

MARY PICKFORD USES WILLYS-KNIGHT CAR

In Recent San Francisco Red Cross Drive

KNIGHT MOTOR A WINNER

Drove British Tanks Across German Trench Front

Mary Pickford's use of her Willys Knight car in leading the recent Red Cross drive in San Francisco, was peculiarly appropriate as the Knight motor has won conspicuous laurels on all European battle fields. It was the Knight motor that drove the big British tanks thro barbed wire entanglements across German trenches, and over the Hindenberg line at Cambria. "The brilliant military achievements of the Knight motor bring to mind its very romantic history," says a well-known authority:

"In 1903 Chas. Y. Knight, then of Chicago, now of Pasadena, applied steam engine principles to automobile mechanics and the result was the Knight sleeve valve motor. American manufacturers were slow to adopt the new type of engine. Why should they, they reasoned, spend thousands of dollars to install the machinery necessary to build a motor, which might, or might not, prove to be an improved type, when the American public was already in the market, buying with alacrity all the poppet-valve motors they could build. It was two years before the Knight motor was first installed in an automobile.

A year later Knight took his invention to Europe. The leading automobile manufacturers of England, the Daimler Company, put the new motor through the most grueling tests and finally adopted it for use in Daimlers. On the heels of this triumph the leading manufacturers of other European countries put the new Knight motor thro similar grueling tests and adopted it for use in their cars. Prominent among these were the Mercedes, of Belgium, Mercedes, of Germany, and Panhard, of France. Probably no American invention ever scored such a triumph in the European field of commerce.

The Knight motor was such a sensation that it was suggested that an official test be made by the highest automobile authority in the world, the Royal Automobile Club of Great Britain. The most severe trial that had ever been applied to any motor was decided upon. Two Knight motors were driven on a testing rack for five and one-half days at moderate speed, each motor pulling one-third more than its rated horse power. The motors were then mounted in stock touring cars and driven two thousand miles on the Brooklands track at forty-two miles an hour—a non-stop run of forty-eight hours. After a final five-hour block test it was found that each motor had actually gained about ten per cent. in horse power. No other type of motor has ever survived such a test. The triumph of the motor—the Knight—was complete. Orders were immediately placed by the royal households of the leading countries of Europe and the European potentates who use Knight-motored cars are the kings of England, Belgium, Norway, Spain, Sweden and Greece, the Emperor of Japan and the rulers of several other countries whom it is not desirable to mention, in view of the present inter-

national unpleasantness.

In June, 1914, at the Isle of Man international road races, a team of three cars having the Knight motors defeated all competing teams, including the very flower or the poppet-valves. The distance traveled was about six hundred miles over tortuous and dangerous curves and mountain motored cars maintained an average of speed of ninety miles an hour on all level stretches. All of the Knight-motored cars were in excellent condition at the finish, while only three of the poppet valve entrants finished the race.

John N. Willys began making Knight motored car in 1915, and established a separate motor factory at Elyria, Ohio. In 1915 the British engineers took the Knight motor as the standard equipment for all the British tanks. This was one of the greatest compliments ever paid any motor, as absolute dependability and efficiency are more necessary in the tank than in any other motor-driven vehicle. The Knight motors are also used in the high-speed armored cars of the Allies. E. L. Perkins, who handles the Knight-Willys car in this city, can tell you more of the favorite automobile.

Bulk garden seeds at Greer's. Fred Durig, of near Cedar Mill, was up Saturday.

Mr. and Mrs. Wm. Conley are now located at Roseburg.

A. L. Mulloy, of Laurel, was at Hillsboro caller Saturday.

C. L. Brown, of Manning, was down to the county seat Saturday, on business.

Melvin Crow and wife, of Portland, were guests of the Chas. Gardners, Sunday.

J. B. Downing, of below Beaverton, was greeting friends in the county seat the last of the week.

Attention, Farmers! This is time of year to feed Dr. Hess' Stock and Poultry Tonic. It pays big on your investment. Get it at Hillsboro Pharmacy. 51-02

J. F. Peerenboom, of Roy, who was in the city the last of the week, averaged \$31.50 for each cow milked in January, and \$32.50 in February. His herd is registered Holstein.

Wanted—Hogs, sheep, beef, etc. Will call in response to telephone or letter.—Address, C. K. Rogers, Portland, Ore., R. 1, Box 392; Telephone, Woodlawn 5558. Also do general hauling and long distance moving. 52-3

Francis M. White, of Forest Grove, formerly a resident of Gales Creek, was in the city Saturday, and called on the family journal. He still hangs on to his Gales Creek ranch so as to have a place for his surplus energy in the Summer time.

Single Comb White Minorca eggs for sale for hatching. From pens that score above 90. My birds are very large—a new strain called the American Beauty; prize winners; won all prizes at 1917 State Fair, and 10 prizes at Washington Co. Fair. Eggs \$1.50 per setting of 15.—Wm. Tupper, Box 193, Hillsboro, Oregon. 49-11

Herman Collier and wife returned Saturday from a Winter's stay in California. Herman says that the tourist travel down there is holding up well, and that there are people there visiting from every state in the union. After all, tho, he says that old Hillsboro looks good to him. They had but six days of rain during their stay in the South.

Emergency Fleet: Floyd R. Caldwell, Reedville; Clinton W. Nealeigh, Hillsboro R. 3; Clarence W. Hagg, Reedville; Warner Kimball, Beaverton R. 1; Guy Wm. Haguewood, Oswego; Ernest C. Stout, Beaverton R. 4; Frank Murphy, Mountindale; Pleasant Matthews, Hillsdale; Roy E. Johnson, Manning; Robert Emil Jensen, Aloha; Arthur Henry Stark, Portland R. 2; Wm. D. Haskell, Forest Grove; Henry Chehak, Sherwood; Thos. J. Harrington, Beaverton; Paul W. Cop, Forest Grove R. 2; Wm. C. Lepschat, Banks R. 3.

Dependency claim denied—Fred Brakebush. Claim of dependency allowed: Jesse C. Beard (also industrial claim), Guy S. Alexander, Beaverton.

Industrial claims allowed: Chas. S. Bany, Laurel; Wallace M. Brown, Beaverton. The following industrial claims were denied: Eldon T. Armstrong, Gaston; Alf. M. Amundsen, Carl Broom, Cherry Grove; Peter Bor-

MORE MEN FIT FOR SERVICE SAYS BOARD

List of Claims Allowed and Denied by District Board

MANY IN SHIPBUILDING

Twenty-nine Agricultural Claims Were Allowed

The local board had a number of men examined Thursday and Friday, and from a standpoint of fitness the men passed on were a larger per cent. of "fit for service" than any yet examined. Drs. Wood and Bailey passed on them. Those declared fit:

Thursday—Ward S. Ennes, Earl L. Hobbs, Frank J. Hanson, Hillsboro; Willis E. Hall, Gaston; Fred Werre, Sherwood 4; Albert A. H. Meyer, Cornelius R. 2; Alfred Hamel, Cedar Mill; Alf. E. Spencer, Scappoose; Peter VanLoe, Forest Grove R. 2; Fritz Louis Fischer and Harry E. Eliander, Beaverton; Walter Gray, Hillsboro, this man being declared fit for special railway service.

The Portland Board allows the following agricultural claims:

Robt. J. Bates, Gaston; Jesse J. Buell, North Dakota; George Burkhalter, Hillsboro R. 5; John Henry Busch, Forest Grove; John L. Brogden, Hillsboro; Max J. Berg, Beaverton; Roy Walter Berger, Forest Grove; Lawrence E. Bamford, Forest Grove; Martin Bernards, Forest Grove; Chas. D. Bernards, Beaverton; Arthur Bauer, Portland R. 2; Jos. Abadie, Portland R. 2; Joseph Bernards, Forest Grove; Paul J. Bierstedt, Forest Grove; Rene Ardeel, Laurel; John H. Burke, Banks; Leo G. Aerts, Banks; Herman Bremer, Sherwood; Roy E. Bierly, Beaverton; Ralph E. Buffum, Forest Grove; Fred W. Berger Jr., Hillsboro; Harvey D. Batchelor, Hillsboro; Edward A. Blank, Sherwood; Jas. L. Batchelder, Hillsboro R. 1; John A. Anderson, Reedville; Harry E. Boehm, Sherwood; Sias J. Bechen, at Grafton, North Dakota; Grover Brown, Hillsboro R. 5; Harry E. Boge, Hillsboro R. 5.

Agricultural claims denied were:

Michael Boyd, Tigard; Ralph M. Brown, Sherwood; R. Verne Baldwin, Forest Grove; H. H. G. Schmidt, Sherwood; Claude Brookaw, Forest Grove; Wm. J. Brooks, Forest Grove; Louis Bauer, Hillsboro R. 1; Elijah G. Beaman, Forest Grove; Edward Bilyen, Tigard; Geo. Anderson, Sherwood; Ludwig Anderson, Sherwood; John D. Berger, Hillsboro; Floyd Bierly, Beaverton; Montie C. Brickell, Sherwood.

Industrial claims denied, but under supervision: Edward Enrich, Hillsboro; R. C. Hunger, Manning; Matt Engledinger, Hillsboro; Edw. R. Kyle, Portland R. 2; Bernard Krug, Hillsboro R. 3; Wallace Forest Grove R. 2; Thorgny Homes, Beaverton R. 4; Geo. Diederick, Oreoco; Leonard C. Jennings, Forest Grove; Geo. E. Moshofsky, Beaverton R. 2; Umberto Sementilly, Hillsboro R. 1; Glen W. Smith, Tigard; Herbert A. Ballin, Linnton R. 2; Herman R. Anderson, Hillsboro R. 5; Burns J. Crouch, Gaston; Julius M. Weisenback, Hillsboro R. 3; Ernest Reber, Tonquin; Theophil Rich, Oreoco; Victor Batchelar, Hillsboro.

Emergency Fleet: Clarence Young, who has been superintendent of the County Farm, leaves this week, after five years of care of the inmates. Every grand jury has had a good word for Young's management, and he leaves the place with a good record. He says that wages are too good for a man to stay at the farm these days, and he is going to move to Hillsboro and then try for a position at something that will mean better money. He is succeeded at the farm by Chas. Gardner and wife. The county owns about 50 acres at the place, and while it is not self sustaining it helps care for the county poor.

For Sale: Two incubators, Mcclanahan make, Eugene, 240-egg capacity, with brooders, everything complete. Will sell with or without brooders. Also have some choice Early Rose seed potatoes for sale.—Wm. L. Mast, Hillsboro, Oregon., Route 4, Box 10. 51-8

Arnold Vandomelon, of near Roy, was down Saturday. Arr- Roy's dairy is now sending the product of 19 cows to market.

PORTLAND FLOURING MILLS BUYS LADD

Latter Interests Sell to T. B. Wilcox for Nearly Two Millions

14 MILLS—200 ELEVATORS

Twelve-Way Shipyard May Come to Portland List

Salem—State Emergency Board has \$250,000 appropriated fund to four companies motorcycle police to guard Oregon industries against I. W. W. North Bend—Krusse & Banks put third ship on ways. Marshfield—Saubert mill, for several years idle, to operate. Salem—6,000 tons of potatoes to be dried at Kings Product Co. for U. S. army. Marshfield—Coos Bay Shipbuilding Co. to increase force to 650 men. Minimum wage paid is \$4.40 for eight hours work, scale running up to \$6.50 per day. North Powder—Farmers of vicinity co-operate in construction of \$15,000 elevator. Between 125 and 150 bulk elevators will be constructed in Oregon, Washington and Idaho. Salem—Building of starch factory by Pacific Potato Starch Co. of Portland practically assured. Portland—Willamette Iron and Steel Works has contract for marine boilers from Seattle. Milton—Car of locust timber shipped to Portland shippers. The Dalles—Diamond Milling Co. sold to Kerr, Gifford Co., wheat exporters of Portland. New owners will improve and enlarge mills; will run day and night. Reedport—Sawmills in lower Umpqua district busy; new road to cost \$8,000. Portland—Purchase of Ladd interest in Portland Flouring Mills Co. by Theo. B. Wilcox and Puget Sound capitalists consummated, price paid \$1,750,000. Portland Flouring Mills Co. owns 14 mills and about 200 elevators. Portland—Contract for erection of 1,046,160 bu. municipal grain elevator to be awarded. Oregon Portland cement company to furnish 37,000 barrels cement for new elevators. Salem—Contract awarded for Coliseum at State Fair grounds, cost \$75,000. North Bend—\$141,800 per month is payroll of Coos Bay industries. North Bend—Construction of jetty at north entrance of Umpqua river to cost \$553,000. Portland—Eastern capitalists proposed to establish twelve-way wood shipyard here. Beaverton has dedicated \$150,000 starch factory. Toledo—Work commenced on getting Chesley LumberCo's mill ready to cut. Corvallis—Willamette Stock & Land Co. gets government spruce contract to cut 3,000,000 ft. Electrically equipped plant to put in on Siletz Bay. All kinds of garden seeds in bulk at Greer's. Geo. M. Swinehart, of near Laurel, was in town Friday. Roy Schulermerich, of South Tualatin, was a city visitor Monday. Julius Henriksen and M. F. Ayers, of Hazelde, were Hillsboro callers Friday. Gottfried Schlaefli, of above Mountindale, was down to the city the last of the week, visiting with the Carl Mullers. Auto Truck, long distance hauling; new Master 2-ton truck; also cattle hauling. Charges reasonable. Careful service.—Frank Barr, Hillsboro, Ore. Phone, 2031Y. 1-4

That Equinoctial storm of last Friday night reminded many of what their daddies were wont to say every year just about the day of Mar. 22nd—and the old gentleman was usually about right. A. S. Eischen, of Blooming, was in the city Monday. Eischen is on the home place farming, and he expects to turn out a big crop to help feed the Allies' armies this season. He still has two carloads of potatoes for the Spring market. For Sale—Ranch of 55 acres; 49 acres cleared; balance wood lot of fir and ash swale. Running water; on milk and mail routes; rock road; practically all seeded except few acres left for garden, kale, potatoes, etc. Address, sealed envelope—V, care Argus. 62-2

Chas. J. Schmabel.

PUBLIC SALE

I will sell at public auction at my place, half mile north of Aloha station, on the S. P. R. R., east of Reedville, at ten A. M., on

MONDAY, APRIL 1, Span work horses, 9 and 10 years old; weight 3200; 4 cows, 2 of them fresh; 1 fresh about May 15; 1 fresh 3 months—Holstein and Jerseys; heifer, 13 months; 3/4 farm wagon, nearly new; buggy, 4 1/2 ft cut mower, 20 plows 12 inch and 16 inch; 2-section steel harrow, set heavy dbl harness, new Sharpless cream separator; 2 10-gallon milk cans; 25 White Leghorn chickens; 5 shoats, weigh about 80 lbs each; some hay; lot of household goods and furniture. Lunch at noon.

Terms of Sale—Under \$20, cash; \$20 and over, 6 months; note, approved, at 8 per cent. Geo. Strieck, Owner. B. P. Cornelius, Auctioneer. John Vanderwal, Clerk.

MEN MOVE SUNDAY

Sheriff Applegate has received word from official headquarters to send the county quota to American Lake on Sunday, March 31. The called men will report here March 29, as announced last week, and if there are any delinquencies the sheriff will use the 24 hour privilege and fill the numbers. The state's quota will convene at Portland Sunday and all go over to Camp Lewis on the same train. The men called from this county are: William J. Ruff, Henry Martin Clemens, Wilbur Louis Thomas, Gus Olson, Gerhard Classen, Jesse Glen Cunningham, Francis A. Porter, Jacob Weil, Guy Worsley Stockman, Joe Sester, Cecil Dennis Bennett, Winfield Dill.

LEAVES COUNTY FARM

Clarence Young, who has been superintendent of the County Farm, leaves this week, after five years of care of the inmates. Every grand jury has had a good word for Young's management, and he leaves the place with a good record. He says that wages are too good for a man to stay at the farm these days, and he is going to move to Hillsboro and then try for a position at something that will mean better money. He is succeeded at the farm by Chas. Gardner and wife. The county owns about 50 acres at the place, and while it is not self sustaining it helps care for the county poor.

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Hillsboro, Cornelius and North Plains

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Car-lot shipper of POTATOES and ONIONS. Grain chopped or rolled at any time

Lumber, Shingles and Lath At Cornelius

Beaver State Flour

The Best Flour at the Lowest Prices.

Telephones: Hillsboro, Main 14, Cornelius, City 1515, North Plain, Main 263.

HATCHING EGGS

Single Comb White Leghorns. From good laying strain, mated to cockerels from J. A. Hanson's stock who had winning pen at All Northwest laying contest at Pullman, Wash., 1916-17.

\$1.50 for 15. \$7.00 per 100. H. E. Thompson, Hillsboro, Ore., R. 4, Box 14. Phone 115.

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Many choice small tracts on sale. Splendid train service morning and evening into the city. Buy your little home before the big raise comes.

SHAW-FEAR COMPANY

102 Fourth Street PORTLAND, OREGON

Hillsboro Auto Livery

Feed and Boarding Stable

Prices Reasonable DAY AND NIGHT SERVICE

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We wish all our Patrons and all Hillsboro a

HAPPY NEW YEAR

By Prompt Work and Proper Prices we will help to make it Prosperous.

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HOFFMAN

Jeweler and Optician

Main Street Hillsboro, Oregon

Argus and Daily Oregonian One Year for Only \$6

EXECUTORS, Administrators, Guardians, Public Custodians and others having public and private trusts to perform can render proper service by depositing with us.

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A proper place for valuable papers.

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