

WHAT FACTOR MAKES MOTOR TRUCKS GOOD?

What characterizes a good motor truck? What is the specific thing that commends it, above the inferior truck, to the truck buyer? What, besides a difference in price, differentiates between the superior truck and the inferior? If the answer is quality, what good is quality in a motor truck? It's easy enough to appreciate quality in a passenger car. But when a man buys a truck he isn't looking for artistic lines, mirror-like finish, or luxurious upholstery.

What is the good of quality in a motor truck? The answer is one word—service. The carefully selected materials, the skilled, conscientious workmanship, the scrupulous inspection that go into a high-grade motor truck all make for quality. And built-in quality comes out in superior service.

Quality built into the motor comes out in power performance. In sturdy pull-ability not only during the first week or month or six months of the truck's life, but day after day, year after year. So quality built into the entire truck, from radiator to tail lamp, comes out in service—steady, dependable, economical, long-time service.

The quality truck has the stamina to carry it through any emergency and durability to keep on working, almost indefinitely. Durability possibly is not the most important attribute of the superior truck, but it happens to be one of the most conspicuous characteristics.

The White Company, for instance,

has records of White trucks—records kept and submitted by the truck owners, themselves—that have run more than 100,000 miles, and are still operating every day with an apparent diminution in efficiency. These records—and they do not take in all the trucks that have attained such mileage—show that the character of the work to be done or the circumstances surrounding the work have little to do with the ultimate aggregate of a truck's service. So many trucks have passed the 100,000-mile mark that that mileage, once considered a remarkable achievement, has become a common place performance.

In some instances motor trucks have so far exceeded 100,000 miles and kept right on running that their records border on the spectacular. As an illustration, a White Truck owned by Alexander & Walling of Fresno, Cal., has traveled 500,000 miles—a half million miles and is still in active service. This mileage was made, of course, in a service calling for daily runs longer than are required in ordinary service; and it is to ordinary service that the greater interest attaches.

A two-ton White purchased by the Gifford's Express Co., of Providence, R. I., in December 1912 has not been out of service two weeks altogether in its entire seven years of service and traveled more than 150,000 miles.

Other examples, hundreds of them, might be cited, say Prentzel & Wailes the local White distributor, but these are typical of the performance an owner can anticipate from a high-grade, quality truck.

HIGH GASOLINE COST SHOULD IMPEL CARE

"Advances in gasoline cost should impress on motorists the need of greater care, which means less waste, asserts John D. Mansfield, General Sales Manager, Dort Motor Car Company.

"Fuel consumption of cars varies considerably. Some engineers have had fuel in mind in designing cars and other have been thinking of saving in other ways, perhaps. But, no matter how efficient the engine, how far it will pull the car on a gallon, there generally is a chance for the driver to save by being observant.

"What at first may call for intimacy with everything the car does until it reaches the stage of a task soon will become a habit, unnoticed, but effecting a great saving.

"Economy of Dort cars has been an outstanding feature since the first crop. It results from the triple heating method which converts gasoline into powerful gas and a double exhaust system which quickly clears the cylinders of dead gas, eliminating resistance.

"Under ordinary usage the Dort has unusually low fuel bills, but when the owner is ever watchful the record is quite a bit larger. In fact, there are drivers who surprise us with their mileage, and they do not find that watching this detail detracts any from the pleasure of motoring. On the contrary they enjoy their fun at a lower expense than the other fellow, and that condition always has an appeal."

TRUCK PNEUMATICS DO NOT PUNCTURE

One phase of the use of pneumatic truck tires which has worried the truck owner to no small degree is the possibility of punctures.

"Regarding punctures," says W. V. Logan, manager of the pneumatic truck tire department of the United States Tire Company, "our records show that an owner need not have a moment's worry about them. I have records of trucks operated in practi-

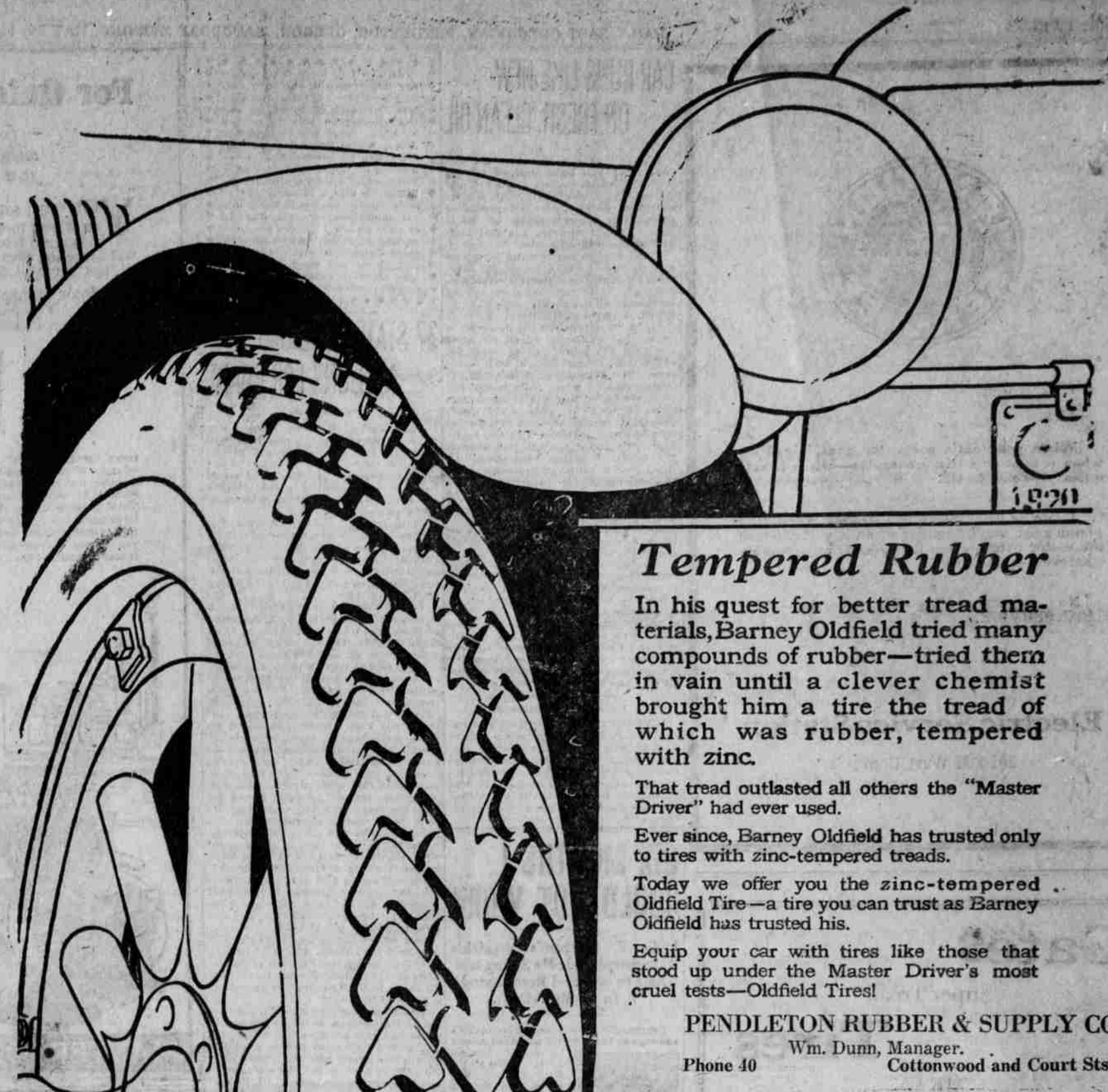
SPRING DEBILITY

Loss of Appetite. That Tired Feeling and Sometimes Eruptions.

Thousands take Hood's Sarsaparilla as their spring medicine for that tired feeling, nervous weakness, impure blood and testify it makes them feel better, eat and sleep better, and "tastes food taste good."

Spring debility is a condition in which it is especially hard to combat disease germs, which invade the system here, there and everywhere. The white blood corpuscles, sometimes called "the little soldiers in the blood" because it is their duty to fight disease germs, are too weak to go good service.

Hood's Sarsaparilla increases the "little soldiers" and enables them to resist germs of grip, influenza, fever and other ailments. It has stood the test of three generations, giving entire satisfaction. Get it today. If a laxative or cathartic is needed, take Hood's Pills.



Tempered Rubber

In his quest for better tread materials, Barney Oldfield tried many compounds of rubber—tried them in vain until a clever chemist brought him a tire the tread of which was rubber, tempered with zinc.

That tread outlasted all others the "Master Driver" had ever used.

Ever since, Barney Oldfield has trusted only to tires with zinc-tempered treads.

Today we offer you the zinc-tempered Oldfield Tire—a tire you can trust as Barney Oldfield has trusted his.

Equip your car with tires like those that stood up under the Master Driver's most cruel tests—Oldfield Tires!

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Wm. Dunn, Manager.
Phone 40 Cottonwood and Court Sts.

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SERVICE—FREE—SERVICE

cally every class of business, showing that pneumatic truck tires have been in service anywhere from one year to two and one-half years, and during the entire time have never been off the rims.

"The rural free delivery division of the United States Post Office Department operates a fleet of trucks on pneumatics that is probably larger than any other in the country. They have had so few punctures that they no longer believe is necessary to carry spares.

"As for mileage, I find in our records reports on a set of trucks on pneumatics which have rendered better than 20,000 miles. We have records through the United States in practically every class of service of from 10,000 to 50,000 miles, and those of 40,000 to 50,000 were in extremely hard service. The United States Knobby Cord pneumatic is especially adapted for rough or muddy roads where good traction is essential."

the home of the Famous Valve In-Head Buick Car.

From a sixty acre garden spot to the vast area of over 19,000 acres, illustrates Flint's wonderful growth and size.

Detroit is the first city in the state, Grand Rapids second, with Flint a close competitor. Just how long this one time little Indian village will remain in third position, has the population of its state guessing, for the millions of dollars now being spent by the Buick factory in new additional buildings and factory plants, means still further additions to Flint in increased population. Further months might possibly find Flint again changing its standing in advancing to the position of the big sister of Miss Dynamic Detroit.

truck engines. When the truck is standing at the loading platform or elsewhere the engine should be stopped. Unless some watch is maintained over the drivers they will life their engines to avoid the trouble of making a fresh start.

Back in the earlier days when Flint was a village of 1,500, with an area of sixty acres, it was merely an Indian trading point, and the inhabitants those days "trapped," swapped horses, and bargained with the big Chiefs and their squaws.

In 1905 when the Buick factory built its first buildings here, Flint grew rapidly to what was considered a wonderful population of some 12,000. During the next five years Buick business expanded to such a degree, that when the census of 1910 was recorded it showed a population of 28,500.

Under the new census returns Flint advances from the sixth city in Michigan with a population of 28,500 in 1910 to third place with a population of 81,500.

Added to these figures during the past few days are the recent annexations to this city which will give Flint a present population exceeding 100,000 or nearly 145 per cent increase.

Such a remarkable growth so far, is one of the highest records of the 1920 U. S. census returns. It has been largely brought about through the location and expansion of the mammoth Buick Motor Car plant, in which institution nearly 20,000 persons are daily employed, thereby giving a livelihood to more than 70,000 of Flint's population.

There few cities in America that enjoy the distinction of having such a world wide reputation, for upon both hemispheres it has become known as

REALTY TRANSFERS

DEEDS.

Mary Etta Arntberg to Cunningham Sheep & Land Co. \$2900. SW 1-4 Sec. 15, and NE 1-4 NW 1-4, Sec. 22, Tp. 1, S. R. 31.

Eugene R. Knotts to Walter W. Wegner \$19. SW 1-4 SW 1-4, Sec. 27, SE 1-4 SE 1-4, Sec. 28; S 1-2 NW 1-4, lots 1 and 2 of Sec. 34, Tp. 2, S. R. 31.

W. M. Davis to F. N. and M. J. Johns \$10. N 1-2 N 1-2 SW 1-4 Sec. 3, Tp. 3, N. R. 35.

Elsha Begley to E. M. Rogers \$400. Lot 9, Block C, Hermiton Orchards.

Ira Arbogast to J. W. Chenault \$1000. 3 acres in SE 1-4 NW 1-4 Sec. 1, Tp. 5, N. R. 35.

Toy-oy & Wa-ho-pa to J. D. Owen, \$550. SE 1-4 SW 1-4 Sec. 14, Tp. 1, N. R. 32.

Wm. Wagner to John Pitman \$10,000. NE 1-4 NW 1-4 NW 1-4 Sec. 31, Tp. 6, N. R. 35.

Frankie P. Cox to J. E. Allen, \$5000. Lot 2, block 16, Raley's Add. Pendleton.

Charles Batchelor to Ha R. Simpson \$200. Lot 9, Block 7, Cole's Add. Pendleton.

A. H. Cox to Addie E. Crosswell, \$1000. E-1-2 Lots 7 and 8, Block 2, Hower's Add. Pendleton.

Walter D. Lehman to John T. Ogil, \$10. Lots 1 and 2, Block "E", Jacobs Add. to Jacobs' Add. Pendleton.

Joseph W. Crank to Ray C. Goode, \$1,000. NW 1-4 NE 1-4 Sec. 21, Tp. 5, N. R. 29.

J. H. Kennedy to H. S. Murray, \$10,000. Mote and bond tract in NW 1-4 NW 1-4 NE 1-4 Sec. 2, Tp. 5, N. R. 25.

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