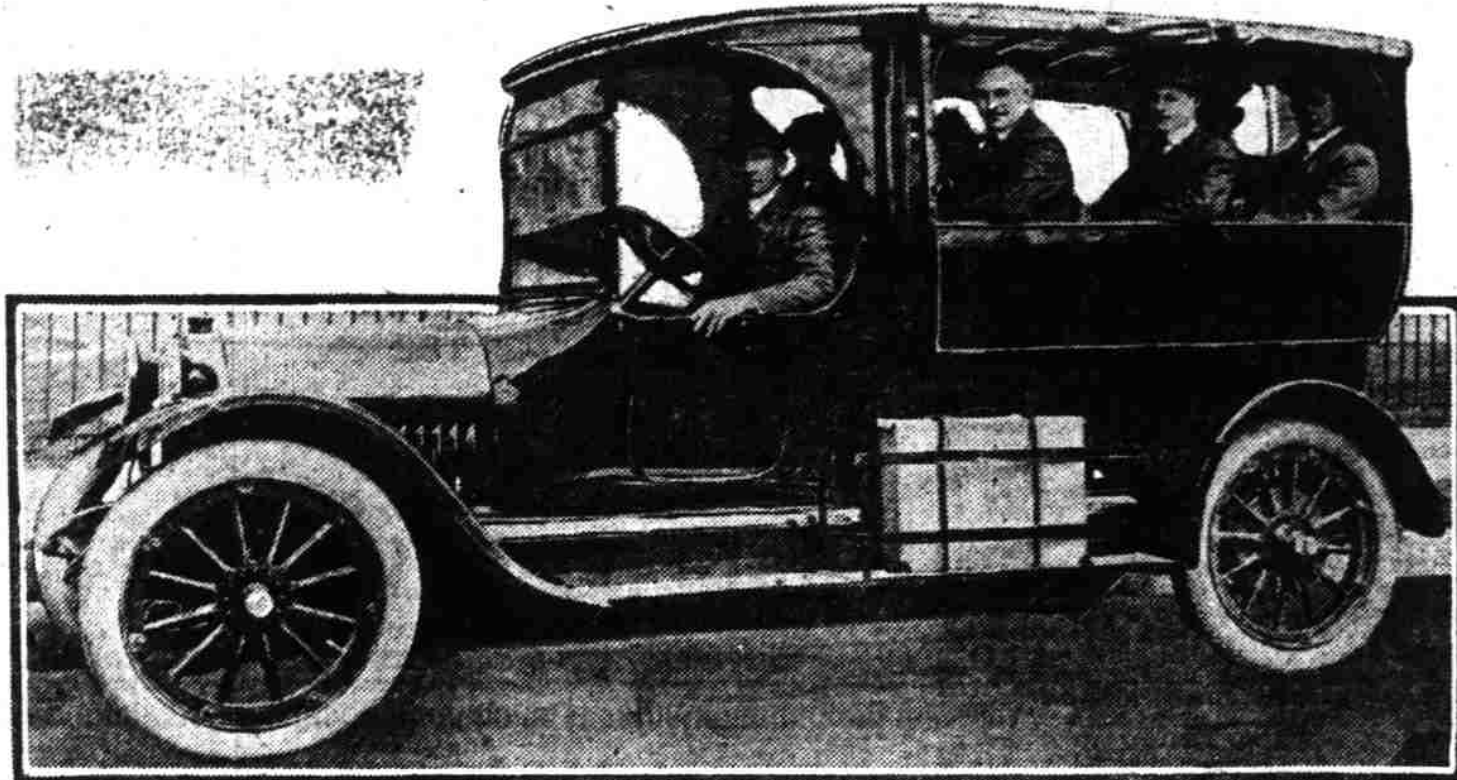


STAGE AND HOTEL BUS IS POPULAR



This commercial design of the Studebaker has met with popular approval throughout the country in being able to take care of stage runs, as it is especially adapted to handle interurban and jitney business. As a hotel bus it has met with great success.

GOVERNMENT MAY NOT HAVE TO COMMANDEER TRUCKS FROM OWNERS

Maxwell Factory Receives Advice From Col. Baker of Quartermaster's Dept.

"There is little likelihood that any emergency will arise to necessitate the commandeering of cars or trucks from private owners," says C. L. Boss of the Boss & Peake Automobile company. "We are in receipt of advices from the Maxwell factory to the effect that Colonel Barker of the quartermaster general's office, who is in direct charge of the transport needs of the army, has been authorized to make the following statement: "With the bigger army that is being organized we feel confident of being able to secure all of the new cars and trucks necessary without even asking for the support of the citizen owners." "This statement is more important because many dealers and prospective customers may get the idea from stories that have been printed that private trucks and pleasure cars would be taken over for government use. Instead of curtailing production, the various factories are speeding up production. The cars in the main are being built on schedule time. There are times, of course, when certain parts are incomplete and the cars are shipped without them. For example,

at the Maxwell factory one day last month there were 8000 built ready for delivery, but they were standing in the yard at the plants without wheels. Four days later the wheels arrived for the entire allotment, but production continued to go on as before. "The freight car situation is being bettered, due to the fact that the government has requested that the railroads give preference to wheat shipments east. This, of course, throws a large number of empties into the automobile factories."

OLD CARS CAN BE USED FOR FARM PURPOSES IN PLACE OF HORSE DRAWN

Suggestion Is Made as to a New Way to Add to Conservation of Resources.

Conservation of resources is a subject taking precedence over all others in the minds of thinking Americans today. What can be accomplished within a few months' time, at small expense, no hardship to anyone, a profit to all, and with the food situation greatly relieved, seems almost unbelievable. But this possibility had only to be suggested to one live automobile dealer to have it put into practice the same day. There are scattered over this country today hundreds of thousands of old touring cars perfectly fit to be trans-

formed into tractors to draw the heavy wagons now being drawn by horses. These horses, put to work on the acres of idle farming land throughout the country, could greatly increase our food-producing power. Incidentally, they could be earning some of their own "board and keep." Most horses eat three times a day. With oats at \$2 a bag and hay at \$25 a ton, a horse is an expensive luxury for city hauling in these days. It takes an average of five acres of ground to feed a horse. This same ground planted to food for man would produce enough to sustain 10 men a year. Statistics as to the number of horses that could be released from city service by adoption of this method of highway hauling are not available, but it does not take a very vivid imagination to see that we could feed all the allies in Europe and make money besides by putting to work the second-hand cars now taking up storage space in all the garages in the country. The light runabouts can easily handle a ton, about one-third resting over the rear axle and the other two-thirds being drawn behind the trailer, while the heavier cars could be converted into tractors to draw two or three tons. Any blacksmith shop or garage can, in a few hours, change the automobile and wagon into a tractor and semi-trailer. It is only necessary to remove the tonneau part of the body from the auto and the front axle, wheels and springs of the wagon and then join the two together by a rocking fifth wheel. The combination can be backed, turned and handled with as much ease as a horse and wagon. Some European railroads are experimenting with electric locomotive headlights so mounted that engineers can direct their rays in any desired direction.

BIG FIGHTING 'TANKS' DEAL OUT DEATH IN TRENCH ONSLAUGHTS

Armored Car, Armed With Modern Guns, Bears Down on Huns; Killing Begins.

MEN ARE SAFE INSIDE CAR

Bullets of the Enemy Battle Harmlessly on the Side of the Car While Battle Continues.

London, May 12.—(I. N. S.)—"As the tanks travel over the front trench the troops rub their eyes in wonder at their strange coats of many colors. "The deck of the tank rolls and pitches like a torpedo boat in a storm. But we are all old hands and we come safely through without seasickness.

"Hun bullets are rebounding from our tough sides like hail from a glass roof. "We just crawl over the embankment, with the heat from the engines and the waste petrol and oil, have made the air quite oppressive and uncomfortable to breathe in. "However, those who go down to the land in tanks are accustomed to many strange sensations, which would make an ordinary mortal shudder. "We make a fairly difficult target, as our way lies between numerous tree trunks and battered stumps, also much barbed wire. "Our strange craft is battling bravely with the waves of earth now encountered, and the conditions inside might be better imagined than described. But, thanks to our protective headgear, we come through it all, still smiling, to find ourselves on the edge of the Hun trench. "The Huns show fight here, and we have a warm 10 minutes before they give signs of retreating. "Machine Gun Rammed. "We leave them for a minute or two, in order to ram a machine gun emplacement which is still threatening our rapidly advancing infantry. "We just crawl over the embankment, guns and all. It is not necessary to fire a single shot. "The last trench proves to be the worst, for just as we are crossing a large hole our bus stops. I believe

the sparking plugs have ceased to sparkle, and it is in a very awkward place, as the tree stumps now prevent free traverse of our guns. "And now two or three Huns, seeing our difficulty, crawl out of a hole like rabbits, and are brave enough to creep on the back of the tank from behind. But we hear them on the armor, and they were doomed not to get the Iron Cross, for we open a small trap door and shoot them with a revolver. "Lyddite Bomb Breaks. "And now the old bus is going strong again. Only just in time for a large lyddite bomb bursts against the armored jacket of my gun. The flare comes in through the port-hole, blinding me for a minute or so, while small splinters strike my face. But my gun is still untouched, thanks to the armor-plate, and somehow seems to work much better. "The Germans are now scattered in small parties. It is almost like playing 'hide-and-seek,' as we now travel backward and forward along that trench. "After a few short runs we find no more Huns to hunt, so as our objective, the wood, has been gained we leave the scene to the infantry, and find shelter from possible stray shots in a large hole, which has been made by many shells. "After a little exercise we start to overhaul the tank and guns, in readiness for the next joy-ride. Then we snatch a few hours of sleep."

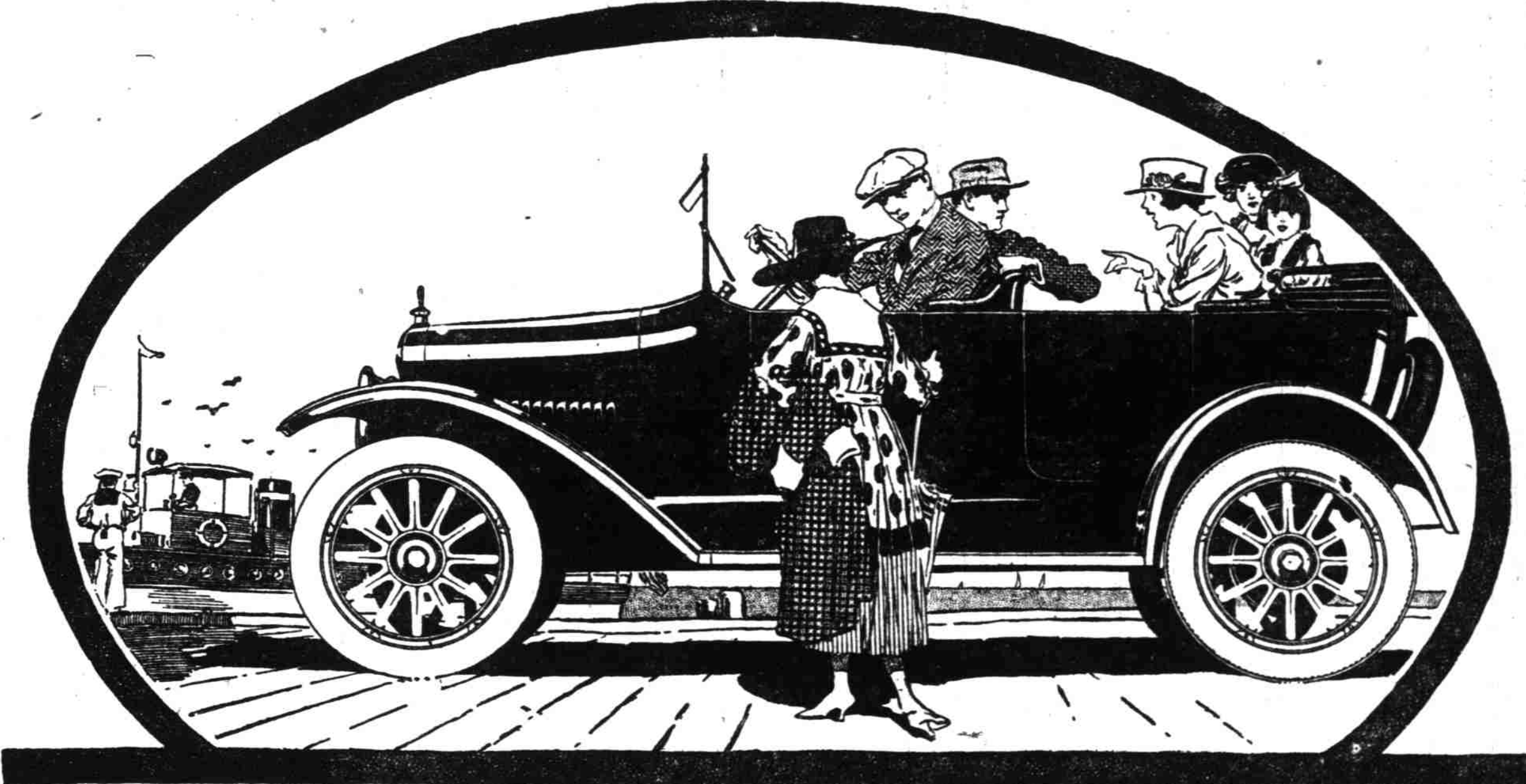
guns, which break forth in a devastating fire, under which nothing can live. "Fumes Are Menace. "By this time the fumes from the hundreds of rounds which we had fired, with the heat from the engines and the waste petrol and oil, have made the air quite oppressive and uncomfortable to breathe in. "However, those who go down to the land in tanks are accustomed to many strange sensations, which would make an ordinary mortal shudder. "We make a fairly difficult target, as our way lies between numerous tree trunks and battered stumps, also much barbed wire. "Our strange craft is battling bravely with the waves of earth now encountered, and the conditions inside might be better imagined than described. But, thanks to our protective headgear, we come through it all, still smiling, to find ourselves on the edge of the Hun trench. "The Huns show fight here, and we have a warm 10 minutes before they give signs of retreating. "Machine Gun Rammed. "We leave them for a minute or two, in order to ram a machine gun emplacement which is still threatening our rapidly advancing infantry. "We just crawl over the embankment, guns and all. It is not necessary to fire a single shot. "The last trench proves to be the worst, for just as we are crossing a large hole our bus stops. I believe

Foreigners Anxious To Become Citizens

Out of a total of 1100 foreigners employed by the Studebaker corporation at one of their Detroit plants, only three refused to become American citizens in a canvass recently made, according to an investigator for the company who has charge of taking batches of prospective citizens to the office of the clerk of the United States district court for first papers. Every man of German birth in the plant signified a willingness to become an American citizen. The investigator also reported that many Germans have expressed a desire to join the American army in active war against the Fatherland.

What Poor Roads Cost the Oregonian

One of the strongest arguments advanced for good roads was the statement of A. Christensen, a prominent creamery man of Coos county, who in an appeal to the county court for immediate highway improvement said that dairymen of his section were losing 15 cents a pound on butter fat, 60 cents on each 100 pounds of milk and an average of \$4.50 on each cow owing to poor road conditions.



Maxwell Owners Wrote This Advertisement

200,000 enthusiastic Maxwell owners in the world. The extracts from letters printed below are typical of what they all say:

Repair Expense 5c

Eight thousand miles—22 1/2 miles to the gallon—two sets of tires. Repair expense, 5c. I am satisfied. —J. L. Falls, 6208 University Ave., Chicago, Ill.

All Kinds of Power

My car has all kinds of power. We have up to 45% grades around here and it is seldom I have even to shift gears. I have had no trouble and no expense other than for gas and oil. —A. B. Christensen, Hendricks, Minn.

11,780 Mountain Miles

My Maxwell has gone 11,780 miles wherever the track of any car has been around these mountains. I got 9,000 miles on my tires and about 22 miles to the gallon. No trouble or repairs whatever. —F. C. Headley, Colorado Springs, Colo.

Climbs Any Hill

I run about 22 miles to the gallon. My car never fails to start, has never been in a garage for repairs, and has never failed to climb any hill. I can't say too much for the Maxwell. —H. W. Lacey, Hurley, New Mexico.

16,200 Miles—No Repairs

Have driven my Maxwell car 16,200 miles—average 26 1/2 miles to the gallon. Have not had any repair expense. My car is the best on the market at the price. —Oscar L. Yoder, Chickasha, Okla.

Will Go Where Other Cars Can't

I like the Maxwell because it is roomy and comfortable, easily operated, almost trouble-proof, and because it will go anywhere any car can and some places where others can't. —L. E. Mead, Marshall, Minn.

Economical to Run

My Maxwell is very economical to run. I have gone more than 10,000 miles—average 23 7/12 miles per gallon of gasoline. —George L. Cleaver, Imbler, Ore.

Wonderful Endurance

My Maxwell has wonderful endurance. It can stand any kind of abuse. Besides, it goes better than 20 miles per gallon. My United States tires have given 4,000 miles so far and are good for many more. —George Umberger, La Crescent, Minn.

30 Miles Per Gallon of Gasoline

I have tried a good many light cars and know that the Maxwell is the best all-around car in its class. I have driven it 5,500 miles and get 30 miles to the gallon. No repair expense whatever. —L. A. Sweatman, Providence, Rhode Island.

Plenty of Speed

My Maxwell is a wonderful hill climber, has plenty of speed, is easy to operate and is very substantially built. I have driven it 4,500 miles. —John C. Freeborn, Bloomington, Kansas.

Aazing Power

Averages 27 1/2 miles per gallon, has driven 4,000 miles, and says: "If I were getting a car tomorrow it would be a Maxwell. It has amazing power." —F. B. Gerhard, Coral, Penna.

Perfect Shape After 23,700 Miles

23,700 miles, average 20 miles per gallon. My car has never killed me, no matter where I want to go. If I were buying another car it would surely be a Maxwell. —F. N. Haroon, Portland, Oregon.

Monthly Running Cost, \$3

Has driven a Maxwell for 2 years, and says, "My total expense for tires, gasoline, oil, new parts and everything else is \$75, or average monthly expense of about \$3." —G. W. Baker, Carthage, Missouri.

No Equal for Service

We have driven our Maxwell 6,504 miles on about 21 miles per gallon of gasoline. One trip of 1,916 miles, five passengers, tent, bedding and provisions; crossed the Blewett Pass, Snoqualmie Pass, Mt. Rainier Park, Sunset Mountains and Blue Mountains. We believe that the Maxwell has no equal at anything near its price. —J. M. Barley, La Grande, Oregon.

4,500 Miles on \$58.20

"In seven months, I have driven 4,500 miles, getting 22 miles to the gallon, total expense \$58.20 including gas, oil, tires, etc.—average monthly operating cost \$8.31. My driving is over mountains or desert. In my opinion a Maxwell could be driven 8,000 miles on a single tank of expense, except gasoline and oil, if given fair attention and operated on fairly good roads. —Fred Williams, El Centro, California.

Drove Up Pike's Peak

My car has run 10,872 miles through mountainous country and I average 19 miles to the gallon. I drove up Pike's Peak Highway, over all the scenic drives of Southern Colorado, through Arizona and New Mexico. Never had any engine trouble whatever. —Alfred J. Black, Avondale, Colorado.

There's No "Water" In The Price of the GRANT SIX

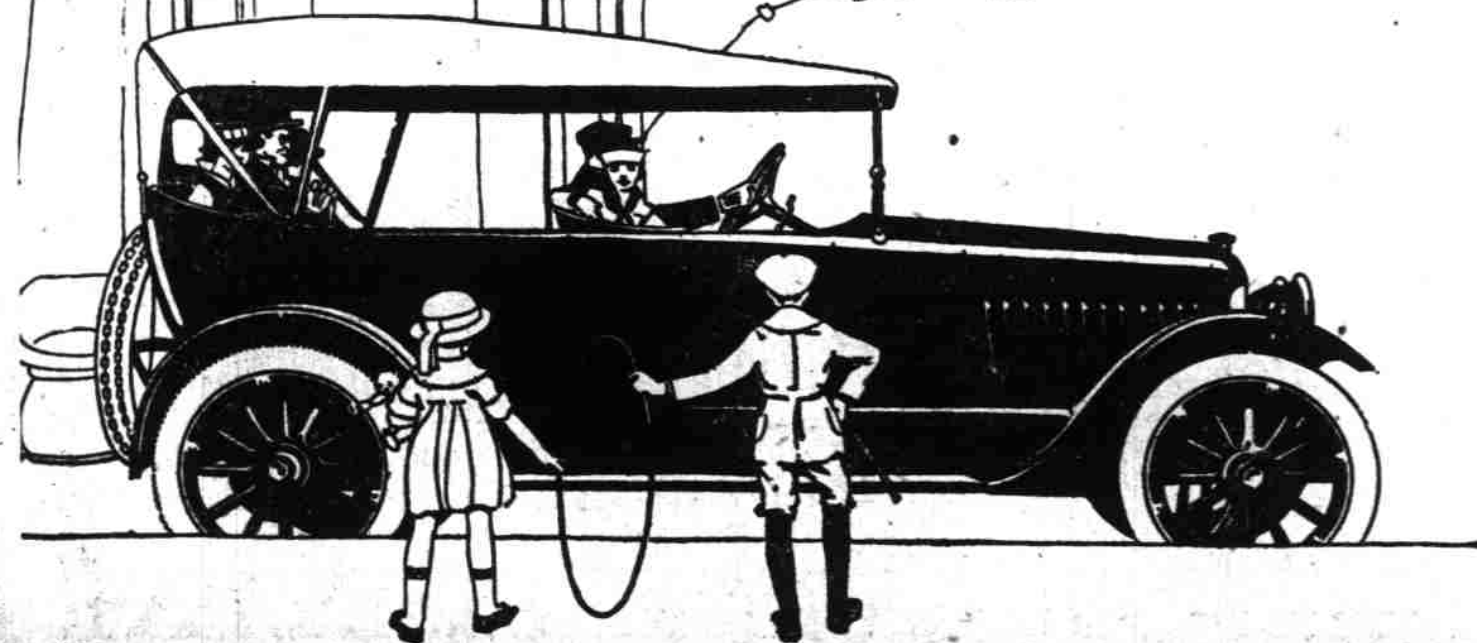
THE accepted standard depreciation of most cars the first year is 40%. This does not mean that the car has lost 40% of its actual value but simply that as a used car it has lost its "prestige" value. It may have been run only 2000 miles and is still good for ten times that many miles.

It is significant that the first year depreciation on the Grant Six is only 20% or less. The used car value of the Grant Six is higher than that of any car in its price class because there is no "water" in its price to start with.

No other car is so economical. Grant Sixes average 20 miles to gallon of gasoline (some owners say 25) and 900 miles to a gallon of oil. Records of 10,000 miles on standard tires are not uncommon.

If you buy any car on the basis of greatest tangible value you'll buy a Grant Six

MANLEY AUTO CO. Eleventh and Oak at Burnside St., Portland Grant Motor Car Corporation -:- Cleveland, O.



BOSS AND PEAKE AUTOMOBILE CO. 615-617 WASHINGTON STREET



These extracts are but a very few of many thousands of letters from Maxwell owners. What the Maxwell has done for these motorists, it will do for you —because the Maxwell is built right—of only the best materials, on sound, sane, time-tried lines of construction. Come into our Salesrooms and let us show you how and why. Roadster, \$650; Touring Car, \$665; Cabriolet, \$865; Town Car, \$915; Sedan, \$985; completely equipped, including electric starter and lights. All prices f. o. b. Detroit.