

#### APRIL 26 LIBERTY DAY.

President Wilson Calls Upon all Communities to "Liberally Pledge Anew Their Financial Support to Sustain the Nation's Cause."

Washington, April 19.—Friday, April 26, will be Liberty day throughout the United States under a proclamation issued last night by President Wilson calling on citizens of every community to hold liberty loan rallies and "liberally pledge anew their financial support to sustain the nation's cause."

Patriotic demonstrations similar to those on the opening day of the campaign will be held on April 26, and the day devoted to giving the race toward the \$3,000,000,000 war credit goal a new impetus for the final week.

President Wilson's Liberty day proclamation follows:

"An enemy who has grossly abused the power of organized government and who seeks to dominate the world by the might of the sword, challenges the rights of America and the liberty and life of all the free nations of the earth. Our brave sons are facing the fire of battle in defense of the honor and rights of America and the liberty of nations. To sustain them and to assist our gallant associates in the war, a generous and patriotic people have been called upon to subscribe to the third liberty loan.

"Now, therefore, I, Woodrow Wilson, president of the United States of America, do appoint Friday, the 26th day of April, 1918, as Liberty day. On the afternoon of that day, I request the people of the United States to assemble in their respective communities and liberally pledge anew their financial support to sustain the nation's cause. Patriotic demonstrations should be held in every city, town and hamlet throughout the land under the general direction of the secretary of the treasury and the immediate direction by the federal reserve banks. Let the nation's response to the third Liberty loan express in unmistakable terms the determination of America to fight for peace, the permanent peace of justice.

"For the purpose of participating in Liberty day celebrations, all employees of the federal government throughout the country whose services can be spared may be excused at 12 o'clock noon, Friday, the 26th of April.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done in the District of Columbia, this 18th day of April, in the year of our Lord, 1918, and of the independence of the United States of America, 142d."

Woodrow Wilson.  
Robert Lansing,  
Secretary of State."

Argentina's President Admiring America Tell How He Stands on War.

Why isn't Argentina Republic at war with Germany? The answer is given in a very interesting and unusual interview granted to Roy Howard of the United States staff by the president of Argentina, Hipolito Irigoyen, in Buenos Aires last Friday. Germany had interfered with the maritime trade of Argentina and had sunk several of her ships. The people of the republic had shouted for war. President Irigoyen says:

"The position of a neutral is very difficult. It is not always understood by belligerents, as the United States will appreciate.

"When she was affronted by Germany, Argentina, acting in accordance with international procedure, demanded an apology and reparation. When both were granted, Argentina, under the law, was unable to proceed further, regardless of individual opinions and national sentiments.

"When Germany made reparation upon our demands, our course was dictated as certainly as was that of the United States throughout the period of her long neutrality.

"Argentina's sympathetic approval has followed the United States step by step. We have endorsed your course and voiced our approval of the loftiness of your objectives on every important occasion. I have followed every move of President Wilson and have read every public utterance by him regarding the aims and purposes of the United States with a feeling of the greatest admiration and respect. By his words and deeds, we in Argentina have come to recognize and accept him as one of the world's great benign figures.

"Argentina is not indifferent towards the international conflagration now raging, nor is her course or her attitude to be construed as unsympathetic or cold towards the United States. The difficulties of her position possibly are not fully understood in the United States. What our past actions have been is known even if they have sometimes been misinterpreted. Only future developments will shape our future international policy, but no misunderstanding of past developments should cause a prejudgment of Argentina's future policy to her disadvantage.

"The misunderstanding of Argentina's position is quite evident to us, but it would not be well for the world to prejudice Argentina's future course in the event of further German affronts, except upon a full understanding of her past course and her present position.

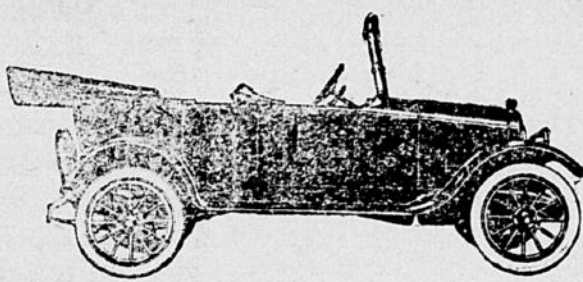
#### Flour to Farmers.

The Food Administration has issued a recent ruling to govern the amount of flour which farmers may secure from a mill in exchange for wheat. Under this ruling millers are forbidden to sell to any farmer an amount of flour in excess of forty-nine pounds, and no miller may knowingly sell flour amounting to more than the customer's requirements for thirty days.

The miller must require the customer to accept wheat substitutes of equal weight to the flour purchased, unless the customer submits in writing a certificate showing that he has on hand a sufficient supply of such substitutes. These substitutes are defined as hominy, corn grits, corn meal, corn flour, edible corn starch, barley flour, rolled oats, oatmeal, rice, rice flour, buckwheat flour, potato flour, sweet potato flour, soy bean flour, milo, kafir and feterita.

When the farmer takes wheat of his own growing to the mill to exchange for wheat flour, the amount of flour given him shall not exceed the amount which, with the flour already in his hands, will reasonably meet the requirements of his household for thirty days. Millers may require the farmer to give a written statement to the effect that the amount of flour delivered will not last longer than thirty days, and that he will not sell, lend or deliver such flour to anyone. Each miller must forward to the federal food administrator of his state, on the first of the month, certificates given him by farmers, showing that they have a sufficient supply of flour substitutes on hand.

# 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



J. E. CLAMPITT  
Pleasanton, Iowa.

Any maker 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 transcontinental 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.