

**Voice of the Early Church.**

Tell me, whence are you rich? From whom have you received? From your grandfather, did you say; from your father? Are you able to show, ascending in the order of generation, that that possession is just throughout the whole series of preceding generations? Its beginning and root grew necessarily out of injustice. Why? Because God did not make this man rich and that man poor from the beginning. Nor, when he created the world, did he allot much treasure to any one man and forbid another to seek any. He gave the same earth to be cultivated by all. Since, therefore, his bounty is common, how comes it that you have so many fields and your neighbor not even a clod of earth? . . . The idea we should have of the rich and covetous—they are truly as robbers who, standing in the public highway, despoil the passers.—St. John Chrysostom, Greek Church, 347-407.

**Credit for Other Fellow.**

The amount of credit you allow the other fellow to take for his efforts is the index for your measure. The little fellow can't stand seeing the other man praised. If he has worked in company with others he wants all the glory. If there is any prominence to be handed out he is a perpetual candidate. The pigny mind is ever trying to discount the other man's credit. There is so little to him that he needs all the glory he can get, and gets it wherever he can. Not so with the big man. He rejoices in the success of his fellows. He's glad to see others rising to his class. In fact, the truly big man sees bigger when he pays tribute to those not so big as himself. If you want to be in his class you must not dwarf your worth by being afraid you won't get all that's coming to you.—Pennsylvania Grit.

**First Said of Goldsmith.**

"He touched no subject that he did not adorn" was first said in a Latin epitaph on Oliver Goldsmith. "Nil tetigit quod non ornavit." The English version of it was used in an epitaph on Matthew Hale Carpenter of Wisconsin by Jeremiah S. Black of Pennsylvania. Carpenter died in 1881 and Black, who was attorney general of the United States from 1857 to 1861, died in 1883. His epitaph on Carpenter began as follows: "The most accomplished orator of his day and generation, he addressed no audience that he did not charm, and touched no subject that he did not adorn." The Latin epitaph on Goldsmith was written by Dr. Samuel Johnson.

**Courtesy and Appreciation.**

To make courtesy popular it must be shown that it pays, pays in dollars and cents as well as in happiness, an exchange says. Appreciation makes for greater effort and creates one of the most valuable assets and builds up a spirit of team work. Much good always results when people think more about their obligations and less about rights. There are many discouraged hearts everywhere that would be helped wonderfully by a word of appreciation.

**Teach Feet to Point Straight.**

The human foot is wonderful in its formation; the 26 bones and intricate arrangement of muscles make it susceptible of a high degree of training, as one observes in fancy skating and ballet dancing. But it is sadly hampered in its practical activity by being encased in leather and having to support the weight of as well as to propel the body forward. To overcome this as far as possible we should learn to walk with the feet pointing practically straight.

**Little Angel Present.**

A primary teacher, admonishing little Ann, who usually was a model child, for misconduct, said: "I thought I had a little angel in the room. Now where is she?" Little Betty, on the other side of the room, stood up meekly and shyly answered: "Here I is."

Warranty Deeds, Trust Deeds and Chattel Mortgages on sale at this office.

**Notice of Final Settlement.**

Notice is hereby given that the undersigned, W. W. Reese and H. L. Rieke, Executors, with will annexed, of the estate of August Rieke, deceased, will make Final Settlement of their accounts with said estate as such Executors, at the next term of the Probate Court of Iron County, Missouri, to be holden at Ironton, in said county, on the 13th day of May, A. D. 1918.

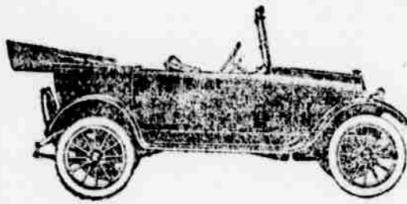
W. W. REESE,  
H. L. RIEKE,  
Executors with will annexed.

**NOTICE OF FINAL SETTLEMENT.**

Notice is hereby given that the undersigned, Executrix, with will annexed, of the estate of Benedict Spitzmiller, deceased, will make final settlement of her accounts with said estate as such Executrix at the next term of the Probate Court of Iron County, Missouri, to be holden at Ironton, in said County, on the 13th day of May, A. D. 1918.

MARJORIE SPITZMILLER KELLEY,  
Executrix with will annexed.

# 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



Small monthly payments arranged if you prefer

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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 ever 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 transcontinental 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—aspalt 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.