

## Watch What Happens!

Lubricate your automobile with Zerolene, which costs about half what you pay for many other oils, and watch what happens.

First, you find that your gasoline bills are lower. Repeated tests have demonstrated that, other factors being equal, the car lubricated with Zerolene makes about 5% better gasoline mileage than cars lubricated with other oils.

Second, your car goes from 25% to 50% farther before you need to grind valves or remove carbon. This fact, too, is fully substantiated by numerous tests.

Insist on Zerolene—even if it does cost less.

STANDARD OIL COMPANY  
(California)

**30% less CARBON**  
5% more gasoline mileage



WE SALVAGE

Slow and Too Slow accounts and notes at our expense.  
KNIGHT ADJUSTMENT CO.  
Fully equipped and skillfully managed offices for collections at  
McMinnville—Hillsboro—Tillamook

During The Berry Season  
and the Canning Season

Buy

**Perfection Bread**  
and Perfection Pastry

**Our Sanitary Methods Excel**  
SECOND ST. HILLSBORO

## HILLSBORO COMMERCIAL BANK

Edw. Schulmerich, President, Geo. Schulmerich, Vice President, F. J. Sewell, Cashier.

SURPLUS, \$20,000.00  
CAPITAL, \$50,000.00

If you want a safe place to deposit your savings, deposit in the Savings Department of this bank, as every dollar deposited is absolutely guaranteed, and the United States Government is not a preferred creditor.

Call on us and we will explain.

A. Spiesschaert, of beyond North Plains, came in from the old Anthony Tongue place Monday.

Advertised letters—Miss Elizabeth Brown, Althea Ann Beard, Mrs. H. R. Putman, Mrs. Clarence Robenette and George Simon.—H. A. Ball, P. M.

Born to Mr. and Mrs. F. C. German, of Portland, July 14, a son. The young man is a grandson of Mr. and Mrs. Guy Powers.

Chris E. Ritter and Ella Fraser Riddsch, of Helvetia, were united in marriage in this city July 20, 1923, Judge W. D. Smith officiating.

## Your Vacation — where to spend it

Newport  
"Oregon's Old Favorite Resort."

Oregon Caves  
"Nature's Subterranean Wonderland"



Tillamook Beaches  
"Portland's Popular Resorts"

Crater Lake  
"The Sapphire Sea of Silence"

Oregon's mountain, lake and river resorts  
"Where the cares of yesterday are soon forgotten"

San Francisco Around the World, Portland The City of Roses, Los Angeles "Cosmopolitan and Ideal Tourist City"

Low Round Trip Tickets on Sale all Summer Long

FREE! "Oregon Outdoors" and "California for the Tourist" Booklets. Get your copy NOW!

Ask Our Agents for Further Particulars or Write

JOHN M. SCOTT, General Passenger Agent  
Portland, Oregon

**Southern Pacific Lines**

## VETERANS' LAST CALL

Disabled World War veterans, who have failed to make application for government compensation, should do so at the earliest possible moment. L. C. Jesseph, Pacific Northwest manager of the United States Veterans' Bureau, urges. Laws governing activities of the bureau give the war veteran five years from discharge to file application for compensation. In a large number of instances, this period expires during the late summer and fall months of this year, he stated.

Ex-service men suffering from ailments of 10 per cent or more, due to war service, are entitled to compensation ranging from \$8 to \$80, depending upon the degree of the disability. Mr. Jesseph announced. Additional allowances are made for dependents. Even though the war disability is slight at the present time, the war veteran should protect himself by making proper claim and proving service connection. With these steps taken, the claimant is entitled to the benefits offered after the five-year period in case the injury or disability becomes aggravated to a compensable degree.

"Every war veteran of this district, which includes Washington, Oregon and Idaho, who believes that his illness or present disability is traceable to his service during the World War, should get in touch with the nearest Veterans' Bureau office," urged Mr. Jesseph. "A letter written to this Bureau will receive an immediate

response instructing the ex-service man how to proceed in the prosecution of his claim."

The district office of the bureau is located in Seattle and there are branch offices in Portland, Spokane and Boise. These offices handle, aside from the compensation feature, hospitalization of disabled veterans, medical treatment and their vocational rehabilitation.

## FARM LOANS

Rates are advancing. We are still making loans at 5 per cent base rate with nominal commission. See or write me at McMinnville. (17-1f) W. Bain.

When in need of a monument marker, or posts, or cemetery work of any nature, whether purchased by yourself or through the Woodmen or any lodge, it will be to your interest to consult Lewis & Co., as they will give you a better value for your money than anywhere else—in fact they can save you considerable on any purchase. 21-1f

Col. John L. May, who went with the Oregon troops to France, was in the city the last of the week, on business for the Southern Pacific Co. Col. May is trainmaster for the S. P. Co., and has been a railroader for many years.

Mrs. Mabel Lindberg, of Portland, who has been spending the summer with Mrs. Frank Austin, departed this week for Timber, where she will assist in the post office.

## HIGHWAY CENSUS

Cars passing over Beaverton Bertha and Canyon highway, July 19, according to census sent out by C. G. Reiter, resident engineer.

Oregon Cars	1026
Canyon road	836
Bertha-Beaverton	59
Other states	213
Trucks	26
Motorcycles	8
Horse drawn	2168
Total	2168

The report shows that in June 1923, census, there were 1851 cars in transit as against 2168 this year, one day's travel, July, 1922. One day's census, showed 1782 cars, revealing an increase in 1923 of 386 cars.

## DATE PRUNES' SHOWING

The date prunes, introduced into this valley last spring by Mr. Thompson, representative of the Oregon Nursery Company, of Orenco, Ore., of which about 175 acres were planted. The trees have made a splendid growth and even on these young trees set last spring, some will have a few prunes on this season.

Of the 175 acres, Col. Patch has 40 acres and Michael Harris is in charge of 80 acres. The date prune seems to be an exceptionally young bearer.—Enterprise, Payette, Idaho, July 5, 1923.

J. A. Lyon, of above Laurel, was in the city the last of the week. Lyon says that there is a five per cent grade to Bald Peak on the road which runs up in his vicinity, and in case of improvement of the mountain top for a view point, a move will be made to have the routing go that way.

John R. Bailey, of above Buxton, was down to the city the last of the week, laying in a shipment of household furniture to replace that destroyed in his recent house fire. Of course, John R. bought in Hillsboro, finding that he could do as well here as anywhere.

W. V. Bergen and Spencer Brown returned last week from a motor trip to Baker, making Walla Walla as a side trip. They report a delightful trip and were much pleased with the upper country.

John Vanderwal, the oldtime insurance man, was up town Monday, spending an hour with friends. John has been under the care of a physician for several months.

Seth Miller, oldtime Scholls boy, after a two weeks' visit here, returned to his home at Caldwell, Idaho. He says that things up in irrigated Idaho are looking very fine.

Mrs. Glen Payne and child are at Pacific City for the warm season, Mr. Payne making week end trips to be with them over Sundays.

Frank Imbrie, of Orenco, was in town Monday.

## S. C. WILSON

S. C. Wilson, aged 92 years, died at Salem, at the State Hospital, last week. He is survived by the widow and by one daughter, Irene. He was married to Mrs. Myrtle Mullen, in December, 1911.

Wilson worked for the county at the machinery sheds for many years. The funeral took place from the Bell chapel the last of the week, Rev. H. A. Deck officiating.

## BUDDERS WANTED

The Oregon Nursery Co., at Orenco, have started budding their two million fruit tree seedlings, and want thirty more men and boys. It will take three months to complete this work, and for those who get on the job at once there will be steady employment.

## CARD OF THANKS

We wish to extend our thanks to those who tendered aid and sympathy in our bereavement, the death and obsequies of the husband and father, the late S. C. Wilson, and return special thanks for the floral offerings.  
Mrs. Myrtle Wilson,  
Irene Wilson.

For farm and city property, see Everest Realty Company, 1143 Third St., Hillsboro. Phone 711Z. 11-1f



## Announcement

THE STUDEBAKER CORPORATION OF AMERICA is pleased to announce to its customers, friends, and the public generally, its complete line of new

## 1924 Model Studebaker Cars

Avoiding the superlatives frequently used in automobile advertisements, the Corporation desires to faithfully state the facts concerning these cars and the reasons why the public should buy them.

### THE CARS

In design, quality of materials, standard of workmanship, durability, refinements, performance, freedom from repairs, and price, the Studebaker 1924 Model Cars are distinctly the greatest intrinsic values the Corporation has ever offered.

Every improvement the safety and practicability of which have been verified by engineering tests is embodied in these new cars.

### The Big-Six

THE BIG-SIX LINE comprises four models, mounted on the standard 126-inch chassis with 60 H. P. 3 1/2 x 5 inch motor:  
7-passenger Touring Car - \$1750 5-passenger Coupe - \$2500  
5-passenger Speedster - \$1835 7-passenger Sedan - \$2750  
*all prices f. o. b. factory*

Refinements and a few minor mechanical changes have been made in the Big-Six, which has established an enviable record for five years. Our large production accounts for its low price. It is a car of the highest grade, comparable to the best.

### The Special-Six

THE SPECIAL-SIX LINE comprises four models mounted on the standard 119-inch chassis with 50 H. P. 3 1/2 x 4 1/2 inch motor:  
2-passenger Roadster - \$1325 5-passenger Coupe - \$1975  
5-passenger Touring Car - \$1350 5-passenger Sedan - \$2050  
*all prices f. o. b. factory*

Radiator, hood, cowl, and body changes have been made in the Special-Six, with minor mechanical changes and refinements in the chassis. The Special-Six has for five successive years added luster to the name STUDEBAKER. It is one of the most satisfactory and finest cars on the market. It is as good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

### The Light-Six

THE LIGHT-SIX LINE comprises four models, mounted on the standard 112-inch chassis with 40 H. P. 3 1/2 x 4 1/2 inch motor:  
3-passenger Roadster - \$975 2-pass. Coupe-Roadster - \$1225  
5-passenger Touring Car - \$995 5-passenger Sedan - \$1550  
*all prices f. o. b. factory*

No body or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000,000 Studebaker plant at South Bend, Indiana, under most economical and

almost ideal manufacturing conditions. In our judgment, it stands out as the greatest value and the closest approach to mechanical perfection in moderate priced cars yet produced.

### THE REASONS WHY

With \$90,000,000 of actual net assets and \$45,000,000 invested in plants, Studebaker has ample physical facilities to manufacture most economically.

Studebaker's organization of manufacturing executives, engineers, metallurgists, chemists, inspectors, and skilled mechanics is second to none in the industry. The design of Studebaker cars and the workmanship upon them conform to the highest principles of engineering standards and mechanical practice known to the industry.

### Best of Materials Used

Studebaker cars contain the finest known grades of iron, steel, aluminum, tires, electrical equipment, glass, bearings, etc. No better materials for automobile manufacture exist. Sheet aluminum has but one-third the tensile strength of sheet steel, and consequently, Studebaker uses sheet steel for its bodies.

By the manufacture of drop forgings, castings, stampings and the machining, assembling and finishing of motors, axles, frames, transmissions, bodies, tops, etc., and the consequent elimination of middlemen's profits, coupled with lower overhead factory costs per car arising from quantity production and low commercial expenses, Studebaker's costs are kept at an economically low point possible of attainment only by manufacturers with vast physical and financial resources.

### Bodies Unexcelled

The bodies of Studebaker cars are not excelled in quality of materials and craftsmanship, by any cars on the market. The Coupe and Sedan closed bodies are magnificent examples of the coach builder's art.

### Merit Wins

The sales of Studebaker cars for the past six years have shown each and every year a progressive increase. 81,880 cars were sold in the first six months of 1923 as against 60,053 for the same period last year. Only products of merit can make such growth.

The Studebaker Corporation of America  
A. R. Erskine, President

PETERSON BROTHERS  
HILLSBORO, OREGON

THIS IS A STUDEBAKER YEAR

