

Fordsonize Your Farm

The Fordson Tractor is a Universal Tractor. There is hardly a thing about your farm which requires the application of power that it cannot do.

Fordson Tractors

are as reliable and powerful in the belt as they are on the draw bar.

Fit a pulley attachment to your Fordson and double its earning power.

MR. E. L. ROSS, Manager of our Tractor and Implement Department will be pleased to call on you and furnish information and arrange for demonstrations.

OTTO ERICKSON & CO.

BEAVERTON HILLSBORO FOREST GROVE
PHONE 911

PIONEER CALLS

James Gibson, of Reedville, was in town Monday, calling on his county seat friends and pioneers. Mr. Gibson is keeping bachelor hall these days, his wife being in Portland under the care of a physician. Gibson is a pioneer of 1847, and is now in his 88th year. His wagon train crossed the Walla Walla and Pendleton country just a few days ahead of the Whitman massacre, and they landed in Vancouver late in the Fall of the year. They crossed to Portland when there was but one house there, situated at Front and Washington. There Gibson ate his first meal in Oregon inside the walls of a house. He was but 13 years old when he crossed the plains, and had charge of 67 head of loose cattle—quite a care for a boy of those years. Mr. Gibson was down last week and met with the pioneers and enjoyed himself immensely. He says he eats three good meals daily, whether he is his own cook or not, and enjoys them with a relish like a man of fifty years.

PIONEER RE-UNION

Do not forget the pioneer re-union July 3, at Shute Park, Hillsboro. All are to bring their lunch and sugar and cream. Hot coffee will be served free.

—Committee.
By J. A. Imbrie, Sec. 16

FRED WRIGHT BEATEN

Fred Wright, well known near Bethany and Hillsboro, where he resided several years, was badly beaten while in his strawberry yard near Woodburn, Saturday, three men attacking him. The trio were arrested and one of the men claims that Wright attacked him. Wright went to Portland a few days ago and offered to ship strawberries at 95 cents per crate, designating the public market as the destination of his shipments. Housewives went to the market and created a near riot when the berries were not forthcoming. The market managers say Wright did not ship, thus placing them in a bad plight. Wright was so badly injured that when he reached Woodburn from his Hubbard farm, he could hardly stand.

PIONEER QUEEN

Mrs. Catherine Julia Adams, well known as a resident of Hillsboro for many years, was elected Queen of the Oregon Pioneers at the meeting in Portland, this week. Mrs. Adams is a pioneer of 1852, and is aged 92 years. She is the mother of William Adams, of North Hillsboro. She was born in New York State in 1828 and will soon be 93 years old. She still retains her mental faculties and has a fund of pioneer incidents at her command. Her son attended the ceremonies at Portland last week.

Paige Announces Reduced Prices On All Models

On Tuesday, June 7th, the following list prices for Paige Motor Cars became effective:

6-44 Models

Glenbrook Five-Passenger Touring Car . .	\$1635
Ardmore Four-Passenger Sport Model . .	1925
Lenox Roadster Two-Passenger	1635
Coupe Four-Passenger	2450
Sedan Five-Passenger	2570

6-66 Models

Lakewood Seven-Passenger Touring Car . .	2875
Larchmont II. Four-Passenger Sport Type .	2975
Five-Passenger Coupe	3755
Seven-Passenger Sedan	3830
Limousine	4030
Daytona Sporting Roadster	3295

All prices f. o. b. Detroit, Michigan

The new schedule of prices represents a second and final readjustment to the new level of 1921 manufacturing costs. It merely remains to state that, despite these reductions, the well-known standards of Paige quality will be rigidly maintained.

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Michigan
Manufacturers of Paige Motor Cars and Motor Trucks

HOFF & CASLER, Hillsboro, Oregon

PAIGE

The Most Beautiful Car in America

Paige Makes a Clean Sweep

Breaks Every Official Stock Chassis Record From 5 to 100 Miles at Uniontown Track

The Paige triumph is now complete.

From 5 to 100 miles, all world's official speed records for a stock chassis were captured by the Paige "6-66" Daytona Model at the Uniontown, Pa., track May 29th, 1921.

Following a world's stock chassis record made January 21st, when the Paige "6-66" Daytona model covered a measured mile in 35.01 seconds, the Uniontown performance caps the climax to a long series of amazing records.

Paige, thus, has made a clean sweep and stands today the unchallenged master of power and speed—the supreme and unique example among automotive products for heroic stamina and endurance.

When the mile record fell in January, Paige determined to make the record complete. With the officials of the A.A.A. racing board in charge, the track at Uniontown, Pa., was selected and Mulford driving a Daytona "6-66" stock chassis was off to shatter records that had remained unassailable since July 28th, 1917.

A Clean Sweep

The first five miles were covered at a terrific pace, the electric timer recording 3 minutes, 15.48 seconds, a speed of 91.8 miles an hour.

From there on the Paige came roaring over the official's wire with clock-like regularity that ate up the miles greedily. Twenty-five thirty, fifty minutes went by and there was no noticeable slackening of speed.

When the Paige thundred across the tape at the end of the 100th mile the feat had been accomplished.

In the most consistent performance ever recorded the records had fallen. The five, ten, twenty, twenty-five, fifty, seventy-five, 100-mile and One-Hour records had been beaten in every instance by a handsome margin.

The official figures showed that Paige had covered the full century in one hour, 6 minutes and 53.26 seconds, or 89 miles, 1510 yards in 60 minutes—which is just 250 yards less than 90 miles. The former hour record was 83 miles.

And now for a brief review of "6-66" history.

Speed—Power—Endurance

When a Paige "6-66" stock chassis made the fastest official time of the season for the Pike's Peak climb, some idea of its amazing power and stamina was revealed under unusual circumstances.

When on January 21st the Paige "6-66" Daytona model traveled at a rate of 102.8 miles an hour, thus setting an official world's stock chassis record for a mile, the fleetness of the "6-66" was established.

When at 100 different points throughout the country 100 new local hill climbing records were made, the power of the Paige "6-66" became a country-wide sensation.

Now with these new records from 5 to 100 miles, made without a stop, Paige has incontestably established its supreme powers of endurance, as well as of speed. There could be no feat that answered all questions of supremacy with greater finality.

The lesson to the car owner is obvious. No matter what price he may be willing to pay he can find no car on the market today that offers him more than the Paige "6-66." The record is complete, and Paige stands as the undisputed leader of all American sporting cars.

In Your Own Interest—Make This Test

We ask you to take just one demonstration in a "6-66" model and judge it from the standpoints of power, speed, acceleration, spring suspension and general motor efficiency.

Get the facts—actual lapsed time of the tests—and make a record on the demonstration card furnished by our Dealer.

Then take a second demonstration in any other car, at any price, and compare results.

That is all we ask—and we make no prophecies whatever in regard to your ultimate conclusions.

We merely want you to know the "6-66" in action. We want you to compare it detail for detail—performance for performance—with the finest and most expensive cars of the nation.

Then, decide for yourself whether the "6-66" is or is not the greatest dollar for dollar value ever offered to the motoring public.

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Michigan
Manufacturers of Paige Motor Cars and Motor Trucks

HOFF & CASLER, Hillsboro, Oregon

MAIN STREET WINNER

Main Street won its second victory in a baseball game Friday evening, when it took Third Street into camp. The features of the game were Fred Lepschat's scoring in the face of adversity, and Earl Strong being spiked at second base. Lepschat started home from third and when half way to the plate, fell. Lepschat never stopped—he kept going, like Buster Bear, until he rolled across the home plate. Then he took time to fall down and take the count. A movie of Lepschat's "try" would make a hit and put Chaplin out of business. The defeated Third Street nine paid for a fine chicken supper at the Wigwam. The players for Main Street were Earl Olds, pitcher; T. C. Reynolds, catcher; Verne McKinney, 1 b; F. Paul, 2 b; Ralph Deaville, 3 b; F. Lepschat, ss; Fred Sewell, Lester Ireland and Clair Sample, fielders. Third Street—Earl Carter, pitcher; Howard Word, catcher; Conway Carter, 1 b; Earl Strong, 2 b; Wilber Dillon, 3 b; Tony Foster, ss; Gray, Roy Casler, Bert Shipley, Frank Allen and Bernie Powell, fielders.

ASKS BIG DAMAGES

N. J. Jensen, injured in March, 1920, while working as choker for the Nelson & Johnson logging company, has sued Dr. Forrest Via, for \$11,000 damages in the Washington County circuit court. Jensen alleges that he broke an arm while engaged in work and that he employed Dr. Via to attend the injury. He alleges that as a result of the attendance he suffered what is known as Volkman's paralysis, and that it was due to improper bandaging. Jensen alleges he is permanently incapacitated and, therefore, wants compensatory damages. Dr. Via will fight the case.

SCHOOL MEETING

At the school meeting Monday there were but two nominations for school director, R. L. Tucker and L. T. McPheeters, neither of whom was present. The vote was 23 for Tucker and 21 for McPheeters. On motion the assembly thereupon made Mr. Tucker's election unanimous. W. V. Bergen was the unanimous choice of the meeting for district clerk. The minutes of the year's meeting were read and approved and the financial report was read and passed on to the auditing committee as required by law—the school board and the county school superintendent. About 50 voters attended the meeting and it was the largest for some time.

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