CASE CARS ENTERED FOR BIG RACE

"WHITE STREAK" AND "BULLET" WILL TRY FOR HONORS IN SANTA BARBARA EVENT.

The Case White Streak, with Louis Disbrow as pilot, and the Case Bullet, with Joe Mikrent as driver, have been entered in the Santa Monica road race meet in California.

Both cars in practice since their arrival in California have developed speed of 90 miles an hour or better, and now the Case enthusiasts say that a new world's record will be made for 300-cubic inch class cars during the big series of road races which will open the Shriners' convention in Los Angeles on May 4.

A racing machine that will average 75 miles an hour in the east will do 80 or better on the Pacific coast, because of the climatic conditions, and this probably accounts for the wonderful showing of all the machines in practice for the coming Santa Monica meet.

The present world's record is held by Harvey Herrick, the Pacific coast representative of the Case company. He made it last year driving a 600-cubic inch National, and he says that a car of a smaller piston displacement may better his mark this year.

Manager Young, of the Santa Monica meet, has already received over 20 entries for the races, and he still has several to hear from, to say nothing of six different promises from factories which favor the coast for racing over any other part of the country.

The Case racing team did its practicing at Lakeside Inn, near San Diego, Cal., where there is a two-mile track and the best climate in the world for auto racing.

Why He Was Late.

"What made you so late?"

"I met Smithson."

"Well, that is no reason why you should be an hour late getting home to supper."

"I know, but I asked him how he was feeling, and he insisted on telling me about this stomach trouble."

"Did you tell him to take Chamberlain's Tablets?"

"Sure, that is what he needs." Sold by all dealers.

Investigation of the fact that most of the deep drill holes for wells in South Africa deviate from the perpendicular, generally toward the north, has led to the conclusion that the drills with which they were made were influenced by magnetism.

1912 Overland Cars

OVERLAND MODEL 59T

Wheel base, 106 inches; motor 4x4½ inches; horsepower, 30; transmission, selective; color, Overland blue.

Price $900

F. O. B. Toledo, Ohio

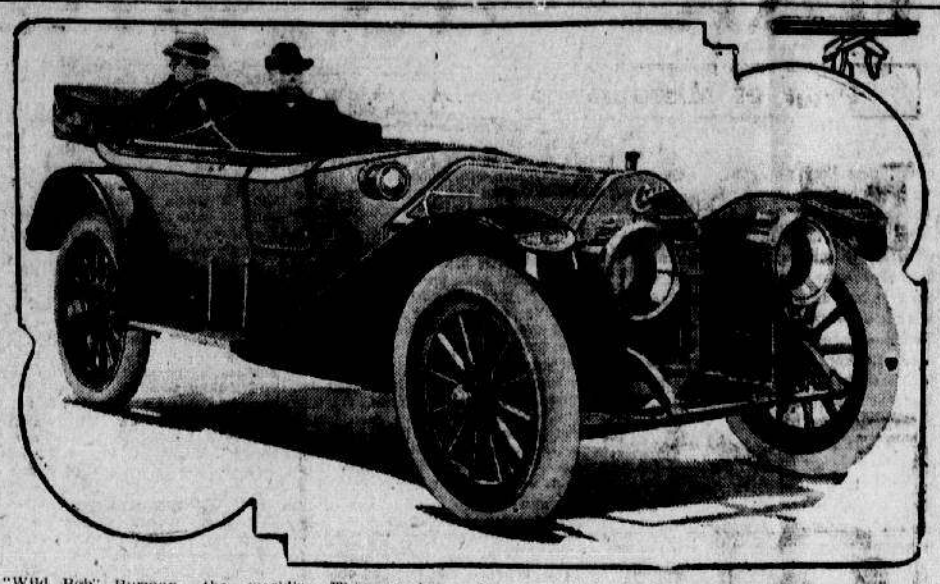
OVERLAND MODEL 59 R

For a demonstration phone or call on

Geo. L. Steinbrenner,

Local Agent.

"Wild Bob" Burman's New Car



"Wild Bob" Burman, the world's speed king, not only intends to hold his prestige on the track, but seems desirous of maintaining his reputation on the road. For this reason the Clark-Carter Automobile company of Jackson, Mich., has just completed a 100-horse power Cutting roadster for Burman.

He is shown here seated in the car with Charles Cutting, after whom the Cutting cars are named.

This car is peculiar in that it is built with a very powerful motor, a pointed radiator to save wind resistance, and the seat is located over the rear wheels much the same as a rear seat in a touring car. The controls are in the center of the tonneau and a steering gear long enough to reach to the rear seat has been specially built.

It is after Burman's idea that this car was built. He maintains that it will hold better balance at high speed on the road where passengers are seated in the extreme rear, to balance the weight of the motor.

In many ways this car is a duplicate of the racing car which Burman will drive in the 500-mile race at the Indianapolis motor speedway next Memorial day.

Burman has been working on his racing car for several weeks and expects to have one of the most formidable entries in the race. Thirty cars will start at 10 o'clock on the morning of Memorial day on the second 500-mile grind. Burman drove a Benz car in the former race.

SANE AND LIBERAL AUTO LAWS

WESTERN JUDGE WOULD USE PRACTICAL COMMON SENSE IN ENFORCEMENT.

Judge E. F. Halstead of Kansas City, who got a practical working knowledge of an automobile in order to mete out justice in the automobile cases brought before him, says that common sense should be the basis of automobile legislation.

Liberality and sanity should direct the framing of all laws, and the magistrate should interpret them in a like spirit and be given power to make the punishment fit the crime.

"First," says he, "we must accept the automobile as a permanent and important part of our traffic. Then we must regulate its speed, signal, lights, etc., in the same wise, practical way that we regulate other traffic problems, with an eye to the rights of all concerned.

"In fixing fines no set rule can be followed. A decision should be based upon the peculiar circumstances involved.

"A man was brought before me charged with speeding 40 miles an hour. But he was guilty of more than excessive speed. He had raced his car past a schoolhouse where the street was thronged with children. It was not his fault that there was no serious accident and I fined him $200.

"That is the limit fine in Kansas City. I rarely fine a motorist more than $50, however. Nothing is gained by excessive fines. The idea is to make the offender feel that he cannot escape just punishment.

"Then we have an advantage in this city in that all appeals in these cases are heard within two weeks, an interval too short for witnesses to go away or forget. That discourages appeals.

"We have little trouble here over the warning signal problem. Here again the magistrate must exercise good sense. A signal is meant to warn and it must have that power in every way. It stands to reason that it must be abrupt and harsh and loud enough to always be heard. If anyone makes a nuisance of it by sounding it unnecessarily, the man is at fault—not the signal. No motorist need fear punishment here who uses his signal sanely, as the body of motorists do.

"And so with the muffler cut out and the smoke nuisance. The use of the former is not necessary, hence it is viewed as inexcusable. In starting a car a little smoke is unavoidable, but continuous smoking is unnecessary and a nuisance that will not be tolerated.

"Wise regulation—that is the solution of all these problems. We will never progress by drastic restriction."

You will look a good while before you find a better medicine for coughs and colds than Chamberlain's Cough Remedy. It not only gives relief—it cures. Try it when you have a cough or cold, and you are certain to be pleased with the prompt cure which it will effect. For sale by all dealers

PARADISE NOTES

Paradise, April 27.—(Special.)—Mrs. Nelson Morgan of Thompson came up to Paradise Monday to attend the dance given by the Catholic ladies that evening.

John Hague has returned from Spokane, where he spent a few days on business.

Mrs. S. O. Morse, sister to Denton Moffat, left Tuesday morning to visit relatives in Portland and Eugene, Ore.

V. B. Skinner of the Missoula Mercantile company, was in town on business connected with his company.

The people of Paradise are pretty much of one mind when it comes to fencing yards and making gardens. The spring work is progressing nicely.

Mrs. S. Hardenbrook is in Spokane this week on a shopping tour.

Fire broke out in the home of N. Dennis Monday night about 12 o'clock which might have proved a very serious one, as the young people were attending the dance and Mr. and Mrs. Dennis were in Spokane at the time. A window had been broken, which showed where some one had entered the house. The damage was all on the second floor, where the fire had been started in a clothes closet. Upon investigation it was found that a watch and ring which lay upon the dresser had been taken. The fire was discovered by some of the neighbors who were returning from the dance. Mr. Dennis carried insurance on his household goods.

William L. Cook, proprietor of the Bee-Hive Drug store, Neihart, Mont., says the Belt canyon running from Belt to Neihart is the most picturesque spot in all Montana. He writes, "I recommend Foley's Honey and Tar Compound to all my customers and am never disappointed. It gives the best results for coughts and colds of anything I sell." Smith's Drug store.

INTER-STATE ROAD NOW CERTAIN

IDAHO ROAD COSTING $50,000 TO BE BUILT TO MONTANA LINE THIS SEASON.

At a meeting of the commissioners of Bonner county, Idaho, held last week, it was definitely decided to include $25,000 in the annual appropriation for the building of the proposed state highway between Sandpoint and the Montana-Idaho state line, says the Sanders County Ledger.

The state of Idaho, by its last legislature, appropriated $25,000 for this purpose, provided that the county of Bonner appropriates a similar amount, and the unanimous decision of the board last week gives $50,000 for this public improvement.

A committee of prominent citizens met at Sandpoint last week to take up the matter with the commissioners. An invitation to Senator Dontan was extended, to attend the delegation, but he was unable to attend and delegated Theodore Bedard to appear in his place.

Mr. Bedard stated before the gathering that by the use of state prisoners, Sanders county had been able to build $50,000 worth of good automobile road with an expenditure of $15,000.

The opening of this new highway will mean one of the biggest boosts for the development of the country not only for Idaho, but for the western part of Montana, particularly Sanders county.

By completing the strip of state road from Plains to the Montana-Idaho line to connect with this new Bonner county road it will mean an automobile road across the United States by way of Thompson Falls and the benefit to be derived therefrom is inestimable.

An international road through the state of Montana means the bringing of thousands of people in automobiles, and prairie schooners. It may mean the building of a bridge across the Clarks Fork river near the town of Clarks Fork, and like public improvements.

C. L. Parsons, secretary and treasurer of the C. H. Ward Drug company, Pasadena, Cal., writes: "We have sold and recommended Foley's Honey and Tar Compound for years. We believe it to be one of the most efficient expectorants on the market. Containing no opiates or narcotics it can be given freely to children. Enough of this remedy can be taken to relieve a cold as it has no nauseating results and does not interfere with digestion." Smith's Drug store.

Prevention of Skidding

Skidding is so frequent a cause of automobile accidents, both slight and serious, that every motorist must decide on some form of protection against it. It is, however, difficult to select from the many devices offered the one which will be most effective and economical.

Anti-skid devices may be divided into two main classes, the detachable and the non-detachable. Steel chains, leather straps and removable steel-studded leather treads are perhaps the best known of the first class. All these are widely used, but tire manufacturers are agreed that all detachable anti-skid devices are expensive in the end because of the wear and tear which they put on tires and machinery.

If chains be fastened tightly to the wheels so that they have no freedom to slip back and forth, it will be quickly noticed that the cross pieces are biting away the tread beneath them and when removed will show the tire marked with deeply gouged cross lines. Experience has proved that the best way to use chains is to attach them as loosely as possible.

Attachments, such as removable studded leather treads, will not likely to gouge the rubber, are generally so cumbersome that they destroy resiliency. In other words, the tire instead of absorbing obstructions, rebounds from them and thus transmits the shock to chassis, defeating the very purpose for which pneumatic tires were designed.

These conditions show the necessity for a satisfactory anti-skid. Many of these depend on some form of rubber elevation to check the skidding of the car. The experience of many motorists is that such rubber non-skids if used with care are satisfactory while they last, but that in some cases the studs or other elevations wear away rather quickly. One set of figures recently compiled showed that after traveling one thousand miles the average non-skid tire was worn perfectly smooth. Since most non-skids are considerably more expensive than those with plain treads, manufacturers everywhere are trying to make the anti-skid feature more durable.

Finally there is the original type of anti-skid invented by Michelin in which the rubber tread is reinforced by a tread of steel-studded leather. In the Michelin anti-skid the leather tread is an integral part of the tire and thus does not affect its resiliency while the steel studs naturally wear longer than rubber and grip better on wet or icy roads.

WANTED—A RIDER AGENT

IN EACH TOWN and district to ride and exhibit a sample Latest Model "Ranger" bicycle furnished by us. Our agents everywhere are making money fast. *Write for full particulars and special offer at once.*

NO MONEY REQUIRED until you receive and approve of your bicycle. We ship to anyone anywhere in the U. S. *without a cent deposit* in advance, *prepay freight*, and allow **TEN DAYS' FREE TRIAL** during which time you may ride the bicycle and put it to any test you wish. If you are then not perfectly satisfied or do not wish to keep the bicycle ship it back to us at our expense and *you will not be out one cent.*

FACTORY PRICES We furnish the highest grade bicycles it is possible to make at one small profit above actual factory cost. You save $10 to $25 middlemen's profits by buying direct of us and have the manufacturer's guarantee behind your bicycle. **DO NOT BUY** a bicycle or a pair of tires from *anyone* at *any price* until you receive our catalogues and learn our unheard of *factory prices* and *remarkable special offers* to **rider agents.**

YOU WILL BE ASTONISHED when you receive our beautiful catalogue *fully low prices* we can make you this year. We sell the highest grade bicycles for less money than any other factory. We are satisfied with $1.00 profit above factory cost. Orders filled the day received.

SECOND HAND BICYCLES. We do not regularly handle second hand bicycles, but usually have a number on hand taken in trade by our Chicago retail stores. These we clear out promptly at prices ranging from $3 to $8. Descriptive bargain lists mailed free.

COASTER-BRAKES, single wheels, imported roller chains and pedals, parts, repairs and sundries equipment of all kinds at *half the regular retail prices.*

$10.00 Hedgethorn Puncture-Proof Self-healing Tires A SAMPLE PAIR TO INTRODUCE ONLY $4.80

The regular retail price of these tires is $10.00 per pair, but to introduce our tires we will sell you a sample pair for $4.80 cash with order $4.85.

NO MORE TROUBLE FROM PUNCTURES

NAILS, Tacks, or glass will not let the air out. A hundred thousand pairs sold last year.

DESCRIPTION: Made in all sizes. It is lively and easy riding, very durable and lined inside with a special quality of rubber, which never becomes porous and which closes up small punctures without allowing the air to escape. We have hundreds of letters from satisfied customers stating that their tires have only been pumped up once or twice in a whole season. They weigh no more than an ordinary tire, the puncture resisting qualities being given by several layers of thin, specially prepared fabric on the tread. The regular price of these tires is $10.00 per pair, but for advertising purposes we are making a special factory price to the rider of only $4.80 per pair. All orders shipped same day letter is received. We ship C. O. D. on approval. You do not pay a cent until you have examined and found them strictly as represented.

We will allow a cash discount of 5 per cent (thereby making the price $4.56 per pair) if you send **FULL CASH WITH ORDER** and enclose this advertisement. You run no risk in sending us an order as the tires may be returned at OUR expense if for any reason they are not satisfactory on examination. We are perfectly reliable and money sent to us is as safe as in a bank. If you order a pair of these tires, you will find that they will ride easier, run faster, wear better, last longer and look finer than any tire you have ever used or seen at any price. We know that you will be so well pleased that when you want a bicycle you will give us your order. We want you to send us a trial order at once, hence this remarkable tire offer.

Notice the thick rubber tread "A" and puncture strips "B" and "D" also rim strip "E" to prevent rim cutting. This tire will outlast any other make. SOFT, ELASTIC and EASY RIDING.

IF YOU NEED TIRES don't buy any kind at any price until you send for a pair of Hedgethorn Puncture-Proof tires on approval and trial at the special introductory prices quoted above; or write for our big Tire and Sundry Catalogue which describes and quotes all makes and kinds of tires at about half the usual prices.

DO NOT WAIT but write us a postal today. **DO NOT THINK OF BUYING** a bicycle or a pair of tires from anyone until you know the new and wonderful offers we are making. It only costs a postal to learn everything. Write it now.

J. L. MEAD CYCLE COMPANY, CHICAGO, ILL.

Buick

A Giant in Action

If there is one word that most fully expresses Buick efficiency, it is "UNITY"—all Buick parts being made at the one great Buick plant—everything excepting lamps, carburetors, coils and magnetos—no essential parts being entrusted to other makers.

This "oneness" of construction insures, that unison of operation which today makes the Buick such a favorite wherever the utmost in automobile service is demanded.

Every Buick Car develops horse power far in excess of its rating. The roughest going presents no difficulties to the Buick, for the Buick Motor is a veritable giant in action, fully sustained by the utmost stability of every part—transmission, frame, body, steering gear, axles, shaft, differential, brakes, springs, wheels—**everything** down to bolts, nuts and cap screws. All this enables the Buick to take "low gear" hills on high gear speed, "picking up" at every yard without the shift of a lever.

In addition to all this, the Buick motor has been so refined, that all Buick models for 1912 stand in the front rank with the most **silent-running** cars. As every carwise man is familiar with the unequaled racing record of the Buick, it is not necessary to mention speed.

Five models, priced according to power and size—$850, $1,000, $1,075, $1,250, $1,800. One-ton Buick Truck, $1,000. Catalogue showing the various models sent on request.

F. M. SHOEMAKER

BUICK Sales Agent

115-117 West Pine Street — Missoula, Montana

Under Any Other Name You Must Wait Two Years

Three years hence you can probably get a car having features similar to those of the *New* Self-Starting HUDSON "33"—But Until then You Must Accept an Unsafe Investment—Nearly a Thousand More Parts, Cars that You Must Crank and Other Not Up-to-Date Features UNLESS You Choose the *New* Self-Starting HUDSON "33."

On out-of-date cars, depreciation—naturally—is tremendous. Depreciation means actual loss of cash. Howard E. Coffin—acknowledged the world's greatest engineer—is the HUDSON'S Builder. Mr. Coffin built five famous cars—several of them, built years ago, sell today as leaders in their class. These cars when announced, astounded the automobile engineering world—they were so far ahead of contemporary cars.

His sixth and greatest car is three years in advance of others. That is why the *safe* investment is the

New Self-Starting HUDSON "33"

Howard E. Coffin's latest car starts at the push of a button—as easily as ringing an electric bell. It starts from the *seat*—cranking need cause no more lame backs, sprains or broken bones.

It is the simplest, most effective self-starter known. For it weighs but 4½ pounds and has only 12 parts.

The *New* Self-Starting HUDSON "33" is a quiet automobile. It has power that will shoot it—with full load—up the steepest mountain roads through sand and mud and always with the sensation of flying that is utterly lacking in other cars.

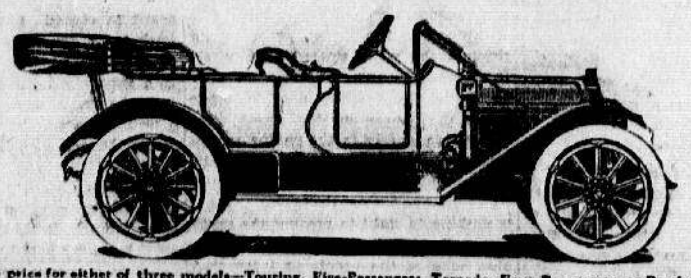
The *New* Self-Starting HUDSON "33" is surprisingly simple—it has nearly a 1000 less parts than the average car. It is dust-proof—the motor, valves, transmission and all moving parts are enclosed so dust and dirt cannot get in.

Here are a few facts to consider: Demountable rims; which make tire changes the matter of a moment—BIG tires—accessibility that makes adjustments simple, thus saving cash—the simplest, most effective self-starter—high grade equipment—soft, easy riding qualities—a mechanism acknowledged by all to be the latest and cleanest in design—the high character of material and workmanship—a clutch so good that drivers never know they have a clutch.

You will marvel at the value Howard E. Coffin has been able to put into his greatest creation. It ranks in the $2,500 class of automobiles.

Haven't you at least a curiosity to see Howard E. Coffin's latest car?—the *safe* purchase.

Today, while the subject is up, kindly come in and see the car. We will also give you a book of vital automobile facts and pictures of the car in several colors which will help you to choose. If you can't come in today, write.



The price for either of three models—Touring, Five-Passenger; Torpedo, Four-Passenger or Roadster, Two-Passenger—is $1600. Not a cent more is needed to equip either car before it is ready for use, for top, Disco Self-Starter, Demountable rims, BIG tires, windshield, large gas tank, magneto—dual ignition system—and all things usually listed as extras are included.

"See the Triangle on the Radiator"

VALLEY MERCANTILE COMPANY

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