

### CUTICURA HEALED ITCHING ECZEMA

On Arms and Limbs, Suffered Terribly From Burning and Loss of Sleep.

Nothing Purer, Sweeter, Or More Effective, For All Skin Troubles Than Cuticura.

"Eczema broke out from wrists to elbows, and ankles to knees. My limbs got so bad that all the skin came off and the flesh turned blue, constantly throwing off a watery fluid so that I had to keep them wrapped in rags. I suffered terribly from itching and burning and loss of sleep.

"I tried many remedies but without success. Then I used Cuticura Soap and Ointment which healed me in about a month, leaving no scars." (Signed) H. A. Jones, 999 West End Ave., San Raphael, Calif., June 27, 1917.

Cheap soaps, harsh soaps, coarse, strongly medicated soaps are responsible for many skin troubles in the world. You may rely on Cuticura Soap for all toilet purposes.

Sample Each Free by Mail. Address postcard: "Cuticura, Dept. H, Boston." Sold everywhere. Soap 25c. Ointment 25c and 50c.

### DECORATE GRAVES IN FRANCE

Memorial Day to Have Added Meaning for Americans.

NEW YORK, May 15.—Memorial day, 1918, will find graves of American soldiers and sailors who died for the country. They will not be forgotten. The American Salvation Army women in France on that day will place fresh flowers on the Stars and Stripes on the grave of every American fighter buried there since the war began.

Any special desires on the part of the relatives concerning the graves of their loved ones will be carried out in detail, if headquarters here are notified and the request can be complied with.

### TRIES POLITICAL CAMOUFLAGE

Man Prints Poster Saying Competitors Spend Money That Way.

OREGON CITY, Ore., May 15.—Political "camouflage" is in our midst. A candidate for county office has had huge cards printed which bear this legend:

"John Doe believes in economy. While other candidates are spending their money for advertising, I am putting my money into helping the war. I don't believe in advertising at a time like this."

### TAKE YOUR MEDICINES

Regularly This Spring—Hood's Sarsaparilla Before Meals—Pepton After.

This combination is having wonderful success everywhere.

It is relieving rheumatism, exelling humors, restoring lost appetite, giving the glow of health to the cheeks, making faces bright and complexions clear, and literally giving worn-out, brain-fagged people new ambition and the strength of iron.

For it combines that most useful of all metals—iron—in a course of medicine that is peculiarly effective.

Hood's Sarsaparilla is made from an unsurpassed formula of blood-purifying and stomach-toning remedies, and Pepton from pepsin, iron, nux and other blood and stomach tonics that physicians prescribe.

In cases where a cathartic is needed, Hood's Sarsaparilla and Pepton are very effectively supplemented by Hood's Pills, relieving biliousness, constipation, and all liver ills.

### Coming to Walla Walla

DOCTOR MELLENTHIN & CO. SPECIALISTS

### DO NOT USE SURGERY

Will Be at DACRES HOTEL

Monday and Tuesday May 27 and 28

Office Hours 9 a. m. to 4 p. m.

### Two Days Only

### NO CHARGE FOR EXAMINATION

The doctor in charge is a regular graduate in Medicine and Surgery and is licensed by the state of Washington. He visits professionally the more important towns and cities and offers to all who call on this trip consultation and examination free except the expense of treatment when desired.

According to his method of treatment he does not operate for chronic appendicitis gall stones ulcers of stomach tonsils or adenoids.

He has to his credit many wonderful results in diseases of the stomach, liver, bowels, blood, skin, nerves, heart, kidneys, bladder, bedwetting, catarrh, weak lungs, rheumatism, asthma, leg ulcers, and mental ailments.

If you have been ailing for any length of time and do not get any better, do not fail to call, as improper treatment rather than disease are often the cause of your long standing trouble.

Remember above date, that examination on this trip will be free and that his treatment is different. Address: 128 Boston Block, Minneapolis, Minn.

### TO CUT WHEAT USE ONE-HALF

Military Necessity Demands That Each American Eat Only 1 1/2 Pounds Wheat Products Weekly.

### CORN AND OATS SUBSTITUTES.

Allies Must Have Wheat Enough to Maintain Their War Bread Till Next Harvest.

If we are to furnish the allies with the necessary proportion of wheat to maintain their war bread from now until the next harvest, and this is a military necessity, we must reduce our monthly consumption to 21,000,000 bushels a month as against our normal consumption of about 42,000,000 bushels, or 50 per cent. of our normal consumption. This is the situation as set forth by the U. S. Food Administration at Washington. Reserving a margin for distribution to the army and for special cases, leaves for general consumption approximately 1 1/2 pounds of wheat products weekly per person, the Food Administration's statement continues: Many of our consumers are dependent upon bakers' bread. Such bread must be durable and therefore requires a larger proportion of wheat products than cereal breads baked in the household. Our army and navy require a full allowance. The well-to-do in our population can make greater sacrifices in the consumption of wheat products than can the poor. In addition, our population in the agricultural districts, where the other cereals are abundant, are more skilled in the preparation of breads from these other cereals than the crowded city and industrial populations.

With improved transportation conditions we now have available a surplus of potatoes. We also have in the spring months a surplus of milk, and we have ample corn and oats for human consumption. The drain on rye and barley as substitutes has already greatly exhausted the supply of these grains.

To effect the needed saving of wheat we are wholly dependent upon the voluntary assistance of the American people and we ask that the following rules shall be observed:

1. Householders to use not to exceed a total of 1 1/2 pounds per week of wheat products per person. This means not more than 1 1/2 pounds of Victory bread containing the required percentage of substitutes and one-half pound of cooking flour, macaroni, crackers, pastry, pies, cakes, wheat breakfast cereals, all combined.

2. Public eating places and clubs to observe two wheatless days per week, Monday and Wednesday, as at present. In addition thereto, not to serve to any one guest at any one meal an aggregate of breadstuffs, macaroni, crackers, pastry, pies, cakes, wheat breakfast cereals, containing a total of more than two ounces of wheat flour. No wheat products to be served unless specially ordered. Public eating establishments not to buy more than six pounds of wheat products for each ninety meals served, thus conforming with the limitations requested of the householders.

3. Retailers to sell not more than one-eighth of a barrel of flour to any town customer at any one time and not more than one-quarter of a barrel to any country customer at any one time, and in no case to sell wheat products without the sale of an equal weight of other cereals.

4. We ask the bakers and grocers to reduce the volume of Victory bread sold, by delivery of the three-quarter pound loaf where one pound was sold before, and corresponding proportions in other weights. We also ask bakers not to increase the amount of their wheat flour purchases beyond 70 per cent. of the average monthly amount purchased in the four months prior to March 1.

5. Manufacturers using wheat products for non-food purposes should cease such use entirely.

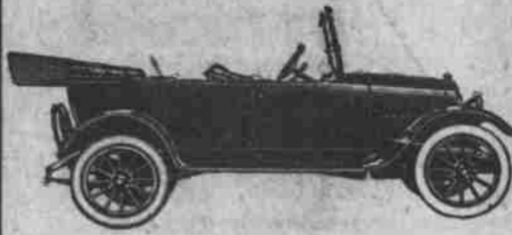
6. There is no limit upon the use of other cereals, flours, and meals, corn, barley, buckwheat, potato flour, et cetera.

Many thousand families throughout the land are now using no wheat products whatever, except a very small amount for cooking purposes, and are doing so in perfect health and satisfaction. There is no reason why all of the American people who are able to cook in their own households cannot subsist perfectly well with the use of less wheat products than one and one-half pounds a week, and we specially ask the well-to-do households in the country to follow this additional programme in order that we may provide the necessary marginal supplies for those parts of the community less able to adapt themselves to so large a proportion of substitutes.

In order that we shall be able to make the wheat exports that are absolutely demanded of us to maintain the civil population and soldiers of the allies and our own army, we propose to supplement the voluntary co-operation of the public by a further limitation of distribution, and we shall place at once restrictions on distribution which will be adjusted from time to time to secure as nearly equitable distribution as possible. With the arrival of harvest we should be able to relax such restrictions. Until then we ask for the necessary patience, sacrifice and co-operation of the distributing trades.

"All is Well." AN ATLANTIC PORT, May 18.—General Under, former adjutant general under Pershing, has arrived home. He was compelled to relinquish his post because of ill health. He said "everything is in great shape over there. There is no question about the result."

# Do You Know the Terms of that 22,000 Mile Test?



## Maxwell Motor Cars

- 5-Pass. Car . . . \$ 825
  - Roadster . . . . . 825
  - 5-Pass. Car with All-Weather Top . . . 935
  - 5-Pass. Sedan . . . 1275
  - 6-Pass. Town Car 1275
- All prices L. O. B. Detroit  
Wire wheels regular equipment with Sedan and Town Car

### Official Figures of the Test

Date	Daily Mileage	Average Miles Per Gallon
Nov. 23	511.9	22.2
" 24	551.4	22.82
" 25	537.4	21.49
" 26	505.9	22.47
" 27	518.5	21.79
" 28	509.8	23.02
" 29	515.5	26.40
" 30	480.1	23.89
Dec. 1	498.8	21.99
" 2	484.6	21.77
" 3	506.6	20.71
" 4	522.7	19.51
" 5	517.0	22.16
" 6	505.9	22.35
" 7	462.3	25.03
" 8	472.6	21.33
" 9	477.7	23.43
" 10	495.2	23.82
" 11	540.1	23.56
" 12	538.1	23.18
" 13	465.9	23.85
" 14	523.1	23.95
" 15	528.1	21.99
" 16	492.8	22.99
" 17	513.0	21.72
" 18	525.9	28.33
" 19	527.3	23.46
" 20	498.8	24.59
" 21	490.8	22.39
" 22	487.1	23.15
" 23	480.3	21.75
" 24	477.5	22.85
" 25	492.6	23.39
" 26	487.1	19.79
" 27	477.4	18.20
" 28	523.9	21.08
" 29	486.9	20.24
" 30	504.4	19.82
Jan. 1	451.8	20.07
" 2	478.1	21.56
" 3	455.9	19.82
" 4	562.5	19.19

Elapsed time . . . . . 44 days  
Total mileage . . . . . 22,022.31  
Average speed per hour . . . 25 miles  
Average day's run . . . . . 500.6  
Longest day's run . . . . . 562.5  
Average miles per gal. . . . . 22 miles  
Smallest day's mileage per gallon . . . 18.20 miles  
Greatest average miles per gallon . . . . . 28.33 miles  
Average tire life . . . . . 9,875 miles

\*Note that longest day's run was made on last day of the test.



## McCook & Bentley

Pendleton Oregon

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?

Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it? Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A. A. A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish. Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy.

For verily this was a "stock" Maxwell. Listen:—

First; the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat.

Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking.

And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.

### AIR UNIFORM ADOPTED.

English Go in for Simplicity in Khaki Garb.

LONDON, May 15.—The new air force uniform shortly to be worn will be quite simple. The cap is of navy

shape with a black peak, a khaki top and hick hand. The khaki tunic has a belt of the same material similar to that on a Norfolk jacket. There will be no shoulder straps, no collar badge or Sam Brown belt. The indication of rank will be found on the sleeves in

naval stripes. Officers above the rank of captain will have oak leaves on the visor of the cap similar to the army and navy. The badge has a bird with outstretched wings instead of the anchor.

### PRESIDENT WILSON PAYS CIRCUS WAR TAX

WASHINGTON, May 15.—President Wilson went to the circus last night with Mrs. Wilson and some 150 other residents of the capital and vicinity. He arrived in time to look over the menagerie, stayed for the concert and filled the floor of his box with peanut hulls. At the entrance a collector held the president up to get a 15-cent war tax on his companions' tickets.