

# COUNTY PIONEER DIED IN PORTLAND FRIDAY

## Settled Near Forest Grove in Fall of 1845

### WAS SPLENDID CHARACTER

#### Mrs. Rachel J. Cornelius Passes, Aged 73 Years

Mrs. Rachael Cornelius, of Portland, died at 718 Wayne street, the home of her son, Dr. Chas. W. Cornelius, February 22, 1918, aged 73 years. She was born in Indiana and came to Oregon, crossing the plains, with her parents, Wm. and Ann McKinney, in 1843. The family settled near Forest Grove. Her husband, the late Benjamin Cornelius, died in Portland in 1884. Three children survive—Dr. C. W. Cornelius, Miss Tilly F. Cornelius and Mrs. Sarah VanHorne. A grand child, Christine Cornelius, also mourns her loss.

Funeral services were held Saturday and interment was in Riverside cemetery, in Multnomah County.

Mrs. Cornelius was well known in her youth to the many pioneers of Washington county. She was a lifelong member of the Christian Church and was a woman of rare character. Her son, Dr. C. W., has long been identified with the civic and business life of Portland and built the hotel now bearing his name.

This is Mrs. Cornelius' story of the trip across the plains:

"We started for the west from St. Joe, Mo., in the early spring, as soon as the roads were passable. We had 20 wagons in our train, the show being the Indians who had trouble we had with the Indians was in the Platte country, with the Pawnees. They shot arrows into the loose stock, which caused the men, frightened in the company, to stampede. A number of people were badly injured. The train was forced to lay over for repairs for several days at Fort Hall. A band of Sioux Indians compelled them to go in to camp and prepare a dinner for them. As there were over 300 warriors in the band, the wo-

men worked away into the night before they had finished cooking and serving them. The Indians followed them a long distance, but finally left them without causing further trouble.

On the Greenwood Cut Off their pilots, consisting of Mr. Greenwood and his half-breed sons, left them. The company traveled all day through a deep canyon. Toward evening 200 warriors came down over a bluff, compelling a halt. The company at once arranged the teams so as to form breast works, and all of the women and the men that were not on duty began mounding bullets. Greenwood suddenly and unexpectedly appeared on the scene and succeeded in gaining permission for the company to cross over the hill, provided they would stay the next day and trade with the Indians.

They wanted guns particularly, and some of the company traded guns for horses and that night the Indians stole all the horses. I think the only thing that saved us was the Indians were afraid of the covered wagons. They fancied they were big guns. Soon after they took the Meek Cut Off, where they lost their way and endured all sorts of hardships and delayed them reaching their destination by more than a month.

They were without water three and a half days. They came into the old trail above The Dalles. From The Dalles they came on rafts made of logs to the Cascades, then they took a sailing boat, which, being overloaded, sank at Vancouver, but no lives were lost.

From Vancouver they went out over the Cornelius Pass and stayed the first winter on the McKay place. They were Hudson Bay people and very good and kind to the pioneers.

### That Silo

The silo bears the same relation to the dairy farmer that the fruit can does to the housewife, says Professor P. M. Brandt of O. A. C. While the silo in Oregon is a comparatively new thing the success with which it has been used indicates that it will soon become as indispensable to the dairy farmer in Oregon as it has to the live stock farmers of the middle-west. It enables the dairyman to imitate more closely summer con-

ditions throughout the year. The most economical production of milk is obtained when these conditions are maintained.

Dairy cows naturally produce at their best during early summer. One has only to talk to a man who has a silo to find out whether it pays to have one. The greatest recommendation of the silo is the enthusiasm of the silo owner, and there are many in this county.

Maximum production can be maintained throughout the year at least cost when a silo is on the farm. It is as valuable for keeping up the milk flow through the late summer as it is through the winter months. The practices followed at the Oregon Agricultural College at Corvallis is to fill the silos in June with oats and vetch. This is fed during July, August and early September. Then the silo is filled with corn which is fed through the winter. The summer silo is nearly as important as the winter silo.

A silo will pay interest as surely as will a Liberty Bond and when all efforts are being turned to conservation and greater production it is as patriotic to build a silo as it is to buy a Liberty Bond. Or better still buy a bond and use it to buy a silo. The silo will pay for them both. Prepare your silo plans now, plant your silage crops and build your silo soon.

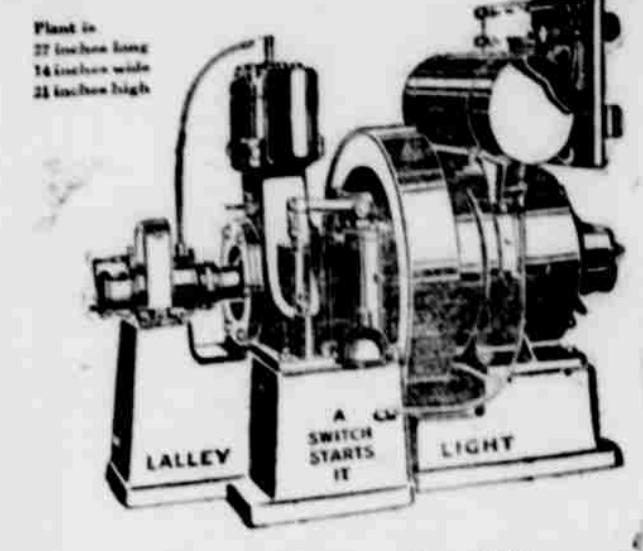
### For Sale

One team of work horses and harness; weight about 1800 each. One milk cow; 10 and 5-gallon milk cans; Universal bread mixer No. 8, about new.

Mrs. Livengood, Three-quarters mile southeast of Reedville, near Tobias Station. Phone 3, Line 6, Beaverton Exchange. 49-51

Trout fishermen are expecting great catches this Spring when the water clears and the sun gets to shining. The many fries placed in the Tualatin and tributary streams the past two years should mean a good stock of trout. East Dairy was given a big lot of youngsters last year and it is supposed to be the Mecca of the men who like to land the speckled fellows.

Will Bagley was in from the Cove Oak ranch Monday.



## Six Years In Use

**LALLEY-LIGHT** has been in actual farm use for six years. That removes it far from all thought of experiment. Hundreds of farmers know it is reliable and safe and low cost to run. They know its light is bright and steady and un-fading. We will give you a free demonstration of Lalley-Light on your farm any time. Call for the book of owners' testimonials.

## LALLEY-LIGHT

THE BALL-BEARING ELECTRIC LIGHT PLANT

See Demonstration at SOHLER BROS., Banks and Forest Grove

### OREGON ELECTRIC TRAINS

To Portland—55 minutes	
6:32	a.m.
7:18	a.m.
8:28	a.m.
9:38	a.m.
12:43	p.m.
3:58	p.m.
5:18	p.m.
7:53	p.m.
From Portland—55 minutes	
7:54	a.m.
9:20	a.m.
11:25	a.m.
2:12	p.m.
4:27	p.m.
6:31	p.m.
7:18	p.m.
8:23	p.m.
12:20	a.m.

### TIME TABLE

All, except the P. R. & N. trains are electric, and stop at the depot on Main street.

**To Portland.**  
Forest Grove train 6:50 a. m.  
McMinnville train 7:36 a. m.  
Sheridan train 10:03 a. m.  
Forest Grove train 12:50 p. m.  
McMinnville train 2:16 p. m.  
Forest Grove train 3:55 p. m.  
Engene train 4:45 p. m.  
McMinnville train 6:40 p. m.  
Forest Grove train 9:50 p. m.

**From Portland.**  
Engene train 8:15 a. m.  
McMinnville train 10:13 a. m.  
Forest Grove train 11:59 a. m.  
Forest Grove train 3:14 p. m.  
Sheridan train 4:53 p. m.  
Forest Grove train 6:40 p. m.  
McMinnville train 7:15 p. m.  
Forest Grove train 9:00 p. m.  
McMinnville train 12:15 p. m.

All trains stop on flag at Sixth and Main; at North Range and Fir streets, Sixth and Fir streets, and at Tenth street.

Stem Service From Old Depot at Foot of Second Street.

**To Portland.**  
P. R. & N. train 4:05 p. m.

**From Portland.**  
P. R. & N. train 10:00 a. m.

**Motor Car Service.**  
To Buxton 12:25 p. m.  
To Timber 4:20 p. m.  
From Timber 9:55 a. m.  
From Buxton 2:10 p. m.

### DELINQUENT TAX LIST, 1916

Continued from Page Three	
Smith—Part of lot 2 Bk 4	31.95
C W McNamer—Part of lot 2 Bk 6	14.91
F A Sweeney & L F Kidder—Part of lot 2 Bk 7	14.91
Nellie Klum—Part of lot 2 Bk 8	42.60
John Simon—Part of lot 4 Bk 8	6.39
Mary J Proctor—Part of lot 3 Bk 10	4.26
John J Scherer—Part of lot 2 Bk 11	24.50
Cori Stemple—Part of lot 2 Bk 15	2.13
Minnie H Wright—Part of lot 1 Bk 16	17.01
Mary Sina—Part of lot 3 Bk 16	9.58
E G & Grace M Downs—Part of lot 1 Bk 17	13.84
Ethel Hall—Part of lot 2 Bk 19	17.04
Mary E Thomas—Part of lot 4 Bk 20	41.53
V H Limber—Part of lots 2 and 3 Bk 22	13.84
A J Wirtz—Part of lot 2 Bk 24	19.80
E Stewart—3/8 of lot 4 Bk 27	38.34
Jennie E Fields—Part of lots 3 and 4 Bk 29	21.30
J W Caples—Part of lot 4 Bk 29	2.14
E A Hyde—Part of lot 2 Bk 30	6.41
G W Pettitt—Part of lot 4 Bk 31	5.33
Mary J Myers—Lot 1 Bk 39	15.44
I J Hoar—3/8 of lot 4 Bk 40	29.41
Gales Crest to Forest Grove	
F A & Rose Carlson—Lot 6	5.98
Hall's Add to Forest Grove	
Paul Griffith—Lot 3 Bk 2	1.94
Knob Hill to Forest Grove	
C C Shaw, Trustee—Lot 4 Bk 1	2.55
Herman H Henke—Lot 8 Bk 1	2.97
Pearl Osborne—Lots 7 and 8 Bk 5	4.75
C C Shaw, Trustee—Lots 9, 10, 11, 12, 13, 14, 15, 16, Bk 5, Lots 7 and 8 Bk 7	18.91
Naylor's Add to Forest Grove	
Edna B Stewart—Part of lot 1 Bk 8	8.52
H R & N M Austin—Part of lot 3 Bk 8	21.30
D N Morris—Part of Bk 9	3.85
Nettie M Austin—Part of lots 2 and 3 Bk	2.12
South Park Add to Forest Grove	
Methodist People's Home—Lot 3 Bk 6	11.72
Phoebe Kirkwood—Lots 1 and 2 Bk 7, part of lot 3 Bk 10	10.97

### NOTICE TO TAXPAYERS

Notice is hereby given that on Monday, Feb. 18, 1918, the tax rolls for the year 1917 will be open for collection of taxes, and the first half of all taxes shall be paid on or before April 5 following, and the second half on or before October 5 following. Interest shall be charged and collected at the rate of one per cent per month or fraction of a month in case of delinquency, until paid. Interest at said rate applies to the first half if not paid by April 5, and to the second half if not paid by October 5. All taxes re-

F J Miller—Lots 13, 14, 15, Bk 8	12.78
Jane S Thatcher—Lots 7 and 8 Bk 9	35.15
Fingua, Gales & Ward—Part of lots 10 and 11 Bk 10	27.70
Clyde B Wellman—Lots 4 and 5 Bk 19	6.38
Stokes Add to Forest Grove	
J E Tumbelson—Lots 1, 2, 3, 4, Bk 5	8.31
Alice D Langford—Lots 5 and 6 Bk 5	2.36
Valley View Add to Forest Grove	
O C Zilmer—Lot 16 Bk 2	16.43
Walker Add to Forest Grove	
H L Bates & H Shipley—Part of lot 3 Bk 1	18.10
Louis O MacMahon—Part of lot 3 Bk 2	18.10
Maria A Patton—Lots 2 and 3 Bk 4	68.16
L N Stream Herberger—Part of lot 1 Bk 5	31.95
J G & Sadie M Morris—Tract Marie A Patton—Part of lot 4 Bk 9	5.35
Hillsboro	
E E & J B Wilkes—Part of lot 5 Bk 1	22.88
F M Heidel—Part of lot 7 Bk 1	94.16
W V Wiley—Part of 1, 4, all of 2 and 6 Bk 5	52.80
Alison E Yeager—Part of lot 6 and 7 Bk 6	11.60
W E Frenzle—Part of lot 7 Bk 6	7.04
Laurel M Hoyt—Part of lot 4 Bk 7	46.63
W V Wiley—Lot 7 and part of 8 Bk 8	162.98
J W Bailey—Part of lot 8 Bk 8	43.65
W V Wiley—Part of lot 8 Bk 8	103.48
Gay Lombard—Part of lots 1 and 2 Bk 9	70.49
Trustees Evangelical Church—Part of lots 5 and 6 Bk 9	15.83
C Rhoades—Lot 7 Bk 17	13.29
G A & Charlotte Patterson—Part of lot 1 Bk 30	13.20
Charlotte Patterson—Part of lot 1 Bk 30	8.80
Brooks Sub of Fairview Add to Hillsboro	
J R Ennis—Lot 6 and 7 Bk 2	1.00
Gay Lombard—Lots 11, 12, 13, 14, 15, 16, Bk 2	4.51
Doughty's Sub of Fairview Add to Hillsboro	
J M & Florence L Wickizer, 1/2 of lot 15 Bk 7	4.39
Fairview Add to Hillsboro	
Henry H & Cora Cochran—Part of lots 5 and 6 Bk 1	14.08
Henrietta Rhea—Part of lots 5 and 6 Bk 3	5.27
W D Dodge—Part of lot 8 Bk 7	6.60
Finney's Add to Hillsboro	
Franklin Doughty—Part of lot 1 Bk 6	19.37
Garden Tracts Add to Hillsboro	
Hans Keller—Lots 7 and 8 Bk 8	2.82
J D Hille & F E Wise—Lots 21 and 22 Bk 10	3.52
Hillsboro Garden Tracts—Lots 25 and 26 Bk 11	5.09
A C McDonald—Lot 35 Bk 15	1.40
Highland Park Add to Hillsboro	
Florence Munger—Lots 1, 2, 3, 4, 5, 6, Bk 3	6.68
W O Jonelson & E L Moore—Lot 1 Bk 6	12.31
Highlands Add to Hillsboro	
Clyde E White—Lot 1 Bk 1	2.81
Amended Block No. 1 Humphreys Add to Hillsboro	
Chas A & Alice Malmstrom—Lot 20 Bk 1	5.29
I Kelsey Ct No. 57	
E P & M A Buzhard—Tract in Kelsey Ct	11.88
C C Follette—Tract in Kelsey Ct	4.22
M Moore Ct No. 41	
J D Fleury—Tract in M Moore Ct	5.27
T B & Jennie M Lambert—Tract in M Moore Ct	8.79
North Side Add to Hillsboro	
Della Powell—Lots 8 and 9 Bk 2	14.08
Oak Grove Add to Hillsboro	
C R & Ottie R Hodgden—Lots 13, 14, 15, Bk 1	5.29
Kate E Hornby—Lot 1 Bk 4	7.04
M A Lane—Lot 1 Bk 5	24.64
Gay Lombard—Lot 2 Bk 5	1.76
E E & May A Pease—Lot 4 Bk 5	12.31
Adelina Elliott—Lot 2 Bk 7	6.28
Pattison & Morans First Add to Hillsboro	
R B Coleman—Lots 7 and 9 Bk 1	3.02
G W & M P Leflar—Lot 10 Bk 1	14.12
Jas F Kerr—Lot 2 Bk 2	4.41
C N Johnson—Lot 1 and 10 Bk 4	2.01
M B Bump—Lot 8 Bk 9	1.77
R B Coleman—Lots 2 and 4 Bk 10	5.30
Simmons Add to Hillsboro	
J W Masters—1/2 of lot 5, all of 6 Bk 1	12.32
Hillsboro Planning Mill Co.—Part of lot 4, Bk 4	5.28
Hattie J Crandall—Part of 2, all of 3 Bk 6	21.12
Simmons Add to Hillsboro	
H T Bagley—Lot 6 Bk 8	8.81
W R Frenzle—Part of lots 1, 2, 3, Bk 10	36.91
W V Wiley—Part of lots 5 and 6 Bk 15	45.76
R E and Lucy E Harbison—Tract in Simmons Add	1.92
Thorne's Add to Hillsboro	
Lottie Roe—Lot 5 Bk 2	26.39
Henry Abil—Lots 1, 2, 3, Bk 5	24.64
Tucker & Stewart's Add to Hillsboro	
F M Heidel—Lots 1, 2, 3, 4, Bk 6	22.87
Han J & Caroline Lund—Lots 1, 2, 3, 4, Bk 7	24.63
G A Heidel—3/8 of lots 7 and 8 Bk 7	7.04
F M Heidel—Lots 9 and 10 Bk 7	14.05
Wehrung Add to Hillsboro	
J B & Eva E Wilkes—Lots 1 and 2 Bk 1	36.95

**\$1,195 Here at Home** 5-Passenger Touring Car  
Without War Tax The 4-Passenger Roadster  
Subject to change—No Notice

# "ELGIN SIX"

The Car of the Hour

FOUR POINTS YOU SHOULD CONSIDER

**Elgin Distinction**      **Elgin Economy**  
**Elgin Endurance**      **Elgin Comfort**

are the big points that rank the ELGIN SIX best in the moderate price class.

**ELGIN DISTINCTION** comes with the fashionable center coil of the high priced European models, combined with the beautiful yacht line design of the ELGIN SIX, giving a style and distinction that sets the ELGIN SIX apart from the monotonous design of the average car.

**ELGIN ENDURANCE** has been proven by crucial tests in some of the most grueling reliability contests ever such runs. The ELGIN SIX has established a new record of 1,626 car-racking, stamina testing miles, in 67 1/2 hours, between Chicago and Miami, Fla., over steep, rocky mountain roads, heavy sands, and slimy, treacherous swamp roads.

**ELGIN ECONOMY** is the third big point that a prospective buyer should consider. A minimum in wear on all parts of the motor and equipment of the car, minimum consumption of gasoline and oil at all times and under all conditions—these are the points that make ELGIN ECONOMY famous. ELGIN cars in the tests mentioned above traveled an aggregate of 825 miles on an average consumption of gasoline of 25.6 miles to the gallon, and over 290 miles to a quart of oil.

**ELGIN COMFORT** is insured by the work of Elgin Engineers, who have perfected an improved rear spring suspension, found only in the ELGIN SIX, which sets a new standard of motoring ease and comfort by reducing shock and vibration to a point not surpassed in any car at any price.

The construction of the Elgin velvet-acting clutch enables the ELGIN SIX to be started on high gear, eliminating to a large degree the necessity of gear shifting under ordinary conditions thus making the handling of a motor car safe and easy for women.

These four points are only the big factors of a car that justify such an enviable reputation as the ELGIN SIX bears. There are scores of other points that contribute materially to its standing as the premier of its class. From front to rear of the car, inside and out, seen and unseen, the ELGIN SIX will pass the inspection of the most expert mechanics and not be found wanting in anything that makes for comfort, power, speed, endurance and beauty.

LET US PROVE THESE STATEMENTS TO YOU.

## L. G. Weidewitsch & Son

WASHINGTON COUNTY AGENTS

Phone City 105      . . . . . Cornelius, Oregon

Let us give you a demonstration

Free Inspection and Service Every 500 Miles Here and in Portland. Call on us