

### UNCLE VINT BEALL PASSES AWAY IN EIGHTY-FIFTH YEAR

"Uncle Vint Beall" died Saturday morning, July 17, at his home near Central Point, where he has lived for practically an even half century. He was in his 85th year. Probably no other pioneer of the valley has been better known or more generally beloved.

His full name was Robert Vinton Beall. He was born in Montgomery county, Maryland, June 15, 1831; was of Scotch ancestry. With his parents he moved to Sangamon county, Illinois in 1834. With his brother, Thomas F. Beall, he arrived at Oregon City on the 18th day of July, 1852. They had made the trip with a six mule team from St. Joseph, Missouri, in 78 days. So far as is known this is the shortest time in which this trip was made by any of the early settlers.

Like the other pioneers, Mr. Beall was drawn here by reports of gold discoveries, and he at once engaged in placer mining in Josephine county. On September 27th, 1852, he came across the mountains from Josephine county to Jacksonville, where he likewise engaged in mining. He has often said that his first view of the Rogue river valley was from the hills back of Jacksonville and that it was the most beautiful sight that he had ever beheld.

He and his brother Tom operated a packtrain from Oregon City to Jacksonville and teamed and freighted from Crescent City, California to Jacksonville. At this time the boat service from San Francisco to Crescent City and the river transportation to Oregon City offered the best means of transportation of supplies for the valley.

Subsequently the Beall brothers settled upon adjoining farms, near what is now the town of Central Point. They had practically the entire valley from which to select, and they certainly made no mistake. They threw their rail fences around what is undoubtedly the most fertile and one of the most beautiful spots in the valley.

On April 19, 1864, Vinton Beall was married to Ann Maria Riddle at the farm now known as Glenbrook, in Douglas county, Oregon. At this time he was 33 years ago and his bride was 17. They have lived together for the past 51 years. There are two children, with the widow, surviving him, Mary Strang of Medford and Robert Vinton Beall, who lived with his parents at the old home.

Vinton Beall was the ideal type of the Rogue river valley pioneer. He was a man of very strong convictions, outspoken, fearless, and yet always kind and considerate of others. He was particularly progressive; he was one of the many pioneer contributors to the expense incident upon Ben Holliday's first survey for the Oregon & California railroad through Jackson county. In the earlier days of his activity he was prominently identified with every public movement and enterprise. He was a bundle of energy, and his good nature and good cheer endeared him to every one. He was a man of very strong friendships and he always knew that his friends were right. In the passing of this strong race of pioneer men and women he will be much missed. But he rounded out a full and useful life and leaves with all who had known him well, as sweet a memory as any who have gone before.

The funeral services will be held from the family residence Monday afternoon at 2:00 o'clock, the Rev. W. B. Hamilton officiating. The services will be under the auspices of Warren Lodge No. 10 of Jacksonville, A. F. & A. M.

### WATER RIGHTS OF ROGUE ADJUDICATED

Rhea Luper, engineer of the state water board arrived in Medford Saturday bringing the long expected decision of the state water board adjudicating water rights along Rogue river and its tributaries. The state board has appointed F. M. Cummins as county water master and he will at once enter upon his duties of enforcing the decree.

### SAME OLD STORY, BUD ANDERSON BEAT AGAIN

TACOMA, Wa., July 16.—Out-fought, outgeneraled and outboxed, "Bud" Anderson of Vancouver, Wa., was knocked out in the last round of a four round bout here tonight by Billy Weeks. The contest was one of the features of the week's sporting entertainment given for the benefit of the Tacoma baseball team.

### KLAMATH COMES TO CROSS BATS WITH MEDFORD

Coming with a flock of enthusiastic rotors, a big brass band and a world of confidence, Klamath Falls will swoop down from the Falls Sunday afternoon prepared to defend their claim to the amateur championship of southern Oregon against the local nine. The Cowboys are in the pink of condition for this contest and with the recent addition to their lineup of a half dozen or more University of Oregon athletes, they will present by far the most formidable array of baseball tossers this city has seen this season.

Manager Ewing has had his men out all this week working like trojans in order to stop the Klamath Falls boys this Sabbath, and with each work-out they are displaying more "pep" and perfectibility in their plays.

Caster will be the slab artist of the day for Medford, while Hill will do the receiving. If the elongated side-wheeler is in his usual form it will be a cinch, but if he is lacking in control the chances for a win will not be so good. Caster has demonstrated time and again this season that when he is controlling the ball there is not an amateur in this section that can beat him.

The management has gone to considerable expense to bring the Klamath team to Medford Sunday, and to show their approval and appreciation for the efforts put forth, the fans are looked to to turn out and test the capacity of the park. It is sure to be a great game. 2:30 is the time set for the start.

### FINE LEMONS GROWN AT GRIFFIN CREEK

Mrs. Polk Hull residing on Griffin creek grows lemons of unusual size, two fine specimens are in the exhibit window of the Commercial club, one measures 12 1-4x13 1-4 inches in circumference.

The trees have to be protected during the frosty season and by doing this, splendid fruit is grown.

### LINER ORDUNA BOMBARDED.

(Continued from page one)

"A few minutes before that, however, we saw a small sailing ship just ahead of us. She had two American flags painted on the side that was turned to us. She was broadside to us and seemed to be beating up the wind. We could see her over the bows.

"Captain Taylor apparently became suspicious of this boat. We noticed that the course of the ship was immediately changed so that the little vessel ahead would be given a wide berth."

Thomas H. Graham of Liverpool, one of the passengers on deck at the time, interrupted Baron Rosenkrantz to express his firm conviction that the sailing vessel was hiding a submarine behind her.

### Saw Torpedo Coming

"We passed the sailing ship at a considerable distance. Having done this, most of us forgot her," Baron Rosenkrantz continued. "A few minutes after we had left her behind, looked through my glasses and saw a white streak coming through the water. I wasn't sure at first it was a streak, such as the wake of a torpedo or the periscope of a submarine but the question was soon settled.

"It was a torpedo. We could see it coming at high speed. When it appeared to be half a mile or so off, the Orduna seemed to jump ahead and a second afterward to swerve to one side. It appeared then as if the torpedo would strike us aft.

"It passed more than ten yards behind the rudder, churning up a white wake of foam, as it passed." The passengers tried to make out the name of the sailing ship. Mr. Graham said he thought she was named "Normandy."

### Shielded Submarine

In this connection it was recalled that the Normandy reached Liverpool July 12, three days after the Orduna was attacked, at the end of a voyage from Gulfport, Miss. Upon her arrival at Liverpool members of her crew said the Normandy was stopped by a German submarine 60 miles southwest of Tuskar rock, off the southeast coast of Ireland, July 9, and was forced to act as a shield for the submarine which hid herself from an approaching vessel which proved to be the Russian steamer Leo. The submarine submerged, according to the Normandy's crew, and proceeded around the Normandy's bows. Ten minutes later the crew of the Normandy saw the Leo blown up.

### LAUNCH MOVE TO RE-BOND CITY FOR OLD PAVING DEBT

Citizens of Medford in mass meeting assembled met at the Natatorium Friday evening, and took the first steps towards the adoption of the Medynski plan for the rebonding of the city, to pay for city paving. A committee composed of J. A. Perry, Bert Anderson, F. J. Newman, E. H. Felt and Delroy Getchell was named. They will report at the next regular meeting of the council Tuesday evening, when it is likely steps towards putting the proposal in ordinance form will be taken.

Attorney Porter J. Neff spoke in opposition to the plan, and though unendorsed, his arguments gave good food for thought. He said he believed the bonds could not be issued without securing a supreme court decision first. He suggested a compromise between the old system and the one advanced by Councilman Medynski. Attorney Neff proposed to pay the paving indebtedness through general taxation, and make the balance an obligation of the entire city upon the holders of the bonds agreeing to extend the time ten years.

To those taxpayers who had paid their assessments in full he favored instead of refunding the money giving certificates to be accepted by the city for payment of taxes on the property, while to those who had paid up to date, instead of refunding he favored applying the amount paid to canceling the remainder of the obligation.

F. J. Newman said the bonds would be legal, and that the plan should be carried out. E. H. Felt said he paid his assessment while others near him, owned autos, yet balked at paying.

Delroy Getchell and W. H. Gore, bankers said in their opinion a ready sale could be found for the bonds. Gus Newbury, Bert Anderson, H. C. Garnett and C. M. English spoke in favor of the rebonding.

The meeting was opened by the Medford band. Councilman Medynski acted as chairman, and Elmer Foss as secretary.

### FRANCHISE VALIDITY NOT ADMITTED

To the Editor:

My attention was called last evening to an article in your columns to the effect that the validity of the California-Oregon Power company's pretended franchise in the city of Medford was admitted by the council for the city in the trial had before Judge Wolverton last Monday.

Let me say that the contrary is the fact. Instead of an admission of the validity of the said pretended franchise, an argument consuming the major part of an hour was made on behalf of the city to the effect that the franchise was not valid and that the only rights which the California-Oregon Power company had in the city were by virtue of sufferance and as a mere licensee of the city.

A 24 page brief was also filed asserting substantially the same arguments, with authorities cited, supporting the position taken by the city.

Very truly yours,  
GUS NEWBURY.

### The Real Suffrage Thought of Women

Motherhood is always uppermost in woman's mind. And with it comes thoughts of how to reduce and overcome the pain and distress of the ordeal.

### Jim Chung China Herb Store

Herb Cures for Earache, Headache, Catarrh, Diphtheria, Sore Throat, Lung Trouble, Cancer, Kidney Trouble, Stomach Trouble, Heart Trouble, Chills and Fever, Cramps, Coughs, Poor Circulation, Carcinomas, Tumors, Caked Breasts. Cures all kinds of Goutres—NO OPERATION.

# Quality Cars for 1916

## Vital Things to Consider In the Purchase of an Automobile

- First—Factory Reputation, Experience, Resources.
- Second—Construction of car. The most essential being, Lubrication, BEARINGS, Axle Construction, Starting and Lighting System, Cooling System, Braking Surface, Springs, Steering Gear.
- Third—The dealer from whom you buy. The man that stands between you and the guarantee given by the factory.

FOR YOUR CAREFUL CONSIDERATION WE OFFER THE 1916



## SPECIFICATIONS

- BODY STYLES**—Perfect streamline type. Body styles comprise seven-passenger touring car for both FOUR and SIX; three-passenger roadster for both Four and Six; three-passenger landau for both Four and Six; and six cylinder limousine. Six cylinder Coupe.
- MOTORS**—Powerful and accessible bloc cast Studebaker Four and Six cylinder motors. Four 40 horsepower 235.3 cubic inches piston displacement. Six 50 horsepower 353.8 cubic inches piston displacement. Both motors have 3 3/4 inch bore by long (5 inch) stroke. In general design, these motors are similar to the already famous Four and Six, but a notable advance has been made toward quietness and accessibility. Crankshafts and connecting rods are remarkably stiff; push rods are easily removable, and other features have been incorporated which mark a distinct improvement. Improved type of dust pan—will not rattle; easily removed.
- LUBRICATION**—Circulation splash system is used, oil being circulated by noiseless gear pump on rear end of cam shaft, dependable at all speeds. All outside oil piping has been eliminated except one pipe leading to the pressure gauge on instrument board, thus, danger of oil leaks has been overcome.
- COOLING**—By large radiators. Improved tubular type on Four, improved cellular on Six. Centrifugal water pump insuring circulation of water even though radiator may be partially empty. Six-blade 18 inch ball bearing fan.
- IGNITION**—Simple and reliable battery system, deriving its current from the generator and six volt, 100 ampere-hour Willard storage battery. Remy coil and distributor are used insuring hot and correctly timed spark at all engine speeds.
- ELECTRICAL APPARATUS**—Studebaker-Wagner separate unit generator and starter, light, compact, accessible and perfectly reliable.
- LIGHTING**—Electric throughout; large parabolic headlights, instantly dimmed and easily focused. Can be inclined to regulate direction of beam of light; tail and dash lamps; wiring to headlights concealed in pillar supports.
- WIRING**—All wiring is contained in steel armored cable, proof against dirt, oil, heat, water and mechanical injuries. One wire system used; grounded return. This insures substantial connections for lamps and greatly simplifies wiring. All wiring is a complete unit and may be put on or removed from the car as such. Wires lead to a junction and fuse-box under the hood; body can be easily removed from chassis with minimum disturbance of wiring.
- SWITCHES AND INSTRUMENT BOARD**—All switches are placed conveniently on the instrument board and are an especially neat and reliable design of the rotating type. Any combination of lights may be obtained; ignition switch can easily be locked; battery indicator is placed on dash; design of instrument board is symmetrical and especially neat and all instruments are flush.
- HORN**—Spartan electrical motor driven; button at center of steering wheel.
- CARBURETOR**—Studebaker-Schebler, hot air intake from stove on exhaust manifold, adjustable from steering column.
- PETROL TANK**—Located in cowl, giving direct gravity feed to carburetor. Shaped with rounded ends and curved sides to give maximum strength and prevent rumbling. Filler and magnetic gasoline gauge on instrument board.
- CLUTCH**—Direct cone type; leather surface support on flat springs which insures smooth engagement. Operation remarkably easy; ball bearing clutch shifting collar.
- TRANSMISSION**—Standard Studebaker transmission located on rear axle; Chrome Nickel case hardened gears; three speeds forward and reverse.
- REAR AXLE**—Full-floating type; pressed steel housing, light and strong. Two Timken adjustable bearings in each wheel hub.
- FRONT AXLE**—Studebaker dropped forged and heat treated with two Timken adjustable bearings in each wheel hub. Front axle has been dropped at the spring seats to permit lowering the car without sacrificing spring action.
- BEARINGS**—13 adjustable Timken taper bearings; two in each wheel hub; two in differential; three in transmission. Connecting rod bearings are special high tin babbitt metal with ample bearing surface. Crankshaft bearings are high tin babbitt metal backed by bronze shell. Piston pin bushings and other motor bearings are of the finest quality bronze made to Studebaker specifications.
- BRAKES**—Extra large 15 inch diameter 2 inch face full wrapping on both Four and Six; equalized and effective for entire periphery, and lined with highest grade anti-burning Multibestos; service brake is external contracting, operating by pedal; emergency brake is internal expanding, operating by lever with the spoon type release trigger and ratchet.
- SPRINGS**—Entire spring suspension greatly improved. Front springs are semi-elliptic; rear springs are three-quarter elliptic underslung. All 1916 cars will be found especially easy riding. These springs are made in Studebaker shops and embody the latest improvements in manufacture and heat treatment.
- STEERING GEAR**—Full worm and worm wheel type with ball bearings. Irreversible and unaffected by road shocks, conveniently adjustable for wear; steering wheel 18 inch.
- CONTROL**—Left hand drive; center levers.
- WHEELS**—Selected hickory, artillery type, equipped with demountable, quick detachable rims; extra rim carried on locking tire carrier at rear of body.
- TIRES**—Goodrich 34x4 straight side on both Four and Six; safety tread on rear wheels.
- WHEEL BASE**—Four, 112 inch; Six, 122 inch.
- BODY**—Steel panels with invisible oxy-acetylene welded seams, rigidly braced. Broad U shaped doors; concealed hinges and door lock levers; door pockets; beautiful door moldings; seats tiled, low and deep upholstered in genuine hand buffed leather; floor of front compartment linoleum covered and aluminum bound; tonneau floor carpet continued up back of front seat to prevent scratches. Front seat of touring car is curved to conform to backs of driver and front seat passenger. Auxiliary seats are of a most ingenious design, folding up and dropping flush with tonneau floor. Roadster and Landaus have ample room for three passengers; driver's seat is set slightly forward to give elbow room.
- FINISH**—Deep lasting Studebaker Blue; running gear black, fenders, hood, etc., durably finished with black enamel. Each Studebaker body undergoes 25 coats of paint.
- FENDERS**—Extra deep crown fenders, with concealed rivets; gracefully blending into clear aluminum covered running boards.
- HOOD**—Improved one-man type, can be operated with one hand; uninterrupted side-vision; Studebaker built of silk mohair on selected oak bows; folds into small compass and is covered with close fitting hood; easily operated steel slams, positively preventing rattling when lowered.
- CURTAINS**—Studebaker-Jiffy stowaway; self contained in top and adjustable from within.
- WINDSHIELD**—Special Studebaker design; integral with body; hood is fastened to ends of windshield posts; special weather rubber strips, making drivers compartment rainand storm proof; pivots are so designed as to prevent all chance of rattling; rain vision, clear vision and ventilation adjustments.
- EQUIPMENT**—Instrument board contains Stewart-Warner speedometer, gasoline gauge, battery indicator, oil pressure gauge, lighting and ignition switches and dash lamps. Complete set of high grade tools.

SIX, \$1,165.00      FOUR, \$985.00  
F. O. B. MEDFORD

You must see and ride in these cars to appreciate their real value. First car load to arrive in Medford August 1st. You are not obligated to us merely because we give you a demonstration. We are in business to show you. It is our earnest desire that you compare the above specifications with any other car that you may have in mind. Phone us at 18 or better still come and see us.

PERRY L. ASHCRAFT,      W. A. CORNITIUS,  
DEALER      SALESMAN  
New Location Valley Garage, 18 North Holly.