

## MORE SURGEONS NEEDED.

Dr. M. A. Walker, chairman of the Medical Section for this county of the Council of Defense, has received an urgent appeal from the National Medical Section of that Council, for more medical men to enter the service of the United States.

Although to date there have been enrolled in the Medical Departments of the army and navy, about 15,000 medical officers, there still exists a need for at least 5,000 more, 2,000 of them for the Naval Reserves.

Pay of officers in the Reserve of the army or navy when called to duty, is from \$2,000 up, with allowances for quarters when such are not furnished.

Montana has furnished a little over 20 percent of all its medical men for service, and stands third in order of percentage of physicians commissioned.

Beaverhead county has not furnished any physicians for the service of the country, and it is hoped that any who find it at all possible for them to leave, will communicate with Dr. Walker relative to the steps necessary for them to take, preliminary to applying for enrollment.

Judge Joseph C. Smith spent several days of last week in Butte, attending to matters in connection with the Beaverhead Red Cross.

Mrs. E. V. Roe spent a few days of last week in Dillon and was joined on Saturday by her children, who came in on the afternoon train from Redrock.

O. M. Best spent a few days of last week in Butte attending to matters of business in connection with the wholesale grocery business.

W. T. Vance paid Butte a visit last Thursday afternoon.

Notice for Publication—No. 010353. Department of the Interior, U. S. Land Office, at Helena, Montana, April 9, 1918.

Notice is hereby given that Pat Rutledge, of Dillon, Montana, who, on August 17, 1914, made homestead entry, No. 010353, for Lots 1, 2, 3, and 4, Section 2, Township 9 S., Range 8 W., Montana Meridian, has filed notice of intention to make three year proof, to establish claim to the land above described, before Fred Rife, clerk of the District Court, at Dillon, Montana, on the 22nd day of May, 1918.

Claimant names as witnesses: Thomas Flynn, Fred Bower, Patrick Laden and John Laden, all of Dillon, Montana. 36-5

JOSEPH OKER, Register.

Order Appointing Time for Hearing Petition for Specific Performance of Contract to Convey.

In the District Court of the Fifth Judicial District of the State of Montana, in and for the County of Beaverhead.

In the matter of the estate of Mamie R. Pinkerton, deceased.

C. W. Robison, having filed his verified petition in this court, setting forth facts on which he bases a claim that he is entitled to the specific performance of a contract, made with him by said decedent in her lifetime, to convey certain real estate, which said contract is set forth in his petition, and praying for an order requiring the administrator of the above entitled estate to execute to him a deed of conveyance of the following described real property, to-wit: the east half of the southwest quarter of section 1 and the northeast quarter of the northwest quarter, and the northwest quarter of the northeast quarter, and the south half of the northeast quarter of section twelve, township six, south of range sixteen west Montana Meridian.

It is ordered, that Saturday, the 4th day of May, 1918 at the court room of said court at Dillon, in the said county of Beaverhead, State of Montana, be, and the same are hereby appointed as the time and place for hearing of said petition; and that notice thereof be served on said administrator, personally, and published in the Dillon Examiner, a newspaper published in said county and state, for at least four successive weeks before said hearing.

Dated this 9th day of April, 1918. JOS. C. SMITH, Judge.

35-W4

No. 018083.

DEPARTMENT OF THE INTERIOR United States Land Office at Helena, Montana, April 3rd, 1918.

Notice is hereby given that Frank L. Huston, by Luther T. Hauberg, his attorney in fact, whose post office address is Helena, Montana, has this 3rd day of April, 1918, filed in this office his application to select under the provisions of the Act of July 1, 1898, (30 Stat. 597-620), the following lands:

Beginning at the quarter corner on the north line of Sec. 8, T. 11 S. R. 9 W., M. M., Cor. 1, and running thence south 80 rods to Cor. 2; thence west 80 rods to Cor. 3; thence north 80 rods to Cor. 4; thence east 80 rods to Cor. 1, the place of beginning, known to be the NE ¼ NW ¼ of Sec. 8, T. 11 S. R. 9 W., M. M., 40 acres.

Beginning at the section corner at the northeast corner of Sec. 18, T. 11 S., R. 9 W., M. M., Cor. 1, and running thence south 80 rods to cor. 2; thence west 80 rods to cor. 3; thence north 80 rods to cor. 4; thence east 80 rods to cor. 1, the place of beginning, known to be the NE ¼ NE ¼ of Sec. 18, T. 11 S., R. 9 W., M. M., 40 acres.

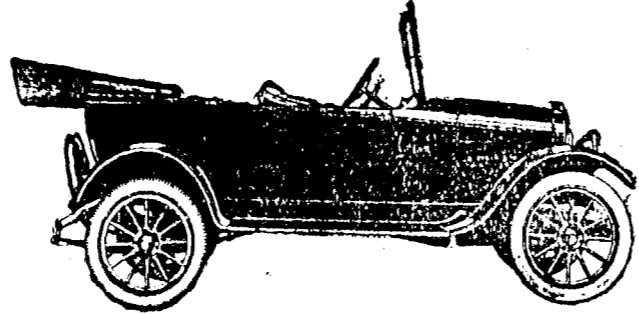
The above lands are officially surveyed in the field, and the survey monuments to which reference is made are those now in place.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office on or before the 25th day of May, 1918.

JOSEPH OKER, Register.

35-5

# 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



## Dillon Auto Co.

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.