

RAIN HINDERS THE TOURNEY

TENNIS FANS CAN'T PREPARE
FOR UNION.

Continuous Rain Halts Cement Court
Work and Blocks Training.

While crops have been given great soakings, presaging record crops, construction of the cement tennis courts by La Grande Tennis club on its West La Grande property has been seriously handicapped. A portion of the cement work has been laid, but not in such order that it is possible to play on it, and the other courts of the city are so muddy from the protracted rain that practice is impossible. Union tennis fans are anticipating a county tournament during the Horse Show period which is very early in June, and the La Grande entries therein will be without previous drilling.

A month or more ago a few were out on the Wenzel courts but that was trifling and unless it dries up pretty soon, La Grande players will have to enter the Union tourney without previous practice; or the tourney be postponed. It is presumed that the other clubs of the valley are in a like predicament, and should the tourney be held during the stockshow the quality of the playing will be materially inferior to what would be shown were all the players out regularly for practice. The La Grande clubs have high hopes of again "copping" the county championships in singles and doubles as they did last year, but such an ambition becomes dubious in view of the fact that scarcely a single warmup has been possible for the last six weeks.

Pendleton, May 19.—Through the assistance of the newly organized Umatilla County Automobile club, local autoists will soon be able to provide themselves with a map showing the old Oregon Trail from Ontario to The Dalles and also all of the side roads in this and other counties. Yesterday afternoon the directors of the association met with H. B. Fleming, who, with a partner, is doing the actual work of making the road map and promised him every aid in making the map through this county authentic.

Mr. Fleming has already enlisted the cooperation of good roads organization and auto clubs in other counties and will start work at once. The old Oregon trail from Ontario in Malheur county will be traced through Baker, Union, Wallawa, Umatilla, Morrow, Gilliam and Sherman counties to The Dalles in Wasco county. It was at the suggestion of the local association that Mr. Fleming agreed to put in all of the principal side roads in Umatilla county, the association promising to give him the necessary aid.

When these guides are completed, several hundred copies specially bound and bearing the name of the local club will be furnished to members of the association.

John Walden, former chief of police in La Grande and now acting as game warden in Union county, was in Pendleton yesterday.

Charles Reynolds, high school athletic director, returned this morning from Eugene and Corvallis; at the former place attending the interscholastic last Saturday and at O. A. C. being a guest at his old frat house with his brother Lee, who is captain of the O. A. C. track team. Mr. Reynolds brings back the discouraging information that his brother is limping badly as the result of a "pulled" muscle, and that he ran at the San Francisco meet with a very painful limb. It is doubtful if he will develop much speed this season as the trouble refuses to be healed. Western Oregon athletes are not as much superior to Eastern Oregon runners as the showing by Eastern Oregon at Eugene indicates thinks the La Grande cinder path mentor. The Eastern Oregon division simply couldn't withstand the long trip and the climate somehow touched their vitality.

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In Meritol Wine of Cod Liver Oil you get all the remarkable tonic and strength-building properties of the oil with the bad taste and the digestive difficulties left out.

It builds up the tissues of the body, restores energy and cures chronic throat, lung and bronchial troubles. Very pleasant to take and helps almost from the first dose.

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4-28-15

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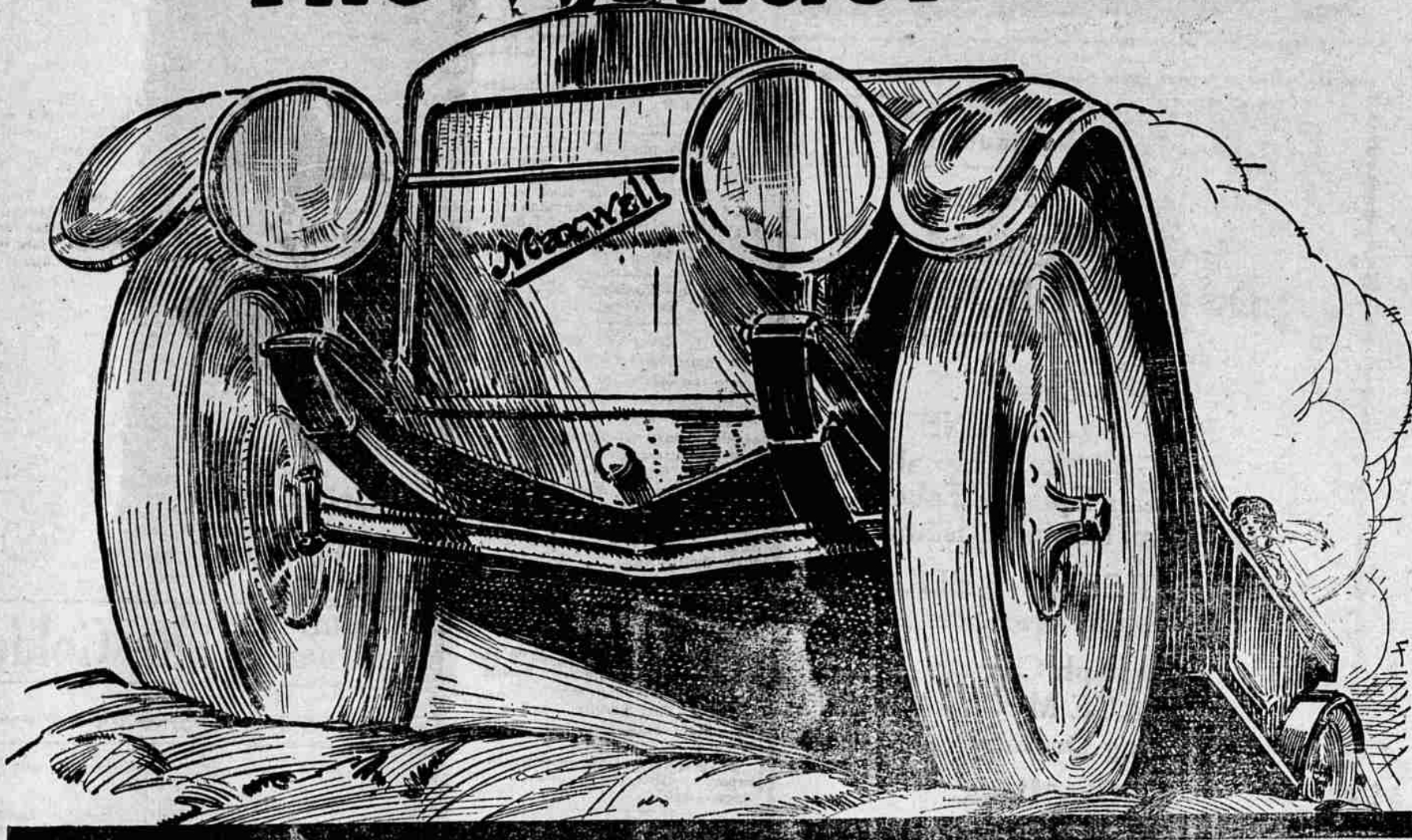
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for weeks. I

now feel fine.

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Only a Blindfolded man would buy an automobile today without looking the Maxwell over

There's no excuse today for any man who is "jollied" into buying a car before he looks over the 1915 Maxwell.

We give you the two vital things in this Maxwell Car and then the 17 new features that have made the 1915 Maxwell the most talked-about car ever produced.

Here are the two vital things that any sane man wants when he buys an automobile

In the first place

—a handsome, real automobile that he can be proud to ride in.

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—a powerful, fast, economical automobile that will take him anywhere and bring him back.

We give you these two vital things, and then just about every other detail of refinement, comfort and endurance that you can think of.

Take power and hill climbing ability, for example—when you buy a 1915 Maxwell you buy an exact duplicate of the stock Maxwell cars in which "Wild Bill" Turner and "Billy" Carlson broke two World's Records in two of the toughest, roughest moun-

tain hill-climbs ever made—Mt. Hamilton and Mt. Wilson.

Take speed and endurance, for example—when you buy a Maxwell you buy a car made by the same designers—the same chief engineer—from the same Maxwell Laboratory, heat-treated, tested steel, that was used in the Maxwell Racers in which Barney Oldfield and "Billy" Carlson both broke the 300-mile non-stop race records in Corona and San Diego.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

Attractive Streamline Body
Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.

A High-Tension Magneto
Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Sparks magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.

Left Side Drive—Central Control
Left side drive with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.

Three-Speed Sliding Gear Transmission
All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will

pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.

Double-Shell Radiator with Shock Absorbing Device

The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.

The Roomy Full 5-Passenger Body

The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped seats for tall people or uncomfortable seating for short people. Most drivers' seats are made to fit around—
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Low "Up-keep" Carburetor

The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tests conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.

Irreversible Steering Gear

The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.

Heavy Car Comfort

What surprises most people is the smooth, busy-

ness and riding qualities of the Maxwell. The springs on the 1915 Maxwell are the same costly combination of long semi-elliptical front springs and the three-quarter elliptical rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.

One Size of Tire—Anti-Skids on Rear

The Maxwell car is one of the easiest cars in the world on which to change tires. The Maxwell has spare tires and but one size of spare tubes. Economical 30 inch x 3 3/4 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.

A Dependable Electric Starter

For \$55 extra, you can have your Maxwell delivered equipped with the famous Sumner-Rust electric starter. This starter is efficient, trouble proof and easily operated.

And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices.

This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

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