

FEDERAL LAND APPRAISER IS COMING SOON

FEDERAL LOAN COMMITTEE HERE TO START ON TOUR OF APPRAISAL NEXT WEEK—APPLICATIONS AGGREGATE \$35,000

On Thursday of next week, the 30th inst., the loan committee of the Klamath Falls National Farm Loan Association will start out on a tour of appraisal of the farm securities offered to the United States in connection with loans thru the Federal Land Bank of Spokane. The applications now in hand aggregate approximately \$35,000, representing securities worth at least twice that sum.

The territory to be visited is from Algoma to Worden, and about ten miles east of Klamath Falls. Mr. Frank T. Nelson of Worden is chairman of the loan committee, and in charge of the appraisals.

It is now ascertained that the federal representative is scheduled to arrive in Klamath Falls in about two weeks, when he will finally pass upon approximately \$50,000 worth of applications now pending with this organization.

This is the first trip of a federal appraiser this year, the former trip having been made in this vicinity by R. A. Sanford last August.

MERRILL DISTRICT CLAIMS FIRST HONORS

The Merrill section claims the honor of being the first district in the County to go over the top in the big Red Cross drive now carried on. Merrill residents point proudly to the fact that their quota was raised early Tuesday afternoon. This was no signal for stopping the work, however, and strenuous efforts have been made by active workers there since to make the best showing possible.

MAXWELL TRUCKS MAKE A RECORD

Win High Praise From Hemstreet, Director of Touring, A. A. A.

That the Maxwell truck has established a record for endurance and economy is the opinion of James A. Hemstreet, technical observer and director of touring, A. A. A. of New York.

"Attaining a showing for durability, mechanical worth, correct weight distribution and economical running operation that has no parallel in the records of the American Automobile Association, and has no equal, in my opinion, in all the history of motor production in this country," said Hemstreet, "a Maxwell one-ton truck which left New York December 1 for a demonstration of its work abilities under the strictly business requirements of the American Automobile Association's sanction 1080, completed its drive at Forty-second street and Fifth avenue, New York, January 3, with a record that should mean greater enthusiasm, greater sales and more prestige for Maxwell dealers and distributors everywhere.

"Having ridden with this truck thru-out its test run, which extended over 2,388 miles, from New York city to Jacksonville, Fla., and return, and having previously—during fourteen years of association with motor car tests and contests—traveled by motor car over practically all of this country, England and France, I subscribe to the statement that this Maxwell truck has outperformed and out-demonstrated anything in the form of a motor product with which I have ever had any personal contact."

LEGAL NOTICES

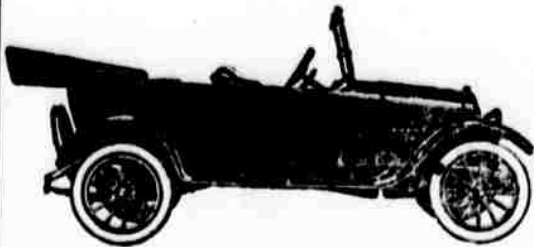
NOTICE OF DISSOLUTION

The public will please take notice that the co-partnership consisting of Frank E. Rist and A. Schubert, heretofore doing business under the style and firm name of the West End Cash Grocery, in the City of Klamath Falls, Oregon, has been this day dissolved by mutual consent. That A. Schubert will continue to operate the business of the said co-partnership as sole owner thereof, and that she expressly assumes and will pay all indebtedness of the said co-partnership, and that all accounts owing the said co-partnership shall be paid to the said A. Schubert. Done May 1, 1918. (Signed)

FRANK E. RIST,
A. SCHUBERT.

4-11-18-25

30 Miles Per Gallon! How Near do You Come to That?



"More Miles Per Gallon"

"More Miles on Tires"

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 f.o.b. Detroit
Win wheels regular equipment
with Sedan and Town Car



HOWIE GARAGE

"Claims are all right—but only proofs count."

That was the caption to a recent Maxwell advertisement.

You've read it of course. If you didn't, you've missed something.

In that advertisement we stated no claims were made for Maxwell motor cars that had not been proven.

For example, that 44 days and nights non-stop test during which a standard stock model Maxwell covered 22,022 miles at an average speed of 25 miles an hour, was made under supervision of the A. A. A. officials—every minute of the time.

That test made the Maxwell the long distance champion of the world.

It proved the reliability of this car.

Then we set out to prove that this Maxwell gives a greater mileage per gallon of gasoline than any other car.

First we asked 1000 Maxwell dealers to make, all on a certain day, a "gasoline economy" run. They did, and the average was 27.15 miles per gallon.

"Good!" you say.

Yes—but not for a Maxwell. Big as the mileage was, we knew it wasn't what an average Maxwell ought to do.

General Manager Flanders had a hunch that one thousand Maxwell owners would beat that record to a frazzle.

You see, he figured it this way—and events proved he was right:

The average dealer or garage man is a "bug" on carburetor adjustment. He thinks he is an expert. If you ask him, he will admit that he knows more about how to make a carburetor and how to adjust one than do all the Maxwell engineers!

He'll admit that—reluctantly and bashfully 'tis true—but if you are adroit you can extract the confession from him.

So Mr. Flanders opined that these experts had very carefully adjusted their carburetors—and failed to obtain the results they should.

And he figured that owners wouldn't do that—they would just drive their Maxwells as they came from the factory.

And, let us say here, just as it comes from the factory, a Maxwell is pretty nearly a perfect automobile.

So we offered \$50,000 in Liberty Bonds, to be divided among Maxwell owners, for a gasoline economy test.

We hoped one thousand would enter—more than three thousand did.

Such is the enthusiasm of Maxwell owners!

The conditions were that only owners or members of their own families could drive, and the car must be their own.

The observers must be local newspaper men, or owners of other makes of cars. Get the point?

Of course you do—owners of other makes would naturally be critical and just a trifle skeptical.

But we had another object in this—we knew that every Maxwell would carry three prospective buyers—if the Maxwell made good under their own supervision. And we knew it would!

A little red tank—holding a fraction of a gill less than one gallon—was furnished each contestant.

Attached to the dash, that tank attracted a lot of attention.

"But why the fraction less?" you ask.

To compensate for the amount of gasoline held in the tube running from tank to carburetor.

Each owner drove till his tank was empty—then he had to stop.

And these three thousand Maxwell owner-drivers, over all kinds of roads, in all climates, in every state, averaged 29.4 miles per gallon of gasoline. Every record was attested under oath too.

One owner actually made 51 miles on his gallon.

It was almost incredible but a careful checking of the route, measurement of the tank and statement under oath of the three observers proved he had actually done it.

The 500 highest obtained mileages ranging from 35 to 51 miles

Our plan of inviting owners of other makes of cars to act as observers and checkers, worked out fine—thousands of sales can be traced directly to that.

In at least one case, all three observers sold their other cars and bought Maxwells within a month!

Our dealers had a lot of fun too with those little red tanks afterwards.

Here's a typical case.

Maxwell owner enters. In tones of undisguised skepticism says, "I see some owners average 29.4 miles on a gallon of gasoline. Got any cars like that to sell?—I'd like to buy one."

"Why, you have one already—your own Maxwell will do as well or better."

"You'll have to show me," he replies. "Why, I don't average eighteen miles per gallon."

"I'll show you," laughs the dealer.

In a few minutes a little red tank is attached to that Maxwell.

Owner himself measures the gasoline and pours it in, and the owner drives.

And in thousands of such cases no owner got less than 26 miles out of his gallon. From that time on, you may believe he was a Maxwell booster, right.

Many Maxwell dealers still do—and all should—keep that little red tank on demonstrating cars, to prove our claims of gasoline economy. It is an unanswerable argument—positive proof.

And we challenge any other car to prove its claims in the same way.

Sensational stunts can be performed with one selected motor, in the hands of experts and in ideal conditions.

Almost any motor car will perform creditably then.

But for three thousand cars of one make and of all ages—1915, 16 and 17 models—each driven by its own owner; each over a different route; in all parts of the country and on the same day, so that all kinds of weather from tropical to arctic were encountered;—

To average 29.4 miles per gallon under such conditions—that car must be a Maxwell.

LET ME MAKE YOUR NEXT

SUIT

PERFECT FIT

Highest Grade of Workmanship

GUARANTEED

Spring Woollens on Display.
Your Inspection Invited.

Chas. J. Cizek

Successor to Loewe Bros.
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The new 1918 low cost, life, accident and health policies of the Travelers are up-to-date in every way. They cost less than others. See Chilcote. 25

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Night calls promptly attended to

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Now, and have them dry and under cover early in the fall.
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