

DOINGS IN THIS COUNTY

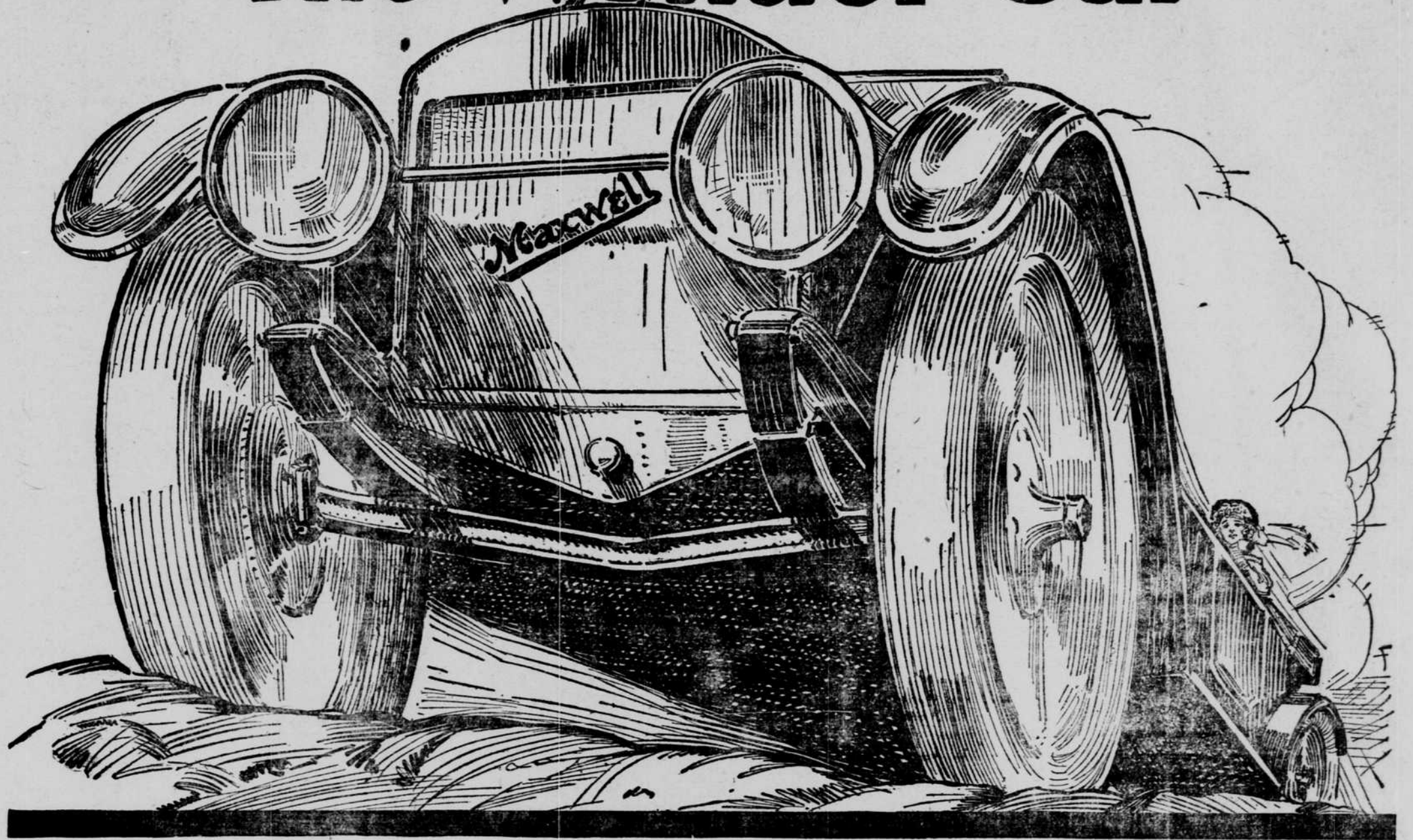
News Along Route Two.

John Shehan took home a load of posts.
 Lulu Brodock visited Lena Snyder Sunday.
 Brodock Brothers are braking mules this week.
 Frank Fross has been on the sick list this week.
 Wm. Behrens loaded a car of baled hay last week.
 Miss Lizzie Miller attended Obermiller's dance.
 Wm. Behrens helped John Peterson disk Monday.
 Rev. Slocumb autoed south on the Route last Friday.
 It seems good to see the autos go whizzing by again.
 Carl Schliezberg fixed his mail box up in better shape.
 Frank Spotanski helped Jim Hansen fix his well Monday.
 Frank Spotanski shipped a car of baled hay last week.
 Niels Nielson and family spent Sunday at Jim Hansen's.
 Kenfield put down a well for Henry Goodwin the past week.
 B. Kenfield put down a well for Mrs. Lizzie Stark this week.
 J. E. Roush has been hauling hay from north of Brodock's.
 Nick Daddow was over to his farms on Wiggle creek Monday.
 Henry Goodwin and family spent Sunday at Wilber Currie's.
 Alfred Jorgenson helped Mike Klimek shell corn Monday.
 Mrs. H. S. Conger visited at her son Roy's home this week.
 Geo. Plebeck marketed a load of corn at Loup City Monday.
 H. P. Nielson took home a load of lumber and cement Monday.
 Clark Allman and children spent Sunday at Vern Allemen's.
 John Peterson and sons baled hay for Wm. Behrens last week.
 Jake Albers has been marketing corn at Hazard the past week.
 Conrad Koch put several new planks in the Burt bridge last week.
 Alfred Jorgenson hauled carrier a load of shelled corn last week.
 Psota Bros. attended Henry Obermiller's dance Saturday night.
 Wm. Draper was seen taking home a load of machinery last week.
 Roy Conger marketed several loads of corn at Loup City last week.
 Prof. J. H. Burwell was out to his farm on Wiggle creek last week.
 Mrs. Sam Fletcher and son were trading at Loup City last Friday.
 Lars P. Nielson had wheat on the Loup City market last Wednesday.
 Mr. and Mrs. Sim Watson and family are new patrons on Route 2.
 H. P. Nielson, who is at the state hospital at Engleside is much better.
 Wm. Rutherford and son shelled corn for Clark Allman the past week.
 Van Vance broke down at McBeth's mail box going home last Thursday.
 Tom Garner was hauling seed oats from Henry Bichel's last Wednesday.
 Mrs. Lizzie Stark's boys were building fence west of Westcott's Saturday.
 C. J. Norstedt dragged the road from Oltjenbruns south last Wednesday.
 Sunday, April 18th I had been driving a route out of Loup City nine years.
 John Jurkiewicz moved on Prof. Burwell's place west of Albert Snyder's place.
 Jim Roush and son Cliff hauled two loads of shelled corn from Mike Klimek's.
 The Bogseth sisters visited over Saturday and Sunday at the Jorgensen home.
 Van Vance hauled a load of machinery from up in Valley county last Thursday.
 Chas. May drove Will Zimmerman and an insurance agent out on Route 2 Monday.
 Harry Rutherford shelled corn for Albert Snyder and W. F. Howard last Thursday.

Lars P. Nielson marketed a load of hogs and a load of wheat at Loup City last week.
 John Galloway and sons had two loads of hogs on the Loup City market last Friday.
 Ernest Daddow and family, Ira Daddow and family spent Sunday at Albert Snyder's.
 Mr. and Mrs. Geo. Wagner attended the dance at Henry Obermiller's last Saturday night.
 C. J. Norstedt had the roads graded from C. O. Johnson's to the Brown bridge last week.
 Misses Carrie and Olive Bogseth spent Sunday with Mr. and Mrs. Alfred Jorgenson.
 George Wagner, C. W. Burt and Elmer Hand, were hauling hay from Route 2 last Friday.
 Jim McBeth and H. W. Brodock were among the ones who shelled corn the past week.
 Misses Eva and Lilia Goodwin and Lulu Brodock visited Verduette school last Tuesday.
 Mr. and Mrs. Tom McFadden and Mr. and Mrs. Frank Daddow Sundayed at Mrs. C. S. Cash's.
 Geo. Hosier, Ernest Bell and Sidney Thrasher were working the roads south of town Monday.
 John Jurkiewicz spent Sunday at Loup City. There must be some attraction at Loup for John.
 The Wiggle creek ladies aid society will meet with Mrs. John Galloway next Thursday afternoon.
 Homer Hughes and Tom McFadden each hauled the carrier a load of straw for his ice house, Monday.
 Mr. and Mrs. C. R. Spencer, Mr. and Mrs. E. M. Marville attended church at Loup City Sunday evening.
 Ed. Thrasher and Chris Johnson of Loup City attended Henry Obermiller's dance Saturday night.
 If any ice deliveries are made from the regular icing to the residences the price will be 50 cents per hundred.
 Harry and Clinty Conger and Theo. Currier, were out to Alfred Jorgensen's after a load of straw Saturday.
 Mrs. Dick Brodock Mrs. Jessie McFadden and Mrs. Parker called at the home of Mrs. Albert Snyder Friday.
 Grant Stickney and sons drove their big herd of white faced cattle from Oak creek to the Henry Beck place Monday.
 Andres Thompson had a gang of men working grading the road north of the Brown bridge Monday and are making a good drain from Mickous to the bridge.
 There is still some snow in the cut east of the cemetery. Enough so it has been impossible for me to get through the past week.
 Winter wheat looks grand. Alfalfa is several inches high. Pastures are getting green all over. There is plenty of moisture in the ground for early pasture. Most all oats were put in the past week, lots of potatoes being planted and a great deal of ground being disked for corn. Rye is fine. Plum and cherry trees will soon be in bloom. Most horses and cattle look thin. The past week has been good for all kinds of farm work.
 Nebraska is noted for some quick changes but I believe that the one it just pulled off beat them all. In ten days it changed from deep snow all over the ground to a blanket of green. Big drifts from two to twenty feet deep have disappeared like magic and only now and then is there any evidence of one of the worst winters on record. There are several drifts that are five to seven feet deep yet in sheltered spots and it will take a long time to get the best of them.
 I want two good base ball teams to play ball the day of my picnic this fall. Get busy and organize two good ones. The main thing is to practice, have contests every week until that day so you will give a good entertainment. I am going to give \$15 to the winning team and a case of ice cold pop to the losing team. I want the game to be for blood. Get you some bright suits so you will make a good appearance on the diamond. Elect your captain now. Each time you play each other during the summer, play for the treats or some prize. Have a prize cup to play for.
 Carrier is going to have two good roads days the first week in October

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 mountain

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 adjusted to 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 3/8 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 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.

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

"EVERY ROAD IS A MAXWELL ROAD"
\$695 ALVA O. LEWIS, Agent \$695
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and do four and one-half miles of road grading. I want to know if the ladies will furnish a basket dinner for two days. The four and one-half miles that I want to work commences at Lars P. Nielson's corner running straight north through the big hills north of H. W. Brodock's coming out on the valley south of the Hawk's school house. Two miles and a half is road not traveled by me at all, but is a road that everybody is interested in, or ought to be. A good many have already promised two days

work on this piece of the road. Let me know if I can put your names down.
Loup City Flour is sold by all our merchants. Special prices to all on 5 and 10 sack lots. Patronize the home mill.
 An ad in the Northwestern brings results.

Application For Liquor License.
 In the matter of the application of Edward Oltman for Liquor License: Notice is hereby given that the said Edward Oltman did on the 21st day of April, 1915, file his petition to the Chairman and Members of the County Board of Supervisors of Sherman County, State of Nebraska, for a license to sell malt, spirituous and vinous liquors at retail at Schaupp's, in the south east quarter of section twelve, (12) township fifteen, (15) north range fourteen, (14) West of the 6th

P. M., in the County of Sherman, and State of Nebraska, from the 14th day of May, A. D. 1915, to the 14th day of May, A. D. 1916.
 If there be no objection protest or remonstrance filed on or before the 14th day of May, A. D. 1915 then said license will be granted without reference thereto.
 Dated this 21st day of April, A. D. 1915.
 Attest: Edward Oltman, L. B. Polski, Co. Clerk. Applicant.
 A. W. Boecking, Deputy.

O. A. MASON
 Plumbing and Heating Tinwork.
 LOUP CITY NEB.
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