

SPRING RAIN

It isn't raining rain to me,
It's raining daffodils
In every dimpled drop I see
Wild flowers on the hills.
The clouds of gray engulf the day
And overwhelm the town—
It isn't raining rain for me
It's daining roses down.

It isn't raining rain to me,
But fields of clover bloom
Where any buccaneering bee
May find a bed and room.
A health unto the happy
A fig for him who frets—
It isn't raining rain to me
It's raining violets.

—Robert Loveman.

Washington News Letter

President Wilson attended the opening ball game here Wednesday and, following an established custom, tossed out the first ball to be used by the Washington team. The President appears to be quite a base-ball fan and enjoyed the game thoroughly.

Mr. E. B. Thomas, president of the Lehigh Valley Railroad, has written a letter to President Wilson correcting a misrepresentation in a reported interview in which he was made to appear to criticize the President. Mr. Thomas denies that his interview was in any way a criticism of the administration and, further, informs the President that the business of his road is improving to such an extent that they have awarded contracts for equipment amounting to \$1,000,000, and expect to increase this amount in the near future.

The Census Bureau issued a report yesterday which shows that most cities in this country are living beyond their means, the expenditures far exceeding the incomes. Only in the District of Columbia, New Hampshire, Rhode Island, Indiana, Illinois, South Dakota, Utah and Wyoming were the receipts of municipalities, as a whole, equal to or greater than the expenditures. This is a sad commentary on the business ability of our municipal authorities.

Washington was treated to quite a sensation this week when the Riggs National Bank, one of the oldest and most substantial banking institutions of the city, brought suit against the Secretary of the Treasury, William G. McAdoo, and the Comptroller of the Currency, John S. Williams, charging them with malicious persecution with a view to wrecking the bank and asking for an injunction restraining the Secretary and Comptroller from further persecution. The bank is represented by ex-Senator Joseph W. Bailey and Frank J. Hogan. Mr. Louis J. Brandis, of Boston, has been retained as special counsel by the government. This suit is a most unusual one and will be followed with much interest, not only by the financial interests, but by the public generally.

President Wilson has decided to take a trip to San Francisco, probably during the latter part of July or early August. It is his intention to make a number of stops on the way and deliver several speeches explaining the legislative program of the administration and the reasons therefor.

REFORMERS AND SKATES

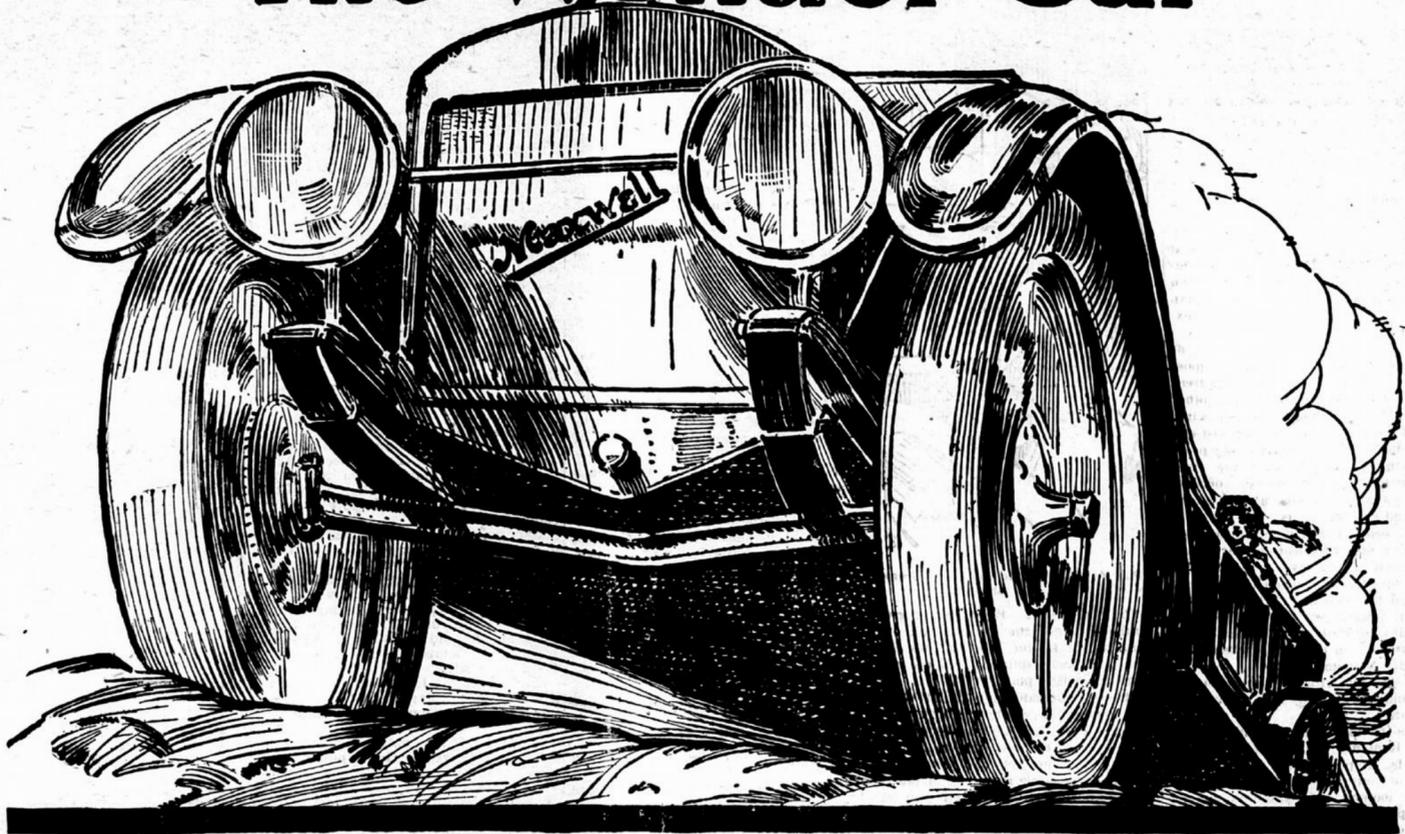
The roller skate is "coming back." It never really went out, as far as the children are concerned. Now however young ladies have taken it up—not in skating rinks, by the way, but in the open air—for exercise and fun on the sidewalks and smooth pavements of the city streets. On any fine evening on the best and most exclusive streets in the residence districts of large cities like Williston and Chicago, groups and couples of girls from 18 to 22 may be seen gliding along over the smooth surface of the walks. The fad has struck many of the smaller places in different parts of the country and already the village kill-joys are protesting and calling for laws to prohibit skating on the sidewalks. It was ever thus. No sooner does youth find a new way of amusing itself—no matter how innocent—than some long-faced, vinegar-blooded reformer is out with a protest and a demand that the young people be prevented with the alternative of abandoning their fun or becoming criminals by the infraction of a prohibitory ordinance. There was at one time a well-grounded prejudice against skating rinks. These places, nowadays, are usually so well conducted that they are comparatively safe. But there can be no just objection to the young girls bringing the bloom of health to their cheeks by such beneficial exercise as roller skating on the sidewalks of their own home town and in company with the same girls with whom they associate at other times. Let the reformers purchase roller skates and use them. It will work off some of the bile and give them a brighter outlook on life.

PRESIDENT GARFIELD UNDERSTOOD THE LAW OF ADVERTISING

The following interesting story about President Garfield is told in the May American Magazine:
"James R. Garfield, of Cleveland, son of the late President Garfield, told one of the editors of The American Magazine the following story about traveling in 1878 as a boy with his father, who was campaigning. One night, after a speech in Michigan, young Garfield said to his father: 'Why do you repeat so much? Do you know that you said the same things several times to-night? Do you know that you said the same things to-night that you said this afternoon in Detroit?' General Garfield made this reply: 'You happen to be an especially interested party and notice these repetitions. Others do not. I repeat the same statements deliberately in order that people may finally get them. Anything that I want an audience to get and remember I repeat several times—in somewhat different form perhaps. This practice I have developed out of my experience which has shown me that people's attention is distracted in various ways and that a first or a second statement may not really get to them. You must insist on an idea or fact if you want to get anywhere with it.'

Maxwell 11

"The Wonder Car"



Only a Blindfolded man would buy an automobile today without looking the Maxwell over

There's no excuse today for any man who is "jollied" into buying a car before he looks over the 1915 Maxwell.

We give you the *two vital things* in this Maxwell Car and then the 17 new features that have made the 1915 Maxwell the most talked-about car ever produced.

Here are the two vital things that any sane man wants when he buys an automobile

In the first place

—a handsome, real automobile that he can be proud to ride in.

In the second place

—a powerful, fast, economical automobile that will take him anywhere and bring him back.

We give you these two vital things, and then just about every other detail of refinement, comfort and endurance that you can think of.

Take power and hill-climbing ability, for example—when you buy a 1915 Maxwell you buy an exact duplicate of the stock Maxwell cars in which "Wild Bill" Turner and "Billy" Carlson broke two World's Records in two of the toughest, roughest moun-

tain hill-climbs ever made—Mt. Hamilton and Mt. Wilson.

Take speed and endurance, for example—when you buy a Maxwell you buy a car made by the same designers—the same chief engineer—from the same Maxwell Laboratory, heat-treated, tested steel, that was used in the Maxwell Racers in which Barney Oldfield and "Billy" Carlson both broke the 300-mile non-stop race records in Corona and San Diego.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

- Attractive Streamline Body**
Pure streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "snap" that you will find in any of the highest priced cars.
- A High-Tension Magneto**
Nearly all the high priced cars have high tension magnetos. A high tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.
- Left Side Drive—Central Control**
Left side steer with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.
- Three-Speed Sliding Gear Transmission**
All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.
- Double-Shell Radiator with Shock Absorbing Device**
The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, caused by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.
- The Roomy Full 5-Passenger Body Adjustable Front Seat**
The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—so fit no one.
- Low "Up-keep" Carburetor**
The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.
- Irreversible Steering Gear**
The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is of the expensive worm-and-gear type and its superiority over every other type lies in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.
- Heavy Car Comfort**
What surprises most people is the smooth, buoyant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptical front springs and the three-quarter elliptic rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.
- One Size of Tire—Anti-Skids on Rear**
The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3 1/2 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.
- A Dependable Electric Starter**
For \$55 extra, you can have your Maxwell 4-cylinder equipped with the famous Simms-Huff electric starter. This starter is efficient, trouble proof and easily operated. And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices. This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

\$695 "EVERY ROAD IS A MAXWELL ROAD" **\$695**
STICE & JENSON, Distributors

F. O. B. ELECTRIC \$55 EXTRA
DETROIT STARTER

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