

## The Nevada County Picayune

B. ANDREWS, EDITOR

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### ANNOUNCEMENTS.

(Political Announcements strictly cash in advance.)

#### FOR CONGRESS

W. S. GOODWIN  
Of Bradley County.

#### FOR STATE SENATOR

J. D. MONTGOMERY  
Of Hempstead County.

#### FOR REPRESENTATIVE

SAM WESTMORELAND  
Of Georgia Township.

C. B. ANDREWS  
Of Missouri Township.

#### FOR CIRCUIT JUDGE

D. D. KING  
Of Lafayette County.

#### FOR PROSECUTING ATTORNEY

WILFRED HEARN  
Of Clark County.

#### FOR COUNTY JUDGE

JOE A. BAILEY  
Of Missouri Township.

J. W. FRANKS  
Of Missouri Township.

#### FOR SHERIFF

J. M. DUKE  
Of Missouri Township.

L. C. STEELE  
Of Missouri Township.

PERRY R. WARMACK  
Of Taylor Township.

JOHN D. PAKKER  
Of Parker Township.

DAVE A. SNELL  
Of Emmet Township.

#### FOR CIRCUIT CLERK

G. N. STARNES  
Of Emmet Township.

E. H. (EP.) WEAVER  
Of Caney Township.

ALBERT S. MCGOUGH  
Of Albany Township.

HOLLIE O. ALMAND  
Of Missouri Township.

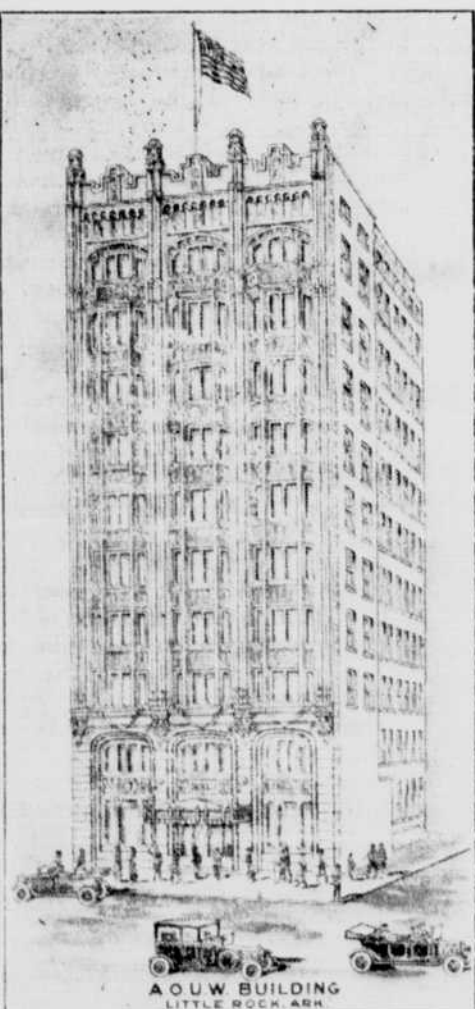
#### FOR TAX ASSESSOR

H. B. ALMAND  
Of Albany Township.

J. ED GHORMLEY  
Of Georgia Township.

#### FOR CORONER

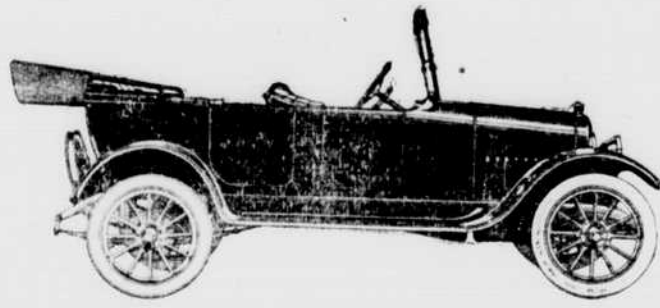
DR. W. W. RICE  
Of Missouri Township.



The new \$250,000 office building erected by the Arkansas Grand Lodge, A. O. U. W. in Little Rock, will be dedicated Tuesday, April 30, with elaborate ceremonies. It is the third skyscraper in the capital city, being eleven stories in height, and has been pronounced the "most beautiful building in the South." Supreme Master Workman Will M. Narvis of Iowa will attend the dedication, and witness the completion of a class of new members amounting to 1500 or more, named in his honor. The order now has 10,000 members in the state, in 140 lodges, with \$11,000,000 insurance in force, and has an investment of \$490,000. Since Arkansas was set apart as a separate jurisdiction, it has paid out \$1,637,726.29 to beneficiaries. Its membership has increased 300 per cent in the last six years.

Children Cry  
FOR FLETCHER'S  
CASTORIA

# 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 c. o. d. Detroit  
Wire wheels regular equipment  
with Sedan and Town Car



Auto Sales & Service Co.  
Prescott, Ark.

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.