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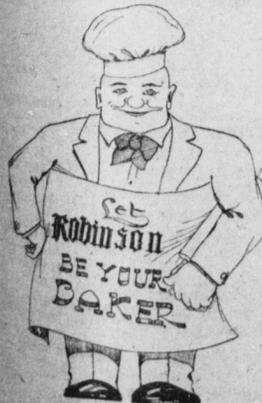
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GOOD THINGS TO EAT —That's All

RALPH DE PALMA, NOTED RACER, SAYS SPEEDING IN AIRPLANE LACKS THRILLS



De Palma Prefers Motoring to Flying.

Ralph De Palma thinks there are more thrills in auto racing than in flying in an airplane. One day last fall, while De Palma was serving as director of flying at McCook field, near Dayton, O., an aviation officer invited him to take a trip in his plane. The motor star accepted. He was somewhat new at flying then, and also dubious. But a director of flying is supposed to fly.

"Want to do a few stunts?" asked the officer, when De Palma was safely strapped in. "A nice question!" commented De Palma, afterward. "There was only one answer—we did them!"

Service Was Brief.

De Palma's service in aviation was brief, as he enlisted a couple of months before the war ended. But it lasted long enough to give him a well-rounded experience in flying, both in the stunts which might be compared to the thrills of the speedway, and long distance flying, which is comparable to the long grind of automobile road racing. And the veteran star lost no time in getting back to his own game, firm in the

conviction that it beats aviation for thrills. "Flying seemed monotonous compared with motor racing," he said in speaking of his air trip.

Lonesome Work.

"On a trip of several hundred miles you may be making speeds which would be terrific in an auto—140 miles an hour. But at the height of a mile or more you have no realization of speed, and sitting up there in the wind and noise is lonesome work. The stunts are more exciting, of course—but there is no competition, no audience, no applause. Hurdling over the ground at Daytona Beach in a racing car at two and one-half miles per minute, with 50-foot leaps from the ground, or whirling around the Indianapolis Motor Speedway track in the 500-mile race, with competitors contesting every lap—that's very different stuff! Every minute has its problem and its thrill. I prefer to be down on the ground, smelling the gas, eating the dirt, in contact with my rivals and the crowd."

OIL CRANK-PINS OF AUTO ENGINE

Chief Reason Why Bearings Wear Fast is That They Are Not Lubricated Properly.

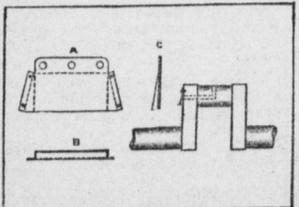
GOOD SYSTEM IS DESCRIBED

Has Given Excellent Results and Eliminated Most of Connecting-Rod Bearing Trouble—Study Interior of Engine.

The adjustment of the connecting rod bearings is one of the most common repair jobs on an automobile engine. Probably the chief reason why these bearings wear faster than the others is that they are not lubricated properly under all conditions. The system described below has given very good results and has almost eliminated connecting-rod bearing trouble.

Most of the oil delivered to the main bearings escapes the ends and flows along the crank webs, and is finally thrown off by centrifugal force. If small scuppers are placed at the ends of the crank-pins this oil will be caught and may be carried through the pin to the bearing.

In the right-hand illustration one throw of the crank-shaft is shown with the scupper in place. The oil leads are indicated by dotted lines. The radial hole should be drilled first, and should extend to the center of the pin. Then a hole should be drilled through the center of the pin until



Connecting-Rod Bearing Adjustment is One of the Most Common Yet Complicated Jobs About the Automobile Engine.

it connects with the radial hole. The smallest drills possible should be used; probably an 1/8-in. radial hole and a 3/16-in. lead will work out best in the average engine. In very large engines a slightly larger hole would probably give better results. In a case where the crank-pins are hollow, the scupper placed over each end and over the radial hole is all that will be necessary.

The other illustration shows a design for a scupper that is well adapted

to most crank-shafts. Sketch A shows the layout or pattern, B shows a side view, and C an end view. Sheet brass or copper should be used. The end of the shaft should be smoothed slightly, and then the scupper riveted or brazed in place. The crank-shafts are carefully balanced in high-speed motors, so care should be used not to change the balance any more than necessary. Before installing such a system a careful inspection should be made, to make sure that there is room for the scuppers at all places as the shaft revolves. Great care should be exercised in laying out this work, as the crank-shaft could easily be damaged, and in a job of this sort mistakes are very costly, usually necessitating the purchase of new parts. A study of the engine's interior is essential to every amateur motorist.—S. E. Gibbs in Popular Science Monthly.

SUCCESS OF RURAL ROUTES

Important Factors Which Must Be Given Consideration in Motor Transportation.

(Prepared by the United States Department of Agriculture.)

There are four important factors which must be given consideration by the beginner in the field of rural motor transportation. These four factors are: (1) The volume of farm products produced along the contemplated route; (2) the volume of miscellaneous hauling which could be secured to supplement regular loads; (3) competition from other carriers which would be encountered; (4) the character of the highways over which the trucks must run. It may safely be said that the features mentioned above will ultimately determine the success or failure of any rural route.

APPLYING ANTI-SKID CHAINS

Work Must Be Performed So as to Avoid Clinking of Loose Chains Against Fender.

Anti-skid chains must not be applied tightly to the tires, as so many car owners do to eliminate the clinking of the loose chain against the fender. Tight chains cut the tire badly. Further, the chains should be inspected at frequent intervals and any cross links that have become worn or have developed sharpness should be replaced.

ADVANTAGES OF MOTORTRUCK

If Satisfactory Collection and Delivery Arrangements Are Not Perfected Much Is Lost.

(Prepared by the United States Department of Agriculture.)

It must be remembered that two of the principal advantages of the motor truck, namely, lessened handling of goods in transit and speedier transfer, are lost if satisfactory collection and delivery arrangements are not perfected.

A LOVE PROBLEM

By MONA DORR.

As the train drew into Medfield, Lillian Thornton glanced appreciatively around the quiet little station. Its cleanliness had impressed her when entering the town.

Having come all the way from the city of Jamestown to teach at the district school, the rural scenery gave her a feeling of contentment.

Glancing out through the window in the tiny waiting room she saw a small runabout stop and a tall man spring out.

He came into the station, and stepping up to her, hat in hand, asked: "Is this Miss Thornton?"

As the girl nodded, he continued: "I'm Douglas Ramsey, superintendent of schools. Mrs. Gray asked me to meet you. You know the roads are so muddy." He threw her a reassuring smile as he picked up her bags and led the way to the car.

On the ride to Mrs. Gray's she learned that her companion was Mrs. Gray's near neighbor, living with his parents.

The beautiful scenery and lovely fields impressed Lillian, who had been used to city life, and the ride had not seemed a two-mile run when the car drew up before a low, old-fashioned cottage. Though it was the month of September, the grass was still a lovely green, and the dahlias, gladioli and other late foliage, in their mingled glory of yellow, pink and red, seemed to nod a bright welcome to the girl.

As they started up the gravelled path the front door was opened and a plump, pleasant-faced woman smiled a welcome to Lillian.

"We'll not require an introduction," said Mrs. Gray as she pressed the girl's hand.

After a few words, Superintendent Ramsey departed with the promise to call for Lillian the next day to introduce her to the new duties at Kelsey school.

Mrs. Gray's family consisted of her husband, a genial, hard-working farmer, and her six-year-old son Richard, who would start into school with the new teacher.

Lillian retired happy that night with the assurance of a pleasant home, one good scholar and the anticipation of several others.

Tuesday morning found Lillian and small Richard starting out for the school, which stood down the road a short distance. On the way Douglas joined them, and as they reached the schoolhouse they saw a group of eager little figures patiently waiting.

"Hello, Johnny! Well, how goes it, Ted?" and so on as the man greeted each smiling face.

When they had all assembled in the schoolroom the superintendent arose and said: "Boys and girls, this is our new teacher, Miss Thornton. How many are going to do their very best to make this a model school this year?"

Twenty-five ready hands shot into the air in acquiescence, and Lillian Thornton knew her first battle was won.

Days flew by into weeks and, with the teacher's city training, the little school was fast becoming a model classroom.

In the meantime the superintendent had become a frequent caller at the Gray homestead, and Lillian looked forward with pleasure to his evening calls.

One afternoon in midwinter a knock was heard, and one of the scholars admitted Superintendent Ramsey. Needless to say, books were laid aside and attention was claimed.

"Now," said the teacher smilingly, "we will have recitation." And there followed quick sums in arithmetic which were readily answered by the older pupils.

Finally the work was switched to the younger children.

"Richard"—this to the little Gray youngster—"tell us the answer to one plus one."

The boy thought for a moment, then replied: "One!"

The teacher looked askance. "Why, Richard, one plus one?"

"One," he returned again. Then with quivering lips and tearful eyes, "I know, teacher, you said 'twas two; but my mother said if—'Smiley'—I mean Mr. Ramsey, kept count' to see you, you two'd be one, so I thought that was an example. You always say to give an example."

There was a strained silence for one minute, when a titter, then a burst of laughter was heard from a roomful of lusty young throats; and, worst of all, came the low chuckle of a man.

Lillian's head came up from the desk in double-quick time, and her flushed face and angry eyes met the laughing gaze of 'Smiley' Ramsey, as he was lovingly named by his many little friends.

"My dear little girl," he laughingly whispered, "why should you be so angry?"

The school was adjourned one hour before closing time and then many of the older girls came up to comfort poor teacher.

The following autumn there was a pretty wedding in which 25 little children gave their small blessings to Mr. and Mrs. Douglas Ramsey; and a lovely new house was erected near the little schoolhouse; but the pupils, and the parents, too—would have none of it until its mistress had consented to teach another year. (Copyright, 1919, by the McClure Newspaper Syndicate.)

Announcement Extraordinary

In keeping with the policy of the Victor Company to give the public the benefit of its large organization, new royalty contracts have been made with the most important artists. The royalty basis of these new contracts takes into consideration the enormous volume of distribution possible by the world-wide distribution and supremacy of the Victrola.

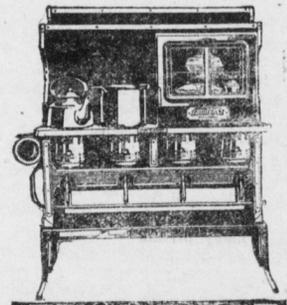
Most of the \$2.00 and \$3.00 Red Seal Records are reduced to \$1.00 and \$1.50 respectively. This class includes such singers as Schumann-Heink, Gadske, Caruso, Melba, etc.

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