ASHLAND WINS FROM MEDFORD SCORE OE 17 TO 14

ASHLAND, March 1.—In athletic annals everything is being overshadowed by interest in basketball, now that the struggle has narrowed down between Ashland and Medford for the southern Oregon championship. The score of 31 to 10 in favor of Medford last Friday night was followed by a victory for Ashland Saturday night by the close margin of 17 to 14. Two more games will be played this week on the same days respectively. Harry Cooper of Silverton is acting as referee. Transportation facilities between the two towns are being taxed to accommodate the rush of rooters to and fro. Incident to bulletining these games, the artistic work of Ed Dews, local high school student, has caused most favorable comment. He wields the crayon like a professional and samples of this work on show windows about town bear evidences of genius equal to that displayed by Blanche Klum.

The fire department tested a number of relief valves on the Plaza Saturday at a point where the pressure on the city mainss is supposed to be about the heaviest. The location was on Peil's corner, and the registration was 200 pounds. The intake is three miles up the canyon at a point 1000 feet above the Plaza. Since the displacement of two smaller pipes on the trunk viaduct by a single large one, the water pressure all over town has been greater and more uniform.

Charles Hatfield, a well-known former resident, now of Portland, was renewing the acquaintance of a host of friends here the last of the week.

The local Methodist church choir has recently been reinforced by one of its old-time members, Ed Walcott, who returned last week from an extended visit to his former home in Michigan and will relocate here.

Mrs. Eugenia M. Wright arrived Saturday for an extended visit with her son, W. Newell Wright, of the local Southern Pacific ticket office. Mrs. Wright's home is in Chicago. She visited Ashland previoussly about three years ago, and on the occasion of this trip stopped at Roseburg to see her son, Wendell, who is in the grocery business in that city.

M. W. Wheeler, former extensive rancher in the Medford neighborhood, and who afterwards purchased and occupied the Smith property on North Main street, is visiting here on a trip combining business with pleasure. The family now live in Corvallis.

IRA C. DODGE OF ASHLAND DEAD

ASHLAND, March 1.—Ira C. Dodge died Saturday at the home of his daughter, Mrs. C. L. Loomis. The deceased was a native of New Hampshire and was born in 1842. He had been an invalid for some time past, and in fact had never been in robust health since the era of the civil war, in which conflict he was severely wounded while in South Carolina on Sherman's memorable march from Atlanta to the sea. He served in two different Iowa regiments, the eleventh and thirty-first. After a residence in the Hawkeye state of over twenty-five years he came to Oregon in 1883. His wife died several years ago. He leaves four children, two sons and two daughters. Frank is Southern Pacific sstation agent at Dillard, in Douglas county, and Fred is in the train service out of Ashland. The daughters are Mrs. Nellie Loomis of this city and Mrs. Florence Klum of Medford. Two brothers also survive him, J. P. Dodge of Ashland and Warren Dodge of Medford. Funeral services were held Monday afternoon, March 1, from the C. L. Loomis residence on the boulevard. Interment was in Ashland cemetery. An escort from Burnside Post, G. A. R., of which the deceased was a member, took part in the services.

Will G. Gordon, who left for Iowa several days ago with a carload of horses, got mixed up in a train wreck on the Oregon Short Line near Glenn's Ferry, Idaho, one of the animals being killed. Gordon was accompanied by his son, Howard, and they both escaped injury. They were on their way to northern Iowa with horses and household goods. Mrs. Gordon is still in Ashland and will remain here until the situation clears up a little.

Card of Thanks.

We desire to express our heartfelt thanks to those who so kindly assisted us during our recent bereavement.

MRS. M. S. THOMPSON,
MRS. LUCINDA THOMPSON,
J. W. THOMPSON,
W. W. TAYLOR AND FAMILY.

GUESS IF THEY ARE MARRIED

By Allman

BEGIN WORK UPON MINERAL SPRINGS PROJECT THIS WEEK

ASHLAND, March 1.—Now that the preliminaries are over with, active work work on the springs project will go ahead promptly, so Bert Greer says, who asserts that dirt will begin to fly this week. It is taken for granted that all knocking has been effectively silenced. It takes money to put up big bonds and secure injunction proceedings and mighty little seems to be forthcoming in behalf of obstruction tactics.

Moreover an official slogan has been adopted and this will give a moral impetus to the physical work. "Ashland grows while lithia flows," are the magic words, submitted by Mrs. Otto Winter, which captured the award offered by the Civic Improvement clcub. The slogan committee had previously awarded the palm to Clement Summers, high school student, whose sentient was, "Ashland water, Ashland weather, make thte people get together," but the committee revedsed its findings in favor of an expression deemed more terse and euphonious. Both are appropriate and possess merit.

An active phase of boosting measures will now be continued by the merged Commercial and Civic Improvement organizations, the membership in which has doubled within the past few days.

The last of the week a meeting was held at Prof. Gilmore's on the scenic drive, to divse further ways and means for further developing that attractive unit of the boulevard system now being planned on such an extensie scale.

ASHLAND AND VICINITY

ASHLAND, Feb. 27.—Responding to the sentiment, "Ashland Grows While Lithia Flows," an overwhelminng booster audience greeted this official slogan at the Elks' temple last night. The wording is by Mrs. Otto Winter, and was selected from over 125 "designs" which were submitted to the committee, consisting of Mrs. P. B. Whitney, chairman, and Mesdames A. D. Graham, Ira Shoudy, Emil Peil, and J. F. Rocho. Two gentlemen, C. W. Nims and Ira Shoudy, assisted the ladies in arriving at a decision which carries with it an award of five dollars offered by the Civic Improvement club. A sub-slogan "Try Ashland Springs," suitable for buttons and pennants, wording by Mrs. Monte Briggs, was also adopted The gathering was the biggest boosting stunt ever pulled off in this town. In the afternoon the burg took on the appearance of enjoying a half-holiday. There was a parade by the school children, headed by the Central Point band of 20 pieces, which came over to assist the organization of local musicians. At 7:30 over 1000 people sat down to the banquet tables in the spacious dining room of the Elks. The feast was followed by the Elks quartet which gave a local setting to numerous familiar airs, captivating everybody in sight. A solo by Prof. McMurray was also a gem. Short, pithy talks were in order, resident Newcombe of the local Commercial club introducing the speakers. Among the number were C. M. Thomas of Talent, who premised his remarks by acknowledging that "the devil himself couldn't tell what he was going to say.' Will G. Steel of Medford, expatiated upon Crater Lake and recapitulated the extent of improvements being made thereabouts. He prophesied that by 1917 a fine auto road would be completed clear around the rim of the lake. Incidentally he scored the knockers of either high or low degree. Locally, V. O. N. Smith made a witty address, in which he incorporated ample evidence of "The Ashland Spirit." Representative Wagner reviewed legislative work, eespecially benefits accruing to Pacific Highway work in this vicinity through provisions in the Vawter bill. Rev. H. A. Carnahan boosted on general phases other tthan theological. Bert R. Greer, ddwelling upon "The Possibilities of Three Years Development," gave evidence of the faith that is in him regardinng the big mineral springs development work with which his name is indissolubly connected. Mayor Johnson, who once on a time introduced Gov. West as "The man who put the cop on Copperfield," seconded Greer's efforts and pledged hearty support. Mesdames E. D. Briggs, D. Perozzi, E. C. Gard, J. F. Rocho, P. B. Whitney and C. B. Lamkin, representing the women's auxiliary, pleaded for the city beautiful and outlined plans for accomplishing much along these lines.

A letter from John M. Scott, of the Southern Pacific, was read, regretting inability to be present and dextending best wishes.

A legend prominentlty displayed on the dining room wall, announcing that "When a Man is Completely Wrapped in Himself the Package is Small," was a shaft directed at knockers that flew to the mark.

Recently the Commercial club has nearly doubled its membership, and within three days 200 names have been added to the roster of the Civic Improvement organization, to such an extent is the booster leaven at work in this locality.

Among a bunch of Medford wideawaks present were H. A. Latta, Ben Sheldon, O. C. Boggs, F. W. Streets, W. G. Steel, A. L. Hills, A. H. Loomis and others.

BOMB EXPLODES ON MEXICAN WARSHIP

GALVESTON, Texas, March 1.—Dispatches reached the Mexican consulate here today telling of an explosion on board the Mexican gunboat Progresso, which resulted in the death of 30 persons, including five women. The explosion, according to the first report, occurred yesterday while the gunboat was at Progresso. It is said that what purported to be a barrel of rice sent on board, was in reality, a bomb prepared by persons opposed to the Carranza regime. The Mexican consul here has cabled for further information.

Rheumatism

Just put a few drops of Sloan's on the painful spot and the pain stops. It is really wonderful how quickly Sloan's acts. No need to rub it in—laid on lightly it penetrates to the bone and brings relief at once. Kills rheumatic pain instantly.

Mr. James E. Alexander, of North Harpswell, Me., writes: "Many strains in my back and hips brought on rheumatism in the sciatic nerve. I had it so bad one night when sitting in my chair, that I had to jump on my feet to get relief. I at once applied your Liniment to the affected part and in less than ten minutes it was perfectly easy. I think it is the best of all Liniments I have ever used."

SLOAN'S LINIMENT
Kills Pain

At all dealers, 25c.

Send four cents in stamps for a TRIAL BOTTLE

Dr. Earl S. Sloan, Inc.
Dept. B. Philadelphia, Pa.

WHITE WASHING FEDERAL JUDGE AT WASHINGTON

(By Gilson Gardner.)

WASHINGTON, March 1.—How a federal judge may be whitewashed in response to a demand that he be impeached is illustrated by the things now happening to Alston G. Dayton, judge of the northern district of West Virginia.

With less than a week remaining of this congress, a house committee which has slept for nine months holds night sessions, hurrying through an alleged examination of the charges, to permit the accused judge to explain his delinquencies. There is not time to present the impeachment case to the house of representatives, and in the next congress the defenders of owned judges will say that this case has been investigated and Judge Dayton "completely vindicated." The sub-committee conducting the whitewash are Representatives McGillicuddy, Gard and Danforth. The chairman of the judiciary committee which orders things in this way is Representative Webb of North Carolina. The head of the democratic machine which provides this kind of a chairman is Oscar W. Underwood. And so forth.

Permit Adulteration

The Corn Products company makes glucose, and, as a by-product, corn starch. The latter is a very cheap article and if it could be mixed with wheat flour could be sold at a much higher price than it commands as corn starch, at the same time adulterating wheat bread. The bill recently introduced in the house by Vollmer and in the senate by Cummins to remove the present restrictions on mixed flours would allow this corn starch product to be sold as wheat flour to the detriment of the buyer and the enrichment of the Corn Products company. The department of agriculture disapproves the proposed legislation.

Kent's Proposal

One effective way to take the sting out of speculation in food products is that embodied in the resolution fathered by Congressman William Kent of California, authorizing the federal government to establish food depots where wheat flour and other staples could be purchased at non-speculative prices. Kent is an independent in congress and has the courage to back what he considers in the public interest no matter what theoretical label may be attached to it.

AMERICAN RESCUE LEGION REPORTED

WASHINGTON, March 1.—Secretary Garrison said today that he was uninformed of the proposed formation of an American reserve legion of 300,000 men, as announced in New York last night, except by news dispatches, but he would look into it at once and meanwhile would not discuss it.

Announcement of the plan was made by Captain Gordon Johnston, aide de camp to Major General Leonard Wood, commanding the eastern division of the army, and it was to have the official endorsement of General Wood and other army and navy officers.

LAND FRAUDS CAUSE ALLEY'S INDICTMENT

PORTLAND, March 1.—Frauds in government land operations are charged against Frank E. Alley of Roseburg, and Carlos L. Byron of Seattle, Wash., in an indictment returned by the federal grand jury. Both appeared voluntarily at the office of the United States marshal and deposited the required $2000 bonds for their appearance when desired. They have been in the city for several days, having understood a true bill would be found against them.

The indictment contains six counts and alleges the defendants presented to the Roseburg land office six false and untrue timber affidavits and stone affidavits and claims with the intent to defraud the United States. The claims involved are stated in the indictment to be the claims of Emma L. Brockwell, Rachel E. Williams, Mamie J. Fisk, Charles C. Ernst, Elizabeth Boardman and Henry P. Kizer.

Drain co-operative cannery closes successful year.

BRISCOE

$785.00 Completely Equipped—*Nothing More to Buy*

Including electric self-starter, electric lights, generator, one-man mohair top and boot, wood or wire wheels, speedometer, high-tension magneto, windshield, etc.

First French Car at an American Price

THREE years ago I conceived the idea of the Briscoe car. It was to build, for less than a thousand dollars, a really high grade light car—of as fine material, with as great care in workmanship, of as assured reliability, and of as highly-finished artistic appearance as any of the best and highest-priced large cars; a car built right, whose artistic lines would take it out of the ordinary, cheap, low-value class, and thus singularly appeal to the discriminating buyer.

So I called several engineers together—men who had already designed American cars which were famous for the value they gave. I told them I must have a car that embodied these ideals—and more. They were to take their own time. Thoroughness, not speed, was to be the watchword. And I arranged to be with them day and night until the Briscoe car was completed.

We knew the best American methods, these men and I; for we had been responsible for many successes here. So we went to Europe, where we could study the best of several foreign practices and methods.

And there, in the shops at Billancourt, near Paris, we finally worked out and produced this "first French car at an American price," the finished masterpiece of leading French and German engineers, who for more than a year collaborated with us in its production.

This is the story of the Briscoe car.

Not Experiment that Produced the Briscoe Car

It was not experimenting in this case—the slapping together of a varied collection of material to catch a season's market. It was rather experience that built the Briscoe car—a finished product of several years' careful investigation and study; the concentrated effort of prominent engineers from the three most famous automobile-producing countries of the world—tried and proved under every conceivable practical test both abroad and at home.

I will stake my reputation of fifteen years of successful automobile building upon the performance of this Briscoe car.

Benj. Briscoe
President

Specifications

Wheelbase: 107 inches.
Tread Width: 56 inches.
Weight of Car: 1,800 pounds.
Axles: Front, Continental type. Rear, full-floating.
Motor: Bloc "L" head type.
Size Cylinders: 3 1-8 x 5 1-8
3-Point Suspension.
Transmission: Unit with motor. Selective type.
Capacity: 5-passenger touring car. 3-passenger roadster.

Million Dollar Factory Behind Car

Today the public very wisely thinks of the factory, the men, the organization and the ideals back of a car. In these the Briscoe acknowledges supremacy to none. It is the output of combined facilities at Jackson, Michigan, which have reached a very high standard in their various fields. This group of plants is now equipped with over $1,000,000 worth of the best automobile-making machinery—a motor plant 70 x 400—three stories; an axle plant 250 x 250; a large and perfectly equipped drop forge plant; a spring plant (one of this country's best); a most efficiently equipped crankshaft and camshaft plant. All of these are grouped in the same 30-acre tract and are supervised by experts in their respective lines. And the sponsors of the Briscoe car have gone through the entire life of the industry. They are thoroughly trained not only in scientific calculation and the study of automobile construction, but endowed with as large a fund of personal experience as is possessed by any other set of men in the entire industry.

Specifications

Speeds: 3 forward and reverse, center control.
Clutch: Leather-faced cone.
Steering: Either right or left-hand.
Wheels: Wood (wire optional).
Painting: Brewster Green
Equipment: Electric lights, electric starter, storage battery, top, windshield, speedometer, high-tension magneto, etc.
Tires: Ajax, guaranteed 5000 miles.

Briscoe Motor Company, Inc., Jackson, Michigan

A. W. WALKER, Agent

Valley Garage Phone 18 Call and see the car