

# MONEY CONFERENCE PLANS COMPLETED

## Pan-American Financial Meeting Called by McAdoo For May 24.

Washington, April 24.—Plans are rapidly being perfected for the Pan-American financial conference called by Secretary of the Treasury William M. McAdoo to be held in this city beginning May 24. Participation of eighteen Latin-American countries already is assured. In addition to distinguished foreign delegates, representative bankers and financiers of the United States will take part in deliberations on existing financial conditions throughout the western hemisphere which, it is expected, will lead to adoption of measures for closer business and banking relationship of American nations and advancement of financial welfare of all of them.

Officials and civilian financiers from South and Central American countries are to be guests of the United States at the conference and up to this time delegates from eighteen countries have been appointed. The list of representative bankers and financiers who will represent the United States has not been completed but Secretary McAdoo plans to have the personnel of the home delegation in hand within a short time. Representatives of big commercial as well as the banking interests of the country are to be urged to participate in the conference.

Delegations already appointed from South and Central American nations include the following:

Argentina: Samuel Hale Pearson, of Buenos Aires, prominent banker and business man of the Argentine republic, a grandson of Samuel B. Hale, of Boston, who founded in 1833 the Buenos Aires firm which Mr. Pearson now heads; Richard C. Aldao, a corporation lawyer and former minister of finance of the province of Buenos Aires; V. Villamil and John E. Zimmerman, business men of Argentina. The Argentine delegation already has sailed for the United States.

Brazil: Dr. Amaro Cavalcanti, former judge of the supreme court of Brazil and an authority on financial and commercial affairs of that republic.

Bolivia: Adolfo Ballician, consul general in New York and Ignacio Calderon, Bolivian minister at Washington.

Chile: Luis Izquierdo, former minister of foreign affairs; Augusto Villanueva, director general of the Bank of Chile, and Luis Aldunate, banker and business man of the republic.

Colombia: Roberto Ancizar, secretary of the Colombian legation, and Santiago Perez Triana, Colombian banker and former minister to Great Britain.

Costa Rica: Mariano Guardia, minister of finance, and John M. Keith, banker.

Dominican Republic: Francisco J. Peynado, former minister to the United States, and Dr. Enrique Jimenez, present minister to this country.

Nicaragua: Frederico Albert Strauss, banker, and Pedro Rafael Cuadra, former minister of finance.

Panama: Aristides Arjona, secretary of finance and treasury; Ramon F. Acevedo, manager of the National Bank of Panama, and Ramon Arias, Jr., vice president of the Bank of the Canal Zone.

Paraguay: Dr. Ayala, minister of finance.

Peru: Isaac Alseamora, formerly vice president of the republic, at one

time minister of foreign affairs and member of the Peruvian congress; Eduardo Higginson, consul general at New York.

Salvador: Alfonso Quinones, vice president and former president of Salvador; Jose M. Suay, sub-treasurer of finance and former minister of finance, and Roberto Aguilera, banker, Uruguay; Pedro Cosio, minister of finance; Dr. Gabriel Terra, member of the chamber of deputies and formerly minister of industry and formerly IROJ, of Uruguay.

Venezuela: Pedro Rafael Rincones, consul general at New York.

Guatemala, Honduras, Ecuador and Cuba have accepted invitations to the conference and announcement of their official delegations is expected in the near future. Ambassadors and ministers in Washington from the various countries will also act as ex-officio members of congress.

Official call for the conference was based upon a provision of the diplomatic and consular appropriation bill passed by the last congress as follows: "The president is hereby authorized to extend to the government of Central and South America an invitation to be represented by their ministers of finance and leading bankers, not exceeding three in number in each case, to attend a conference with the secretary of the treasury in the city of Washington at such date as shall be determined by the president, with a view to establishing closer and more satisfactory financial relations between their countries and the United States of America, and authority is hereby given to the secretary of the treasury to invite, in his discretion, representative bankers of the United States to participate in the said conference, and for the necessary expenses as may be incidental to the meeting of said conference and for the entertainment of the conferees the sum of \$50,000 is hereby appropriated, out of any money in the treasury, not otherwise appropriated, to be expended under the direction of the secretary of the treasury."

Allied with the subject of financial betterment of nations participating which will be considered also the subject of improvement of general conditions and facilities of commerce, trade and transportation. New conditions of financial and commercial relationship between the United States and other American nations have been brought about by the war and these conditions, it is urged by those interested in the conference and its promoters, make it necessary that there shall be an adjustment upon a basis that will safeguard all nations concerned against embarrassments and depression incident to the general upheaval of commercial conditions.

Sessions of the congress will be held in the Pan-American union building in this city, and, besides United States delegates soon to be named, this government will be represented by President Wilson and members of the cabinet, members of the federal reserve board and John Barrett, director general of the Pan-American union.

### THE LEATHER OF OLD.

(New York Mail.) Daniel W. Kauffman of York, Pa., has just shipped to his cousin in North Dakota, Alfred E. Diehl, a saddle which was made in the year 1811, at New York, for the grandmother of Mr. Kauffman and Mr. Diehl, who was Mrs. Miss Lovie Loucks. Mr. Diehl, who is a big farmer in North Dakota, wants the saddle for his daughter to use in riding a horse over his broad acres, and as Mr. Kauffman has no such pleasure in it he sends the old saddle on to his cousin. And the simple fact is that though this saddle was built 104 years ago it would be impossible to get so good a saddle, now, at the present day.

It seems that the old proverb, "There's nothing like leather," has been amended to read, "There's nothing like leather used to be." The leather saddle of the vintage of 1811 has no mate in the harvest of 1914. Why? The cattle, horses, goats and pigs out of whose hides the leather of commerce is made, seem to have just as tough skins as they ever had. But the leather that is made of those skins is not much like the leather of old. Evidently the old tanners took a lot of pains with their hides, which the machines of the present day don't take. Will any athletic young lady of the year 1915 be riding a saddle that is now under construction for her great-grandmother? We trow not.

### FOUNTAIN USES SAME WATER.

(Popular Mechanics.) An entirely new kind of fountain recently patented by Dr. Nikola Tesla, the famous electrical inventor, is designed to do away with the existing drawbacks to the use of water fountains for ornamental purposes. The device consists of a basin large enough to hold the entire volume of water required; a central pipe rising to any desired height from a point well below the water level, and flaring, or lipped at the upper end to shape the flow of the falling water;

a screw propeller, or turbine, so placed inside the pipe and below the level of the water in the basin as to propel the water up the pipe when rotated, and an electric motor mounted at the upper end of the vertical shaft of the turbine. The wires supplying current for the motor may be brought down from above or, if it is desired to conceal them, they can be easily led through water-tight tubes, along the central pipe.

With a properly designed propeller a very large volume of water can be passed through this fountain in a continuous stream, producing beautiful

effects as well as serving to humidify and cool the air when used indoors. Experiments on a large scale have shown that it is not necessary to replenish the water for weeks, when the fountain is operated continuously for the entire volume is passed through the fountain several times a minute and becomes aerated and purified in the process.

### BUSINESS OF BEING A WIFE.

(Collier's Weekly.)

A woman has just told us of what she did the night her young husband found himself a bankrupt. His factory

was closed, he had lost all he owned—plus a good deal more—and, as he looked at it, life was about at an end. He reflected that he had taken his wife from a happy and charming home and that he had brought disaster and poverty on her. It occurred to him that a well-placed bullet might be of the best all-around solution of his difficulties.

His wife, at home, made a poignant surmise as to what he was thinking. Suddenly it occurred to her that there was a chance for team work—an opportunity to show what being a wife really meant. She prepared a delicious

little dinner, made her home as inviting as she could, and arrayed herself in her most becoming dress. Her husband returned, not to a disheveled and sobbing woman, to a neglected house and a drama of disaster, but to a home where everything spoke of resolution, of continuity, of expectation. The fire on his hearth, his simple, well cooked dinner, the courageous eyes of his attractive wife, restored him to a true sense of values. He was able, amid all his confusion of purpose and torment of realization, to see his failure as only a retrievable episode in his life.

He is now a successful manufacturer, his debts are paid, and he has a happy home with a son and daughter in it. He was saved from being a suicide by the fact that a woman was sportsmanlike at the right moment.

It's enough to disgust a hypocrite when he discovers that the man he has been posing for is no better than himself.

Some men would rather go barefooted while waiting for a dead man's shoes than get out and earn sufficient money to buy a new pair.



# 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. Fine streamline body; graceful crown fenders, with all rivets concealed. All the grace, style and "dash" 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. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.

Left Side Drive—General 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.

Worm-Driven 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 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 the 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 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 surpasses most people is the smooth, buoyant riding quality of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptic 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 tubes. Economical 30 inch x 2 1/4 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.

A Dependable Electric Starter. For \$15 extra, you can have your Maxwell delivered 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.

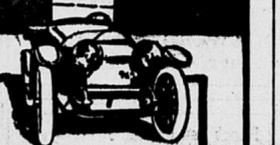
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