

FOR SALE

Two first-class lots fronting Main, 2 blocks east of post office; one had surfaced street, sanitary and storm sewers; cement walk; shade trees and near electric car service. None better in Hillsboro. For particulars see or address F. M. Heidel, Hillsboro, Or. Phone 344.

Taken up: Holstein letter. Owner can have same by paying for keep and adv. Phone North Plains 41F12. 22-24

Only monument dealers in Washington County. Drop us a card, and we will show you our samples. Write or call on us, at 1363 Main St., Hillsboro.—Oregon Monument Works, Hillsboro, Oregon. 59-4f

PRUNE GROWERS' CHAUTAUQUA

Arrangements have been completed for the Washington County Prune Growers' Chautauqua, to be held under the auspices of the Farm Bureau, on Saturday, August 21. The original project of the Bureau, contemplated a prune growers' tour this month, but due to the gas situation, plans have been made to hold a mammoth picnic on the Pacific University campus, at Forest Grove, where various phases of commercial prune growing will be discussed by prominent authorities.

You cannot afford to miss this convention. Bring your family and lunch and spend the day. Free coffee furnished by the Commercial Club of Forest Grove. Remember the date—August 21, 9:30 a. m.—4 p. m. at Forest Grove.

A. E. Wescott, Pres.
Earl Pearey, Hort. Project.

SAW TWO BIG RACES

Carl L. Wedeking, of Kinton, now in Brooklyn, New York, writes the Argus under date of August 5. "The yacht races that were held here were fine and witnessed by thousands of people. I witnessed the first and last race between the Resolute and Shamrock for the American cup. Many things can be seen here that we cannot witness in the West, but of the twenty-seven states I have visited none can compare with old Oregon. I want to give the balance of the states the "once over" and then return to Oregon, where I'm sure I'm going to be contented." Wedeking left here June 9.

Try our mail order department. We have a most complete line of general merchandise. Prices are right. Will pay parcel post anywhere in county or state.—W. L. Stevens, Laurel. 47-4f

**OVERLAND AUTO
MAKES NEW RECORD**

Famous Light Car Crosses Continent, 27.2 Miles to Gallon

OCEAN TO OCEAN, 39 BUCKS

Twenty-five Drivers Make Trip in 179 Hours

Across the United States, 3,442 miles from New York to San Francisco, with an average of 27.2 miles to the gallon of gasoline! Twenty-five different drivers handled the car.

That's the new trans-continental economy record established on Monday morning, July 26, when the Overland "How Much Gas" car found the end of its trail before the Overland store in Van Ness Avenue, San Francisco.

The run was started from 50th St. and Broadway, New York, at midnight, July 18th. Just 179 hours later, or roughly 7½ days, this light-weight car had completed one of the most interesting and unusual trans-continental journeys in recent automobile history. Eleven states crossed, with all their variety of rough roads, broken mountain trails, stretches of mud and weary wastes of desert land; yet the car arrived in San Francisco ready and fit to make a return trip.

This great record is all the more remarkable because of the conditions of this economy test. Spanning the continent has usually been a contest against time. The Overland run was directed against high costs of gas, oil, tires and upkeep.

The object of the run was to determine a national standard of economy and stamina for the

light-weight car, a class in which the Overland has created a sensation because of its many new features, including the Triplex Springs, designed to ward off the jars and jolts of the roughest roads and thus prolong the life of the car while protecting passengers from the usual road discomforts.

In these days of increasing talk about the scarcity of gasoline, the Overland record of 27.2 miles to the gallon of gas in a continuous night-and-day punishing drive of 3,442 miles can not fail to have a pocket-deep interest for every man and woman who drives a motor car. This run establishes the light-weight Overland as ideal not alone for its economy in city traffic, but for its combination of stamina and economy in the most abusive test that could be devised.

The Overland record was not made by experienced drivers, selected by the factory. The company wished to find out what the car could do under the worst conditions of operation. Accordingly, each distributor and dealer whose territory was crossed furnished a driver. There were good drivers and bad; men who saved the car and others who punished it.

In crossing the eleven states on the route this Overland was driven by 25 different men, none of whom had ever seen or handled the car before it arrived in the town where they were told to meet it. Thus the average of 27.2 miles to the gallon becomes a measure of performance for the ordinary man's ability in driving, rather than whatever record trained crews of experts might have accomplished.

Night and day this Overland was driven, always westward. The car stopped only for the refilling of the gasoline tank and change of drivers. On the sales of the car were painted the words: "Overland Economy Run, New York to San Francisco. How Much Gas?" The question—"How Much Gas?" started a dozen guessing contests throughout the United States. Wherever the car went, there was an enthusiastic reception for the new light-car standard maker.

Throughout the run the most careful check was kept of the gasoline and oil consumed. Study of the log of the trip indicates that this Overland was improving in performance all the way across the continent. There was plenty of variety in the weather for the drivers—cloudy, fair, warm, intensely hot, cold and rain. The roads were just as varied. However, these averages between laps tell a story of consistent performance that a few years ago would have been considered an incredible motor car performance:

From Pittsburgh, Pa., to Lima, O., Overland averaged 28.7 miles to a gallon. To Cedar Rapids, Ia., over sand, gravel and ordinary dirt roads, the average was 30.4 to a gallon. From North Platte, Nebr., to Cheyenne, Wyoming, a stretch that tests the heart and pluck of any car, the average was 33.2 miles to the gallon. There were many miles of second speed work through heavy sand.

From Cheyenne, Wyoming, to Rock Springs, Wyo., the Economy Car encountered heavy dust, sand and hill country, averaging 32.8 miles to the gallon. The

state of Nevada, always a terror to the cross-country drivers ate up gas because of the terrific grades that had to be pulled, but through this state the car averaged 26 miles to the gallon. From Reno, Nev., to San Francisco, a strong head-wind blowing, the Overland made 32.2 miles to the gallon. That with the mileage recorded from New York to Pittsburgh, gives the Overland a grand economy gasoline average of 27.2 miles.

FRUIT AND SALMON

The canning industry has been revolutionizing farming and housekeeping.

It has made a ready market for the farmers' products and it has lightened the work of the housewife.

Salmon canning and fruit canning are two of the greatest in-

dustries on the Pacific coast.

Increased fruit production and increased propagation are constructive propositions of interest to every citizen, as these industries are great taxpayers and employers of labor.

They are natural industries to this section of the country and we should make the most of the advantages nature has given us.

—Oregon Manufacturer.

Weatherly's Home Made Ice Cream Candies

EAT A PLATE OF ICE CREAM EVERY DAY

HEALTHFUL REFRESHING
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WE SERVE THE BEST

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Our Candies—Just a little better than you guessed.
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ALFRED MORGAN, Proprietor

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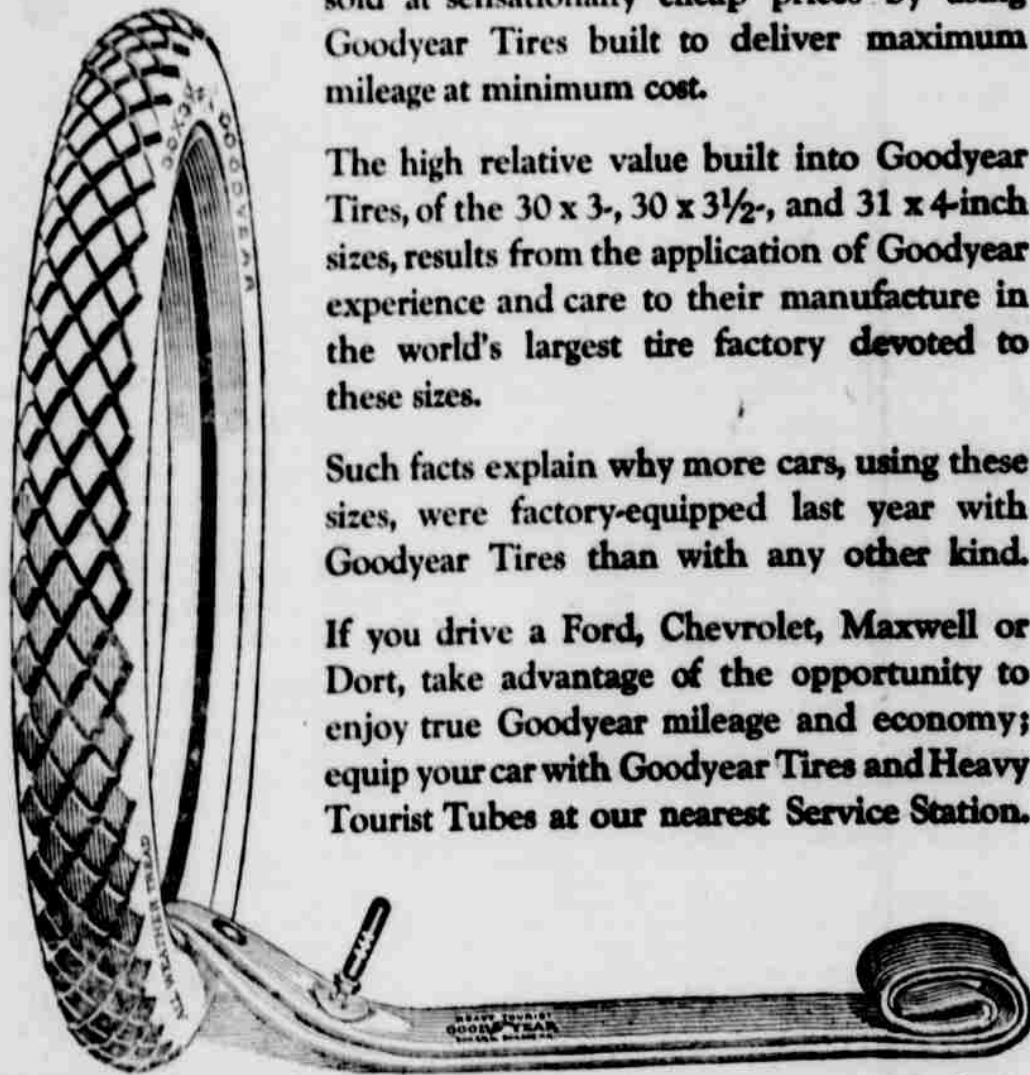
Save Money—Put Goodyear Tires on Your Small Car

Avoid disappointment with tires made to be sold at sensationally cheap prices by using Goodyear Tires built to deliver maximum mileage at minimum cost.

The high relative value built into Goodyear Tires, of the 30 x 3-, 30 x 3½-, and 31 x 4-inch sizes, results from the application of Goodyear experience and care to their manufacture in the world's largest tire factory devoted to these sizes.

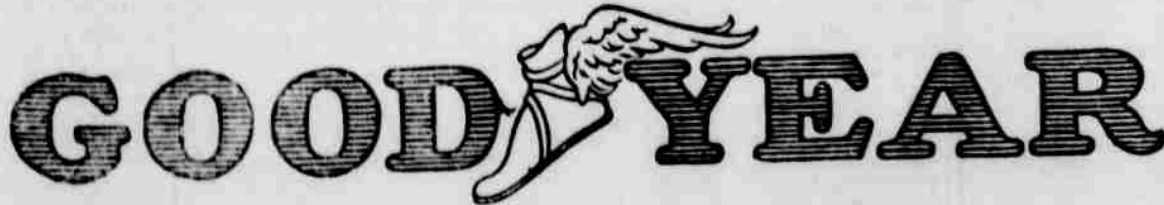
Such facts explain why more cars, using these sizes, were factory-equipped last year with Goodyear Tires than with any other kind.

If you drive a Ford, Chevrolet, Maxwell or Dort, take advantage of the opportunity to enjoy true Goodyear mileage and economy; equip your car with Goodyear Tires and Heavy Tourist Tubes at our nearest Service Station.



30 x 3½ Goodyear Double-Cure Fabric, All-Weather Tread \$23.50
30 x 3½ Goodyear Single-Cure Fabric, Anti-Skid Tread \$21.50

Goodyear Heavy Tourist Tubes cost no more than the price you are asked to pay for tubes of less merit—why risk costly casings when such sure protection is available? \$4.50
30 x 3½ size in waterproof bag



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TALLMAN & ELLIOT, Forest Grove
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M. P. CADY, Hillsboro
STIPES GARAGE, Beaverton
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