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John Vanderwal
Lancashire & Lancashire Fire
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Try our mail order department.
We have a most complete line of
general merchandise. Prices are
right. Will pay parcel post any
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beef cattle, hogs, sheep, etc.; can
use good stuff any time. Phone,
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EVERY DAY

HEALTHFUL
NUTRITIOUS

REFRESHING
DELICIOUS

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Smokers'
Articles

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WE SERVE THE BEST

Hot Chicken Tamales
Olympia Oyster Stews
Hot Clam Bouillon
Hot Beef Tea
Olympia Oyster Cocktails

Hot Chili Con Carne
Hot Clam Nectar
Hot Malted Milks
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Hot Sundaes of all Kind

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Kill That Cold With

HILL'S
CASCARA QUININE
FOR Colds, Coughs AND La Grippe
BROMIDE

Neglected Colds are Dangerous
Take no 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

SILVER WEDDING SURPRISE

Mr. and Mrs. E. I. Kuratli and
Mr. and Mrs. John C. Kuratli
were given a silver wedding sur-
prise, Sunday, at the home of
Mr. and Mrs. E. I. Kuratli. The
two families had gone to Beth-
any to church, ignorant of the
fact that the entertainment was
planned. Pastor Stratemeyer, in
his sermon, touched upon the
fact that in the congregation were
two couples who were married
25 years ago, and said that
as soon as the service was over
the congregation in the main
would celebrate a surprise at the
Hillsboro homes. After services
the party repaired to the Senior
Kuratli's home and a big dinner
was spread under the trees.
Those present were Mrs. J. F.
Dyke, Walter, Fred, Verne, Em-
ma, Bertha, Frieda and Lena
Dyke; Jacob Wismer, Mrs. Wis-
mer, Harold, Lawrence, Richard,
Alfred, Raymond, Ruth and Edna
Wismer, Mr. and Mrs. Carl Wis-
mer; Mr. and Mrs. Christ Schind-
ler, Herman, Leona, Christie,
David and Mr. and Mrs. Alfred
Schindler; Abram Zahler, Alfred
Zahler, Mr. and Mrs. Andrew
Heckman, Frieda Heckman; Mrs.
Peter Trachsel, John and Hulda
Kehrl; Mrs. Fred Stucki, Ophelia,
Leila and Deborah Wismer;
Mrs. Zoa Sigman, Walter, Rosa,
Ruth and Edna Stucki; Mr. and
Mrs. John Berger, Mr. and Mrs.
Fred Berger Jr.; Mr. and Mrs.
John Meier, Marie, Edward,
Verne, John Jr., Theresa, Law-
rence and Albert Meier; Mr. and
Mrs. Clara Reichen, Mrs. C. Rei-
cher, Mr. and Mrs. Peter Gros-
sner, Mr. and Mrs. Fred Jossi,
Carl and Donald Jossi, J. J. Ku-
ratli, Mr. and Mrs. H. A. Kuratli,
Reuben and Gladys Kuratli;
Mr. and Mrs. Arnold Dyke, Jun-
ior Dyke, Mr. and Mrs. Walter
Wismer, Mr. and Mrs. J. F.

Gardner, Mr. and Mrs. E. I. Ku-
ratli, Mr. and Mrs. J. C. Kuratli,
John, Theresa and Reuben Kuratli,
John and Albert Linder, Al-
bert, Al, Bertha and Zelia Lin-
der, Rev. and Mrs. Stratemeyer,
Louise Meier, Mr. and Mrs. Har-
ry Hanson, Johnnie Hanson.

OBITUARY

George W. Bidwell, who died at
the home of his son, Geo. H. Bid-
well, near Laurel, Oct. 5, 1920,
was born in Lawrence Co., N. Y.,
August 10, 1832. He was married
to Caroline Burt, Feb. 15, 1858.
One son was born to the union,
Francis Herman Bidwell, now re-
siding at Minneapolis. His first
wife died Nov. 14, 1861, and on
March 4, 1869, Mr. Bidwell was
married to Dora Jane Cook. To
this union six children were born
four of whom survive—George
H. Bidwell, of near Laurel; Roy
W. Bidwell, of Ladysmith, Wis-
consin; Mrs. Florence Wismer
and Mrs. Blanche Hamilton, of
Dallas, Ore.

His second wife died Nov. 4,
1906. Fourteen grandchildren, 9
grandsons and four grand daugh-
ters and one great grandchild sur-
vive, and of his immediate family
only one brother is living, Her-
man Bidwell, of Petaluma, Calif.

Mr. Bidwell grew to manhood
in New York state. He moved
to Green Lake Co., Wis., later
moving to Trempealeau Co., that
state, being one of the pioneers
of that section. He lived there
30 years. In 1898 he moved to
Polk Co., Oregon, residing there
seven years, when he came to
Hillsboro to reside, and has made
his home here until death came.

The funeral took place last
Thursday.
For Sale—Six pigs, 8 weeks old,
fine fellows.—H. D. Kerkman,
Cornelius, R. 1; mile north of
Shefflin. 30-32

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

NOTICE OF FINAL SETTLEMENT

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

In the Matter of the Estate of
Sophia Johnson, deceased.

Notice is hereby given that the
undersigned Executor of the last
Will and Testament of said de-
ceased, has filed in the above en-
titled court and cause, his final
account and report as such Execu-
tor and the court has fixed and
appointed the 8th day of Novem-
ber, 1920, at the hour of 10
o'clock A. M. of said day, and the
court room of the above entitled
court in Hillsboro, Oregon, as the
place for hearing objections to
said final account and for the fi-
nal settlement of said estate.

Dated this 7th day of October,
1920.

August Johnson,
Executor of the Last Will and
Testament of Sophia Johnson, de-
ceased.

Hare, McAlcar & Peters, At-
torneys for Executor.

SUMMONS

In the Circuit Court of the State
of Oregon, for the County of Wash-
ington.

Julia W. McGahie, Plaintiff, vs. Wil-
liam J. McGahie, Defendant.

To William J. McGahie, the above
named defendant:

In the name of the State of Oregon,
you are hereby summoned and re-
quired to appear and answer the com-
plaint 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 Hillsbo-
ro 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

NOTICE TO CREDITORS

In the County Court of the State
of Oregon for Washington County.
In the Matter of the Estate of Har-
riet E. Weir, Deceased.

Notice is hereby given that the un-
dersigned has been duly appointed by
the above entitled court, as Adminis-
trator 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, McAlcar & Pe-
ters, in the American National Bank
Building, in Hillsboro, Oregon, with-
in 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, McAlcar & 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 at
Washington an application for a cer-
tificate of public convenience and ne-
cessity 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 pub-
lished as follows:

Before the Interstate Commerce
Commission.

In the Matter of the Application of
United Railways Company for cer-
tificate permitting the abandonment
of operations of railway from Linnton,
Oregon, to Wilkesboro, Oregon.
Application.

United Railways Company, a cor-
poration now engaged in the opera-
tion of a line of railway from Linnton,
Oregon, to Wilkesboro, Oregon,
hereby applies for a certificate under
the Transportation Act approved
February 28, 1920, finding and deter-
mining that the present and future
public convenience and necessity per-
mit of the abandonment of its opera-
tion of said line, and in support of
said application shows:

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

II. Applicant is a corporation or-
ganized and existing under the laws
of the State of Oregon.

III. The making of this applica-
tion 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 Port-
land, Oregon, on the 18th day of Au-
gust, 1920.

IV. The line of railroad, the aban-
donment of operation of which is pro-
posed 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 terminal of the line the aban-
donment of operation of which is pro-
posed are as follows:
Said railroad begins at a connec-
tion with the railroad of Spokane,
Portland and Seattle Railway Com-
pany at the station at Linnton, Mult-

nomah County, Oregon, within the
corporate limits of the City of Port-
land, and extends in a northwesterly
and westerly direction into the Coun-
ty of Washington, a distance of 18.64
miles to the station at Wilkesboro.
The terminal of said line are Linnton,
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 ap-
plicant of said line of railroad are as
follows:

Applicant on February 28, 1920,
entered into a contract with Portland,
Astoria and Pacific Railroad Com-
pany under the terms of which there
was granted to the latter named com-
pany equal joint possession and use
in common with applicant and such
other companies as it might thereaf-
ter admit of the railway and appur-
tenant property heretofore describ-
ed. Said Portland, Astoria and Pa-
cific Railroad Company was then en-
gaged and is now engaged in the con-
struction of a railroad commencing
at the terminus of applicant's rail-
road at Wilkesboro, Oregon, and ex-
tending northwesterly therefrom.

Under the terms of said contract said
Portland, Astoria and Pacific Rail-
road Company agreed to conduct op-
erations on applicant's railroad here-
inafter described, and thereupon ap-
plicant agreed to discontinue the op-
eration of said line of railroad, re-
taining the right to resume opera-
tion at any subsequent date, if it so
desires. Applicant proposes now to
permit said Portland, Astoria and
Pacific Company to conduct the op-
eration of said line of railroad herein-
above described under the contract of
February 28, 1920, as soon as the cer-
tificate applied for is issued by the
Commission. No substantial change
in character of operations is contem-
plated as a result of the substitution
of Portland, Astoria and Pacific Rail-
road Company for applicant in the
operation of said line of railroad; ex-
cept 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 trans-
portation 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 in-
tended, applicant believes that no
hearing upon this application is nec-
essary.

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

ment by applicant of its operation of
said railroad from Linnton, Oregon,
to Wilkesboro, Oregon.
UNITED RAILWAYS COMPANY,
(Corporate Seal)
By L. C. Gilman, President.
State of Oregon)
ss.

County of Multnomah)
I, L. C. Gilman, being first duly
sworn, depose and say that I am
President of United Railways Com-
pany, the above named applicant;
that I have read the foregoing applica-
tion, know the contents thereof, and
that the same is true as I verily be-
lieve.

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.

Unsurpassed Function
Developing the faculty
of expertness
and tactfulness
has made
ours a most
valuable
service.
Our
equipment
helps to make
possible a
function that
is unsurpassed.
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FUNERAL DIRECTORS
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T. A. McCourt has opened
a first-class soft drink and
ice cream parlor in the for-
mer 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 wel-
come.

Tom McCourt

Pacific States

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

List Your Farms

With us if you want to sell.
We have calls every day from
men who wish to buy Wash-
ington County Farm Property.
Hardly a day passes that we
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companies handling fire insur-
ance.

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Main Street

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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.

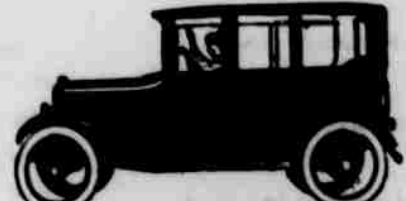
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We expect a car load the
first of next week.

Place your order early for
your entire need in boxes.

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

Stop Buying Gas and Start Buying Mileage



Buying a car that thirsts more than it
travels is like hiring a cook who eats
more than she earns.

And there are far too many cooks and
cars that answer to that description.

What you want is a car that doesn't
have to stop at every gasoline tank for
refreshment.

And that is the achievement of the
Overland with its Suspension Triplex
Spring and light alloy steels.

It has solved one of the most perplexing
riddles of automobile design.

It has lengthened the mileage of a gal-
lon of gas by burning up distance in-
stead of burning up money.

It has reconciled light alloy steels with
unusually comfort and set luxury and
economy on the road together.

And yet, great as it is, the Suspension
Triplex Spring is only one of many
Overland advantages.

The world regards it as a new epoch
in automobile construction, and it is.

But enthusiasm for this marvelous
mechanism should not obscure the solid
claims of Overland quality.

Light alloy steels and the Suspension
Triplex Spring are the mainspring of
Overland economy.

But quality still plays the role of Ham-
let in the drama of Overland production.

Quality in the steels, selected at the
source, checked in the rolling, and in-
spected at the plant.

Quality in the various parts, built by
Overland themselves, and not billed to
Overland by others!

Quality in every process of manufacture
and assembling, done by Overland and
not by proxy.

Quality animating the labors of the
entire Overland organization and pro-
ducing—

A LIGHT-WEIGHT, LOW-PRICED,
EASY-RIDING, SLOW-BURNING,
MILE-EATING PIECE OF MECI-
ANISM, COSTING LITTLE TO BUY,
AND MIGHTY LITTLE TO RUN!

In winning the Los Angeles-Yosemite
Valley Test, the Overland Touring Car
gave 35 miles per gallon—The Overland
Sedan gave 27 miles per gallon.

EATS UP MILEAGE BUT HAS A POOR APPETITE FOR GAS!

Overland
The Economy SEDAN

E. L. Perkins,
Hillsboro, Ore.