motor assures reliable power, and lots of it; the manganese bronze worm drive makes certain the use of all that power; the three-point suspension gives flexibility, and vanadium steel strength. Price, without body, \$550 f. o. b. Detroit.

**FORD GARAGE.**  
Lee Hall, Prop.

## Have You a Stock of Merchandise In a Poor Location?

I have a store building and warehouse for rent at \$25.00 per month in which three merchants have made a nice stake, or will sell or trade. Big pay roll; no competition.

**J. F. Maguire, Klamath Falls, Oregon.**

day. He said this was the fifth time he had to descend because of damage done to his machine by German gun fire.

The old "daughboys," "frogs" and Tommies sure have got those Boche persons on the run now, haven't they? Looks good to old man Ketchum's son, I'll tell you.

Am going to lay aside 100 francs this month for a foundation for the necessary "roll" to make the homeward trip on. I draw \$18.50 or 122 1/2 francs per month. Will probably get paid this week for last month. Always about 18 or 20 days' pay coming, you see.

Am losing my grip on this pencil so will have to stop. No word from you, dad, in the last letter. Write a few lines with mother, will you?

Love,  
ELMER.

Private Elmer H. Ketchum, 6th Co., 20th Eng., American E. F., via New York.

Harold Simpson, who is with the 65th regiment in France, sends some real thrilling war news that has come under his personal notice in the following letter to his parents, Mr. and Mrs. T. H. Simpson:

France, Oct. 7, 1918.

Dear Mama and Papa:

Perhaps I'll be able to make a real letter of this. I'll start in, anyway, and see how far I get. Just at pre- rather ruins of one. It was once a ent I am in a very famous town, or large place, but now there isn't a single civilian inhabitant left. There is scarcely a building that hasn't shell holes in it and many sections are merely stacks of stone. This place has never been in German hands, but it was surrounded on three sides by Germans for several years. It surely has had its "baptism of fire."

Some of the ruins are old and partially overgrown with weeds, shrubs, etc., while others are very recent, for there has been fighting here ever since the beginning of the war. We met the other part of the regiment here, so I've seen Elwood Hedburn, Earl Biegle, John Enders, Steve Ericson, Cecil Norton, Wilfred Carr,

USE

## Land Plaster

NOW

Ashland Lumber Co.

Phone 20

Meredith Beaver, Fred Schuerman, Elbert Farlow and the rest, all looking fine and busier than bees. It was a sort of a reunion, for it's the second time in six months we have all been together and had a chance to talk.

Have had another trip across France. It took us three days including stop-overs. We laid over in several cities and were able to look them over. The last six miles we traveled just at twilight in a big truck with the good old sea breeze blowing in our faces, and the sun sinking from sight in the blue ocean. It seemed the closest home I've been since I hit this country. Of course I can't tell you the name of this port, and even if I did you probably would have trouble in locating it, for it was little and insignificant until the Americans made it, but it is surely a busy place now and it's not the biggest American base port either, by several, and that's only a little of what the Americans are doing over here, besides fighting.

Well, we staid there a day and a half, putting in the time oiling, greasing, and generally repairing our trucks. Then we started back, our trucks loaded with barb wire entanglement, posts and other things. I had the aforementioned. We traveled all day, eating corned beef, beans and tomatoes, and slept alongside of our trucks at night. We went thru cities, villages, vineyards, grainfields, over plains and mountains, some excellent roads and some "not."

The last three or four days it rained, and say! Whoever said it rained in Oregon? Oregon surely isn't noted for rain. You ought to see it rain in France. Of course we didn't have any tops on our trucks so got wet, but that couldn't spoil a good trip like that. I'd like to write a volume on that trip but—

At one city we ran into a bunch of American civilians, and believe me, it surely seemed good. It was one of the few cities of any size where there wasn't numbers of American soldiers (only 18 there.) We had stopped for the night, parked our trucks in the middle of the city and shortly after dark, along came a bunch of fellows and hollered "Hello!" (Nobody but real Americans say Hello), and it "SURE" sounded good. We talked for a long

## Andy used to buy the biggest plug for the money



'till one day Barney gave him a chew of Real Gravely.

It was an hour or more before Andy said anything. "How much longer does this Gravely hold its good taste?" he says.—"Two or three little squares last me all morning," an-

swers Barney. "This class of tobacco lasts so much longer it costs no more to chew it than ordinary plug cost."

It goes farther—that's why you can get the good taste of this class of tobacco without extra cost.

## PEYTON BRAND Real Gravely Chewing Plug each piece packed in a pouch.

P. B. GRAVELLY TOBACCO CO., DANVILLE, VA.

time. They were engineers, draftsmen, etc., all in Government employ. Had been there two weeks, and expected to soon return to the U. S. (some lucky, eh!) The next morning we started out again and got up behind the lines that night. The last of our trip was over roads where there was heavy traffic, both ways, in the rain, over slippery roads with no lights. Then is when a driver is pretty "busy." I thought I knew something about driving when I left the U. S. but—?

At midnight we drove off to the side of the road to await daybreak, when about 1:15 the "fun" began. The whole northern horizon suddenly seemed to belch forth fire and from then until late in the morning, the flash, flash, flash, and roar, roar, roar, never ceased. It seemed there was not the tiniest space on the horizon that did not contribute its flash to the illumination. The boom of the cannons had settled down into a steady "roar" like the roar of the ocean, multiplied MANY times, only the roar of the very large guns that were nearest us were distinguishable.

Just at daybreak we started on again and by 10 o'clock we were eating our breakfast of hot cakes and jam and impatiently waiting for news at the front. The "dough boys" went "over the top" at daybreak and at 2 p. m. 1400 prisoners passed me in the little village where I was (This paper I'm writing on, the boys picked up in an old German dugout. The Boches seemed to have left in a hurry! They left the boys plenty of souvenirs.

By night the artillery was out of range, or had moved up, for the dough boys surely traveled that day. Since then I have seen another bombardment, only I was a little closer. On neither occasion did the Germans reply heavily, they were too busy—getting out of the way.

There is so much of interest to tell, but I must postpone the rest until another time. Last night we went with our trucks after more shells. The papers say the Central Powers have made some "weak kneed" peace proposals. There will be some "real" peace proposals some day soon.

Love, HAROLD.

The cranberry crop is the greatest in the history of the Pacific coast.

**W.A. Shell**  
The Barber  
137 E. Main

"The goose that laid the golden eggs" had something on the hen who is laying eggs at the present market price, but not so very much.

A rich gold strike is reported near the Rainbow mine out from La Grande.

North Bend claims to have spent \$500,000 on buildings this year.

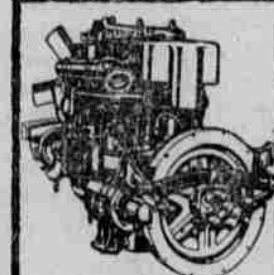
## Hooray for Banana Peel "Gets-It"

Only Real Way to Get Rid of Corns.

Which do you prefer—a corn that pulls or a corn that peels? Butchery or blessedness? Only "Gets-It" can get rid of your corn the peel-off way, the blessed way. You don't need a pull.



"Corns Never Trouble Me, I Use 'Gets-It'!" Why hump yourself up on the floor and with your jaws set and eyes popping from pain, jerk and gouge and cut your corn? Why irritate your toes with some salve or wrap your toe into a big painful bundle with some sticky tape or plaster? Life is too short. Use "Gets-It"—it takes a few seconds to apply and there's no fussing. Corns pain so. Wear new shoes if you want. Peel off the corn with your fingers—the whole thing, root and all, clear and clean, and it's gone! Only "Gets-It" can do this. Take no chances. "Gets-It," the guaranteed, money-back corn-remover, the only sure way, costs but a trifle at any drug store. Mfg. by E. Lawrence & Co., Chicago, Ill. Sold in Ashland and recommended as the world's best corn remedy by McNair Bros.



## Correct Lubrication for the "T"-Head Type Engine

The "T"-Head, illustrated here, is one of several types in popular use today. Engines of this type, like all internal combustion engines, require an oil that maintains its full lubricating qualities at cylinder heat, burns clean in the combustion chambers and goes out with exhaust. ZEROLENE fills these requirements perfectly, because it is correctly refined from selected California asphalt-base crude.

ZEROLENE is made in several consistencies to meet with scientific exactness the lubrication needs of all types of automobile engines. Get our "Correct Lubrication Chart" covering your car. At dealers everywhere and Standard Oil Service Stations.

## Experts Say, "Zerolene Is Better"

Why are the majority of cars now lubricated with ZEROLENE? Because—ZEROLENE does hold better compression, does give better protection to the moving parts, does deposit less carbon. And this is the testimony of the leading automobile distributors of the Coast.

They know from the records of their service department—and we know from exhaustive tests—that ZEROLENE, correctly refined from selected California asphalt-base crude, gives perfect lubrication with less wear and less carbon deposit. ZEROLENE is the correct oil for all types of automobile engines. It is the correct oil for your automobile. Get our lubrication chart showing the correct consistency for your car.

At dealers everywhere and Standard Oil Service Stations.

**ZEROLENE**  
The Standard Oil for Motor Cars