

NO OTHER TRUCK USED OVERSEAS EQUALED PERFORMANCE OF THAT MADE FOR ARMY



Sergeant Earl Eby, Having Made His Entry Into Germany, and Realized His Vow of "Berlin or Bust," Has Turned His Slogan Around and Is on His Way Home.

Those who have kept informed on the great problems confronting the United States army in the pursuit of war realize that the question of transportation is one of the most difficult ones. It was only six years ago that the quartermaster department recognized the importance of motor truck transportation, and when the campaign against Mexico was opened in 1916 the desirability of limiting the number of designs became evident.

The United States army bought its first one and one-half-ton truck as late as 1913, and by 1916 it had accumulated experience with but a limited number. In that year Col. C. B. Baker, then chief of transportation in the office of the quartermaster general, invited the Society of Automotive Engineers to send representatives to Washington to confer with army officers and representatives of about fifty truck builders, to co-operate in the preparing of specifications for standard one and one-half-ton and three-ton trucks. This conference was held May 8, 1916, and the specifications were issued in June, 1916. On these plans trucks were hurriedly purchased for use against Francisco Villa. This gave the army the first good chance to test the usefulness of motor transportation under trying conditions as they existed on the Mexican border.

Designed Standard Truck.
Shortly after declaration of war on Germany Col. Baker's staff entertained hopes of having a completely standardized military truck. They proceeded to have new drawings and specifications made, including all the suggestions and experiences recorded to that date. A number of members of the S. A. E. were asked to assist in the design of the new truck and they

commenced work in Washington on Aug. 1. By Oct. 1, 1917, all details and designs were completed, and ten days later one sample war truck each of class A and B were ready for testing. One truck was driven overland to Washington and the other had to cross the Allegheny mountains. On Oct. 19 the trucks, after successful trips, were presented to Secretary Baker and driven to the White House, where they were examined by President Wilson.

Big Orders Are Placed.
The general staff and Secretary Baker at once authorized the production of 10,000 class B trucks, and to execute this great task the military truck production section of the quartermaster's corps was organized, composed of civilians only. The work was distributed among seventeen truck builders, each to make 500 to 1,000 trucks. The first five trucks were available January 10, 1918. By April, 1918, production was proceeding so satisfactorily that the general staff authorized the purchase of 8,000 more trucks, and in August, 1918, an additional 25,000 were authorized, but the armistice was signed before the last order was far advanced.

Class B Trucks Lead.
It has, however, been clearly demonstrated that the class B trucks are not equal in performance by any other type of truck used overseas. The experience acquired by the automotive engineers will be immediately available in their peace-time occupations, and the motor transport corps acknowledge that the successful solution of the motor truck problems is in a large measure due to the co-operation of the Society of Automotive Engineers.

\$10,000,000 IS BIG WAR CONTRACT OF VELLE CO.

Velle Company In Wonderful Contribution To Winning Of World Conflict.

On the outbreak of the great war in 1914 the French government sent representatives to the Velle factory to inspect the Velle line of motor trucks and determine whether they were built properly to withstand the severe demands of war.

As a result of their inspection, orders were placed for nearly two thousand standard Velle trucks to be fitted with the accepted type of covered transport body. All these trucks were shipped within due season and later evidence proves that they served nobly in the defense of Verdun; that they were a great dependence in the second battle of the Marne and even now are a principal part in the motor equipment of the French army.

Sent Into Mexico.
Trouble broke out in our own country early in 1916. Villa raided our border and made it necessary to send an army into Texas to protect our citizens. An expedition was sent into Mexico as a warning of what might happen if the depredations of the outlaws did not cease.

Again Velle answered the call. In an incredibly short time trainloads of Velle trucks, each provided with a driver, were on their way south. Velle trucks carried our soldiers over roads which existed in name only and maintained a constant source of supply to Pershing's base of operations—nearly two hundred miles into the Mexican interior.

The success of Velle trucks in Mexico, as well as in France, placed the stamp of military approval on Velle truck construction even when applied to war purposes, and no doubt this had a bearing on later events.

The rapid growth of the aviation section of our army demanded a motor truck particularly adapted to the special needs of that department. Here Velle was again recognized—the truck finally decided upon being the standard Velle truck in all major features—only some minor additions being necessary to better adapt it to the special work required. The local concern was awarded contracts totaling well over \$3,000,000 on this one type of heavy aviation truck alone.

Design Liberty Truck.
The engineers of the motor truck industry, known as the society of automotive engineers, were called to Washington to confer with the war department and design a special Liberty truck that would be standardized in all factories—this truck to be the basis of the quartermaster's transport division in France.

The Liberty truck was a wonderful success. They maintained Pershing's army on all fronts. They carried our boys to Chateau Thierry. They helped close the St. Mihiel salient. They backed up the drive in the Argonne sector and were first in Sedan. Never has an army had such dependable transportation. Even now the American army of occupation relies confidently on a never failing source of supply and maintenance. Velle alone was given orders for more than three thousand Liberty trucks.

Many Trailers Made.
To round out the local company's motor truck activities it received additional orders for a thousand small trucks of 3-ton capacity, used in all lighter forms of hauling where the large trucks would be unwieldy or cumbersome, and an order for three-ton trailers exceeding a half million dollars in value. The trailers are used in connection with the heavy aviation truck and by an ingenious string arrangement follow the course of the truck itself in all of its travel or deviations.

The machine gun is considered one of the most necessary weapons in modern warfare and the Velle company lent its aid to the effectiveness of that equipment.

Small carts are required to carry the guns to their emplacements, to carry spare guns and extras, and of perhaps greater importance—to carry ammunition itself. These carts are substantially built to stand the rigors of war and are very elaborate in their equipment and fittings. Orders for more than 25,000 machine gun carts have been handled by the Velle concern, a production in itself, greater than that handled by many concerns of considerable war time activity. This product alone represents a volume nearing \$3,000,000.

\$10,000,000 AU TOLD.
Summing up the wartime effort of the Velle Motors corporation since America entered the great war—the aggregate of contracts handled exceeds \$10,000,000 and this entirely apart from the allied and United States army deliveries made prior to 1917.

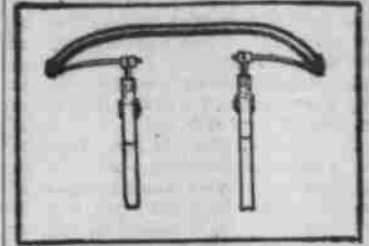
Perfect Lubrication By Use Of "Motorlife"
The one thing looked for and needed in all gasoline engines is the proper oiling of the upper chambers, pistons and piston rings. When the piston rings are corroded and a part of them are sticking is where a great amount of unburned gasoline is escaping. A great saving can be made when all parts are working perfectly. "Motorlife" is an oil and is noncombustible at fifteen hundred degrees Fahrenheit and will go through and to all parts of your gasoline engine properly oiling every part and is the oil that has long been wanted, and at the same time removing and preventing carbon deposits, keeping your engine clean. You lose money every day you run your car without "Motorlife."

STRIKE MAY END TONIGHT

San Francisco, April 3.—The shipyard strike trying up shipbuilding on this side of the bay may be ended tonight. The California Metal Trades association is in session today arranging final terms to be submitted to the striking machinists and boiler-makers tonight in an effort to end the deadlock.

AUTOMOBILE FENDER HAS BEEN INVENTED

Frank Kouhek, a member of the merchandising staff of a Cleveland manufacturing concern, has been granted letters patent on a new type of automobile fender or bumper. One of its principal features is the rubber sleeve which slips on over the trans-



New Type of Bumper.

verse bumper bar and which takes up the first shock growing out of a collision.

Bars of spring steel, placed laterally, fit into longitudinal rods, and these in turn are movable longitudinally within a short limit in sockets. Another feature of the patent is that the longitudinal bars impinge against rubber buffers enclosed within the sockets.

The transverse bar is bow shaped and all shock is distributed first through the rubber sleeve, then the transverse bar to the lateral bars, through the longitudinal rods to the buffers within the sockets.

TIME TO ADJUST CARBURETOR

Always Best to Make Adjustments to Motor After It Is Thoroughly Warmed Through.

A great many car owners make the mistake of adjusting the carburetor when the engine is cold. It is always best to make adjustments to the motor after it has been run long enough to get thoroughly warmed through, and this applies equally to the valve tappets, etc.

For Your Motor.

It has been found that a mixture of 25 per cent each of gasoline and benzol with 50 per cent of alcohol works very satisfactorily as a fuel for vehicle motors.

CARE FOR STORAGE BATTERY

Because of Comparatively Brief Life It Should Be Given Good Treatment by Owners.

After a storage battery is fifteen months old the dealer considers it worthless. The fact that the battery has such a comparatively brief life at best, should lead owners to give it careful treatment, so as to get maximum service from it. Adding distilled water to the cells to bring the fluid up to the proper level, should be done once a week in summer and twice a month in winter. But this is not enough; the gravity of the solution may not be correct.

A hydrometer syringe test is the only sure method of determining the condition of the battery, and if the cells show below 1,200 each, they require recharging. Once every two months the battery should be taken to the service station for charging, especially if the user is a doctor or one similarly occupied, whose car is started and stopped many times each day.

LOOSE FLYWHEEL SYMPTOMS

Trouble May Be Determined by Suddenly Speeding Up Engine and Closing Throttle.

When there is a suspicion that the flywheel is loose the way to determine it is to speed up the engine suddenly and then quickly close the throttle; if this procedure produces a knock from the vicinity of the flywheel just at the instant the throttle is closed it is pretty certain that a loose flywheel is causing the trouble.

CAUSE OF A SHORT CIRCUIT

Rubbing of Cables on Sharp Edges of Battery Box Soon Wears Through Insulation.

Electric cables that rub on sharp edges of the battery box or other places will soon wear through the insulation from vibration of the car and a short circuit will occur that may be hard to find. Such parts of the wire should be protected with adhesive tape and should also be frequently inspected.

Speedometer Drive.

The average owner never gives the slightest heed to the speedometer drive, and yet this part needs periodic inspection and lubrication.

HAZEL GREEN NOTES.

(Capital Journal Special Service.)
Hazel Green, Or., April 5.—Mrs. Rose Chapman spent a couple days on the week-end at the Sunday school convention at Chemawa.

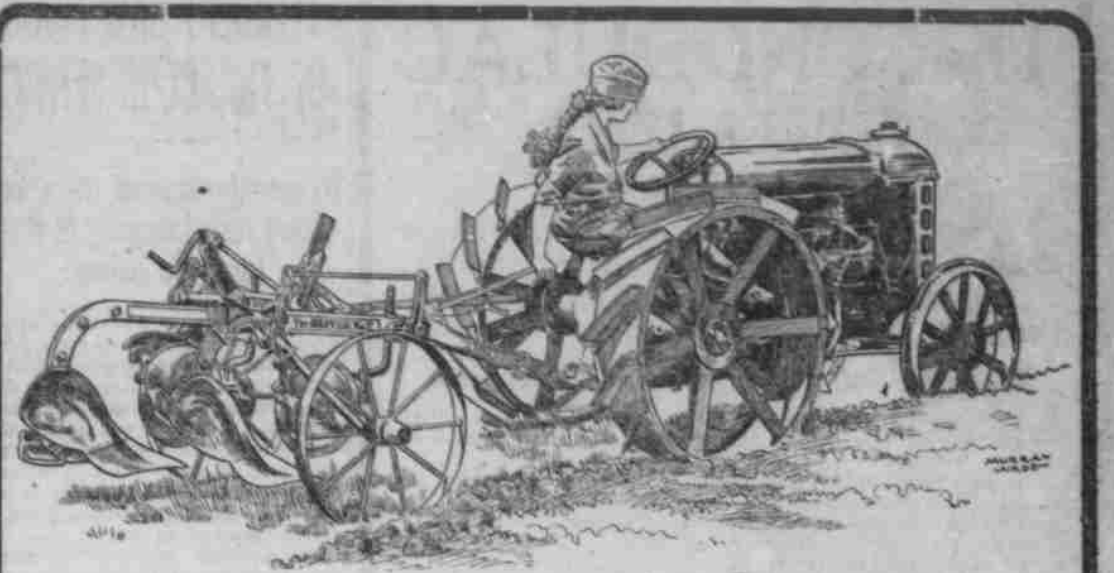
George Dunigan came up from Portland Saturday, for the week-end and to attend the Sunday school convention at Chemawa.

Walter Weinert arrived home last week from San Francisco where he received his discharge from the navy.

Rev. P. Fisher went to Philomath, Monday, to accompany his son on a fishing trip up the Alsea.

Jerome Parmenter who recently came from Astoria, visited his parents here last week.

Mr. and Mrs. Charles VanCleave, G.



Today One Girl Does the Work of Two Men and Six Horses with the Fordson Tractor

Mr. Farmer, if you have not already purchased one of these labor and horse-saving machines, put out and backed by one of the largest organizations in the world, you are losing money. Your plowing will be made a pleasure instead of work. In fact everything in the power line that you now use several horses to do, the Fordson does easily and better. Small fuel consumption and efficiency are FORDSON FEATURES.

This Tractor can be seen and Demonstrated at

Valley Motor Co. Vick Bros.
Elbert Thompson, Manager
"The HOME of the FORDSON" "The HOME of the FORD"
237 State Street Salem, Oregon 260 N. High St.

MOTOR TRUCKS WILL ULTIMATELY CARRY ALL PERISHABLE PRODUCTS TO MARKETS



Transporting Cow to Market in a Trailer.

World's problems are being solved by the motor truck, according to William Fulton Melhuish, president of a large motor truck concern. Careful gathering of statistics by Mr. Melhuish, consultations with authorities, have shown conclusively that 50 per cent of the perishable products of the American farmers do not reach the market.

"Motor trucks will ultimately fill the bill and enable every farmer to get to the market 100 per cent of his production of perishable foods," said Mr. Melhuish. "As America promotes its road building efforts and improves the highways the farmers will see the light by millions and motor truck makers will never be able to meet the demand for their product."

Work of One Man.

"Some days ago I learned of real facts regarding the use of the motor truck by one farmer. This man, living only 17 miles from a big city, was at the same time ten miles from his nearest railroad. Inability to secure shipping and inability to get his goods to the railroad caused losses not only to him but to other farmers.

"He was induced to use a motor truck. At that time he had only \$300 in the bank. He bought the truck, took on work for his neighbors of

friends to mount her loss.

Grandma Patterson returned last Friday from a month's visit with relatives around Stayton.

Mrs. Hilda Williamson is spending this week at home.

About fifty people from this district attended the convention at Chemawa

Sunday and brought back the banner for the largest attendance.

G. G. Looney went to Pratum Monday to get a new cow.

Eddie Zielinski has been helping his brother, Elias, set out two acres of strawberries.

Mark Aspinwall has moved into the Jones house next to J. Collins. J. Wilson is planting more strawberries.

HEREDIA BRINGS NURSES

New York, April 3.—The transport Heredia arrived here today with 57 nurses, two casual officers and five civilians and was followed by the Philippines with 271 soldiers of the 302nd center tank corps, headquarters first depot company and medical detachment.

New Aurora-Canby Route Has Been Surveyed

A highway commission engineer has made a preliminary survey of the Aurora-Canby route of the Pacific highway, the past week. Just to the east of the Pudding river bridge the route turns to the left on a 4 1/2 per cent grade up the Irvin hill, across the Brackett place and a tract owned by J. M. Broyles to the top of the hill on the Fry farm, thence in a direct line to the Bergers farm house, then down the hill on an easy grade, and on to Barlow and Canby, on the side of the railroad opposite both towns. The route line about two blocks east of the railroad through both Barlow and Canby. While this is only a preliminary survey, it may be adopted because it is a mile shorter than the present route, has easier grades, and avoids two grade-crossings—one at Barlow and one at Canby—observed.

Six hundred tons of Red Cross supplies for Vladivostok are being loaded aboard the Japanese liner Yokohama Maru at Seattle.

Tuberculosis among the Indians of the Grand Ronde reservation threatens extermination of the entire tribe within a very few years.

Final work on the Naches-Selah irrigation canal was completed last Monday. Repairs and new construction work cost the sum of \$350,000.



Plumbing and Water Systems Installed by GRABER BROS., 141 South Liberty St., Phone 550. Also agent for Fairbanks-Morse Gas Engines.

Shortage Of Automobiles Is Prophecy Of Lee Gilbert

An acute shortage of automobiles as the increased demand and inability of manufacturers to immediately resume capacity production is the prophecy of Lee L. Gilbert, Elgin Six distributor. Mr. Gilbert says that country dealers are constantly demanding more and more Elgin cars, which proves that people in the small towns and country districts are more enthusiastic over automobiles than ever before. The demand in Oregon for quality cars shows a material increase so Mr. Gilbert says his problem is to be able to secure enough Elgins from the factory to supply the increased spring and summer demand.

The increased demand in Oregon territory, together with the fact that the manufacturers are not producing nearly as many cars as they were before the war, is certain to mean a severe shortage of cars in this section for several months to come. The production of motor cars for 1918 was 743,394 cars short of the 1917 production. Even though manufacturers are doing all they can to get back to normal production, so many new families are planning to buy cars and the supply of second hand cars is so low that even more than 743,394 buyers are going to

Volcanic Eruption In South America Does Big Damage

Rio Janeiro, April 4.—A violent volcanic eruption in the mountain range near Palmeira Dos Indio has resulted in the death of many persons and great property damage, according to delayed advices received here today.

Dispatches report that at midnight on March 30 a sudden explosion tore a crater a mile and a quarter long in a mountain near the village. Huge streams of lava and boiling water poured down the mountainside, destroying everything in their path. The eruption was accompanied by a hurricane of great intensity added to the destruction.

The eruption is continuing and the population of that entire region is fleeing to the coasts. This is the first time any volcanic activity has ever occurred in these mountains.

More than 800 applications have been filed by school children of Vancouver for membership in garden clubs.

WE WANT MORE CARS

TOO MANY BARGAINS IN OUR PLACE—WE SIMPLY CAN'T KEEP 'EM—IF YOU HAVE A CAR YOU WANT SOLD QUICK BRING IT IN AND WE WILL SURE SELL IT—IF YOU WANT TO BUY A CAR COME IN AND HAVE A LOOK AT THESE BARGAINS:

1917 Maxwell 5 pass \$425.
Maxwell Delivery car \$325.
5 pass Maxwell \$275.
Detroit, bargain, \$250.
Studebaker, 6-cyl. perfect condition \$490.
Hudson 6 cyl. good as new, \$1000.

OPEN TILL 9 EVENINGS

PHONE 567

Salem Auto Exchange

229 STATE STREET