



TIRE SERVICE MILES SATISFACTION

at
BRACKETT & GRAY'S TIRE HOSPITAL

279 N. Commercial
Telephone 1400
VULCANIZING
RETRADING

Roy L. Cole, Turner Boy, Now at Camp Merritt

Following is a letter from one of the Turner boys, who is stationed near New York city:

Camp Merritt, April 23, 1918.

Mrs. Emma Cole, Turner, Or., Dear Mother: I will write you a few lines to let you know where we are, and that we arrived safe and sound, we have only got our mail once since we got here. We left Camp Green 2 p. m. Sunday and arrived here Monday at 8 p. m. This is sure a swell place for a camp. We could tell the difference just as soon as we got out of the south, the people and everything was different, every whistle along the line was blowing when they saw us coming.

I don't know how long we will be here. We are only 14 miles from N. Y. City and it's only 40 cents round trip; they say as soon as the boys in uniform get there the people ask them to go home with them and stay while in town.

I was going over to Jersey City with Hugh but he could not get a pass so we did not go.

Tell everybody where we are, then I won't have to write so many letters today.

We got the smokes Saturday and they were come in handy on the trip, as our supply of smokes had run out before we left.

We are only about twenty minutes ride from where we take the boat to go across the "pond." Don't send any more packages. Love to all.

ROY L. COLE.

Irrigation and Drainage Projects Are Discussed

R. P. Teale of the Irrigation Division of the U. S. Bureau of Public Roads, called on State Engineer Lewis yesterday to discuss irrigation and drainage projects which are likely to be constructed during the period of the war.

He is particularly interested in the application of the Talent Irrigation district whose application for approval of bonds has been referred to his department by the Capital Issues Committee.

While in Salem he collected data relating to all projects likely to be submitted for consideration in the near future and may examine some of those in the field, stopping on his return to look over the Talent projects.

Will the ukulele sound even more mournful and tearful-like when Hawaii is and the whole island of Oahu gone dry?

Fire Departments Want Maxwell Trucks

Fire departments using motor truck equipment—as most of them now do—demand one quality above all others—reliability and the constantly increasing demand for Maxwell trucks for this work is distinct recognition of its sturdiness of construction and its suitability for a service which requires more of a truck than do other lines of vehicular work.

Every section of the country is now numbered in the long list of Maxwell users for fire fighting work and reports of performance are most satisfactory both to the company and to the municipalities which are using the trucks. Fire chiefs are most enthusiastic over the "always dependable" qualities of the Maxwell.

Though a prophet may be without honor in his own country, this is not necessarily true of motor trucks and the fact is proven because Detroit now uses three Maxwells in its fire department with the chance of many more being so employed. In the west and middle west, many pieces of fire apparatus are carried to and from fires on the Maxwell chassis and San Antonio, Texas, has prescribed seven Maxwells for the protection of life and property in that southern city.

There can be no slip-up in fire fighting work. Lives may depend on the prompt arrival of apparatus as well as a prevention of increased property loss.

Therefore, the strictest inquiries are made into the possibilities and probabilities of performance of trucks offered for fire department work. The saving of lives and the protection of property are among the first functions of any municipality and to be a helper in this splendid work has become one of the latest missions of the Maxwell.

Chief H. M. Walker of the Pierre, South Dakota, department has summed up the situation concisely in a letter in which he states, "I am using a Maxwell truck for fire fighting here and I find it is just right."

Delivers 20 Tons of Coal in a Day

Handling 20 tons of coal every eight hours in the daily performance of one truck owned by a coal dealer. The truck is possessed by the Morris-Beck company of Punxsutawney, Pa., coal dealers in that city.

It was started to work October first. The truck handles more than two tons right along without showing and trouble. One of the loads weighed, tipped the beam at 4,120 pounds.

That the truck is a busy scamp is evidenced by the fact that the tonnage for a work day amounts to 20 tons but also that it is hauled a distance of one and three-fourths miles.

There has been very little expense in operating the car other than the cost of fuel.

"The truck is a bear-cat and can out-pull anything on four wheels," is the declaration of Fred G. Kerr, the driver. Since installing the Maxwell truck the company has bought \$1.45 worth of goods for it. A fan belt costing 85 cts. and three gear caps at 60 cents have been required to keep the truck at the top of efficiency.

Many Honor Flags in Pacific Coast States

San Francisco, May 3.—The honor flag total for the Twelfth federal reserve district jumped to 1240 at noon today. The flags were distributed as follows:

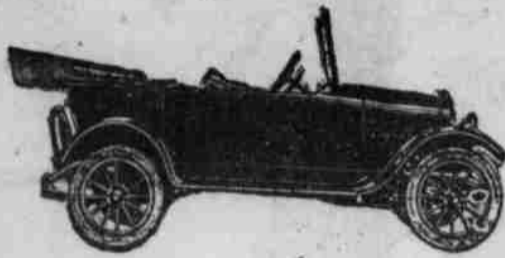
Northern California, 413; Oregon, 251; Washington, 215; Southern California, 133; Nevada, 69; Arizona, 53; Idaho, 37; Utah, 15; and Alaska 3.

San Francisco's total subscription to the third loan at noon today was \$55,193,200 representing 45,118 individual subscriptions.

PAY FUNERAL EXPENSES

Springfield, Ill., May 3.—The state of Illinois will pay the funeral expenses of Robert Prager, who was lynched at Collinsville, Ill., April 5. The Swiss legation, representing Germany, had offered to pay for Prager's burial, but gave the undertaking a bill of \$197 to Secretary Lansing. The secretary wrote Governor Lowden the Swiss legation's offer was a formality which it hardly expected to be asked to fulfill, believing the state would consider itself morally bound to care for the expense.

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 seats and Town Car



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—not 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.

Halvorsen & Burns
245-255 S. Commercial, Salem, Ore.

GATES HALF-SOLE TIRES

Cost 1/2 As Much



GUARANTEED 3,500 MILES WITHOUT PUNCTURE—

THINK IT OVER



INTERNATIONAL RUBBER SALES CO.

177 South Commercial

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