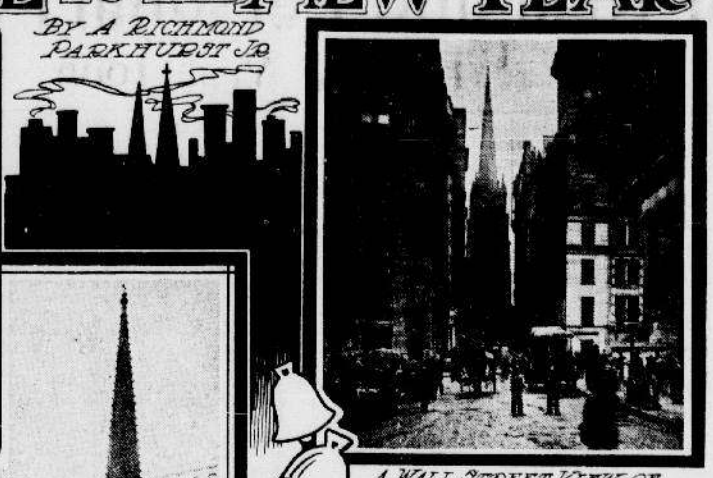
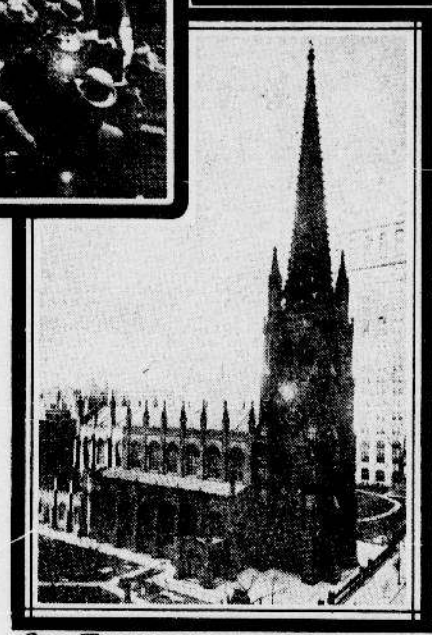
NEW YORK'S WELCOME TO THE NEW YEAR

BY A. RICHMOND PARKHURST JR.

CROWDS ASSEMBLED TO HEAR CHIMES RING OUT THE OLD YEAR



A WALL STREET VIEW OF HISTORIC OLD TRINITY



OLD TRINITY WHERE THE NEW YEAR EVE'S CROWD IS ALWAYS DENSEST

THE DASH FOR BROADWAY BEGINS

"Ring out the old, ring in the new,
Ring happy bells across the snow;
The year is going, let him go;
Ring out the false, ring in the true."

New York is en fete once every year—that is from the New Yorker's viewpoint—although the visitor within his gates is prone to believe if he trusts his first impressions, that the New Yorker is ever celebrating and that the brilliantly illuminated Broadway is the scene of a panoramic pageant each night in the year, so crowded is this thoroughfare with the pleasure seekers in quest of the ever-pursued new sensation. But how different is even the vast playground on New Year's eve. Ordinarily after night has set in and the slanting shadows give way to the myriads of the electric lights that blaze the trail, Broadway is reckoned as a thoroughfare extending from Twenty-third steet on the south to Fifty-ninth street on the north. This constitutes the confines of the real Rialto, or Great White Way, as some are wont to designate it, but on the one great occasion of the year, hours before the dying year has breathed its last the thoroughfare is alive with a mad, rollicking, pleasure bent crowd which surges from Wall on the south to the extreme northern limit of the street, even extending to Harlem, for the crowds in One Hundred and Twenty-fifth street are almost as dense as those further down town.

Old Trinity church for years past has been the scene of the densest gathering of these crowds, who surge about the forbidden iron-spiked fence which encloses its yards where hundreds of old Knickerbockers sleep, to hear the sweet chimes from its tall spire ring out the old and ring in the New Year. Soon the scene shifts to the northward and again the same scenes are enacted at Grace church, St. Patrick's cathedral and nearly every other edifice in the city, where chimes are rung to proclaim the birth of another year, a year begun with good resolutions sincerely made, but too soon to be forgotten.

New York is proud of her New Year's eve, and justly so. The same scenes are enacted year in and year out; the same old paths are retrodden and the same crowds turn out with the methodical precision that enables the hotel men and restauranteurs to prepare for the hordes that are to invade their establishments when the merry-making on the street gives way to that within doors, and there the wild revelry keps up until the wee sma' hours when beds are sought and tired heads stretch on soft pillows, there to dream of what the New Year holds in store.

Merrymaking in New York on New Year's eve is participated in by nearly everybody who calls the gay metropolis home, as well as by those who are there for a visit. All meet on a common footing, the utmost good nature prevails and the pranks of the small girl and boy played on the staid and dignified banker are received in good part, and there is no rebuke to follow. The dying hours of the old year are usually proclaimed by the small boys and girls who throng the street garbed in fanstastic costumes and with faces blackened or painted, who invariably brace everybody they chance to meet for change, with which to purchase false face or mask. These little urchins are to be found from the battery to Fordham, and on this day the youthful mendicant can ply his trade unmolested, for there is no restriction against begging on this occasion. In most cities these scenes are only enacted on Halloween night, but in New York the mummer is in his element on New Year's eve. So prevalent is the spirit of mischief and so accustomed are those who annually gather on the streets on this day that they usually dress accordingly, well knowing that a handful of flour or meal is liable to be dashed into their faces at any moment. In consequence old clothes are the order of the day, and everybody is prepared for anything that may come his way.

Shortly after 7 o'clock Broadway begins to fill up. Slowly but surely the crowds gather. Drum corps and brass bands, fantastically garbed, parade the street, and gay crowds fall in line and the march is taken up, extending from Twenty-third street to Forty-second street. Whichever band furnishes the best music, that band can be counted upon to attract the largest number of followers. Every noise-producing contrivance known to man is pressed into service. Fakers line the sidewalks, finding eager and greedy purchasers for their cowbells, policemen's rattles, horns, sirens, automobile honks or anything that will tend to raise its voice above the din. The early hours of the evening are spent in the Broadway theaters by many, but before 11 o'clock the playhouses dismiss their audiences, and from then on the crowds in the street become so dense that they are compelled to take to the middle of the street, and it is with the greatest difficulty that the surface cars can make their way up and down Broadway, for the clanging of the street car bells is easily drowned by the noise arising from every side.

The more religiously inclined, of course, seek the churches, for nearly all of the churches hold midnight services or watch meetings, as they are called. In most of the Catholic sanctuaries midnight mass is celebrated, and the music is invariably of a high order. But for all this the crowds in the streets far outnumber the religiously inclined, and as the hour of midnight draws near the tide of travel sets in the direction of the nearest church whose chimes ring out so merrily at this hour.

Lower Broadway is one solid mass of humanity. The crowds extend far down into Wall street, which ordinarily takes on the solitude of a tomb after the closing of the stock exchange at 3 o'clock in the afternoon. The overflow extends as far south as Whitehall street and as far north as Park Row. As the hands of the big clock on the front of old Trinity point to midnight the chimes ring out. Then the din sets in. Every factory within a radius of a dozen miles joins in with its whistle, while every steam craft in the harbor joins in the chorus. The air is rent with the cheers of the multitude, and firearms are exploded in rapid-fire order, rockets are set off and the din continues unabated for full five minutes.

To those who join the merry throng around beautiful and aristocratic Grace church sights in strange contrast to those they are accustomed to meet with at the corner of Tenth street and roadway are to be found. On a cold winter's night the "bread line," which forms here, is one of the sights of New York and one which vividly calls to mind the amount of suffering and hunger there is in every large city. On this corner, next door to the church, is a bakery firm which at midnight every night passes out to all who form in line and pass its doors a loaf of bread. There are no questions asked as to whether man or woman is deserving of this charity, the fact of their being in the line is sufficient evidence to these real philanthropists that these poor shivering mortals are hungry and are there to be fed—and fed they are.

On New Year's eve, however, those in the "bread line" have a hard time maintaining their places, so great is the crowd, yet in almost every instance these poor unfortunates who have the hardihood to withstand the chilling blasts are on this night of nights richly awarded, for many stray coins find their way into their empty pockets, and as a result hot coffee, more often than not, accompanies the loaf of bread they receive.

Midnight is greeted at Grace church and its vicinity much as it is further down town, although its close proximity to the east side brings into its gathering an even more nondescript crowd than is found at old Trinity.

The same can be said of those around other churches, especially that which gathers about St. Patrick's cathedral at Fifth avenue and Fifty-first street. It has long been the custom to hold midnight masses in all Catholic churches throughout the country at this time, but this is entirely discretionary with the bishop of the diocese, and since the edict issued by the present pope rather discourages this practice it is more than probable that the celebration at St. Patrick's and other Catholic churches in New York this year will be the last for years to come.

The throng about St. Patrick's is entirely different from those encountered further down town. Of course, as this is the most fashionable residence section of New York, this is to be expected, yet the enthusiasm which greets the caroling of the chimes is no less unbounded than that to be found elsewhere.

No sooner has the echo of the bells died out than a general stampede is made for Broadway, and then this street of streets can be seen in all its glory. Pandemonium reigns supreme, and he who wishes to see New York with its "lid off" should gather near. "Happy New Years" are shouted from every quarter to every passerby and every good wish that man could desire is his without the asking.

A moving, writhing mass of humanity, extending from Twenty-third street to Forty-second street, for this is the real battle ground at this hour, blocks sidewalk and street. Confetti is tossed with reckless abandon, and every passerby is entangled in its meshes. The roar of cannon crackers and the volleys that are surreptitiously discharged from firearms tends still further to add to the din and discord, but as everybody is there seemingly for the same purpose everything goes, with the army of policemen and plain clothes men scattered through the crowd.

To add to the glare of the myriads of electric lights that line Broadway, powerful searchlights adorning the tops of the Times building, the Herald building, as well as those on the Flat Iron building, at Twenty-third street, are turned full on, and as their powerful rays sweep up and down Broadway the effect beggars description.

Tired of the horseplay to which they have given themselves up to for the past hour or more, the revellers then make a dash for their favorite cafes. Nearly all of the more fashionable resorts along Broadway and Fifth avenue have their regular patrons on this occasion, and for them table reservations have been made. In consequence the holpolloi drifts in only to find that there is not place there for them and are compelled to seek further before the inner man can be refreshed.

When cabs and motor cars are called and the exodus for home begins it is a weary, happy, but well-wined and sumptuously supped aggregation of revellers, who reluctantly call it off for the night, rejoicing in the fact that the morrow is a holiday and all can lie abed late and fortify themselves for the round of gayeties that always follows on New Year's day.

Special Knife for Curling Feathers.

Another convenient little article which may be purchased for a quarter is the feather curling knife. The knife has a curved blade with a beveled edge over which the feather tendril may be drawn with no danger of cutting it. The handle of the knife fits easily into the hand, and one is advised to warm the blade slightly during the process of curling. With one of these clever little implements the tedious work of curling a long ostrich feather seems to go very quickly indeed.

An automobile weighing a ton and running 60 miles an hour is said to have 25 per cent. more striking force than a 12-pound shot fired from a gun at a muzzle velocity of 1,000 feet per second.

NOTICE OF SPECIAL ELECTION

Notice is hereby given that a special election will be held in the city of Missoula, county of Missoula and state of Montana, on Tuesday the 5th day of January, 1909, commencing with the hour of 8 o'clock a. m., and ending with the hour of 6 o'clock p. m., of said day for the following purposes:

No. 1—For the purpose of submitting to the resident freeholders of the city of Missoula whose names appear on the tax roll of Missoula county, Montana, preceeding such election, the application of J. R. Wharton for a franchise for the construction, maintenance and operation of an electric street railway system in the city of Missoula, Missoula county, Montana, which franchise is to be in the words and figures following, towit:—

Be it ordained by the city council of Missoula.

Section 1. That there is hereby granted as authorized by the resident freeholders, whose names appeared on the city or county tax roll, at an election held for the purpose of authorizing the same, as provided by an act of the legislative assembly, approved March 5, 1903, to J. R. Wharton, his executors, administrators and assigns, the right to construct, maintain and operate in the city of Missoula, Montana, a street railway, with sidetracks, switches and turnouts, over, along and across the streets of the city of Missoula, as hereinafter provided, except along University avenue but across said avenue, and the question of the right of the grantee, his heirs, executors, administrators or assigns, to build a line along said avenue shall be decided by a majority of the abutting property owners on said avenue, should the grantee wish to build a line thereon.

Section 2. That the said grantee, his executors, administrators or assigns shall have the right upon, in and across each and all of said streets of the city of Missoula to run or propel street cars for the purpose of carrying passengers or freight, by means of electricity or such other modern method, as may be approved from time to time by the city council of the city of Missoula, subject to the restrictions herein contained.

Section 3. That the tracks of the said street railway shall be so laid in said streets as to conform to and be upon the surface grades of all streets upon which the same may run, or upon any surface grades or established grades thereof that may be hereafter established or fixed at the option and in accordance with the direction of the city council of the city of Missoula, or of its duly authorized committee or representative; and the said city of Missoula is not and shall not be required by reason of this grant to grade or otherwise improve any of said streets and the said grantee, his executors, administrators and assigns, shall, upon the completion of said railway line in, along and across said streets, leave the same in good condition for travel thereon, and remove therefrom any obstruction placed therein or thereon during the construction of said railway.

Section 4. That the said railway shall be laid with rails weighing not less than thirty-six (36) pounds per yard, and the width between the rails shall be four feet eight and one-half inches (4 ft. 8½ ins.), and the space between the rails of said railway and for one foot on each side thereof shall be kept in repair by the said grantee in such a way as to make the same passable for teams and in good condition for traffic to go over and along the same, and in such a way as to cause the least possible obstruction to the crossing of said railway by teams, vehicles or conveyances, and the surface of said streets within the said rails and along the sides thereof shall be kept within one-half (½) inch of the top of the rails of said railway, and the city council shall have the power and authority to direct the manner in which the said road shall be kept in repair; and whenever said streets or any of them along and across which said railway shall be extended, as herein provided, shall be ordered paved by the city council at any point where said railway is constructed along or across the said streets, said grantee or his executors, administrators or assigns, shall at his own expense and in the manner and at the time required by the city council for other paving on said streets, pave the space and spaces between the said railway, so laid along the said streets and on the outside of the said rails to the same extent that the said track is required to be kept in repair, as hereinabove required, in accordance with and under the direction of said city council, and shall keep and maintain the pavements thus required by it to be laid, in good order and condition and to the satisfaction of the city council.

Section 5. That the city of Missoula expressly reserves to itself, (and to persons, companies and corporations having authority from the city, to use the streets thereof for the purposes hereafter specified, and for all lawful purposes not herein specifically stated), the right upon notice given to take up the tracks and move the rails of said railway within the limits of said city for the purpose of laying or repairing water pipes, gas pipes, electric wires, telephone or fire **alarm wires**, or sewer pipes, or any purpose that may be deemed necessary by the city council, without any responsibility to or permission from said grantee, his executors, administrators, or assigns, on account of any damage to or interruption of the business of the said railway, provided, however, that such work shall be done without any unnecessary delay, and that whenever the said rails or tracks are taken up or removed the same shall, upon completion of said work, be relaid by the person, company or corporation taking up or removing the same, as soon as possible, and replaced in as good condition as the same were in prior to the taking up and removal thereof.

Section 6. It is hereby provided that said grantee shall have the right of erecting poles upon which to hang wires for conducting electricity and furnishing power to propel said cars upon said track. The said city of Missoula expressly reserves the right to cut away or remove any poles or posts or wires erected by said grantee or his executors, administrators or assigns, whenever in case of a conflagration or other overweening necessity, such cutting away or removal shall be deemed necessary by the city council or by its duly authorized committee or representative, or by its duly authorized officer or officers, and the said city shall not be liable or answerable in any way for the costs of reconstruction or for any damage caused by the cutting away or removal of any pole or poles, posts, or wires so cut away or removed.

Section 7. That said grantee, his executors, administrators, or assigns, shall place and operate on said street railway cars properly constructed, with all modern improvements necessary for the safety of pedestrians and other travelers moving upon and along the streets upon which the said railway shall be constructed, and shall operate its cars at a rate of speed which is not to exceed within the city limits twelve (12) miles per hour. In the case of freight cars the same shall be of the most modern pattern, and not more than three cars shall be run coupled together. Said cars, both freight and passenger, to carry at night a head-light of not less than sixteen (16) candle power, and use at street crossings when moving within the city limits an alarm bell, which bell shall be rung at crossings, and all cars shall be run as not to unnecessarily interfere or impede travel upon said streets, except while moving as required by the terms of this ordinance.

Section 8. All rails to be laid by the said grantee, his executors, administrators or assigns, shall be of good steel of the most approved pattern, and the same shall be constructed in such manner as to cause no unnecessary obstruction to the common and ordinary use of said streets for other purposes. All water courses shall be left free and unobstructed, and good and permanent crossings shall be made wherever the same shall be required by the city council at the intersection of said streets, and suitable and efficient arrangements for the purpose of proper drainage of the roadbed and right of way shall be made within the limits of said streets in the manner prescribed and under the supervision of the city engineer or other officers of the city charged with such duty. It is expressly provided and required that in the exercise of the rights granted under this ordinance the said grantee, his executors, administrators and assigns, shall not obstruct, divert, close or destroy any gutter, culvert, flume or other drainage channel, constructed or used for drainage purposes in said city.

Section 9. That the said grantee is hereby given the right to erect, maintain and use all necessary poles or posts of wood, iron or other suitable material, and the necessary wires to successfully operate by electricity said railway and railway cars upon the streets aforesaid, provided, however, that the said grantee shall set such poles or posts under the direction or supervision of the city council or some duly authorized officer or representative of said city council, and shall place the wires thereon and maintain the same in good order and condition and in such a manner as not unnecessarily to interfere with the travel upon said streets. Said poles or posts to be set so as not to interfere with the flow of water in any gutter or other drainage channel, and the points of location thereof shall be determined by the city council or its duly authorized agent or committee, and all wires placed on said poles shall be maintained at a height of at least eighteen (18) feet above the surface of the street.

Section 10. The rights, privileges and franchises hereby granted, shall continue and remain in force and effect for the term of fifty (50) years from and after the date of the passage and approval of this ordinance.

Section 11. The right, privilege and authority to lay and construct a track or tracks across the Higgins avenue bridge is hereby granted, it being expressly understood that in laying tracks across the said bridge, it shall be the duty of the grantee, his executors, administrators or assigns to cause the space between the tracks and for a distance of one foot on each side thereof to be laid and kept in proper repair in the same manner and with the same material as is used in construction and keeping the floor of said bridge in repair.

Section 12. It shall be the duty of the said grantee, at least ten (10) days before the time when construction is commenced upon any part or portion of the said street railway, to file with the city council of the city of Missoula a map or plat showing the street or streets through, over and along which is is proposed to construct any part of the street railway aforesaid; and when such map is made and filed with the city council of the city of Missoula, it shall be deemed to be a selection of the route for the construction of the part of said railway shown upon said map; and from and after the time when the said map is filed the said grantee shall have the right to enter into and upon the street or streets designated in said map, and to commence construction of said street railway and the erection of the said poles and wires necessary for the operation thereof; and it shall be the duty of the said grantee, from time to time and before the time when he, or his heirs, executors, administrators or assigns shall commence the construction of any part of said street railway, to so file a map or that part or portion thereof which it is intended to construct within a period of six months hence next ensuing after the filing of said map with the city council.

Section 13. It shall be the duty of said J. R. Wharton, his heirs, executors, administrators or assigns, to accept this ordinance in writing within thirty (30) days from the time when the same shall have been passed by the city council after the granting of the same shall have been authorized by a vote of the duly qualified fied electors of the city of Missoula, said notice to be served upon the mayor of the city of Missoula.

Section 14. It is understood and agreed that the said grantee, his heirs, executors, administrators, or assigns, shall contribute toward the construction of the Higgins avenue bridge across the Missoula river, the sum of twenty thousand dollars ($20,000.00), and that in consideration of such contribution for said purpose that during the life of the franchise hereby granted, no franchise tax shall be levied upon or collected from the grantee by reason of said franchise, but the same shall be subject to the same property tax as other property in the city of Missoula, and that the use of said bridge for water mains and electric wire conduits shall be given to the assigns of the grantee herein named.

Section 15. Before the rights, privileges and franchises hereby granted shall be construed to take effect and vest in the grantee, his heirs, executors, administrators or assigns, he, or his successors in interest, shall comply with the following conditions:

First—At the time of the filing of the map of location as provided for in section 12 to execute to the city of Missoula a good and sufficient bond in the sum of twenty thousand dollars ($20,000), with two (2) or more sufficient sureties to be approved by the city council, conditioned that if by reason of any acts, conduct, or management of said grantee or his heirs, executors, administrators, or assigns, or if by reason of any negligence or carelessness or mismanagement upon the part of the said grantee, the city of Missoula shall become liable in damages to third parties, said grantee, or his heirs, executors, administrators, or assigns, shall indemnify and save harmless the city of Missoula from liability for such damages, and shall pay all judgments and costs that may be recovered by reason of any and all injuries and damages to persons or property by reason of any misconduct, carelessness, negligence, or neglect of the said grantee, or his heirs or executors, administrators or assigns; and conditioned, also, to indemnify the said city of Missoula because of any loss by reason of the exercise of any of the rights and privileges herein granted.

If at any time during the continuance of this franchise the city council shall deem the sureties on the bond so given insufficient, said grantee, his heirs, executors, administrators and assigns shall be required to furnish a new bond, to be approved by the city council, and any failure or refusal to furnish said new sureties after ten (10) days notice, shall, at the option of the city council, forfeit all rights and privileges conferred by this ordinance.

Second—At the time of the acceptance of this ordinance as provided in section 13 to furnish a bond in the sum of ten thousand dollars ($10,000), to commence the construction of the street railway herein provided for within six (6) months from and after the time when this ordinance shall be passed and approved by the city council and mayor of the city of Missoula, as provided by law; provided, however, that if the Higgins avenue bridge is not completed within six (6) months, the time for the commencement of work may be extended by resolution of the city council from time to time for such additional time as may be necessary in order that the Higgins avenue bridge may be used in the operation of said road.

Section 16. The failure of the said grantee, or his heirs, executors, administrators, or assigns, to comply with any or all of the provisions of this ordinance except the speed limit shall, upon ten (10) days notice to the said grantee, or his heirs, executors, administrators, or assigns, work a forfeiture of the rights and privileges herein granted, such forfeiture to be, at the option of the said city council, either declared or waived, provided, however, that should the grantee be delayed or prevented from carrying out and completing any of the agreements herein contained, by strikes, lockouts, or other circumstances not under his control, then the time within which he is to complete and fully perform any of the agreements to be by him kept and performed shall be extended for such a length of time as he is prevented or delayed from performing the same by reason thereof.

Section 17. The grantee herein named or his heirs, executors, administrators, or assigns, shall cause to be completed and in operation within the limits of the city of Missoula not less than two miles of line within six (6) months from the commencement of work, and five miles within two (2) years from the time when the work is commenced thereon.

Section 18. No fare of more than five cents (5 cts.) shall be charged or collected for the transporting of a passenger from any point within the city limits to any other point within such limits, including a transfer when necessary, good only for a continuous passage and not tarnsferable, and the rate of fare as herein provided shall remain unchanged during the life of this franchise; provided, however, that said rate of fare shall only apply within a radius of three miles from the south end of the Higgins avenue bridge.

Section 19. The said grantee, his heirs, administrators, executors or assigns, shall be required to run and operate cars over and along all completed lines of road at least ten (10) times each way daily, and at as near as may be stated intervals, and so as best to accommodate the public, and shall be required to stop at all street crossings on signals given to allow passengers to go upon or alight from cars.

Section 20. Whenever the population of the city of Missoula shall reach fifty thousand, or over, the grantee, or his successors in interest, shall annually thereafter pay into the city treasury of said city, on January first of each year, a sum equal to one per cent (1 per cent) upon the gross receipts from passenger traffic, derived within said city, during the preceding year.

All of the valuable considerations to be derived by the city of Missoula on account of the granting of such franchise are fully stated, mentioned and set forth in said franchise.

No. 2.—For the purpose of submitting to the resident freeholders of the city of Missoula whose names appear on the tax roll of Missoula county, Montana, preceeding such election, the application of Missoula Light and Water company for an extension and continuance of the franchise heretofore granted by the city of Missoula to the Missoula Light and Water company or its predecessors in interest, for the construction, maintenance, operation and control of electric light and power lines and wires within the city of Missoula, which extension and continuance of franchise is to be in the words and figures following, towit:—

An ordinance granting an extension and continuance of the franchise heretofore granted to the Missoula Light and Water company, or its predecessors in interest, for the construction, maintenance, operation and control of electric light and power lines and wires within the city of Missoula.

Be it ordained by the council of the city of Missoula:

Section 1. That there is hereby granted to the Missoula Light and Water company, its successors and assings, an extension and continuation of the franchise, right and privilege heretofore granted to the Missoula Light and Water company, or its predecessors in interest, for the construction, maintenance, operation and control of electric light and power lines and wires within the city of Missoula, which extension and continuation shall be for a period of forty (40) years from and after the term for which said franchise was originally granted shall have expired, and shall be in addition to said term; provided however, that whenever the population of the city of Missoula shall have reached fifty thousand (50,000), the city council of the city of Missoula shall have the right, at any time when it may deem it necessary, to required the Missoula Light and Water company, its successors or assings, to place under ground any or all electric light and electric power wires (except such electric power wires used in the maintenance and operation of an electric railway system within said city of Missoula), which said Missoula Light and Water company, its successors or assigns, may at that time have, or may thereafter place in use or operation within the fire limits of the city of Missoula; and further provided, however, that this ordinance shall not become effective, and the rights, privileges and franchises hereby extended or continued, shall not pass to, or become vested in the Missoula Light and Water company, or its successors or assigns, until J. R. Wharton shall have served and filed his acceptance of all of the terms and conditions of an ordinance entitled "An ordinance granting a right of way and street privileges in the city of Missoula," as provided in section 13 of said ordinance, and shall have fully kept and performed all of the terms and conditions of said ordinance to be by the said J. R. Wharton, his heirs and assigns, kept and performed, as required by sections 12, 13, 14, 15, and 17 of said ordinance, which said ordinance has been voted upon and approved by the resident freeholders of the city of Missoula at the same time as this ordinance.

Sec. 2. That there shall be no raise or increase in the cost of light or power furnished to the inhabitants of the city of Missoula, by the Missoula Light and Water company, its successors or assigns, under the franchise heretofore granted to the Missoula Light and Water company, or its predecessors in interest, or during the term or period for which said franchise is extended or continued by this ordinance.

Sec. 3. That the Missoula Light and Water company shall, within thirty (30), days from and after the passage and approval of this ordinance prepare and file with the clerk of the city of Missoula, a schedule of the rates charged the inhabitants of the city of Missoula for light and power by the Missoula Light and Water company at the time of, and during the six (6), months immediately preceeding the passage and approval of this ordinance. And should said Missoula Light and Water company, or its successors or assigns, at any time after the passage and approval of this ordinance, desire to make any change in manner or method of computing the rates charged to the inhabitants of the city of Missoula for light or power or desire to make any change in the manner or method of measuring the quantity of light or power furnished to the inhabitants of the city of Missoula, said Missoula Light and Water company, or its successors or assigns, shall thirty (30), days prior to the date when such change in the manner or method of computing rates, or when such change in the manner or method of measuring the quantity of light or power, is to go into effect, file with the city clerk of the city of Missoula a schedule, or schedules showing the proposed change in the manner or method of computing rates, or the proposed change in the manner or method of measuring the quantity of light or power.

Sec. 4. All of the limitations and restrictions contained in the original ordinance granting said franchise to the Missoula Light and Water company, or its predecessors in interest, shall be held to be binding and of full force and effect for any extension or continuation of the franchise heretofore granted contained in this ordinance, and the same shall become binding and of full force and effect and to the same extent as if expressly mentioned herein.

Sec. 5. The Missoula Light and Water company, shall within thirty (30) days from and after the passage and approval of this ordinance, file with the city clerk of the city of Missoula, its written acceptance of all of the terms and conditions of this ordinance.

Sec. 6. This extension and continuation of franchise has been voted upon and approved by the resident freeholders of the city of Missoula at the same time as the franchise granted to J. R. Wharton for the electric street railway system, aforesaid.

All of the valuable considerations to be derived by the city of Missoula on account of the granting of such extension and continuance of franchise are fully stated, mentioned and set forth in said franchise.

The polling places in the four wards of the city of Missoula for such special election are as follows:

First ward.—Gannon & McLeod's livery stable.

Second ward.—Missoula county court house.

Third ward.—Public school building on south Sixth street, west.

Fourth ward.—Bottling works building on corner of Railroad and Owen streets.

Dated December 10th, 1908.

(SEAL) J. S. KEMP,
City Clerk.