

GRAIN AND PRODUCE

Receipts Light; All Cereals, With Exception of Oats, Higher; Rye 6 to 8 Cents Up.

Omaha, April 24, 1918. Receipts of grain today were again exceptionally light, with 31 cars of wheat, 21 cars of corn, 19 cars of oats, 2 cars of rye and 1 car of barley.

All cereals, with the exception of oats, were somewhat higher, influenced largely by light arrivals. The inquiry for corn was easily sufficient to take care of the offerings, buyers, however, showing a decided preference for the sounder corn. Quotations were generally unchanged to be higher, the bulk going at an advance.

Table with columns: Article, Open, High, Low, Close, Year. Rows include Corn, Oats, Rye, Barley, and various grades of wheat.

Chicago Grain and Provisions. Corn Prices Strengthened as Result of Planting and Decreased Receipts.

Chicago, April 24.—Planting delays and a falling off in arrivals made the corn market today show considerable strength at times. The close was nervous, at the same as yesterday's finish to be higher.

New York General Market. New York, April 24.—Flour—Unsettled; spring, \$19.75@21.25; winter, \$19.50@21.15; Kansas, \$19.50@21.15.

Omaha Hay Market. Receipts continue heavy on prairie hay, but lighter on alfalfa. Demand very quiet, causing market to be in a weak condition and prices lower on all grades of prairie hay.

Evaporated Apples and Dried Fruits. New York, April 24.—Evaporated apples, full California, 14 1/2@15; state, 15@16 1/2.

Mississippi Grain. Minneapolis, Minn., April 24.—Corn—No. 2 yellow, \$1.55@1.65.

St. Louis Grain. St. Louis, Mo., April 24.—Corn—No. 2, \$1.55; No. 3 white, \$1.75@1.85; June, \$1.51; July, \$1.50.

FIX \$10 A TON AS SUGAR BEET PRICE

Committee Finds Cost of Production Increases Out of Proportion to Increase in Prices Paid.

The committee appointed to find the cost of producing sugar beets in Nebraska has made its report, which shows that the cost of producing has increased rapidly, but the price paid for sugar beets has increased less than the price paid for hay and cereals.

Audubon's Birthday Will Be Observed in Schools

Friday will be observed in the public schools as the anniversary of the birth of John James Audubon, famous naturalist, who was born at Aux Cayes, Island of Haiti, April 27, 1785.

J. R. Cain, Jr., Returns From Meeting of Bankers

J. R. Cain, Jr., vice president of the State Bank of Omaha, has returned from the group meeting of bankers at Norfolk. The remaining groups of the state bankers will meet in May.

Trans-Atlantic Cable Service Again Resumed

Manager J. L. Fercit of the Western Union Telegraph company has received announcement that effective immediately the trans-Atlantic cable facilities have been so improved as to permit the resuming of the former deferred cable service.

Nebraska and Iowa Men Are Awarded Commissions

The following Nebraska and Iowa men have been awarded commissions at the third officers' training camp at Fort Oglethorpe, Ga.:

Alleges Wife Called Him "The Kaiser"; Asks Divorce

Francis Clark, suing Bernice Clark for divorce, alleges that to distress his mind and injure his feelings she addressed him as "the kaiser."

Huffman Sues for \$156,000; Jury Awards Him \$566

Arguments in the damage suit in federal court of William Huffman, automobile man, against the Paige Detroit Motor company, were completed Tuesday night and the jury was instructed to bring in a verdict for the plaintiff. It did—but Huffman was awarded \$566 damages, whereas he had sued for \$156,000.

Grand Jury Indicts Two Men for "Shooting Craps"

Several indictments returned by the recent grand jury have been made public. Louis Epstein is charged with aiding unlawful voting by advising and assisting Salvatore Patti to vote at the election November 7, 1916, knowing him to be under 21 years old.

HYMENEAL. Smith-Coyle. Maurice R. Smith and Miss Pearl Coyle, both of Council Bluffs, were married by Rev. Charles W. Savidge Tuesday.

Engineers at Work on Skinner Packing Site

Bruce & Standaen, engineers, special building, with C. F. Kamrath, special construction engineer of the Skinner Packing company, are now at work on the 33-acre site south of the Union Stock yards and adjoining the Swift plant on which the Skinner Packing

Prominent Hotel Men Will Be Guests of Omaha Body

The Omaha Hotel Men's association will entertain members of the Hotel Men's Mutual Benefit association and the American Hotel association at a banquet at the Rome hotel tonight.

National Daily Hotel Reporter; E. C. Eppley, Martin hotel, Sioux City, Ia.; F. J. Donahoe, West hotel, Sioux City; John Willy, editor of the Hotel Monthly, Chicago; Ben P. Branham, editor of the Hotel Bulletin, Chicago; W. N. Robinson, Baltimore hotel, Kansas City; C. C. Horton, Lafayette hotel, Clinton, Ia.; Walter A. Pockcock, St. Paul, Minn.

Commencement Exercises of Theologians Are Started

Rev. S. Xenophon Cross spoke last night at the North Presbyterian church on "The Present Day Message of the Christian Church," inaugurating the annual commencement exercises of the Omaha Theological seminary.

Claims Are All Right— But Only Proofs Count

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 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.

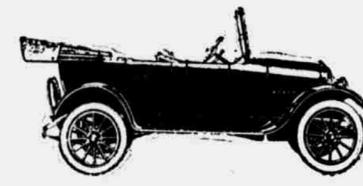
In that 44 days-and-nights Non-Stop run, though no thought was given to either speed or economy, it still remains a fact of official record that the Maxwell averaged 22 miles per gallon and 25 miles per hour.

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.



"Most Miles Per Gallon" "Most Miles on Tires"

Maxwell Motor Cars

- Touring Car. \$ 825
Roadster ... 825
Touring, with All-Weather Top 935
6-Pass. Sedan 1,275
5-Pass. Town Car ... 1,275



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