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Best Fire Insurance
John Vanderwal
 London & Lancashire Fire Insurance Company
 Office phone, 931; res. phone 203

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

Wanted—I pay best prices for beef cattle, hogs, sheep, etc. I can use good stuff any time. Phone, Beaverton; mail address, W. W. Mellor, Reedville, Or. 50-39

Weatherly's Home Made Ice Cream Candies

EAT A PLATE OF ICE CREAM EVERY DAY

HEALTHFUL NUTRITIOUS REFRESHING DELICIOUS

Fancy Cigars and Goods Smokers' Articles

HILLSBORO'S LEADING SWEET SHOP
 "The Best Is None Too Good"
 WE SERVE THE BEST

Our Lunches—Just a little tastier than the rest.
 Our Candies—Just a little better than you guessed.
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ALFRED MORGAN, Proprietor
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Kill That Cold With HILL'S CASCARA QUININE

FOR Colds, Coughs AND La Grippe

Neglected Colds are Dangerous

Take on chances. Keep this standard remedy handy for the first sneeze. Breaks up a cold in 24 hours—Relieves Grippe in 3 days—Excellent for Headache

Quinine in this form does not affect the head—Cascara is best Tonic Laxative—No Opium in Hill's.

ALL DRUGGISTS SELL IT

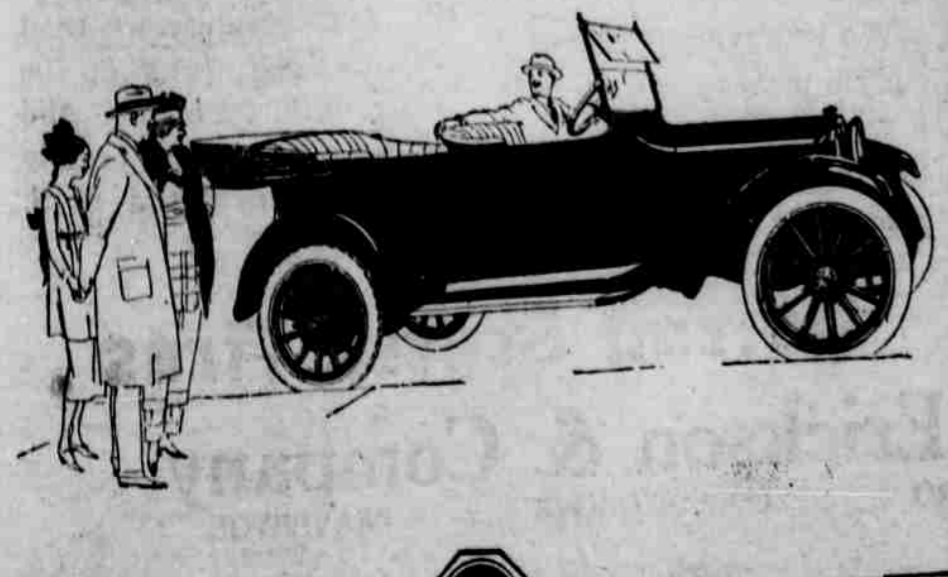
DODGE BROTHERS MOTOR CAR

Dodge Brothers Motor Car is built for long life and endurance.

The enamel finish, for instance, is practically indestructible, and seldom requires more than a good cleaning and polishing to restore its original lustre.

The gasoline consumption is unusually low. The tire mileage is unusually high.

M. P. CADY
 HILLSBORO, OREGON



SCHOOL EXHIBITS

Report of the prize winners in the Washington County Industrial project exhibit:

Club Exhibits

Sewing—
 1. Beaverton, \$10; 2. Dilley, \$5; 3. Garden Home, \$2.

Cooking—
 1. Metzger, \$10; 2. Garden Home, \$5.

Home Making—
 1. Tigard, \$10.

County Championship
 Harold Hathorn, \$6; Harold Finnigan, \$6; Viola Nelson, \$6; Esther Boyd, \$6.

Individual Exhibits

Lot I. Corn—
 1. Fred Bartsch, D. 41, Mountaineer, \$2.50.
 2. Potatoes—
 1. Raymond Hafford, D. 10, Dilley, \$2.
 Lot III. Garden—
 1. Wm. Bartsch, D. 41, Mountaineer, \$2.50.
 2. Lucilla Maxwell, D. 41, Mountaineer, \$2.
 3. Ed. Schoolcraft, D. 10, Dilley, \$1.50.
 4. Ed. Puhols, D. 1, Hillsboro, R. F. D., \$1.
 5. Vernon Hahn, D. 41, Mountaineer, \$2.50.

Lot IV. Poultry—
 Div. I. None.
 Div. II—
 1. Fred Ball, D. 23, Tigard, \$2.50.
 2. Donald Frewing, D. 23, Tigard, \$2.
 3. Jas. Barbour, D. 92, Garden Home, \$1.50.
 4. Louise McLaughlin, D. 92, Garden Home, \$1.
 Div. III—
 1. Patricia Beck, D. 10, Dilley, \$2.50.
 Lot V. Pork—
 1. Harold Finnigan, D. 2, Cornelius, \$2.50.
 Lot IX. Canning—
 1. Esther Boyd, D. 10, Dilley, \$2.50.
 2. Gladys Groff, D. 48, Beaverton, \$2.
 Lot XI. Home Making—
 1. Mabel Frewing, D. 23, Tigard, \$2.50.
 2. Thelma Powers, D. 6, Portland, R. 2, \$2.
 3. Edna Lusby, D. 7, Hillsboro, \$1.50.
 4. Myrtle Kingery, D. 4, Cornelius, R. F. D., \$1.
 5. Mariou West, D. 5, Forest Grove, R. F. D., 50c.
 Lot XIII. Sewing—
 Div. I.
 1. Esther Boyd, D. 10, Dilley, \$2.50.
 2. Mary Peterson, D. 24, Beaverton, \$2.
 3. Melissa Merrill, D. 48, Beaverton, \$1.50.
 4. Bettie Walborn, D. 92, Gar-

den Home, \$1.
 5. Opal Reynolds, D. 41, Mountaineer, 50c.
 Div. II.
 1. Viola Nelson, D. 24, Beaverton, \$2.50.
 2. Gladys Groff, D. 48, Beaverton, \$2.
 3. Vernon Hahn, D. 41, Mountaineer, \$1.50.
 Lot XIV. Rabbits—
 1. Fred Younger, D. 1, Hillsboro, R. F. D., \$2.50.
 2. Glen Schoolcraft, D. 10, Dilley, \$2.
 3. Eugene Bishop, D. 23, Tigard, \$1.50
 N. A. Frost,
 Co. School Supt.
 Oct. 1, 1920.

Robt. Thompson, of Cedar Mill, was up last week, greeting Hillsboro friends. He recently returned from a trip back to Philadelphia, after an absence of many years. He says he found but few of his oldtime friends alive, and many of them he would not have known. After all is said and done, Bob says that Oregon is good enough for any one.

For Sale—Good work horse, single or double; perfectly sound; 8 years old; weighs 1200. Will consider trade for good cows.—R. A. Withycombe, Hillsboro, R. 5. Phone 2566. 31-33

I. H. Maxwell, of above Mountaineer, was in town Saturday. He had a nice hop harvest this year and succeeded in getting it all in out of the wet.

SUMMONS

In the Circuit Court of the State of Oregon, for the County of Washington.

Julia W. McGahie, Plaintiff, vs. William J. McGahie, Defendant.

To William J. McGahie, the above named defendant:

In the name of the State of Oregon, you are hereby summoned and required to appear and answer the complaint filed against you in the above entitled suit on or before Saturday, the 13th day of November, A. D. 1920, and if you fail to answer or otherwise appear, for want thereof, the plaintiff will apply to the Court for a decree dissolving the marriage contract heretofore and now existing between the plaintiff and defendant, and forever divorcing the plaintiff from the defendant, upon the grounds of desertion, and for such other and further relief as to the Court may seem meet and proper.

Service of this Summons is made upon you by publication in accordance with an order of the Honorable Geo. R. Bagley, Judge of the above entitled court, made and entered on the 22nd day of September, 1920, ordering such publication to be made in the Hillsboro Argus, published in Hillsboro, Washington County, Oregon, once a week for six successive weeks, the first publication being on the 5th day of September, 1920, and the last publication being on the 11th day of November, 1920.

LESLIE S. PARKER,
 Attorney for the Plaintiff, Post Office address, 410-411 Sweetland Building, Portland, Oregon

PORTLAND, ASTORIA AND PACIFIC RAILROAD COMPANY

Hereby gives notice that on the 31st day of August, 1920, it filed with the Interstate Commerce Commission an application for a certificate of public convenience and necessity to acquire and operate a line of railroad in the counties of Multnomah and Washington, State of Oregon, which line is now being operated by the United Railways Company.

Pursuant to the requirements of the Commission such application is published as follows:

Before the Interstate Commerce Commission.

In the Matter of the Application of Portland, Astoria and Pacific Railroad Company for certificate permitting the operation of railway from Linton, Oregon, to Wilkesboro, Oregon. Application.

Portland, Astoria and Pacific Railroad Company, a corporation now engaged in the construction of a line of railway from the terminus of the railway of the United Railways Company at Wilkesboro, Oregon, hereby applies for a certificate under the Transportation Act approved February 28, 1920, finding and determining that the present and future public convenience and necessity require the operation by it of said line of railway of United Railways Company from Linton, Oregon, to Wilkesboro, Oregon, and in support of said application shows:

I. The full name and postoffice address of the applicant carrier, its president, its secretary, and its attorneys are as follows: Full name, Portland, Astoria and Pacific Railroad Company; Address, Portland, Oregon; President, David C. Eccles; Secretary, Charles T. Earley; Attorneys, Messrs. Carey and Kerr; Huntington and Wilson, organized and existing under the laws of the State of Delaware.

II. The making of this application has been approved at a meeting of the directors of applicant, said meeting having been held at the offices of the company in the City of Ogden, Utah, on the 11th day of August, 1920.

III. The line of railroad in the operation of which applicant proposes to engage is wholly within the State of Oregon. It lies partly within the County of Multnomah and partly within the County of Washington.

IV. The location, route or routes and termini of the line, the abandonment of operation of which is proposed are as follows:

Said railroad begins at a connection with the railroad of Spokane, Portland and Seattle Railway Company at the station of Linton, Multnomah County, Oregon, within the corporate limits of the City of Portland, and extends in a northwesterly and westerly direction into the County of Washington, a distance of eighteen (18) miles to the station of Wilkesboro. The termini of said line are Linton, Oregon, and Wilkesboro, Oregon.

V. The reasons relied upon to show that present and future public convenience and necessity permit of

the operation by applicant of said line of railroad are as follows:

Applicant on February 28, 1920, entered into a contract with the United Railways Company under the terms of which there was granted to applicant equal joint possession and use in common with United Railways Company and such other companies as it might thereafter admit of the railway and appurtenant property hereinabove described. Applicant was then engaged and is now engaged in the construction of a railroad commencing at the terminus of the railroad of the United Railways Company at Wilkesboro, Oregon, and extending north-westerly therefrom. Under the terms of said contract applicant agreed to conduct operations on the railroad of the United Railways Company hereinabove described, and thereupon the United Railways Company agreed to discontinue its operation of said line of railway, retaining the right to resume operations at any subsequent date, if it so desires. Said United Railways Company now proposes to withdraw from the operation of said line of railroad under the terms of its contract with applicant of February 28, 1920, and applicant proposes to take over and thereafter conduct the operation of said line of railroad under the terms of its said contract. Applicant will take over and assume each and all of the obligations of United Railways Company as a common carrier in respect of its relations with the public under state and federal laws. No substantial change in character of operations is contemplated as a result of the substitution of applicant for United Railways Company in the operation of said line of railroad; except that applicant contemplates substituting steam instead of electricity as motive power to be used. No rights of the public in the transportation of passengers or freight or in any other operation will be affected by the change.

VI. In view of the fact that no discontinuation of train service and no substantial change in operations so far as the public is concerned are intended, applicant believes that no hearing upon this application is necessary.

Wherefore applicant prays that the Commission issue a certificate finding and determining that present and future public convenience and necessity permit of the operation by applicant of said railroad from Linton, Oregon, to Wilkesboro, Oregon.

PORTLAND, ASTORIA AND PACIFIC RAILROAD COMPANY
 By David C. Eccles, President.
 (Corporate Seal)
 State of Oregon)
 County of Multnomah)
 I, David C. Eccles, being first duly sworn, depose and say that I am President of PORTLAND, ASTORIA AND PACIFIC RAILROAD COMPANY, the above named applicant; that I have read the foregoing application, know the contents thereof, and that the same is true as I verily believe.

DAVID C. ECCLES,
 Subscribed and sworn to before me this 24th day of August, 1920
 (Notarial Seal)
 MARVIN K. HOLLAND,
 Notary Public for Oregon.
 My commission expires September 12, 1923

NOTICE TO CREDITORS

In the County Court of the State of Oregon for Washington County.

In the Matter of the Estate of Harriet E. Weir, Deceased.

Notice is hereby given that the undersigned has been duly appointed by the above entitled court, as Administrator of the estate of said deceased, and has duly qualified as such.

Now, therefore, all persons having claims against said estate are hereby notified and required to present the same, together with proper vouchers therefor, to the undersigned at the law offices of Hare, McAlear & Peters, in the American National Bank Building, in Hillsboro, Oregon, within six months from the date hereof.

Dated this 1st day of October, 1920.

MATHEW S. WEIR,
 Administrator of the Estate of Harriet E. Weir, deceased.
 Hare, McAlear & Peters, Attorneys for Administrator.

UNITED RAILWAYS COMPANY

Hereby gives notice that on the 31st day of August, 1920, it filed with the Interstate Commerce Commission an application for a certificate of public convenience and necessity to abandon its line of railroad in the counties of Multnomah and Washington, State of Oregon.

Pursuant to the requirements of the Commission such application is published as follows:

Before the Interstate Commerce Commission.

In the Matter of the Application of United Railways Company for certificate permitting the abandonment of operations of railway from Linton, Oregon, to Wilkesboro, Oregon. Application.

United Railways Company, a corporation now engaged in the operation of a line of railway from Linton, Oregon, to Wilkesboro, Oregon, hereby applies for a certificate under the Transportation Act approved February 28, 1920, finding and determining that the present and future public convenience and necessity permit of the abandonment of its operation of said line, and in support of said application shows:

I. The full name and postoffice address of the applicant carrier, its president, its secretary, and its attorneys are as follows: Full name, United Railways Company; Address, Portland, Oregon; President, L. C. Gilman; Secretary, Robert Crobbie; Attorneys, Messrs. Carey and Kerr.

II. Applicant is a corporation organized and existing under the laws of the State of Oregon.

III. The making of this application has been approved at a meeting of the directors of applicant, said meeting having been held at the offices of the company in the City of Portland, Oregon, on the 18th day of August, 1920.

IV. The line of railroad, the abandonment of operation of which is proposed is wholly within the State of Oregon. It lies partly within the County of Multnomah and partly within the County of Washington, both in the State of Oregon.

V. The location, route or routes, and termini of the line the abandonment of operation of which is proposed are as follows:

Said railroad begins at a connection with the railroad of Spokane, Portland and Seattle Railway Company at the station at Linton, Mult-

nomah County, Oregon, within the corporate limits of the City of Portland, and extends in a northwesterly and westerly direction into the County of Washington, a distance of 18.54 miles to the station of Wilkesboro. The termini of said line are Linton, Oregon, and Wilkesboro, Oregon.

VI. The reasons relied upon to show that present and future public convenience and necessity permit of the abandonment of operation by applicant of said line of railroad are as follows:

Applicant on February 28, 1920, entered into a contract with Portland, Astoria and Pacific Railroad Company under the terms of which there was granted to the latter named company equal joint possession and use in common with applicant and such other companies as it might thereafter admit of the railway and appurtenant property hereinabove described. Said Portland, Astoria and Pacific Railroad Company was then engaged and is now engaged in the construction of a railroad commencing at the terminus of applicant's railroad at Wilkesboro, Oregon, and extending northwesterly therefrom. Under the terms of said contract applicant agreed to conduct operations on applicant's railroad hereinabove described, and thereupon applicant agreed to discontinue the operation of said line of railroad, retaining the right to resume operation at any subsequent date, if it so desires. Applicant proposes now to permit said Portland, Astoria and Pacific Railroad Company to conduct the operation of said line of railroad hereinabove described under the contract of February 28, 1920, as soon as the certificate applied for is issued by the Commission. No substantial change in character of operations is contemplated as a result of the substitution of Portland, Astoria and Pacific Railroad Company for applicant in the operation of said line of railroad; except that applicant is advised that said Portland, Astoria and Pacific Railroad Company may substitute steam instead of electricity as motive power to be used. No rights of the public will be affected in the transportation of passengers or freight or in any other operations.

VII. In view of the fact that no discontinuation of train service and no substantial change in operations so far as the public is concerned are intended, applicant believes that no hearing upon this application is necessary.

WHEREFORE applicant prays that the Commission issue a certificate finding and determining that present and future public convenience and necessity permit of the abandon-

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With us if you want to sell. We have calls every day from men who wish to buy Washington County Farm Property. Hardly a day passes that we do not answer inquiries.

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We carry some of the best companies handling fire insurance.

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Call in and quench that thirst. All popular drinks, cigars, etc.

A place to rest and meet your friends. You are welcome.

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 Fire Insurance Company of Portland, Ore. The only big Oregon Old Line Company. Losses promptly paid.

John Vanderwal
 Agent
 Office Phone 931, Res. 203.
 Hillsboro, Oregon

THE HILLSBORO COMMERCIAL BANK

CAPITAL and SURPLUS \$70,000

An old, safe and conservative bank, located in the Hillsboro Commercial block, S. W. corner Main and Second streets.

Hillsboro Commercial Bank.

Apple Boxes

We expect a car load the first of next week.

Place your order early for your entire need in boxes.

R. L. TUCKER, Main St. and P. R. & N. Tracks

ment by applicant of its operation of said railroad from Linton, Oregon, to Wilkesboro, Oregon.

UNITED RAILWAYS COMPANY,
 (Corporate Seal)
 By L. C. Gilman, President.
 State of Oregon)
 County of Multnomah)
 I, L. C. Gilman, being first duly sworn, depose and say that I am President of United Railways Company, the above named applicant; that I have read the foregoing application, know the contents thereof, and that the same is true as I verily believe.

L. C. GILMAN,
 Subscribed and sworn to before me this 18th day of August, 1920.
 (Notarial Seal) Chas. C. Rose,
 Notary Public for Oregon.
 My commission expires November 21, 1920.

Unquestioned Integrity

This fact should be kept in mind at all times that our record of public service is one of proper performance and of unquestioned integrity

DONELSON & BELL
 FUNERAL DIRECTORS
 LADY ASSISTANT
 312 AT LINCOLN - PHONE 953

TOM'S PLACE

T. A. McCourt has opened a first-class soft drink and ice cream parlor in the former J. J. Krebs building, Main Street, which he has purchased and comfortably arranged.

When You Come To Town

Call in and quench that thirst. All popular drinks, cigars, etc.

A place to rest and meet your friends. You are welcome.

Tom McCourt

Call in and quench that thirst. All popular drinks, cigars, etc.

A place to rest and meet your friends. You are welcome.

THE HILLSBORO COMMERCIAL BANK

CAPITAL and SURPLUS \$70,000

An old, safe and conservative bank, located in the Hillsboro Commercial block, S. W. corner Main and Second streets.

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