

A Storage Battery Six Miles in the Air

A normal storage battery weighing about sixty pounds is capable of delivering enough electrical energy to raise itself to a height of six miles in the air. This fact was set forth in the course of an interview yesterday with M. B. Walker of the Auto Electric Equipment Co., U.S.I. service station representative for this district, in which he urged all motorists to know more about their storage batteries.

"Since 1850," he continued, "when Plante began work on his storage battery consisting of two plates of metal. He lead immersed in a dilution of sulphuric acid, wonderful strides have been made by battery manufacturers. Plante's method of making battery plates was slow, tedious and expensive. Faure later gave us a more economical method in the hand-pasted plate—consisting of a skeleton framework of lead with the spongy lead and peroxide of lead—comprising the active material—filling the spaces between the ribs of the framework."

"The hand-pasted plate filled a long felt want, but it had its disadvantages, inhering in the fact that, because a workman has only so much strength, he is unable to pack the stiff paste needed for the plate into the plate's skeleton all at once. He must resort to doing it by degrees, applying one-half of the paste gradually to one side of the plate, then turning the plate over and applying the second half of the paste to the other side. Air affects the paste rapidly so that while the paste is still at first in the best adhesive condition, it would be less apt to stick when the last half of it was applied. Then the man could not supply the pressure really needed to force the paste into the best grip. The result was an uncertain weld midway between the two sides of the plate and between the mass of paste and plateframe."

"Then the machine pasted plate was invented, along with special machinery to manufacture it. With such a plate, manufactured under heavy pressure, solidity was assured, together with density and toughened structure, minimizing the effects of wear and making the wear uniform."

PEARL OIL
(KEROSENE)
HEAT & LIGHT
STANDARD OIL COMPANY
(CALIFORNIA)

W. E. Walker, Special Agent Standard Oil Co., Medford, Ore.

Big Reduction on Used Cars

For the next ten days we will give a 15 per cent reduction on the prices of our used cars. We have some exceptional good cars, that will be sold at a bargain, and sold on easy terms.

- One Franklin Touring car with new cord tires..... **\$300** DOWN
- One 1918 Chevrolet..... **\$300** DOWN
- One Apperson touring car run twelve thousand miles..... **\$250** DOWN
- One 1919 Oldsmobile 8, just like new..... **\$1000** DOWN
- One Case touring..... **\$400** DOWN
- 1919 Maxwell, run twelve hundred miles, never been off of paving, just as good as new..... **\$450** DOWN
- 1913 Cadillac, a fine car for stage runs..... **\$300** DOWN
- 1919 2-ton Federal, guaranteed..... **\$900** DOWN
- One Dodge touring..... **\$450** DOWN
- One Overland, good condition, run 8000 miles..... **\$300** DOWN

Seely V. Hall Motor Co.
Opposite M. F. & H. Bldg.

Minnesota No. 13 Seed Corn

We offer hand-picked and tipped local grown seed corn

MONARCH Seed & Feed Co.
317 East Main Street.

OVERALL MOVE IS POPULAR ASHLAND P. O. SETS THE PACE

ASHLAND, April 21—The prevailing overall fad has struck town, the postoffice having set the pace, and report indicates that city hall officials, bankers, the schools, and even the pulpits will follow. It required four ordinary pairs, rebuilt on the installment plan, to fit the postmaster due east and west and perpendicular. The most that can be said in behalf of the innovation is that in certain instances the new habits are an improvement over those heretofore worn by the reformers. As to whether the women will fall in line in adopting the unconventional garb, dependent upon not. In the meantime watch the prices of overalls loom in response to the high cost of demand and the limited supply.

Ministerial and lay delegates who attended the Southern Oregon Presbytery, which met at Grants Pass on Tuesday, included the local pastor, Rev. C. F. Koehler, and J. M. Ross.

C. A. Bestro, from California, is a newcomer here, attracted to Ashland's surroundings as a center of ideal home influences.

A minimum of 400 is the quota set for Commercial club membership as a result of the drive under way this week Tuesday, Wednesday, Thursday and Friday. Tuesday morning the town bore the semblance of a semi-holiday, to such an extent were busy campaign workers in evidence on the streets. Many more workers have been added to the teams as heretofore announced for the campaign drive. A new term, "Peptomism," is being applied to these activities, this coinage applying to optimism in a generous measure, plus "pep" q. s. to make the canvass hum in proportion to the confidence displayed by all the team workers. Ashland's efforts in this direction seem to be known far and near, and the project has received warm commendation by special messages from Gov. Olcott, E. B. Piper of the Oregonian, Jno. M. Scott, of the Southern Pacific, Clark Bush, a former president and leader of the commercial club, also greetings from the Portland and Oregon state chambers of commerce. President Campbell, of the state university, extended congratulations in person at the luncheon tendered the workers on Tuesday noon, he having been present in this vicinity in behalf of the millage educational bill pending in the primaries on May 21. Local churches have taken a hand in the campaign. At the Methodist church on Sunday the pastor diverted the evening service to an exposition on "Civics"; the Presbyterian pastor defined what constitutes "A Better Ashland"; while the Congregational pastor advanced a plan for "Placing the church and the Commercial club in their proper spheres respectively."

Rev. Rhoda Burnett, of Medford, conducted services at the local Free Methodist church last Sunday evening, there having been a baptismal service in the morning. At the Christian church on Sunday morning, Rev. A. H. Edgar, of Central Point, conducted services.

The overhead crossing of the Pacific highway and Southern Pacific, south of Ashland, for the construction of which bids are being advertised, soon calls for a lot of work and material. The schedule includes 500 cubic yards of concrete in two classifications; nearly 50,000 lbs. of reinforcing steel; 1400 lineal feet of wood filling; 2200 lineal feet of concrete hand rail; 320 lineal feet of timber approach trestle; and 250 cubic yards of excavation. This crossing will be on the new unit of the highway which eliminates the old route by the way of True Hill.

Buckeyes are reminded that the annual gathering of the Ohio association, held alternately at Ashland and Medford, these reunions including the Rogue River valley as to scope of territory, will be held in Althea hall, Medford, on Saturday, April 24, the event occurring somewhat later than usual this year. A business meeting and program will follow the dinner which will be served at six o'clock. The afternoon will be devoted to a social reunion. Mrs. J. C. Woods, of Medford, is acting president, and Mrs. J. J. Chambers, of Ashland, is secretary. Admission: Bring well filled lunch baskets.

Ashland Post No. 14, American Legion, was the first organization in the way of fraternities or lodges to join the Commercial club along plans as newly outlined in the present campaign. This membership is the same status as that of an individual, entitling the post to one vote. All lodges, clubs and other organizations in town are not to escape the campaign canvassers, but will be interviewed incidental to the project of increasing the club membership to the minimum one of at least 400, a proverbial number in some communities as to social status and society standing. Do you belong to Ashland's 400 elect? If not, register at once in time for the boosting primaries.

Mrs. G. F. Blake and daughter Ethelyn, and Mrs. R. D. Blake and son Lloyd, all of Portland, who have been in southern California the past winter motoring in various sections of that state, have been visiting in the family of Dr. W. E. Blake this week, homewards bound. The men

of the tourist party shipped their cars by steamer from San Francisco, also making the trip by water personally, fearing that they might be marooned on some of the tough stretches of road north of Grants Pass, a fate which has overtaken a number of motorists this spring.

After an extended visit in the south, Mrs. Cora Van Fossen has returned home from Knoxville, Tenn., accompanied by a sister, Mrs. Alice Mallico, who has previously visited Ashland.

City water rates, as applying to irrigation of lawns and gardens, will be raised about fifty per cent during the dry season prevailing in July, August and September, which rate heretofore has been 25 cents per month, the increase being to 50 cents. The flat rate on acreage will also be increased. Quarter-acre tracts will pay \$3 instead of \$2; half-acre, \$6; and full acre, \$12 instead of \$8 as heretofore. The domestic flat rate of one dollar per month, plus some trifling charges for incidentals, remains in force. The city reserves the right to install meters wherever the water commissioner deems advisable, such meter rate implying a minimum charge of \$1 per month the same as the present flat rate, plus two cents per 100 cubic feet over an established allowance of 600 cubic feet per month. In the meantime the city is already advertising a warning to property owners regarding leaky faucets and other phases of wastage, as a precautionary measure against the days when the supply is invariably short. The upper system, above the Boulevard and Main street, was also advertised to be shut off on Tuesday for a half day, pending cleaning out the intakes. No further developments as yet regarding proposed extensions to the system in general, agitation for which begins sporadically each season.

The appointment of W. H. McNair, of this city, as a member of the state board of pharmacy, was no news to certain ones hereabouts, it having been known for some time past that the appointment merely awaited the expiration, May 21, of the term of J. Lee Brown, of Marshfield.

It looks premature to discuss threshing activities this early in the season, but nevertheless C. H. Davis, of Talent, is in the market already for a new steel J. I. Case outfit, to be delivered about June 15, including a gas tractor of the latest type. This new outfit will be used in territory south and west of Medford and around Central Point, releasing the outfit purchased by him last season for use in the upper valley from Talent to Ashland and neighboring sections. These outfits represent a big investment, and it is hoped a bumper grain crop will keep them humming merrily during the harvest season of 1920.

"Junior Jinx" is the title of some sort of dramatic attraction which the Junior class of the high school is staging at the gym, Friday evening, April 23, an entertainment this year that takes the place of the customary minstrel performance.

Printer Wanted
This office wants a full fledged printer or one who has served part of his apprenticeship, at once. Write or phone. 28

MEDFORD PROOF
Should Convince Every Medford Reader.
The frank statement of a neighbor, telling the merits of a remedy, bids you pause and believe. The same endorsement. By some stranger far away Commands no belief at all. Here's a Medford case. A Medford citizen testifies. Read and be convinced.
R. L. Kaufman, 343 N. Grape St., says: "I know the value of Doan's Kidney Pills as I have used them off and on for years with good results. At times my kidneys became disordered due to a cold settling on them. Then my back would become lame and ache severely. My kidneys would act irregularly at these times, too. Doan's Kidney Pills have always relieved these troubles and put my kidneys in good condition."
Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Kaufman had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

Mr. Good Goods Says:
Our GOODS are GOOd;
Our PRICES LOW.

36 in. Fancy Silks
SPECIAL
at
\$1.98, \$2.48 and \$2.65
a yard

Deuels'



Deuels'



CLEVELAND SIX

No Other Light Car Offers So Much

Unusual power and control, quick pick-up and extraordinary acceleration to real speed, are features inherent in the Cleveland Six and features with which Cleveland owners are delighted. Many a Cleveland Six owner has said, "It would be hard to tell you what a good car the Cleveland honestly is. It's wonderful."

The Cleveland is wonderful because it is a splendidly developed and finished product, not a car rushed into the market. Three years ago the plans for production of this car were far advanced. But, with war approaching, production and marketing were delayed though experimental and engineering work were continued and test cars kept on the road. When war ended, came the Cleveland.

Built in a fine big factory, with all conditions and equipment assuring the very best of manufacture, and built by men whose successful experience had been wholly in the production of fine cars, the Cleveland Six began rolling out to the world last August. Since then thousands have gone to delighted owners, and thousands more are going every month. There isn't any other light car that will give you so much of all that you wish, and at such a fair price.

Come let us show you what a car the Cleveland is

Touring Car (Five Passengers) \$1385	Roadster (Three Passengers) \$1385
Sedan (Five Passengers) \$2195	Coupe (Four Passengers) \$2195
(All prices F. O. B. Factory)	

SEELY V. HALL MOTOR CO.

CLEVELAND AUTOMOBILE COMPANY, CLEVELAND, OHIO

\$1385

Within two weeks we will receive two carloads of the famous

Cleveland Sixes

Both touring and roadster models

Over Half of These Cars Are Sold

Come in and let us show you what a car the Cleveland is

CONDENSED SPECIFICATIONS

<p>Motor—Six-cylinder valve in head type; bore 3 inches, stroke 4 1/2 inches. Six cylinders on bloc separate from crank case; detachable cylinder head; valve mechanism completely enclosed; three bearing crankshaft of large diameter. Cam shaft and accessories driven by adjustable silent chain. Lubrication by gear pump positively driven by spiral gear from cam shaft.</p> <p>Carburetor—Stromberg—vacuum system—16-gal. tank at rear.</p> <p>Ignition—Bosch magneto.</p> <p>Starting and Lighting—Gray and Davis two unit system.</p> <p>Cooling—By centrifugal pump, cellular radiator and adjustable self oiling fan.</p> <p>Transmission—Unit power plant construction with center control. Three speeds and reverses. Nickel steel gears and shafts. Main shaft mounted on annular ball bearings.</p> <p>Clutch—Disc type. Propeller shaft—Fitted with double universal joints.</p> <p>Rear Axle—Floating type. Pressed steel housing; spiral bevel gears. Timken bearings throughout. Chrome nickel steel splines and steering arms. Timken Bearings in wheels.</p>	<p>Brakes—Ample in size and efficiency.</p> <p>Springs—Semi-elliptic front and rear, bronze bushed eyes. Rear underlung.</p> <p>Steering Gear—Worm and sector type, irreversible, fitted with 18-inch Walnut wheel.</p> <p>Wheels—Wood. Artillery type. Wire wheels (set of five) \$105 extra.</p> <p>Rims—Firestone, straight alide demountable. Tires—22-4. Non skid rear.</p> <p>Wheel Base—112 inches.</p> <p>Top—One man type, fitted with door opening curtains and beveled glass rear window.</p> <p>Finish—Body—Cleveland blue, upholstered in hand buffed, bright finished, long grain leather. Hood, fenders and running board shields, black enamel. Wheels and chassis black.</p> <p>Models and Prices—Touring Car (Five Passengers) \$1385; Roadster, (Three Passengers) \$1385. F. O. B. Medford.</p>
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Seely V. Hall Motor Co.
North Central Avenue, Medford, Oregon