

## THE RECORD

MUHLBERG'S OLDEST AND MOST  
SUBSTANTIAL NEWSPAPER IS UN-  
PARALLELED AS AN ADVER-  
TISING MEDIUM.

# The



# Record.

## JOB PRINTING

OF QUALITY PROMPTLY DONE. PRICES  
AS REASONABLE AS IS CONSIST-  
ENT WITH GOOD WORK-  
MANSHIP.

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## ROAD BUILDING

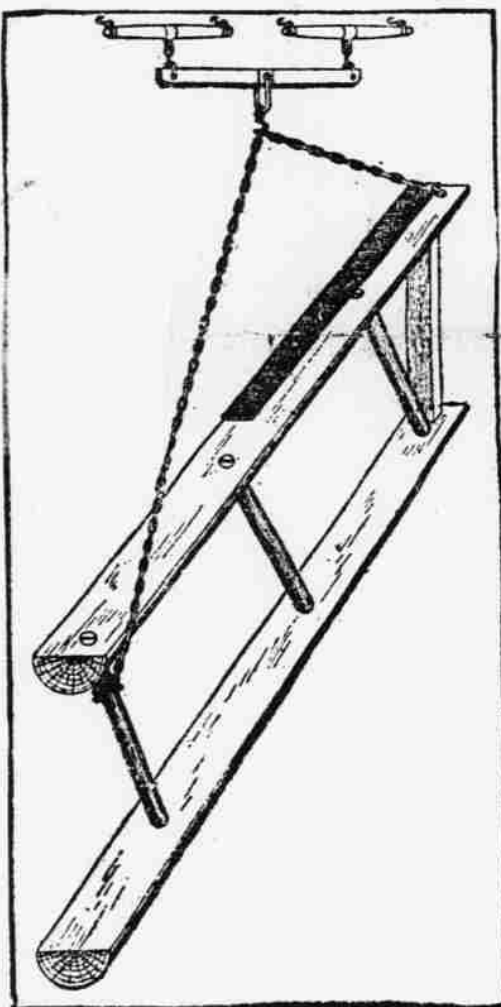
GOOD WORK OF A ROAD DRAG

Implement Should Be Used Properly at  
Right Time—Repair All Ruts and  
Depressions.

After two days of rain, says a writer in Hoard's Dairyman, we took an eight-mile drive out into the country to buy some pigs. One piece of road was like a city boulevard, only better. Despite its being only a gravel road there was little mud or water, and one would have thought that there had been only rain enough to settle the dust instead of the big rainstorm. We inquired and found that two neighbors had made it a practice to alternate in going over this road with a road drag after every rain. Just beyond, we came to a piece of road muddy, slippery and full of chuck holes that sent us up a mile for every mile covered.

The only difference between these two pieces of road was a road drag and an hour's time spent when field work could not be done. We estimate that it took twice as much gasoline to cover the undrugged road. Multiply our experience by the dozens of teams and autos going over this muddy road, and then compute the expense of failure to use the road drag that was doubtless rotting away in some fence corner.

We do not now have in mind the demands of the good roads extremist, but are considering what may be done and what should be done with the common dirt road. It does more harm than good, as a general rule, to plow up the sod on the sides of the traveled track and pile it up in big lumps in the center of the track, leaving them there to be broken up by passing vehicles, and the loosened dirt washed away by the rain or blown away by the wind. Keep all the sod, grass roots and other



Perspective View of Split-Log Drag.

trash out of the road bed. It merely decays and makes ready for a splendid hole to form.

Whatever is worth doing at all is worth doing well. No part of a repaired highway should be left until its surface has been thoroughly and evenly compacted and shaped to let all the water run off. And when, as will most always happen, ruts and depressions make their appearance, they should be smoothed down, filled, and well compacted so that water may not remain in them to soften the ground and permit further damage by the traffic.

When using the road drag, use it properly at the right time. Don't go out when the road is too wet or too dry. Take it when the mud will make a good mortar and will puddle down like the little girl's mud cakes or the mason's mortar.

## MACADAM ROAD PROVED BEST

There Are Several Varieties, Chained to Suit Localities and Circumstances Everywhere.

For over a century now the macadam road has been in use and has proved itself to be the best all-round road that can be built. In fact, so good is it that all military roads in the war area in France are of this type. There are several varieties of it, changed to suit localities and circumstances. The regular water-bound macadam is, without doubt, the best and safest for horses. But we cannot build for horses alone. It is necessary to provide the broken stone road against the automobile tires, otherwise the road surface would soon go to pieces.

**Inadequate Roads Costly.**  
Both town and country lose money because of our very inadequate roads.

**Rape Good Hog Pasture.**  
Rape is a profitable crop for providing full pasture for hogs, where farmers harvest corn by hogging it down.

**Break Land Before Freezes.**  
It will pay generally to break the land before freezes so the weeds and other vegetation may be turned while the soil is soft.

## FARM POULTRY

### PREPARE HOUSE FOR WINTER

Fowls Withstand Cold Air Much Better Than Impure—Ventilation of Much Importance.

(Prepared by the United States Department of Agriculture.)

Hens can withstand cold air much better than impure air. Don't shut the poultry house up tight at night to keep out the cold unless ventilation is provided. Hens will thrive better—and lay more eggs—if they have plenty of pure air; not draughts. It is as necessary to fowls as clean water and good food.

When hens are confined in badly ventilated houses, as is sometimes the case in cold weather, they lose vitality, produce fewer eggs, and often become sick and stop laying. Good ventilation is needed also to keep the house dry. In cold weather moisture collects on the walls and roof in a poorly ventilated house, making it very uncomfortable for the poultry to live in. When the temperature rises this moisture trickles down saturating the air and making the litter on the floor wet.

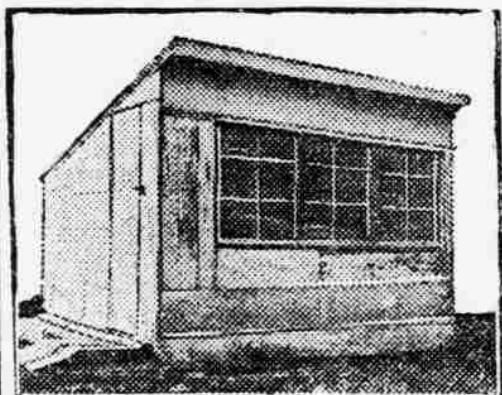
If the house is not overcrowded and is insufficiently ventilated for only a day in cold weather, no great harm is done. In an overcrowded house conditions become insanitary in a few hours. Even in a house properly stocked conditions at the end of one day of impure air are noticeably bad and, unless promptly corrected, grow steadily worse.

Ventilation to provide pure air and dryness in a poultry house is simply a matter of keeping doors and windows open as much as is necessary to keep the walls dry. Few poultry keepers have any difficulty in this until the temperature goes low enough to freeze water in the house. Then the tendency is to close doors and windows to keep the house warm.

This is the right idea, subject to the practical limitation that the house must not be closed so tight that the supply of fresh air is insufficient, and the circulation of air is restricted to such an extent that moisture collects on the walls. The proper regulation of ventilation insures pure air and dryness, and keeps the house as warm as is practicable without the use of artificial heat, or special provision to absorb an excess of moisture. The adjustment of doors and windows to provide the conditions required must be learned by observation.

The general rule is to open doors and windows as much as is necessary to keep the house dry in cold weather, and to keep them wide open when water in the house will not freeze.

Cheap cotton cloth and common burlap are often used in some of the windows of a poultry house in place of glass. Cotton cloth is to be preferred for this purpose because it is cleaner and admits more light. When both cloth and glass windows are used the



Inexpensive Poultry House With Plenty of Open Space in Front.

most common practice in cold weather is to keep the glass windows closed all the time; to open the cloth window wide on clear days and close it as much as seems necessary at night and on stormy days. When the windows are generally mild cotton cloth is sometimes used in all windows.

Usually a house can be run with a good deal of ventilation in all but the very coldest weather. Birds can stand quite low temperatures provided their combs do not get frosted. Where there is much hard freezing weather the most effective way that has been found to keep a poultry house warm and dry is to place dry straw or hay, to the depth of a foot or more, overhead on a floor of boards laid as wide apart as may be and still hold the straw.

Dry straw will usually absorb all moisture, and so when it is used the poultry keeper must judge by the air in the house how much to keep doors and windows open. A bird that will not stand the temperature when ventilation is regulated in this way is not suited to the climate.

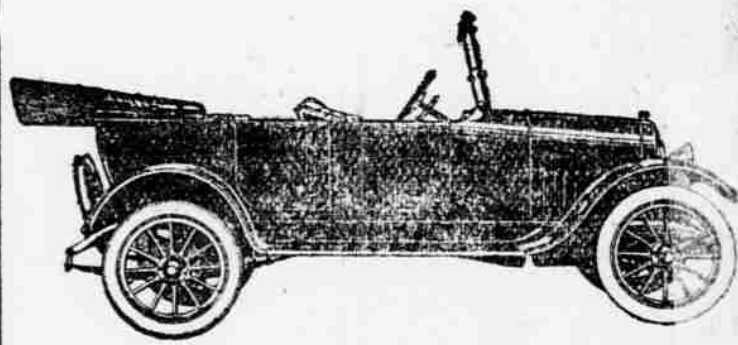
### Use for Waste Products.

Full use should be made of waste products from the kitchen, the table and the fowls on the farm range, for each material is excellent food for all kinds of poultry and will help to get down the expense of feeding.

### Enemy of Young Chicks.

Lice are the worst enemy to the young chicks, and hot weather tends to increase their numbers. Press these measures are taken to get rid of them.

# 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 f. o. b. Detroit  
Wire wheels regular equipment with sedan and Town Car

### Official Figures of the Test

	Daily Mileage	Average Miles Per Gall. Gasoline
Nov. 23	511.9	22.2
" 24	531.4	22.2
" 25	537.4	21.49
" 26	505.9	22.77
" 27	516.5	21.70
" 28	509.6	23.02
" 29	515.5	26.40
" 30	480.1	22.80
Dec. 1	508.6	23.99
" 2	484.6	21.77
" 3	506.6	20.71
" 4 Rain	438.9	19.51
" 5	502.7	19.44
" 6	517.0	22.15
" 7	505.0	22.35
" 8	493.3	22.03
" 9	472.6	21.33
" 10	477.7	23.43
" 11	495.2	23.82
" 12	540.1	23.56
" 13	530.3	23.18
" 14 Rain	465.9	23.85
" 15	523.1	22.95
" 16	539.1	21.98
" 17	492.8	22.09
" 18	512.0	21.72
" 19	525.9	28.34
" 20	527.5	23.64
" 21	496.8	24.50
" 22	490.8	23.80
" 23	487.1	23.13
" 24	480.5	21.75
" 25	477.5	23.83
" 26	492.6	22.30
" 27	487.1	19.79
" 28	477.4	18.91
" 29	523.9	18.26
" 30	486.9	20.24
" 31	504.3	21.08
Jan. 1	501.4	19.82
" 2 Rain	451.8	20.07
" 3 Rain	479.1	21.56
" 4 Rain	455.6	19.82
" 5 Rain	562.5	19.10

Elapsed time . . .	44 days
Total mileage . . .	22,022.5
Average speed per hour . . .	45 miles
Average day's run . . .	500.6
Longest day's run . . .	562.5
Average miles per gal. . .	22 miles
Smallest day's mileage . . .	451.8
per gallon . . .	18.20 miles
Greatest average miles . . .	28.33 miles
per gallon . . .	9.875 miles

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



GREEN-FORD AUTO CO  
Agents Greenville, Ky.

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.