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For August ARE NOW ON SAL F. E. Adams \& 0

Feed and Coal


## Do You Know the Terms of that 22,000 Mile Test?

## TED STATES EM SS THAT LABOR \& AGRICULTURAL RS MAY BE IM.

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Brownsville,Tex
Complete instruc Complete instruc
tions covering the admission of farm laborer from Mexico have been received by tion station and the
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## Works Auto and Supply Co.

You know, of course, that the Maxwell Motor Car is the long distance champion
You have read that a "stock" Maxwell 5 -passenger car ran for 44 days and nights without stopping the motor
And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.
But heve yop, up to now, realized the full significance of that periormance? Do you know that no other motor car in the world has ever equalled or even approached that performance?
In a word, did you take this test seriously when you heard of it?
Or did you set it down as a "selling stunt" to give the publicity man something to talk about?
It's worth your while to read and to study the conditions under which that test
You know that the American Automobile Association (familiarly known as the A.A.A. is the official arbiter of every automobile test and contest. But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A. A. A. Official Records!
This 22,000 -mile Maxwell non-stop test was official from start to finish. Therein lies its value to you.
It proves absolutely the quality of the car-of the very Maxwell you buy. For verily this was a "stock" Maxwell. Listen:-
First: the inspectors disassembled the motor to see that no special pistons, valves, bearing metal or other parts had been used.
Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.
As we had much at stake and the test was made in winter t .November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.
Sounds reasonable, doesn't it?
But they refused permission to do any such thing.
For example:-They would not permit a rubber cover over the magneto-it wasn't "stock."
They refused to let us tape the ignition wire terminals-they are not taped on the Maxwells we sefl -so of course it wasn't "stock.
Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration-it isn't "stock.
Nor to use a special high priced foreign make of spark plug-the run was made on the same spark plugs with which all Maxwells are equipped.
So rigid were the rules, we were unable to carry a spare tire on the rear-it wasn't "stock" A telegram to headquarters in New York" finally brought a special permit to carry a spare tire.
"It isn't stock!" "It isn't stock!"
That was the laconic reply of those A.A.A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.
We are glad now-mighty glad - that the rules were so strict and so rigidly enforced.
Any other car that evef attempts to equal that record must do it under official supervision-and comply with the same terms.
And it will have to go some
For Maxwell set the standard when it performed this wonderful feat. Maxwell complied with those rules-and made good.
Every drop of gasoline and oil and water was measured out and poured in by They would not even let our man pour it in! Every four hours the car had to report at the official station for checking And it had to be there on the minute.
And every minute there was an inspector beside the driver on the front seattwo more men in the rear. One got out only to let another in-day and night for 44 days and nights!
There was one technical stop.
It is interesting to know the circumstance
Dead of nizht a driving storm-a cloudbarst-suddenly another car appeare in the road ahead.
In his effert to avoid a collision the Maxwell driver stalled his motor At ieast the observers thought it stopped and so reported.
Ti: ear cii) not stop, however, so its momentum again started the motor ( Thad indced stalled) when the clutch was het in.
zary to save life.
That shows you how rigid were the rules-how conscientiously appli observers.
You who have owned and driven motor cars-you who know how : may clog a carburetor or a feed pipe; "short" a spark or stall realize what a wonderfully well made car this must be to go thr under those conditions- $4+$ days $-22,022$ miles without stoppin The exact amount of gasoline, of oil, of water used; the ; troubles, tire changes; the distance and the routes are matter attested under oath and guaranteed by the A. A. A.
(By the way, the average was nearly 10,000 orniles per tire. Any Maxwell owner-or anyone interestedrnay see those And-here's the most wonderki part-therigh no atter
for economy; the Maxwell avenged 22 milh per gallon Some other car may, some time, equal some one of th equal them all in the same test thatexar must b.

The Memplris Democrat
Jerry Dalton, Editor
Published Weekly, on Thursdays

## Local and Personal News <br> Short News Paragraphs and Personal Mention of General and Special Interest to Mem phis and Hall County Readers


 Sitaen silier © Company E. O. Blackshare was a busines
visitor here from Estelline Wed nesday.
A large stock of Baby Buggy
and Go-Carts at Slaton-Miller Co Miss Annie Gene Specht of Quan ah returned home Saturday morn
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Stamp pledge and give them
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 Both you and the Governmen
can't use the same labor and ma
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