

### PORTLAND SEES WHITE WITH BIG ARMY RECORD

PORTLAND, March 13.—It's gray

with what once was Flanders mud, and still in its sturdy tires there's a bit of the valiant air of "la belle France" the unconquered. A mile away it blends into the landscape in such manner that even though it were moving rapidly you would be unable to discern it.

It's a camouflaged one-ton White

army truck that spent something less than two years of its young life "over there" at the front. Just now it's enjoying "shore leave," and is spending its holidays in Portland with Uncle Sam's army recruiting forces. From Captain Ernest T. Jones, 35th Infantry, in charge of the two Portland recruiting sub-stations, from the

khaki-clad young dare-devil "shorty" who wanted to run up Washington street 60 miles an hour, and from other sources, has been gathered the remarkable record of this sturdy truck. It is what is known in army parlance as a "reconnaissance truck" for advanced service at the front. Its body, lettered "U. S. A. 29209," is built on a one-ton White chassis, with a 45 H. P. motor, its complement, when in service at the front was one captain, one reconnaissance officer, and eight armed men, with necessary baggage.

**Mile-a-Minute Truck**  
Naturally, it can get up some speed, and many a time it has been called upon to do 60 miles an hour, which is "going some" for a heavy truck. It saw stern duty on two fronts, the St. Mihiel and the Argonne, and there's many a man who's willing to testify what that meant!

Not always, however, was it out on the rim of no-man's land. If there were supplies to be brought up quickly, it brought them; if there was a hurried trip to be made with men or officers, it was willing and eager to go; if there was a shortage of ambulances, it was pressed into service to carry wounded men to the dressing stations behind the lines. No one can say how many drivers it has had, but there's none in legion. Where roads there were none it made its own, asking no favor, and yet it came out of its fiery baptism unscathed, with thousands of miles to its credit, and many thousands more in its pentup sinews of steel.

Back in the office of the president of the White company, in Cleveland, they have proudly hung on the wall a Croix de Guerre. It is the tribute of a grateful republic across the sea to the service performed by this truck and by thousands of its mates whose service was equally brilliant.

**Recruiters Show It Off.**  
The recruiting forces are very proud of their truck and of its record. Every night they drive it down to the White Company's plant and stable it on the floor between a big White fire apparatus glistening in red paint and nickel and a squadron of gray-clad dump trucks whose mettle is yet to be tried. And if there's a truck-lingerie (and who will say there isn't?) we can imagine the war-scarred veteran speaking in this wise, not vainly, but as one conscious of loyal service, modestly, yet with authority.

"I tell you, fellows, service is what counts. Service is what our family always has been noted for, and I can tell you there were no yellow streaks in any of the bunch that went over with me. Just remember that when you go out to do your life work, you may not have to fight—I hope you won't—but there are loads to carry, roads to build, timber to haul. If they let me out of the army I'm going to jump right into the thick of it. I like the life. The little experience across the water has just put me in good trim to do big things."

And then the big red-and-nickel fire truck will nod brotherly assent, and the gray-clad dump trucks will surreptitiously feel of their muscles and nudge each other, as much as to say: "Just you wait, there's going to be something moving when we go on the outside."

**F. L. Ballard Here.**  
F. L. Ballard, assistant state leader of county agricultural agents, is here today on official business.

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