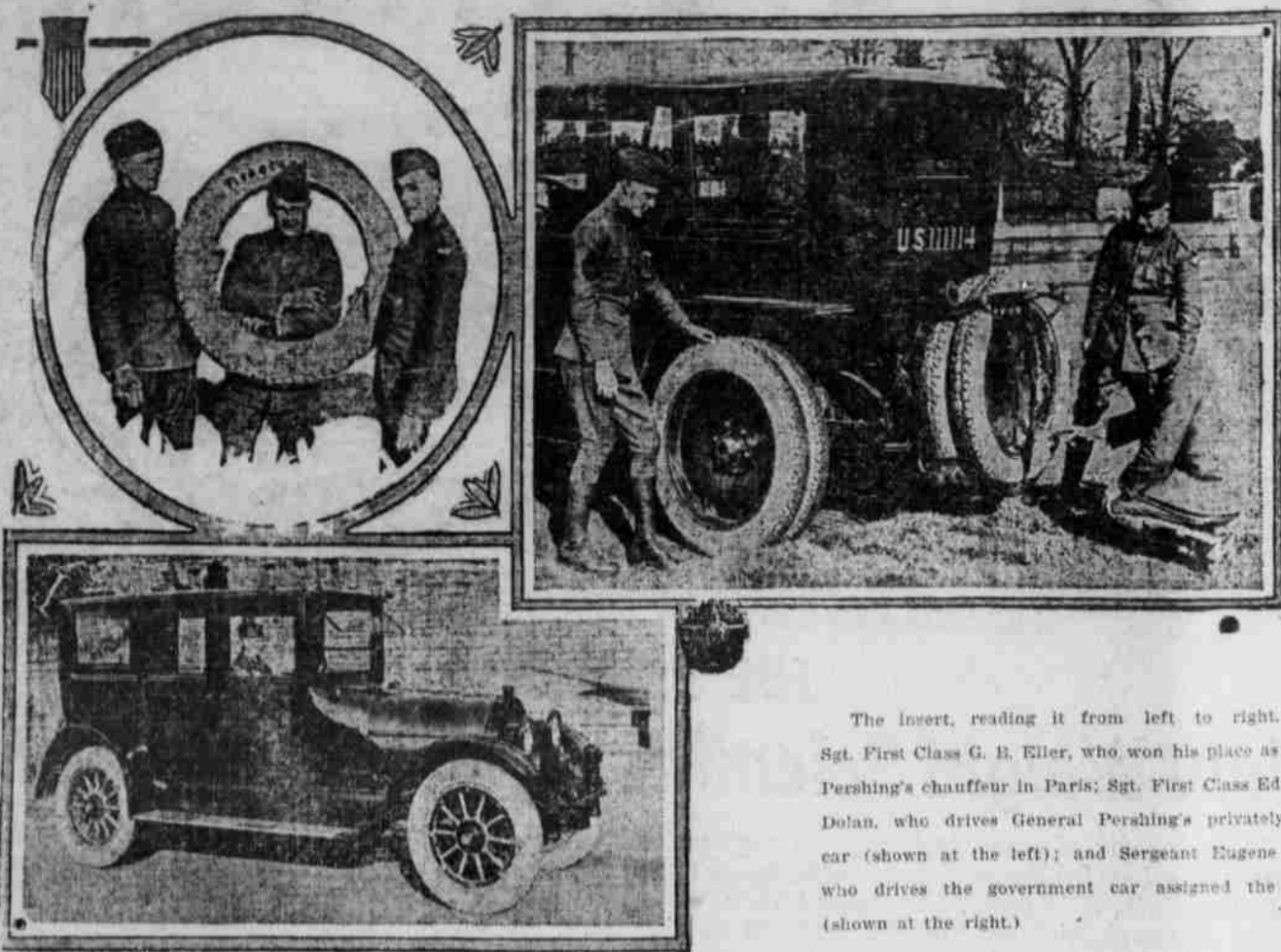


## BOYS WHO DROVE PERSHING'S CAR IN FRANCE STICK



The insert, reading it from left to right, shows: Sgt. First Class G. B. Eller, who won his place as General Pershing's chauffeur in Paris; Sgt. First Class Edward M. Dolan, who drives General Pershing's privately owned car (shown at the left); and Sergeant Eugene August, who drives the government car assigned the general (shown at the right.)

Three motor transport corps sergeants, each of whom wears four service stripes, came back from France on the Leviathan with General Pershing. And they are still with him. They decided they would rather stay in the army than take discharges and that there was nothing in the army they would rather do than drive General Pershing's automobiles. As they had made good in France as the general's chauffeurs, all their wishes were readily granted.

The men are Sergeants First Class G. B. Eller and Edward M. Dolan and Sergeant Eugene August. Dolan, who went to France in May, 1917, with the 15th Engineers, spent most of the fall of that year as a driver of staff cars on the British front. He drove for Canadian officers during the fighting at Poperinghe and Vimy Ridge. In the spring of 1918, he was attached to the First Division during the battles of Cantigny

and Montdidier. He was at Chateau Thierry with the Second Engineers. His home is at Wheeling, W. Va. Eller, who landed in France in July 1917, with the 10th Engineers, was with the Canadians at Cambrai and during their retirement before the Germans' drive in the spring of 1918. He was with General Pershing on most of his inspections of divisions departing for home.

Sergeant August, who had been a motorcycle driver on the Mexican border, went to France as one of General Pershing's motorcycle drivers. All are expert mechanics who take pride in keeping the cars in top-notch condition at all times. When caught by the photographer they had just completed an idle hour job of shifting the Firestone cords with which both cars are equipped. "That'll keep the wear well distributed," said one, by way of explanation.

### Better Service Plan of Local Velie Company

With a view of providing the best of service to patrons at all times, The Salem Velie company, 162 North Commercial street, has just completed an extension to its service department and has so improved its facilities that they announce their ability to render complete service for all makes of cars the firm handles.

Otto Buff, in charge of the firm's service department, has had eight years' experience in San Francisco with all makes of cars and patrons express complete satisfaction with the work done under his supervision.

The Salem Velie company, of which J. W. Jones is head, is agent for The Cole, Dort, Reo and Velie cars, and the Bethlehem truck.

The starting motor takes the current from the storage battery thru brushes. It sometimes happens that these brushes for various reasons are not making proper contact, and this means more or less failure of the system. When trouble arises in this system these brushes should be carefully examined. Again, one of the cells of the storage battery runs down before the others, which are therefore called upon to do more work than they are able to handle. Also, a grain of grit or foreign matter may be between the contact points of the switch and may cause a world of trouble before it is discovered and dislodged.

## Physician Urges Motoring As Excellent Form of Exercise

That motoring is the finest form of exercise for the average man and woman of today is the somewhat startling statement made by an expert who not only is a physician himself, but an enthusiastic motorist as well.

Most persons do not consider driving a motor car in the light of exercise at all, but this expert insists that operating the steering wheel is exactly the exercise needed for arms, chest and abdomen. He classifies its benefits under three heads—physical, mental and volitional.

"It is the muscles of the arms together with those of the chest and abdomen, that pre-eminently and habitually suffer without exercise," he said. "Here we find lack of a development of softness, flabbiness and the accumulation of unwholesome fat. And it is precisely here that the steering wheel of the car may come to the rescue. It is true that the handling of the wheel, particularly if the car is small, is not a very strenuous form of exercise but that, instead of being a defect, is an essential merit. It is not desirable that the lesser muscles should be called upon to make a powerful effort.

"Their best interests are met by precisely the kind of efforts that the steering wheel, supplemented by the handling of the gear and brake levers, requires—namely, mild but persistent action, which involves first and last, virtually all the muscles of the arms, chest and abdomen.

"When you drive a car forty or fifty miles over average American roads, or a fraction of that distance in the city, you give your arms and torso a course of purposeful exercises that redounds directly to the benefit of your muscles, arteries and heart, and indirectly but no less significantly, to the benefit of your digestive apparatus and the organs of elimination and blood and nervous systems."

### THE WISE AUTOIST LOOKS TO HIS TOOL SUPPLY.

An adequate supply of tools will save much money and time. There are many things about a car that the owner can do without any trouble if he only had the proper tools, and often it is taken to a repair shop simply because he may lack a wrench or so to do the job himself. Likewise much trouble on the road may be quickly fixed if the necessary tools are to hand. So many make the mistake of trying to get along without two or three wrenches.

Motor car owners know that the use of felt washers under the iron washers in certain instances is a useful idea. The felt washer gives an elastic hold, allowing for expansion or contraction, and may keep the threads of an overtight bolt from stripping. However, most of them do not know the ordinary corn or bunion plasters make acceptable felt washers and are always easily obtainable.

## TRUCK AND TIRE TIPS FOR AUTO DRIVERS

The running of wheels out of alignment will grind down a solid tire much quicker than is commonly supposed.

The effect of the travel is caused by the continuous friction of the tire being partly dragged and partly rolled over the roadway. It can easily be detected as it grinds the tire off smoothly and leaves sharp corners.

The destruction of tires by the means of abuse is fairly common, so many operators rarely test the alignment of their wheels. Regular inspection would be positive tire insurance from this abuse and would be many times repaid by the additional mileage saved.

A simple inspection is to parallel the front and rear axle and measure the distance between their centers. Unless done with accuracy and care the results are valueless.

If the driver notices a scaly appearance on the tread of his tires he should remedy his alignment immediately. Hard joints cause this trouble.

With nearly a million new drivers on the roads this year we may excuse for reiterating the suggestion that running on car tracks is a deadly habit as regards the tires. The small sharp pieces of steel that flake off from the tracks cut the rubber and tear the tread, and cost the motorists of America many miles of honest tire wear every year. Keep off the car tracks as much as possible.

Stationary chains and other devices are most injurious because the wear and strain are constantly confined at the points of bearing.

# SANDOW TRUCKS



**Do on High Gear at Low Cost What Others Do on Low Gear at HIGH COST.**

Back of the name of Sandow Trucks is the ability to deliver on a 100% basis of performance, reliability, and proper operating cost.

Continental Red Seal Motor, Timken Rear Axle, Brown-Lipe transmission, Pressed Steel Frame, Bosch Magneto Ignition. If you are looking at any truck with these specifications, you are looking at a Sandow, minus the big constructional features that have made Sandow supreme in real service value, wherever motor trucks are used.

### The Four Sandow Features

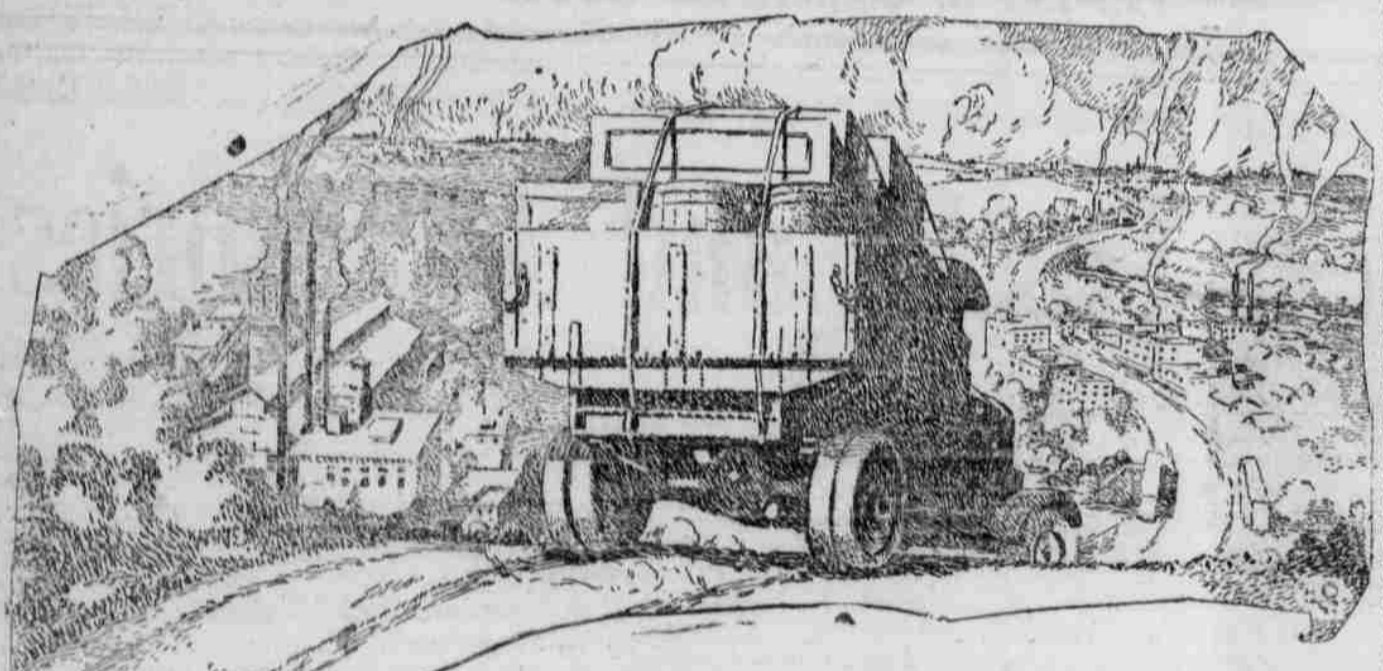
- Motor Rocker Block**  
Prevents broken motor legs and cracked crank cases—saves hundreds of dollars in repair costs.
- Quick Motor Remover**  
Saves costly tie-ups in service by permitting removal of motor in less than one hour without taking down dash or radiator.
- Power Increases**  
Saves on Fuel Costs and increases tonnage capacities by adding to the power of the motor.
- Safety Starter**  
Saves costs of employer's liability suits, protects drivers by eliminating broken arms, crushed skulls and other injuries in cranking the motor.

When you can get these features in other motor trucks there may be some reason for looking at other than the Sandow—but now, while you are thinking of buying, they are to be had only in the Sandow.

1 Ton, 1 1/2 Ton, 2 Ton, 2 1/2 Ton, 3 1/2 Ton and 5 Ton

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**The B. & C. Motors Co.**  
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178 South Commercial Street, Salem



## Mr. Truck Buyer

When you buy a home, you carefully investigate the title. When you buy a Truck you should just as carefully investigate ITS title; that is,

### THE MANUFACTURERS

What is their financial standing? Will they be able to continue in business?

### THE OREGON REPRESENTATIVES

Are they securely established? Can they furnish parts without delay?

### WHEN YOU BUY A G. M. C.

You buy security, for the G M C is manufactured by the largest motor organization in the world and represented in Oregon by the largest plant on the coast.

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