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F. P. STARR, Agt. Tel. 66

An aged German and his wife were much given to quarreling. One day, after a particularly unpleasant scene, the old woman remarked, with a sigh: "Vell, I vish I vas in heafen!"

"I vish I vas in a beer-garden!" shouted her husband.

"Ach ja", cried the old wife, "always you try to pick out the best for yourself!"—Life.

PRIZES WON AT SAN FRANCISCO RACES

After six lively sessions over the prepared roadways of five Pacific Coast cities, the members of motordom's "Suicide Club" have nearly all packed up for the annual move eastward. Some of them are stopping off at Oklahoma City where a 200-mile road race is scheduled for April 22nd; others have shipped to Indianapolis or to the eastern cities where they make their respective headquarters. A few of the resident California drivers remain at home, re-lit their cars for the next invasion of the "big leaguers".

The close of the coast circuit marks a pause in the racing season which permits a resume of the winter competitions.

Aside from added money paid to winners at Corona and Venice, the coast cities distributed a total of \$45,800 in cash prizes to the circuit chasers. Of his sum, Barney Oldfield, "Master Driver" and star of the Maxwell team, captured the largest total—\$7,000. Barney got it in three bundles—\$2,500 for his record-breaking non-stop run at Corona; \$3,500 for his win of the Venice Grand Prix, and \$1,000 for his victory in the Borderland Fair event at Tucson.

Oldfield's campaign was a wonderful combination of speed and consistency. Each of his prizes was the result of a light in which his Maxwell neither stopped nor slowed down. In none of the three races mentioned did he change cars after he had once gotten under way. The three non-stop performances aggregated 711 miles.

Second to Oldfield in total winnings was Darius Resta, the foreign pilot, with \$6,000. Resta found the twisting, dangerous course inside the San Francisco Exposition grounds, ideal for his Peugeot, and was able to keep this sensationally light, speedy car running to the finish in both the Grand Prize and Vanderbilt. The Peugeot had failed to finish at Corona and San Diego. Resta declined the issue at Venice and Tucson.

Perhaps the most interesting record of any of the speed demons is that of "Sure Finish" Billy Carlson of the Maxwell team who pressed Resta close with total \$5,800 winning. Carlson started

in all six of the circuit events and finished in each one. In five of them he was among the money winners. In two of them the finish found him in second position to Oldfield, his Maxwell team mate.

Carlson also figured as a "non-stopper", his car running the entire 306 miles of the San Diego race without hesitating. Eddie Pullen, first place winner at Corona and third at San Francisco in the

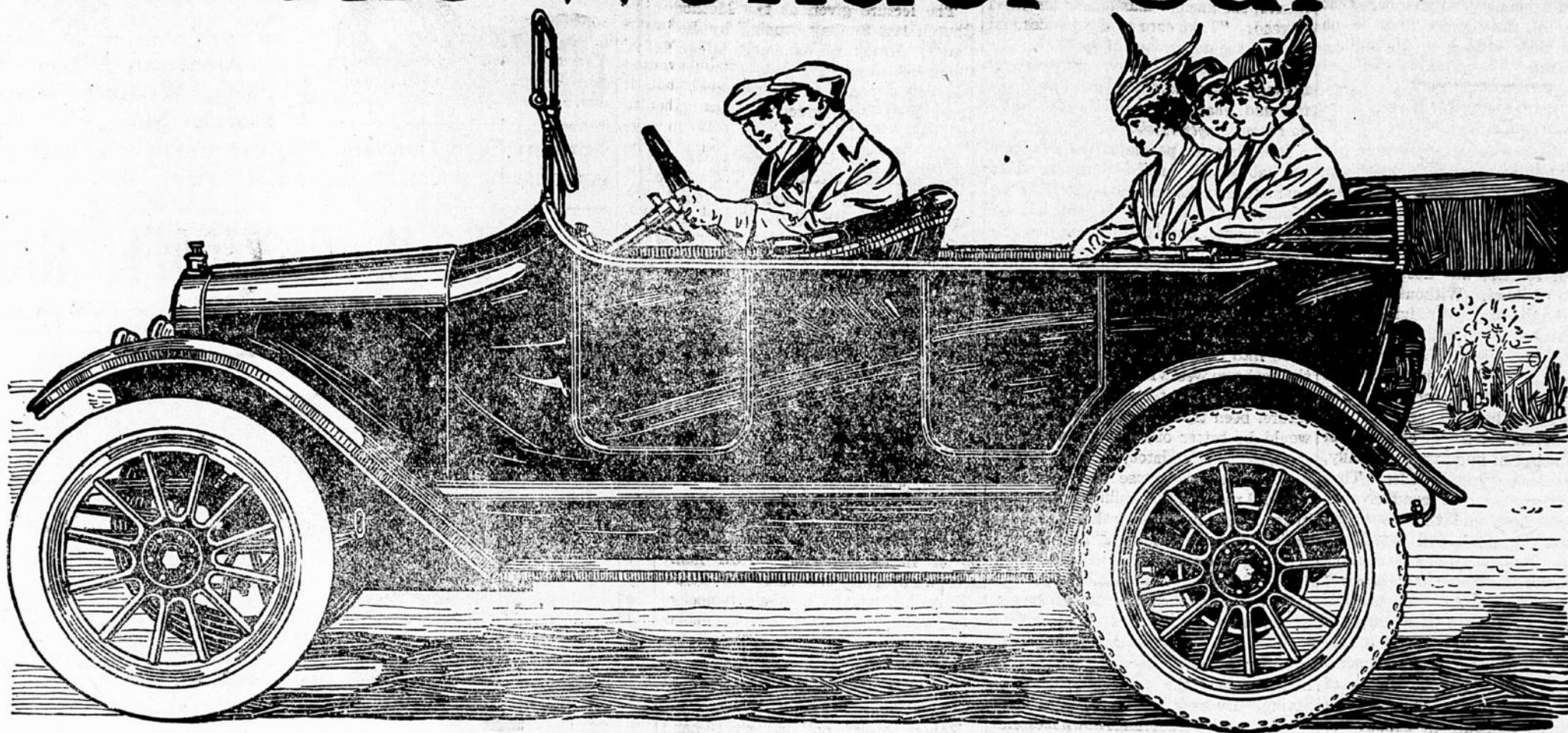
Vanderbilt, follows Carlson with \$5,500 winning. Cooper and Wilcox with \$5,000 and \$4,000 respectively are fifth and sixth. DePalma, last years champion, had to be content with \$2,000 - fourth

money at Corona and the Vanderbilt. The victories, of Oldfield and Carlson make the Maxwell the season's champion car up to date, with total winnings of \$12,800. Cooper, Wilcox, Anderson,

Grant and Lewis, the Stutz quintet, were second with an even \$10,000. Pullen, Ruckstell and L. Nikrent with Mercers won \$7,750. O'Donnell and Alley won \$3,000 with their Deussenburgs.

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today—that is exactly the "Acid Test" that the Maxwell has passed through, and that is why the Maxwell is the most talked about automobile that is built today.

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

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A large, roomy, beautiful body, fitted with deep, comfortable upholstery, ample leg room, adjustable front seat and the best fourteen-coat, hand-painted and striped finish. All Maxwell bodies are constructed of pressed steel, mounted on a steel-channel sectioned frame, offering the greatest possible strength with minimum weight.

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Without a doubt you will find the Maxwell the easiest riding, light car made. With its ample sufficient wheel base, and semi-elliptic front springs and three-quarter elliptic rear

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THE POWERFUL MAXWELL MOTOR

The most powerful, durable motor of its size made. Ample power to negotiate any road, mud, sand or hill—always at your command. Almost troubleproof, every part accessible, and what is more, it is a motor of genuine economy. More miles per gallon, day in and day out, than you would believe possi-

ble if one were to tell you. The Maxwell motor stands to-day one of the very best in dependable efficiency.

DOUBLE SHELL RADIATOR

A beautiful, troubleproof, highly efficient radiator. Every part but the shell constructed of high-grade copper. It will not corrode and leak. Protected against breakage by a heavy pressed steel shell and special shock-absorbing devices on each side of the frame that protects it against the many strains and twists of the car.

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Irreversible worm and gear, the only safe steering device. Maxwell uses a gear instead

of a sector. This makes adjustment very simple, as you have merely to turn the gear one-quarter way and you have a new surface, just as good as a complete new steering unit.

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One square inch of braking surface to every twelve pounds of weight. That's more than most any other car gives to-day. Maxwell brakes are thoroughly dependable, enclosed and protected from dust and dirt, and have special anti-rattling devices. Maxwell brakes are very easy to handle. The slightest pressure of the foot and your car comes to a dead stop.

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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.

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