

Wisdom Lumber & Automobile Co.

New Firm Files Articles of Incorporation This Week—Two Cars Sold

The Wisdom Lumber and automobile Co. is the name of a new corporation which will do business throughout the basin with Wisdom as its headquarters. The present membership of the firm, which will probably be increased, consists of C. H. Strowbridge, O. J. Woodworth and J. T. Armitage, all well known citizens of this town.

Ground has been secured on Riverside avenue, east of the lumber yard, and the construction of a garage and auto supply store will be commenced immediately.

The company has secured the local agency for such well known cars as the Cadillac, Reo and Ford, four of the last named having already been contracted for. Bob Jones and George Francis have each purchased a Ford touring car and other orders are expected in soon. Two Fords were brought in Wednesday by C. H. Strowbridge and Art Barry and Mr. Jones will drive in his own car.

The new company will keep a complete line of lumber and automobile supplies always on hand, and with such men at the head of affairs cannot help but be successful.

Towns That Grow

In every county and in every state can be found towns that are continually forging ahead, while others remain practically at a standstill and accomplish nothing in the way of advancement. In every case the fault can be found to rest, not with the town, but with the people themselves. An exchange has been thinking pretty seriously along this line and it presents its conclusions in this way.

"The reason why some towns grow is because they have men in them with push and energy, who are not afraid to spend their time, energy and money in anything that will boom and benefit the town. They have confidence enough in their town to erect substantial and modern buildings and residences, and work for public improvements in the same order.

"They organize companies and establish factories, induce industrial enterprise and locate and use every means to further the best interests of the town. Their work is never considered finished and the accomplishment of one thing is only an incentive of another.

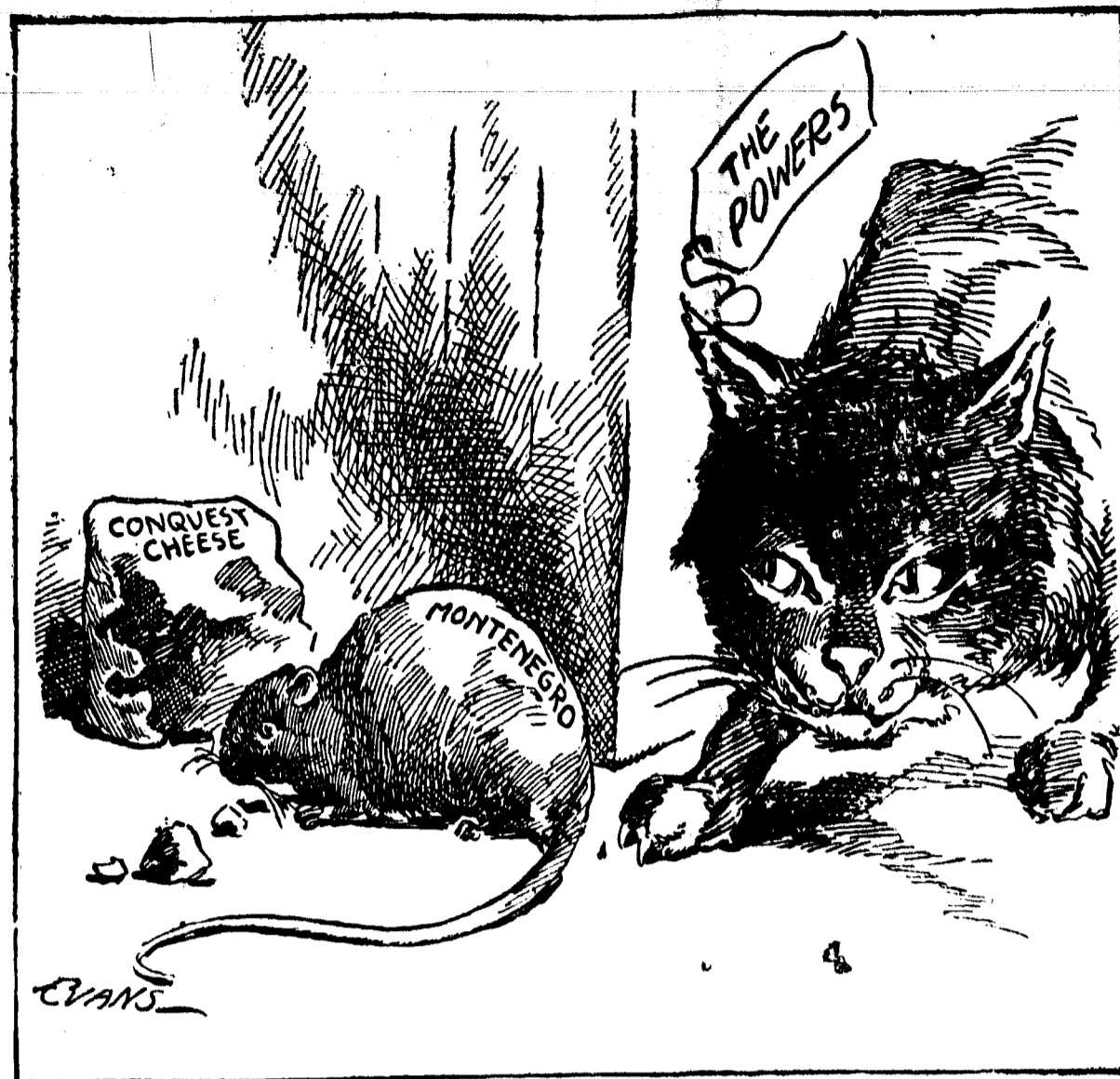
"On the other hand, the town that does not get ahead will be found to be dominated by either a set of men who are perfectly satisfied with their surroundings or who are afraid somebody else will be benefited in the event something is started; consequently no effort of any kind is made by this class for these two reasons.

"If some men or set of men endeavor to start something they are met by opposition and discouragement and it is uphill work all the way and very often failure.

"Every town, however, has a certain progressive element, which hopes for a turn of the tide when the town will go forward by leaps and bounds, and occupy a position of importance and obtain numerous advantages which go to make a good town in every sense of the word.

"But this stage cannot be accomplished by mere wishes or suppositions. It can only come from harmony in purpose and action and the eternal vigilance of its citizens.

GETTING READY FOR A SPRING.



The Cat: "As soon as he gets his fill I'll grab him."

—Evans in Baltimore American.

State Aid In Road Building

Fourth of a Series of Interesting Articles on This Important Question From the Montana State Automobile Association

Terminal points are the really important factors in determining the value of a good road to a community or to a state. A good road that begins nowhere and ends nowhere may be a matter of pride to those living along it, and of envy to those who do not, but its practical value must be determined by the condition of the highways which connect the improved section of road with the city or other center where the commercial interests of the community converge.

It is not unusual, in several different states, to find isolated sections of brick, or macadam, or gravel roads which have been constructed sometime in the past by the local authorities, with the expectation that the adjacent township would continue the improvement to the county seat, or to whichever center it was desired to reach. Indiana and Iowa especially abound in such patches, and in either of these or any one of many other states, money enough is spent annually to establish a good highway system in the course of a very few years, if it were administered properly.

It was only after several years of struggle that New Jersey, which was enabled to so direct the location of state aid roads that they would connect at county lines and form through routes. In the early history of state aid nearly all the states met with the same difficulty. In more recent laws this difficulty is obviated by making the location subject to the approval of the state highway department. The new state aid roads law of Wisconsin (1911) is a conspicuous example in this respect. It recognizes the importance of locating the roads designed for improvement so that county seats, large centers of population and other important points can be reached by continuous roads. Without a central authority this result could not be effected.

In the matter of bridges a centralized authority, such as is usually vested in a state highway department, is absolutely essential in the interests of economy. Good roads, intended for modern traffic, require strong, substantial bridges which will carry the traffic of the present and the anticipated traffic of the future. It is within the memory of every person approaching middle age that thousands of counties and towns paid enormous prices (and were swindled outrageously) for slender iron or steel bridges which would not carry a traction engine, let alone a road roller. A number of states even passed laws requiring the drivers of threshing engines to block up such bridges to make them safe, before attempting to pass over them.

Under adequate systems of state aid, plans and specifications for all bridges are prepared by the state highway department, which also must approve all contracts and inspect and approve all work before payment is made. This insures the right kind of bridges for given locations. Not only are the plans drawn for structures which will carry the present and prospective traffic, but, being prepared by competent engineers who are working in the interest of ultimate as well as immediate results, they are so prepared as to withstand all probable exigencies of storm floods, wash-outs, overflows and the like.

With state aid and state supervision of road and bridge construction a much higher grade of work is secured than when the contracting and supervision is left to the county or township. Contractors who might take advantage of inexperienced county or township officials would rarely attempt to deceive state engineers either in their bids, the workmanship or the quality of materials furnished.

It is the business of a state highway department to make a study of whatever road materials there may be in the state, and by careful and thorough tests determine the value of each from a standard of actual usefulness in a given locality. Gravel, where good gravel is plentiful, might be used more economically than broken stone. The state highway department should have facilities for testing all kinds of materials so as to determine which would be the cheapest in the long run. Not all kinds of stone make good roads, and it is the duty of the engineers of a state highway department to prevent the expenditure of public funds for roads built of improper materials.

In fact, every conceivable factor involved in the betterment of the roads of any state rests upon the primary importance of a central highway authority such as would be vested in a state highway commission or commissioner. And what applies to a state in this respect is equally applicable to the nation as a whole, which in years to come is bound to supplement and enlarge the work of the state.

Auction Sale at Jackson

To be sold at public auction the following described property of the late L. J. Drake, at the John Schindler ranch, south of Jackson, on May 8th, 1913, at 10 o'clock a. m.

12 head of work horses, weight ranging from 1100 to 1250 pounds.
10 head of colts from one to three years old.
6 head of stock cattle.

All ranch implements—wagons, sleighs, etc.
Terms of sale—Cash,
Soren P. Nelson, Auctioneer.

The Champion Egg Eater

To the Big Hole basin must be given the honor of containing within its borders the champion egg eater of the United States.

While in the Northern Cafe last Monday night with a party of friends, Jack Housman—one of the physical giants of this section—ordered half a dozen raw eggs, some four hours after partaking of a hearty dinner. Jokingly his friends teased him about the large order, but after disposing of them, Jack calmly made the statement that he could swallow four dozen more and would do so provided the jokers bought the eggs. This they at once agreed to and in a few minutes Jack was the center of an open-mouthed ring, which gazed in wonder at the rapidly disappearing edibles. Once in a while he stopped to take a drink and then proceeded with greater zeal to the performance of his task. The last egg disappeared as quickly as the first, and after taking a kick at the gasoline light overhead, the eater signified his intention of putting up a bet that he could eat two dozen more. No takers were found.

The boarders are now living on case eggs and cussing to beat —

When your home merchant presents you with his bill, do not allow the hair on your spine to rise like porcupine quills, and look as though you had been insulted. The chances are he trusted you for the shirt on your back and the groceries to keep your family. Speak kindly of him who has accommodated you, for you know you like prompt pay from others. A man whose temper rises to ninety degrees in the shade when asked for a just account, and feels his dignity has been trampled on, is a good man—not to trust.

"The town with these things will continue to grow and improve, but the town without them can be expected to remain in a state of lethargy indefinitely without affording its residents anything but a mere existence.
"It is all true."

Job printing at BREEZES office.

Excelsior Club Getting Busy

The Excelsior Club met last Saturday afternoon at the home of Mrs. C. H. Strowbridge. After the business session, Mrs. C. E. Miller read an interesting paper on "The Manufacture of Irish Linen," which was listened to with rapt attention. The social hour was equally enjoyable, a novel contest being won by Miss Wold, after which musical selections were enjoyed. The lunch was one of the hostess' best efforts.

By-laws have been adopted by the organization and a general syllabus of the year's work planned. The first object of civic importance to which the club will devote its attention is the improvement of the little cemetery down the road. The object is a truly laudable undertaking and we wish the new club every possible success in its effort.

The Club will meet on Saturday afternoon, May 10, with Mrs. J. P. Loss. A paper on "Modern Education" will be read by Mrs. C. W. Francis.

Horse and Cattle Sale

The A. B. Clarke Horse Sales Co., the oldest of its kind in the world, announce their first big horse and cattle sale at their yards at Miles City, Mont., on May 26, 27, 28 and 29.

At that time they will offer for sale about 2,000 head of horses. There will be 500 head of "broke stuff," many mares in the bunch. These horses are well broke to the harness, will be in good condition and ready to go right to work.

One thousand head of Montana range horses, all young, big boned and in fine condition to ship. Besides the horses, there will be one thousand head of choice southern cattle, all ages, and 75 per cent white faced. A carload or two of blooded stallions, mostly shires. Write or wire for further information to Manager S. B. Chappel, Box 776, Miles City, Montana.

A fussy man reminds us of a camel—always going around with his back up.

Job work at the BREEZES office. Ask to see samples.

Board Elects New Teachers

At a meeting of the Wisdom school board held last Saturday the teachers for the intermediate and grammar grades of the public school for next term were chosen, none of the present staff seeking re-election.

Both teachers selected are now teaching in Colorado, and both are experienced teachers and come highly recommended. The grammar grades will be taught by H. S. Hardin, while Miss Jennie Tweedy will have charge of the intermediate department. No applications for the position of primary teacher were received and the teacher for that department will be selected later. B. R. Stevenson was elected clerk for the ensuing year.

Lane Making Good

Secretary of the Interior Lane made friends with the farmers of eastern Montana when he issued the statement several days ago that he would take steps at once to have patents issued to the railroads for all their grant lands in this state.

The railroads of Montana hold large tracts of land in that part of the state that have never been patented and on which they have been escaping taxes for many years. This move by the Secretary of the Interior, if carried out, will mean that the railroads will probably put the land on the market, and will at least be compelled to pay taxes, and thus relieve the other property owners of a burden they have been carrying alone in the building of roads and other public improvements.

Many Settlers Coming

According to the report made by Immigration Agent J. L. Moore of the Northern Pacific in Montana, that company has hauled twice as many immigrant cars into Montana between March 1 and April 14 as during the entire months of March and April, 1912. He has just returned from a four months' trip through the east and south and says that immigration of settlers into Montana will be unusually heavy during the next three months.