

The Hope Pioneer

HOPE, N. D.

NORTH DAKOTA PUBLISHING CO.
L. J. BOWEN, Editor and Manager

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Entered at the post office at Hope, North Dakota, as second class matter.

To insure insertion, all advertisements and pay locals must reach our office on or before Wednesday noon of each week.

All notices of entertainments of any nature at which admission is charged, given by local organizations are charged at the rate of five cents per line per insertion.

KILL THE SMUT

The U. S. Department of Agriculture in co-operation with the state agricultural college at Fargo is putting on a smut eradicator campaign in this state. A realization of the enormous losses due to this one plant disease, has resulted in a systematic plan of fighting it. Every effort possible is being put forth to reach men who do not treat their grain and influence them to do it. Everyone who is in sympathy with the food conservation movement surely will not hesitate, when the time comes, to treat their grain with formaldehyde. The method is simple, inexpensive and short, and one who takes this precaution, before seeding their grain is rendering a great service to Uncle Same in helping to save and build up our food resources.

—Buy W. S. S.—

STEELE COUNTY MEN TO LEAVE FOR CAMP APRIL 29th.

Order No.
149—John I. Sveum, Galesborg, N. D.
295—Nels Velle, Luverne, N. D.
304—Albert W. Olson, Los Angeles, Cal.
305—Erik Ofstad, Duluth, Minn.
309—John Zanter, Fulda, Minn.
364—Selmer O. Thompson, Kindred, N. D.
379—Hiller Riehard Stark, Hope, N. D.
383—Arthur M. Lindeman, Jamestown, N. D.
385—Oliver Nyhus, Hatton, N. D.
387—Gunwald Otteson, Clifford, N. D.
409—Robert S. Sampson, Finley, N. D.
468—Robert Walker, Hope, N. D.
Transferred from Williams County.
Carl Solosberg, Williston, N. D.
ALTERNATES
390—William T. Nash, Hope, N. D.
408—Louis Martinson, Finley, N. D.
415—Selmer Heskin, Hatton, N. D.
—Buy W. S. S.—

RED CROSS NEWS

The Northern Division officers have established a basis for figuring the efficiency of the states in their territory, and also each county in the four states. The report for the months of January and February show the following:

Minnesota 174 cents
North Dakota 194 cents
South Dakota 199 cents
Montana 227 cents

This means that the supplies from North Dakota, received in Minneapolis amounted to a little less than 20 cents per capita for the months stated, the basis being the population as figured for the draft. However Steele County has an average of 28 1-2 cents per capita, or about 50 per cent over the state average. The banner counties are Jackson, Minn., and Flathead, Mont., with a 53 cent average. Why not make Steele County the banner county for May and June two month period.

Mr. Palfrey chairman of the Red Cross Acre Committee is getting over the county and appointing the township members, who are looking after their townships. Two or three townships have practically completed their canvass, one of them turning in 44 cards, reports will be made later when the committee is completed and time for work allowed. Each acre is to have a steel red cross sign so that the owner can display it on his farm, a township covered with red cross signs will be a splendid sight.

The ladies are doing splendid work in the supply department. The quota assigned this county, is being met and the amount each branch is to furnish is given from time to time by the Chairman of the Woman's Work, Mrs. K. K. Bakken of Sharon. The principle work now is on garments and sacks, along these lines we are requested to lay stress, but of course all lines of relief work is needed.

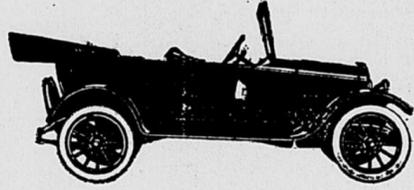
There is a requirement that in each county there shall be appointed an attorney who shall act as "Red Cross Counsel" who shall look after the interests of the soldiers and their dependents, should need arise. The County Executive Committee have appointed C. S. Shippy to this position.

There is provision made in the Red Cross organization for a committee on Military Relief and Home Service, whose work is to look after the welfare of the soldier and of dependents, and anything that helps to keep up the "morale" of the boys in the service. The Executive Committee have authorized the following appointment:

P. O. Sathre, Chairman, Finley
S. V. Anderson, Secretary, Sherbrooke
Iver Thompson, Hatton
John D. Foley, Luverne
P. T. Duncan, Sharon.

Furnished by the County Executive Committee through R. A. Lathrop, Chairman.

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



T. M. Major
DEALER
Hope, N. D. Phone 48

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.