

MANY JOSEPHINE CO. BOYS GET COURIER

The accompanying list of names of boys who enlisted from Josephine county now in France are receiving the Weekly Courier free. There are undoubtedly others over there whose addresses are unknown to this office. If their relatives or friends will communicate their addresses to us we will be pleased to send them the paper also. The home paper is next best to receiving a letter and expressions of appreciation are received from many of the boys. With each address "American Expeditionary Forces," should be given.

Private R. M. Ainsworth, Co. A, 4th Engineers.

Private Dewey Anderson, Motor Truck Co. 399.

Private Dana Ament, Co. A, 23rd Engineers.

Private Charles W. Atkin, 135th Aero Squadron.

Corporal Seth Bailey, Co. L, 162 U. S. Infantry, 41st Division.

Private Clifton Booth, 17th Aero Squadron.

Private Eugene A. Carris, Co. H, 161st Infantry.

Private J. J. Cassidy, Co. B, 18th Engineers, Railway.

Private Ben W. Coutant, Co. A, 23rd Engineers.

Private Raymond H. Crump, Supply Co. No. 307, Q. M. C.

Lieutenant Preston B. Delano, Co. E, 18th Engineers, Railway.

Corporal O. W. de Varilla, Battery C, 6th F. A.

Earl G. Epperly, 12th Aero Squadron, A. S. S. C.

Private Geo. F. Esterly, 24th Aero Squadron.

Corporal John B. Fallon, 133rd Aero Squadron.

Charles C. Gilmon, 33rd Aero Squadron.

Private H. M. Gorham, 27th Aero Squadron, 4 Place D'eana.

Private Wm. R. Harper, Supply Co. 306, Q. M. C.

Corporal Frank Harvey, Co. D, 162 U. S. Infantry, 41st Division.

Corporal J. K. Hamilton, Co. B, 501st Engineers.

Corporal E. R. Harvey, U. S. Marine Corps, Headquarters First Replacement Battalion.

Private Don Hood, Co. C, First Signal Battalion.

Private Malden LeRoy, 34th Aero Squadron.

Private Earl McCall, 27th Aero Squadron.

Corporal Eugene F. Morrison, American-English School, Field Station, P. O. 714.

Private W. R. Osborn, Co. B, 28th Engineers.

Private Edw. F. Parker, Co. D, Batt. 6, 20th Engineers.

Corporal Wm. G. Pollock, 13th Aero Squadron.

Sergeant Arthur D. Savage, 13th Aero Squadron.

Private Chas. Edw. Smith, Co. C, First Field Battery.

Private C. R. Smith, 13th Aero Squadron.

Private F. J. Sauer, U. S. Marine Corps, U. S. Naval Aviation Headquarters, Paris, France.

Private E. J. Schrimpf, 13th Aero Squadron.

Private Vernon Strong, 29th Aero Squadron.

Private Lester L. Smith, Co. B, 20th Engineers.

Corporal Alex Watts, 400th Consolidated Aero Squadron.

Private Elmer Whipple, Co. B, 7th Battalion, 20th Engineers.

Private Ray Williams, 220th Aero Squadron.

Private Bert B. Zuer, Supply Co. No. 306, Q. M. C.

Political Cards.

Paid advertisements

EUGENE L. COBURN

Republican Candidate for

Nominee for

COUNTY CLERK

Present Incumbent

GEORGE LEWIS

Candidate for Republican

Nominee for

SHERIFF

Present Incumbent

C. E. HARMON

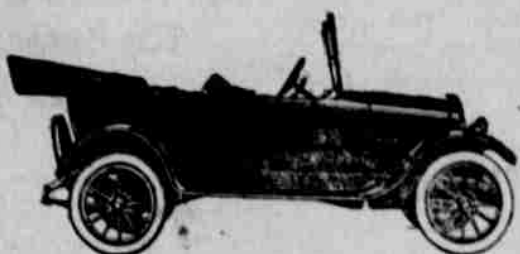
Candidate for Republican

Nominee for

COUNTY CLERK

Primaries May 17

Claims Are All Right— But Only Proofs Count



"Most Miles Per Gallon"

"Most Miles on Tires"

Maxwell Motor Cars

Touring Car... \$ 825

Roadster... 825

Touring, with All-Weather Top... 935

5-Pass. Sedan... 1275

6-Pass. Town Car 1275

All prices f. o. b. Detroit

Wire wheels regular equipment

with Sedan and Town Car



COLLINS AUTO
COMPANY

Any maker may claim for his product all the qualities there are. That is his privilege. He may even think his claims are justified.

You read the advertisements, so you know that makers, as a rule, are not over modest in that regard.

If you believe them all, they all make super-cars.

In your experience, that theory doesn't hold.

Maxwell is different.

We never claim anything we cannot prove.

As a matter of fact we never have claimed anything for this Maxwell that has not already been proved in public test and under official observation.

Maxwell claims are not therefore claims in the ordinary sense—they are statements of fact—proven facts.

They are, in every case, matters of official record attested under oath.

For example: The famous 22,000-mile Non-Stop run was made with the Maxwell every minute under observation of the A. A. A. officials.

That still remains a world's record—the world's record of reliability.

That particular test proved about all that anyone could ask or desire of a motor car.

Among other things it still stands the world's long distance speed record.

Just consider—44 days and nights without a stop, at an average speed of 25 miles per hour!

And that, not by a \$2,000 car, but by a stock model Maxwell listing at \$825.

You will recall perhaps that a famous high powered, high priced six in a trans-continental trip made 28 miles average over a period of five days and eleven hours.

Now compare those two feats—one of less than six days, the other of 44 days. You know automobiles—which was the greater test?

Is there any comparison on grounds either of speed or endurance?

Proves you don't need to pay more than \$825 to obtain all the qualities you can desire in a motor car—if you select a Maxwell.

For that Maxwell Non-Stop run was made, not on a track but over rough country roads and through city traffic—average of all kinds of going.

And—listen to this.

So certain were we of the condition of the Maxwell at the end of that great feat, we announced that at the stroke of eleven on a certain morning, the car would stop in front of the City Hall, Los Angeles, for the Mayor to break the seal.

Five seconds after he had pulled the switch plug and stopped the motor after the 44 days and nights continuous running, she was started again and off on a thousand mile jaunt to visit various Maxwell dealers.

How is that for precision—certainty of action? That incident brought a storm of applause from the assembled thousands.

Hill climbing?—this Maxwell holds practically every record worth mentioning—especially in the West where the real hills are.

The Mount Wilson record—nine and one-half miles, 6,000 feet elevation!—was taken by a stock Maxwell.

Two months ago a 12-cylinder car beat that record by two minutes.

Then—three days later—a stock Maxwell went out and beat that 12-cylinder record by thirty seconds! Pretty close going for such a distance and such a climb—wasn't it?

So Maxwell still holds the Mount Wilson honors.

Ready to defend it against all comers too, at any time—a stock Maxwell against any stock or special chassis.

Economy—also a matter of official record.

Others may claim—Maxwell proves.

Thousands of Maxwell owners throughout the United States on the same day averaged 29.4 miles per gallon of gasoline.

Not dealers or factory experts, mind you, but owners—thousands of them—driving their own Maxwells.

Nor were they new Maxwells—the contest was made by 1915, 16, and 17 models, many of which had seen tens of thousands miles of service—three years' use.

Nor could they choose their own road or weather conditions—all kinds were encountered in the various sections of the country.

Good roads and bad—level country and mountainous regions—heat and cold—sunshine and rain—asphalt and mud.

And the average was 29.4 miles per gallon!

There's economy for you. And under actual average driving conditions—no laboratory test.

But that isn't all.

The greatest achievement of this Maxwell was in its showing of speed and reliability and economy all in the same run.

In that 44 days-and-nights Non-Stop run, though no thought was given to either speed or economy, it still remains a fact of official record that the Maxwell averaged 22 miles per gallon and 25 miles per hour.

Now you know that speed costs—and that economy tests are usually made at slow-speed—closed-throttle, thin-mixture conditions.

You know too that you can obtain economy of fuel by building and adjusting for that one condition.

Speed you can get by building for speed. Any engineer can do that.

But to obtain that combination of speed and economy with the wonderful reliability shown in that 44-days Non-Stop run—that car must be a Maxwell.