

Think It Over

A 10-room home in the third block on East Front street. Nearly all furnishings included; lot nearly 200 feet deep. Large shade trees and orchard. House strictly modern and is finished the very best on the inside; beautiful yard and surroundings. There is also a four-room house in the rear that faces a side street. This four-room modern house is completely furnished and goes with the place. This place has an income of \$65 per month besides a home for the owner. We are the exclusive agents for this property and we are in a position to make you good terms on long time. Allow us to show this property to you and you will surely want it. As the owner must leave on account of sickness in the family we will offer this property for sale for \$7,250. Until just lately this property has been held at \$10,000. Call at the office and we will show you through the property.

Rhoades & Howard 210-211 Montana Block.

LOCAL BREVITIES

Alloway's case, opposite postoffice. William E. Gleason of Florence is a visitor in Missoula. Dr. Ward, veterinarian. Tel. 33 or 531. Charles Marshall has gone to Spokane on a business trip. Marsh, the undertaker, Phone 324. Mrs. F. R. Buell of Victor was in the city yesterday on a shopping tour. Dr. Willard, osteopath, 1st Natl bank. J. E. Lanning of the Minneapolis Steel Machinery company, is spending several days in Missoula. Missoula Storage Co., C. B. Avery. J. B. Armstrong leaves on the Olympian this morning for Chicago, where he will make a short business visit. Dr. J. Louise Smith, osteopath, Masonic temple, Phone 618; res. 533 R. Allen Hughes, route agent for the Northern Express company, came to Missoula from Helena on business yesterday. Hackman transfer office, Tel. 392 Rd. C. W. Calkins, representing the Pittsburg Plate Glass company, is here from Minneapolis for a few days on business. Stenographer, Dawson, Montana Bk. W. K. Royal, a young lawyer from Des Moines, Iowa, is in Missoula, looking over the situation with some thought of locating here. Phone 38 or 438 Rd. for cars and baggage transfer. Green & Ellinghouse. Mrs. Frank Cannon of Gold creek, arrived in the city yesterday and is spending a few days at the home of Mr. and Mrs. William Dyson. Rhoades & Howard, leading fire insurance agents, 103 East Cedar. Mrs. Fred Meyer, whose husband is manager of the shoe department of Donohue's store, has gone to visit friends in Glencoe, Minnesota. Dry cordwood, slabs and edgings, Riberty Lumber Co., Telephone 743. William Stoddard, who has been in the city for the past week, visiting his brothers, Dr. J. P. and Fred C. Stoddard, left last evening for Denver, Colorado. Bonner millwood at the Interstate Lumber Co., 508 Toole avenue. Phone 108; Ind. 742. A. J. Hoff, manager of the William Oliver Bridge company, is in Missoula inspecting the work done by his company on the new Methodist church in this city. Missoula Ice Co., Mrs. Wm. Crawford prop.; phones, Bell 310 Bk.; Ind. 2337. William T. Graybeal has returned from his first trip to the Pacific coast. He went to Tacoma and to Seattle and in the latter city attended the Potlatch fair. Handy scratch pads and water checks for sale at The Missoulian office. Ferd Kennett has returned from a two weeks' tour of the Bitter Root valley, during which he visited numerous old-time friends in the towns along the way. For first-class livery, transfer or a good saddle horse, call Melaney's barn. Both phones 655. Miles E. Fredenberg of Kalispell applied for homestead entry on 40 acres in unit "G," the southeast quarter of the southeast quarter of section 22, township 21 north, range 21 west. Entry was approved. If you need help, notify the Missoula Employment Agency for quick results. Both phones, 125 West Pine. Toris T. Sonstrand of Kalispell, applied for homestead entry on 40 acres in unit "B," the northeast quarter of the northwest quarter of section 25, township 21 north, range 21 west. Entry was approved. Touring cars for rent at both of the Green & Ellinghouse barns. Both phones. Special rates on trips. M. H. Holmes started yesterday for an extended trip east. He will go by way of Salt Lake City and Denver to his former home in McCook, Nebraska, and then on to Buffalo and other points in New York. New 5-passenger auto for rent, \$2.50 per hour; \$15.00 per day. Phone Bell 670; Ind. 2372. Leslie Swazye, a well-known pianist of Hamilton, was in Missoula yesterday, accompanied by his daughter, Theo, and her friend, Miss Ursula Hork. The three have just returned from an excursion to Butte. Got short millwood, with the pitch all in; not water-soaked. At the city sawmill, phones Bell 414; Ind. 424. Ward Rathbun has resigned his position in the Missoula postoffice. His place at the stamp window is being filled temporarily and probably permanently by Miss Anabel Ross, J. J.

Jones, a mail carrier, who gave up his position a short time ago, has been reinstated and will take a place at one of the mail windows. Mrs. and Mrs. Albert Woods and their father, Joshua T. Woods, were in the city yesterday on business, having come from their home in Victor, where Albert Woods is manager of the Victor Land and Livestock company. Hairdressing, shampooing, scalp treatment, manicuring and facial massage. Mrs. Belle H. Leahy, suite 14-15 Paxton hotel. Mr. and Mrs. John Kloeneider and daughter, Lillie, of Hamilton arrived in Missoula yesterday. Mrs. Kloeneider and daughter left in the afternoon for Milwaukee, where they will visit friends and relatives for six weeks. Save money by buying 16-inch millwood—the good kind—at \$3.75 per load, from the Interstate Lumber Co. (Old Blackfoot Co.) Phone 106; Ind. 742. Frederick D. Schwalm of Missoula, applied for homestead entry on 160 acres of land in the east half of the southeast quarter of section 32, and the west half of the southwest quarter of section 33, township 20 north, range 22 west. Entry was approved. Take advantage of the fine drying weather and get your 16-inch millwood now and put away your winter's supply. \$3.75 per load—contains a full cord. Interstate Lumber Co. (Old Blackfoot Co.) Phone 106; Ind. 742. J. M. Orvis started yesterday in an automobile, for a two weeks' tour of the reservation. Messrs. Ward and Holmes, piano salesmen, accompanied Mr. Orvis and the intention is to drive around the lake to Kalispell, then to ship the auto back and return by boat.

VALENTINE JACKY GLAD THAT HE IS BACK HOME

Valentine Jacky came home to Missoula yesterday after a 10 days' trip through the Dakotas. Mr. Jacky took the journey just to see what the other states looked like, thinking he might possibly want to invest in Dakota land. The opinion expressed by the returned traveler is truly emphatic. He says he didn't see anything from the time he left Montana until he got back to Missoula; that he was never so homesick in his life and that he hopes he may live many years if only for the pleasure of living them in Missoula.

LUNGS DECLARED SOUND LIFE INSURANCE GRANTED

We advertise Eckman's Alternative to tell those who have lung disease what has been done by its use. "Gentlemen: On the evening of May 15, 1907, I had five hemorrhages from the right lung. My hemorrhages kept up for one week—I had twenty-eight in all. Septic pneumonia developed. My doctor told me my left lung had also become affected. I started to take Eckman's the last of August, 1907, and improved steadily. Since my recovery about a year ago, I was accepted for life insurance, after two examinations by a company that had previously rejected me. (Signed affidavit)

"CHAS. MORGAN."

5552 Thompson St., Phila., Pa. Fuller details of above case on request.

Eckman's Alternative is for bronchitis, asthma, hay fever, throat and lung affections. For sale by Missoula Drug Co., and other leading drug-gists. Ask for booklet of cured cases, and write to Eckman laboratory, Philadelphia, Pa., for additional evidence.

AUTOMOBILE MEETING.

The Missoula County Automobile club will meet this evening at 8 o'clock in room 401, the Montana building. There will be election of officers this evening; also there will come before the club for discussion the question of what part the club proposes to take in aiding the construction of an automobile road between here and Butte. All owners of automobiles are asked to attend the meeting this evening.

BOOSTING GRADES.

The summer school which was conducted for pupils who fell below grade in one or more subjects during the year, is now ended with excellent results. For the succeeding four weeks there is to be a school at the Roosevelt building for pupils who took the eighth grade examinations and failed to pass in one or more subjects. This opportunity will preclude the entrance of pupils into the high school next fall with conditions.

LAID AT REST.

The infant child of Mr. and Mrs. Edward B. Ford, was buried yesterday morning at 10:30 o'clock in the Missoula cemetery. Private services were held at the family home on South Sixth street east, Rev. J. W. Bennett officiating.

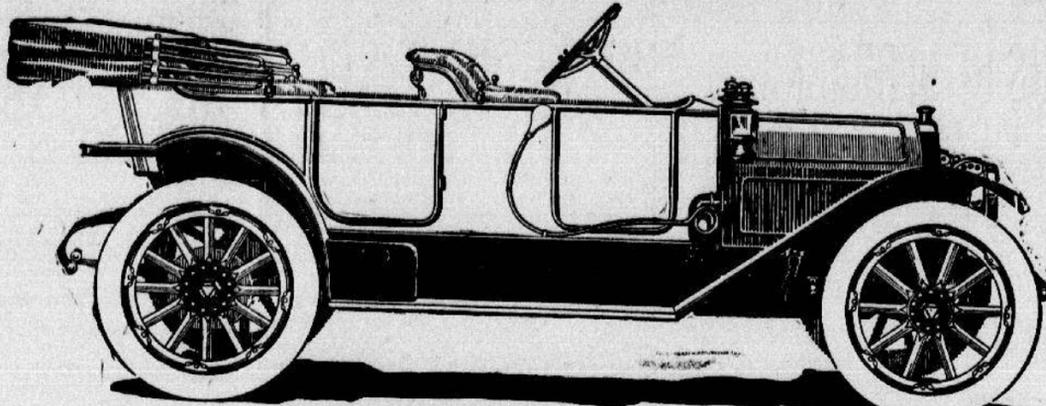


Poorly Centered and Ill-Fitting Glasses

Do more harm than good. If your glasses do not fit you properly have them readjusted at this office. NEWTON H. SCHWEIKER Optical Specialist, 203-205 Montana Block.

R. H. McKAY Commercial Photographer Viewing, Framing, Enlarging, Developing and Printing for Amateurs. Higgins Bk. Bell phone 925

The 1912 HUDSON "33"



"33" Touring Car—\$1600 Complete There are four HUDSON "33" models for 1912. A large, roomy five-passenger Touring Car, shown above—a smart Torpedo of long, rakish lines—a Roadster of unusual beauty and comfort and a Mile-a-Minute Roadster which is speedy enough to make a showing in any amateur speed or hill climbing contest. The equipment includes 34 x 4 inch tires on Demountable rims, Bosch magneto and storage battery, genuine Mohar top, with complete set of curtains, wind shield, tire iron, extra Demountable tire rim, Prest-O-Lite tank, big beautiful lamps, black enameled, foot and robe rails, license number holders, tool box, running board, tools, tire repair outfit, etc. Roadster has special luggage box on rear, around which extra tires can be carried. Mile-a-Minute car has storm apron instead of wind shield and top and is equipped with 100-mile-an-hour Warner Auto-meter. The wheels on this car are 32 inch with 4 inch tires, which permit of faster driving with greater safety than is possible with larger wheels.

Why the Value is Even Greater this Year

Some Extraordinary Things Have Been Done to Accomplish This Result—Come See What They Are

The above is an illustration of the HUDSON "33" 1912 Touring Car. There are three other models—a Torpedo, long, low and snappy in appearance—a Roadster, handsome and comfortable, and a Mile-a-Minute car, fast enough for any amateur contest.

This cut indicates as well as can be done by picture, the great beauty of the car, which for the past year has been the most talked about automobile in America. It is impossible to show by drawing or photograph, all the improvements that have been added to the 1912 model.

The best way to understand why it is a greater value than the 1911 car, is to know what was done to produce that result. By telling you that, you can appreciate this new value more than would be possible either by illustration or by description.

The Engineering Board of the HUDSON Motor Car Company is made up of the largest number of experts ever employed by any one manufacturer. These men are specialists in many different branches of automobile engineering. At the head of this staff of experts is Howard E. Coffin, the man responsible for the HUDSON "33."

Before this board of specialists is brought every suggestion for the improvement and betterment of HUDSON cars. Each of these experts has won his way by the work he has done. Each man knows something which others don't know. Each has done something which others have not done.

Owners Have Helped

We have hundreds of letters from owners telling their experience with the "33." What they reported was tabulated and so when work was started, we had accurate information upon which to base our plans for the 1912 car.

Each suggestion was thoroughly considered by the Board of Engineers. Then Mr. Coffin instructed these specialists to do what they could to make the 1912 car a greater value than was that of 1911. Each man was assigned to some particular work. One was instructed to add to the beauty of the car. Another devoted his time to working out ideas that would add to the convenience the car would afford to passengers.

Went To Europe For Ideas

One man went to Europe to get ideas. He visited the leading factories there and attended the great Paris and London Automobile Shows. He wanted to see how makers abroad were building their cars. He came back with a trunk full of notes.

A specialist on carburetion went into the laboratories of the largest carburetor manufacturer and with the experts there worked out an improved system, which has resulted in greater power and economy for the motor. So exhaustive were his tests that he called in the chemists and experts of the Standard Oil Company and had their assistance in determining what was needed for obtaining an increased efficiency from the ever decreasing quality of gasoline.

Another man—trained by long experience for that special kind of work—gave his attention to improving the spring action of the car. He tested many types of springs. He drove cars over every kind of roads. He experimented with other cars to learn any advantages they might have.

The expert on factory management spent his time in the plant organizing his men, teaching them to build better. The man who had made a reputation for himself as a designer of special machinery worked out ideas for increasing factory efficiency in that direction.

No work could have been more complete than that which these men did.

All Submitted To Experts

Then Mr. Coffin called them all into session and for days the suggestions of each expert was submitted to the

consideration of his associates. In this way many additional ideas were brought out. No suggestion was accepted that did not meet with the unanimous approval of the Engineering Board. If there was any doubt about the value of any feature, it was tried out by actual tests on cars built especially for that purpose.

Then the first 1912 car was built and all the ideas adopted were proven in a service ten times more severe than any one would ever think of demanding of his car.

The result of all that careful, accurate planning and testing under the inspiration of Howard E. Coffin, is the 1912 HUDSON "33."

Yet There Was Little Change

You might conclude from this that the car is totally different from that of last year. As a matter of fact however, there has been little change in the essentials of its design. In a few places the simplicity of the original model has been made even more simple. A few more parts have been eliminated and a great deal has been accomplished in the way of smoother, quieter operation. The 1911 "33" is famed as being as quiet as any car ever built.

This year sound has been made even less noticeable. It is difficult to compare the new car with the original. But you can at a glance at the car itself, note some of the changes that have been made.

The equipment is of a much better grade. If you will ride in the two models you will observe the greater motor flexibility of the 1912 car. You can see an increased value in the quality of upholstery, in the higher grade painting, but you cannot so easily appreciate the improvements that have been made in the quality of materials, in the fineness of the metals and the character of the workmanship.

Widely Different From All Other Cars

The above comparisons have all been made with the 1911 HUDSON "33."

It would not be so difficult to show the greater value of the present model if it were considered in connection with any other automobile that you can buy under \$2500.

Last year the HUDSON "33" established such a mark for its simplicity, power, sturdiness and general value that it won its way wherever buyers gave close attention to its details.

People in all sections bought the HUDSON "33" because it was designed by Howard E. Coffin. Most of these buyers were persons who had owned cars of his earlier models. They knew from what he had done before what to expect from his latest car. The first day the HUDSON "33" was put on sale orders were taken by dealers throughout the country for 687 cars. These were bona-fide sales that were made without, in most cases, even a demonstration.

2,000 Cars Oversold

At the close of the season there were orders on hand for more than 2,000 in excess of the number we could build. Even before a single 1912 model was shown dealers had deposits in hand from their customers who thus had assured themselves an early delivery of the latest model.

These are important indications of what car it is best for you to choose. Nothing quite so thoroughly shows the value of an automobile as the way the public takes to it. Its sales in any one locality would indicate very little. Consider what it has done throughout the country, however, and you have the net expression of many buyers. HUDSON cars are successfully operated over every kind of road. Buyers choose the "33" because it proved to be the car best suited for all needs. As all sections are using the "33," it shows it is ideal for every requirement.

World Wide Demand

The world wide demand for the HUDSON "33"—and that statement is emphatically true—is a positive proof that it more nearly approaches the ideal car than was ever before offered at less than \$2500.

We urge all who are competent to do so, to thoroughly investigate every detail of the HUDSON "33."

HUDSON MOTOR CAR CO., Detroit

A Special Word of Importance We endorse with our capital and business future every word of the above. This we would not do if there were any doubt in our mind about the value of the HUDSON "33." Our success depends upon our knowing the automobile situation thoroughly. We have opportunities for more thorough investigation of values than any individual. The mere fact that we have chosen the HUDSON "33" as the best value that can be had at the price—that we are going the limit with our business standing in this community and have bought a large quantity of cars—depositing our own funds with the manufacturer to assure our receiving deliveries, is a guarantee of what we think of the HUDSON "33." What greater assurance can you ask?

See the Triangle on the Radiator

WE HAVE A FEW OF THESE CARS ON OUR FLOOR NOW. COME IN AND SEE THEM.

VALLEY MERCANTILE COMPANY

Hamilton, Mont.