

Studebaker Reduces Prices

Reduced from \$125 to \$200

A REDUCTION IN PRICE HAS AT LAST BEEN JUSTIFIED

The Special Six Studebaker on June 12, 1918, cost \$1825 laid down in Hillsboro. On August 12, 1920, the Hillsboro price was \$2180. This shows an increase of 19 per cent. However, the car sold on August 12 was much improved and included cord tires, instead of fabrics, and many other refinements. Therefore, the 19 per cent increase was truly insignificant in comparison with the increased value of the car.

Eighteen leading automobiles, as shown by a list recently published in "Motor World," give the following price increases during the period covered from June 12, 1918, to August 12, 1920. The names of these cars will be furnished upon request. We will designate them here by a number corresponding to the numerical order in which the list was printed in "Motor World."

Make of Car.	June 12, 1918, Price.	August 12, 1920, Price.	Total Increase.	Percentage Increase on Selling Prices, 1918-1920
1	\$1265	\$1795	\$530	42
2	2970	3940	970	33
3	1595	1895	300	19
4	685	820	135	19
5	2395	3050	655	27
6	985	1285	300	30
7	925	1065	140	15
8	450	650	200	44
9	2450	3195	745	30
10	1880	2685	805	43
11	1350	1685	335	25
12	1485	1985	500	34
13	825	1155	330	40
14	1350	1750	400	30
15	1385	1765	380	27
16	1050	1395	345	33
17	1195	1450	255	21
18	1395	1670	275	20
Studebaker	\$1825	\$2180	\$355	19

The above figures are a convincing proof of the value received by a Studebaker purchaser. This great value is due to a policy of fair play and business integrity built up over a period of 70 years, in conjunction with methods so efficient that the "Studebaker Plan" has become a by-phrase, expressing the highest type of manufacturing efficiency in the vocabulary of automotive engineers.

We believe that every intelligent individual desires to buy where he receives the greatest value—hence the above facts and figures.

Following are the new prices:

Light 6 Touring Car	\$1750.00
Light 6 Landau Roadster	2190.00
Light 6 Sedan	2790.00
Special 6 Touring	2085.00
Special 6 Two-Passenger Roadster	2085.00
Special 6 Club Roadster	2085.00
Special 6 Coupe	3045.00
Special 6 Sedan	3145.00
Big 6 Touring	2550.00

PETERSON BROS.

Hillsboro, Oregon

S. Hemquist, of near West Union, was in town Saturday.

C. J. Herb was in town the last of the week, from Banks.

Theo. VanGrunsven, of near Cornelius, was an Argus caller Friday.

Columbus Schmidt, of West Union, was greeting friends here Saturday.

John Oppenlander, of Gales Creek, was an Argus caller Saturday.

R. Bennett, of near Cornelius, greeted friends in the city the last of the week.

J. C. Crocker, of near Mountaineer, was in the city the last of the week.

M. N. Bonham, of Haselton, was up the last of the week, greeting friends.

J. I. Prickett, of Banks, was an Argus caller Monday. He has sold his place and will soon have an auction sale.

P. J. Christensen, of North Plains, was in town Saturday, and remembered the Argus in his calls.

Ed. Schlegel, of near Banks, was down to the hub Monday and made his annual call on the home paper.

Earl Hollenbeck and W. L. Thompson, of above Mountaineer, were Argus callers Saturday.

For Sale—Vetch and oat seed, cleaned and ready for seeding. R. J. Schwanke, Cornelius, R. 1, near Shefflin Station. Phone, Hillsboro, 8R16. 33

Joe Hickenbottom on a recent trip to the coast, unearthed the skull of a submarine monster that is a curio. While it has the shape of the head of a bovine, it lacks the upper jaw, two horns protruding from that point where the jaw generally clings to the skull. It most likely is the skull of an octopus, and incidentally it gives one the shivers, particularly if there is a play of the imagination.

J. M. Mills, one of the pioneers of the Banks section, was a city caller Saturday. J. M. can remember when as a boy he crossed the ice on the Willamette River, at Portland—a colder winter than that of last season.

J. R. Bailey, of Buxton, was down from the hills, the last of the week. John says the bad weather did not do his prunes very much harm, as they were rather late. He started picking the first of the week.

A. B. Flint, of Scholls, was greeting friends in town Tuesday. He says that his district still has lots of clover seed unthreshed—with a likelihood of its staying that way.

John Ironsides, of Laurel, was in town Monday. He has sold his place and is due to have a public sale Oct. 18.

R. Connell, of Portland, was in Hillsboro the last of the week, renewing old acquaintances.

For Sale—Registered Chester White pigs, 3 months old.—W. N. Hathorn, Laurel, Ore. 33

Oscar Gustafson, of south of Reedville, was greeting friends in town Friday morning.



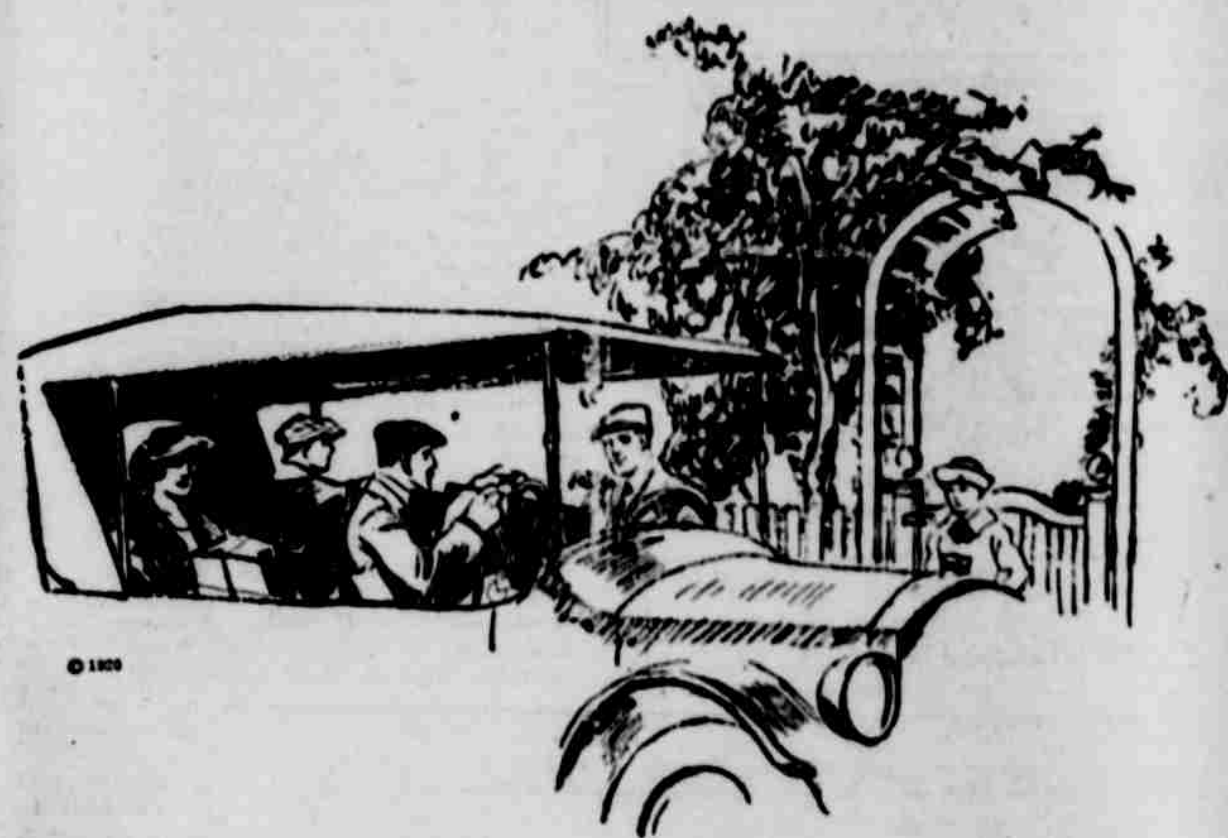
You will like the "looks" of our shoes when you see them; you will LIKE the PRICE when you price them; you will like the way they FEEL and LAST when you wear them.

We have everything men and "young men" wear, from foot to head, inside and out. Quality the best, styles up to the last tick of the clock.

We make the "inside price" when we first mark our goods.

Wear our good, "Nifty" clothes.

W. W. BOSCOW
Hillsboro, Oregon



Nobody thinks anything now of going away on a trip

THE railroads were partly responsible. But it wasn't until the automobile reached its present state of development that the old barriers against travel were finally broken down.

much in this tire business for us.

III

The less a man has to spend on motoring, the more important it is that his tires should be of first quality.

Any tire is not good enough for the small car owner. He wants a tire that will give him just as much for his money in the small size as the big car man gets for his money in the large size.

IV

In thinking over what kind of tires we would represent in this community we tried to put ourselves in the place of the car owner. And we believe we hit it exactly when we selected U. S. Tires.

That's because the cost of motoring has been brought within reach of the average citizen's pocketbook.

We look upon it as part of our job to keep it there. If it weren't for the trade of the man with the medium priced car there wouldn't be

Select your tires according to the roads they have to travel:
In sandy or hilly country, wherever the going is apt to be heavy—The U. S. Nobby.
For ordinary country roads—The U. S. Chain or Usco.
For front wheels—The U. S. Plain.
For best results—everywhere—U. S. Royal Cords.



Oregon Journal

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The Country Life pages of The Journal are dedicated to the cause of better farming in the Oregon Country. Constructive service to the farmer and stockraiser is the aim of this feature that abounds in valuable news articles and information of interest to the farmer and the general public. The Country Life pages are published in the Saturday afternoon and Monday morning editions and in The Weekly Journal every Wednesday.

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The Oregon Journal, Portland, Or.
Gentlemen:

Please send The Oregon Journal (daily and Sunday) by mail to the following address.

Name

Street City

Enclosed find \$2.50, payment in full until Feb. 1, 1921.

United States Tires
Otto Erickson & Company
HILLSBORO FOREST GROVE BEAVERTON