

# Union Theater

C. A. HARNOIS, Manager

One Night

Tuesday, Jan. 5

Samuel E. Rork's Immense Spectacular Production

## THE LAND OF NOD

Presented by 75 Comedians, Singers and Dancers. A Chorus of 60 Sweet-Faced, Graceful Girls and with a Vast Equipment of Magnificent Scenery, Costumes and Electrical Effects.

Knox Wilson

In His Original Part

"APRIL FOOL"

Prices—75c to \$1.50

Sale opens Monday, 10 a. m. at the theater.

Special Attraction

At the

# Bijou

Tonight Only



The famous musicians, Robert Klor (zither) and Frank W. Vogt (guitar) who are now on tour, will appear at this popular theater tonight only in their famous musical specialties. This will be their only public appearance in Missoula.



These celebrated musicians have won high honors in Europe and America. They should draw a large audience tonight. You won't miss it if you come to

# The Bijou

Other numbers on the program are:

THE JEALOUS OLD MAID

BLOOD WILL TELL

No change in prices—10c and 20c.

At the

# LYRIC

TONIGHT

"BASEBALL SERIES" Season 1908

"A Night Out," or "Couldn't Go Home Till Morning" "A Dearly Paid for Kiss"

Positions Wanted. The Missoula Eagle band wants to find employment for musicians, and asks that merchants and others who have vacancies notify the manager of the band. P. O. box 509. Three good men now available.

## NEWS OF THE RAILWAY WORLD

### CONTRACTORS' MOVE GOODSELL TO INSPECT OPERATED UNDER NEW SIGNIFICANT CUT-OFF NAME

ST. PAUL LINE MEN CHANGE THEIR BASE OF OPERATIONS TO NEW SURVEY.

In support of the belief that the Chicago, Milwaukee & St. Paul railway will next year extend its system into Great Falls by a line coming up from Meagher county along the Smith river route, upon which line a corps of surveyors is now at work in the southern part of the county in the vicinity of Hound creek, comes the information that a large contracting outfit has already moved its livestock into the Smith river country to remain during the winter with the view of being in readiness for the commencement of grading work in the spring.

Contractors who have been working upon the Montana & Great Northern branch of the Great Northern system in the northern part of this county during the past summer and fall have purchased sufficient hay for feeding purposes of the Couch estate and have secured the use of two very large barns, which were erected for the accommodation of their stock during the winter.

There are about 200 head of horses in the bunch and they will be placed in first-class condition for the beginning of work next spring. Two large barns, one 80x100 feet in dimensions, and the other 20x44, have just been completed by the Couch estate and these will be utilized, through the winter at least, in stabling the contractors' outfits.

When it is known that these contractors could have secured feeding quarters and cheaper hay in Teton county at points nearer to their work on the Shelby line, but preferred to come into the Smith river country, close to the line of the survey of the St. Paul road, the move is taken as an indication that they are figuring on work other than that which has been done by them during the past year, and many who know of these circumstances are of the opinion that they are getting in line for work on the new road.

These contractors are established on the ranch of the Couch estate in the vicinity of the mouth of Smith river, across the Missouri river from Ulm station.

This is but a short distance from the proposed route of the St. Paul in coming into Great Falls, although the surveys for that part of the line have never been completed. The engineers now working for the St. Paul, of whom several were in Great Falls a few days ago, are understood to be running their lines in the direction of this city from the mouth of the Smith river canyon, where the previous surveys were stopped.—Great Falls Leader.

### CORRECTION CORRECTED

Yesterday morning's paper said that on Saturday morning the Northern Pacific officials at St. Paul tried the long distance telephone to points on the western extension of their road and that evidence of the trial was heard in Missoula. The St. Paul officials might have been making the attempt, but that evidence was heard in Missoula was a mistake. The attempt was not made on the "quad" wire, as was stated, as it has been out of commission for several days. This morning, when asked if anything of this nature had occurred, the chief operator said he did not believe so, as the officials at St. Paul would have to let them know before making it, so that they would be prepared, and this was not done. It would seem that this would be an absolutely impossible thing for the officials to attempt, as the people here are doing well if they can get Helena on the telephone.—Missoula Herald.

Manager Avery stated last night that he had made no contradiction of the article appearing in the Missoulian and referred to in the above note. "The fact that the 'quad' has been out of commission a part of the time during the past few days would not prevent the telegraph officials in St. Paul making tests on that wire," he said. "The fact that the wire was not working here would be a good reason for making tests when such experiments would not interfere with the transmission of business."

It is a well-known fact that the Northern Pacific is attempting to perfect a long distance telephone device and is experimenting with these devices almost daily. The fact that Missoula is "doing well if Helena can be got on the telephone," has no bearing whatever on the attempts made in St. Paul to perfect a new system. As a matter of fact, the Northern Pacific telephone system between Missoula and Helena is operated on wire which is part telegraph, block and wire exclusive telephone wire and subject to interruptions. Mr. Avery admitted that he had conversed with a reporter on an evening paper relative to testing wires, but the conversation related to operations of telephone on local wires only and not to the "quad." Anyone knows that local testing between Helena, or any other point, and Missoula could not be accomplished without the knowledge of the manager or wire chief in the local office.

The Missoulian's statement was based on positive information, a familiarity with up-to-date methods and years of experience in the operation of telegraph and telephone wires.

### CORRESPONDENT IS HUNGRY.

London, Jan. 4.—The Daily Telegraph's correspondent at Reggio says that the conditions of life and the scenes there are so unbearable that several of the newspaper correspondents have refused to stay. He, himself, was so hungry, he declares, that he sought desperately for a morsel of bread, but being unable to find any, was glad to pick lemon rinds from the mud and eat them.

OFFICIALS WILL MAKE DAYLIGHT INSPECTION TRIP OVER NEW MAIN LINE.

Superintendent Rapelle left yesterday for Helena where he will meet General Superintendent G. A. Goodsell. The officials will travel by daylight over the east end of the division and will probably spend tonight in Missoula. On Wednesday it is expected that a special will be made up to go over the St. Regis-Paradise cut-off, which will be thoroughly inspected by Mr. Goodsell. The work on the new main line has not been progressing as rapidly as was expected and with a view to closing all the construction work now being done on the grade between St. Regis and Paradise those in charge have made requisition for four more work trains to be employed in rip-rapping the grade along the Missoula river. Two of these trains will be stationed at Shangville and will be double-crewed. Two single-crew trains will operate from Paradise and will be kept at work until the line is completed. A requisition has been made for more of these work trains to be put on as soon as the equipment can be assembled.

### WEED KILLER GAINS POPULARITY

RAILROADS ADOPT AUTOMATIC DEVICE FOR DESTRUCTION OF NOXIOUS WEEDS.

The work of the Railway Chemical Sprayer company, Owensboro, Ky., incorporated in Kentucky with \$200,000 capital stock, is to kill vegetation on railroad tracks. The company owns a patent for a sprayer car, with which it can effectively kill all growing vegetation on the roadbed out to the ballast line. It uses a combination of chemicals mixed with water, the formula of which is secret.

Mounted on a flat car having a capacity of 50 tons are two 4,000-gallon tanks, with a cab in the center between the tanks. The cab contains a small mixing tank, air pump and the machinery for operating the sprayer. After being thoroughly mixed by machinery, the chemicals are forced by air pressure into either of the large tanks, filled with water, which it is desired to use. This mixing of the chemicals and charging of the large tanks with them requires only about 15 minutes. The reason for using two tanks is that while spraying from one, the contents from the other are charged, permitting the work to go on without delay except for refilling the large tanks from the regular water service of the road. The 8,000 gallons of the solution contained in the two large tanks will spray about 15 miles of track, and as on most railroad systems there is a water tank about every 15 or 20 miles, very little time is lost in refilling the tanks.

The vegetation begins to wilt within from 10 to 18 hours after the application, depending somewhat on the weather, and gradually dries up and blows away with the motion of the trains over it, leaving the roadbed perfectly clean. The chemical is absorbed by the plant and gets into the sap, thus passing to the points of the finest roots.

The company guarantees that its chemical solution is in no way injurious to the rails, ties, bond wires, paint, bridges or any part of the railroad equipment. It builds and owns the sprayer, making contracts with railroads at a fixed price per mile, and guaranteeing satisfactory work.

As this process kills absolutely roots and all growing vegetation on the roadbed, one application annually in the territory north of the Ohio river, put on, say in June, when the vegetation is well out of the ground, weeds the roadbed practically free from vegetation is well out of the ground, keeps the section gangs can use for putting the track in shape for winter the time that would otherwise be devoted to cutting weeds and grass.

During the past season, this company confined its activities to a series of experiments on the Illinois Central and the Yazoo & Mississippi Valley, between New Orleans, La., and Dubuque, Iowa, covering with satisfactory results, approximately 500 miles of track, including rock, slag, gravel and dirt ballast.

### MANY MILES OF NEW RAILROAD CONSTRUCTED

Figures prepared by the Railroad Age and Gazette show that in the state of Washington for the year 1908, between 500 and 600 miles of new road was completed, although for the entire country, railroad building decreased something like 38.8 per cent. The construction in Washington was chiefly on the lines of the Milwaukee, and the Spokane, Portland and Seattle. The same authority gives the first three places as to amount of new work to Montana, Washington and California. In the three states about 40 per cent of the new work in the United States was done. The railroad work for the whole country decreased from 5,212 miles in 1907 to 3,214 miles in 1908.

### WESTERN UNION DIVIDEND.

Directors of the Western Union Telegraph company have declared quarterly dividend of three-quarters of 1 per cent. This is an increase of one-quarter of 1 per cent quarterly, and places the stock upon a 3 per cent per annum basis. The dividend is payable January 15.

CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY SOUNDS GOOD TO OFFICIALS.

The local officials of the Chicago, Milwaukee & St. Paul western extension yesterday received a circular advising that the new line would be operated under the new name of "Chicago, Milwaukee & Puget Sound railway" the change taking effect on January 2.

The Chicago, Milwaukee & Puget Sound is the name of the railroad company which was formed in Seattle last Saturday for the purpose of taking over the holdings of four subsidiary state railroad corporations which were formed to extend the Chicago, Milwaukee & St. Paul to the Pacific coast. The capital stock of the company was increased from \$5,000,000 to \$100,000,000 and the incorporate name was changed to the Chicago, Milwaukee & Puget Sound Railroad company.

Reports coming from the Coeur d'Alene line of the Puget sound extension indicate that all steel laying between Missoula and St. Regis will be completed by Wednesday night and after that time the outfit will be moved to Garrison to await orders to begin on the Garrison-Missoula district.

With the exception of laying steel through the St. Paul pass tunnel the new line will be complete to the Columbia river.

It is confidently expected that steel laying will be started from Garrison on February 1 and will be carried on without interruption to Missoula.

### TRAIN IN ROCK SLIDE. MAKES AN ATTEMPT TO LIBERATE THAW

Two coaches in train No. 5 had a steps torn off last night by a rock slide about two miles west of Drummond. The slide, which reached to the end of the ties, is supposed to have been caused by contractors blasting. The equipment was otherwise damaged but not to such an extent that the run could not be made to Missoula on schedule time. The coaches were replaced here and will be held for repairs.

### COMMISSIONERS ELECT E. A. MORLEY CHAIRMAN

Helena, Jan. 4.—The state board of railroad commissioners today perfected an organization by the election of E. A. Morley of Butte as chairman. Earlier in the day the three commissioners, Dan Boyle for six years, B. T. Stanton for four years and E. A. Morley for two years, filed their oaths and bonds with the secretary of state. The bond of each is \$25,000 and is of the surety company variety. All were approved by Governor Norris. R. F. McLaren of Carbon county was elected secretary.

### ROAD MAY INCREASE BONDED INDEBTEDNESS

Philadelphia, Jan. 4.—The board of directors of the Pennsylvania railroad today took the necessary action for an increase of \$80,000,000 in its indebtedness in order to provide for the \$50,000,000 of short notes which mature next year and for other needs. The authority to make the increase will be asked of the stockholders at the annual meeting in March.

### RAILROAD BREVITIES

Conductor "Chappie" Jester, who has been out of the service for several months while undergoing treatment for his eyes, reported for work yesterday and was assigned to relief duty on trains 25 and 26, taking the place of Mike Shaughnessy, who is on sick leave.

Two work trains were made up yesterday and moved east of Garrison to be engaged in line work between that point and Avon. Those trains are in charge of Conductors Hughes and Shrader.

Telegrapher H. C. Haywood, who has been employed on the Milwaukee at Lombard for several months, arrived in Missoula yesterday and will be assigned to a position on the Rocky Mountain division of the Northern Pacific.

Telegrapher Sorrels, who has been in St. Paul for the past two weeks, returned yesterday on No. 3 and will assume his position at the west yard office tonight.

Trainmaster D. J. Hagerty spent yesterday on the east end of the division.

## WILL TAP WESTERN COAL FIELDS

ELECTRIC LINE WILL CONNECT WITH ST. PAUL ROAD AT SOUTH CLE ELUM.

Tacoma, Jan. 4.—The city council of the city of Cle Elum has granted Frank S. Farquhar a franchise for a period of 30 years to operate an electric railroad within the limits of Cle Elum, also the right to manufacture electricity for commercial purposes.

Frank S. Farquhar says he represents a syndicate of Pittsburgh capitalists, and the name of the corporation that will operate the electric railway is the Cle Elum-Rosslyn Electric Railway & Power company.

The electric road is proposed to connect with the Milwaukee railroad at South Cle Elum, and will enter Cle Elum on Oakes street, a steel bridge will be erected at that point across the Yakima river, and connect South Cle Elum with Cle Elum. The road will cover the principal streets of Cle Elum and leave the city from First street and follow the county road to Rosslyn and operate on the streets of Rosslyn and leaving the city on the north, following the county road to Ronald and Jonesville and then on up to the head of Cle Elum lake, a distance of 10 miles from Rosslyn.

The road will tap a rich coal and timber belt.

The Rosslyn council will take up the franchise at its next meeting and the hearing before the board of county commissioners will come up on January 11. The conditions of the Cle Elum franchise are that cars must be running in and out of the city by December 1, 1909. An hourly service will be maintained between Cle Elum and Rosslyn from the start.

### EMPEROR SENDS AID.

Copenhagen, Jan. 4.—Emperor William of Germany has ordered a Danish firm to send six transportable hospitals of 80 beds to Messina on his own account.

### HAMILTON BREVITIES

Hamilton, Jan. 4.—The Hamilton postoffice presented a better appearance yesterday morning. Two hundred combination lock boxes had been added since the office closed Saturday evening and a new general delivery and money-order window installed. The increase in boxes lessened the lobby space a little, but the change has not only added to the usefulness of the office, but has materially improved its appearance. For some time the demand for boxes could not be supplied, and at the rate business is increasing it will not be long before the supply is exhausted. Postmaster C. C. Chaffin and his assistants will be able to take care of the business of the office more easily in the future.

The logging train, which has been idle in Hamilton since the strike last summer, was assembled yesterday and left for St. Regis, where it will engage in logging this winter. When the long string of flatcars and the loader were set in motion many thought work was to resume in the woods on Lick creek, but it now looks as though there will be no activity in the timber about Hamilton this winter.

W. L. McElroy, who passed Christmas with his folks in Omaha, returned Saturday to resume work as bookkeeper in the Bitter Root stock farm office.

Miss Laura Harper returned last night from a visit at the Thomas Baird home at Stevensville, since Friday.

B. J. Ziegler, who was at work in Hamilton about a year ago, came here Saturday from Spokane and will remain, having accepted a position in the lumber department of the Anaconda Copper Mining company.

W. J. Tiedt, a well-known fruit raiser of Como, returned Saturday from a visit at Butte.

The Hamilton schools resumed this morning after the holiday vacation. The normal attendance was represented.

John McLaughlin returned to Stevensville yesterday from attending a meeting of the county blacksmiths.

# The Prices

## On Women's and Misses' Coats Drop to the Low Water Mark

### \$20 Long Coats \$12.50

Women's long black coats, made in the very latest styles, and from good quality materials, regular \$20 values; offered at \$12.50

### \$22.50 and \$25 Coats \$15.00

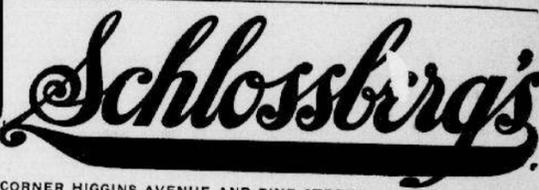
Extra fine long coats in a great variety of new season's styles, and every coat a great value; offered at \$15.00

## Children's Coats All Reduced in Price

Every girl's coat in the store is reduced in price and we promise you that you can do better now than ever before; no matter what size girl you have, bring her in—we can fit her and save you money besides.

## All Suit Prices Away Below Regular

We've slashed the price on every woman's suit in the store. Come in and select the suit you like and we assure you that the price will be to your liking; the savings run from \$7.50 to \$30 on a suit.



CORNER HIGGINS AVENUE AND PINE STREET. MISSOULA, MONT.

## A \$-Dollar for a Dime

Why spend a dollar when 10c buys a box of CASCARETS at any drug store? Use of CASCARETS is the natural, easy result, as directed—get the natural, easy result. Saves many dollars wasted on medicines that do not cure. Millions regularly use CASCARETS. Buy a box now—10c week's treatment—proof in the morning.



## THE NEW Central Market FOR CHOICE MEATS

And everything to be had in a first-class meat market. The Sealship Oysters are unequaled.

## SPECIAL ELECTION IN STEVENSVILLE

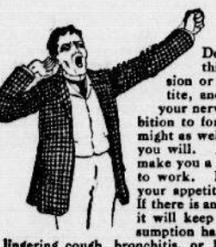
Special to The Daily Missoulian. Stevensville, Jan. 4.—A special election will be held in Stevensville today and two propositions will be put to the test of the ballot. The first proposition provides for the bonding of the city to the amount of \$25,000 for installing a water works system. The other concerns the granting of an electric light franchise to C. B. McCarthy of Helena and Stevensville.

### Notice to Contractors.

Scale of wages of International Hod Carriers and Building Laborers, to take effect January 1, 1909, will be: Tending plasterers, \$5 per day; mixing and handling mortar for masons and bricklayers and carrying hod, \$4.50 per day. All other work, tending masons, bricklayers and carpenters, and mixing and handling concrete, \$4 per day. Eight hours (between 8 a. m. and 5 p. m.) to constitute a day's work. All overtime and Sundays shall be paid time and a half; holidays, double time. J. A. JOHNSON, S. S. WILDER, President. Recording Secretary.

### Simple Remedy for La Grippe.

Racking la grippe coughs that may develop into pneumonia over night are quickly cured by Foley's Honey and Tar. The sore and inflamed lungs are healed and strengthened and a dangerous condition is quickly averted. Take Foley's Honey and Tar in the yellow package. For sale by Geo. Freisheimer.



## Do You Feel This Way?

Do you feel all tired out? Do you sometimes think you just can't work away at your profession or trade any longer? Do you have a poor appetite, and lay awake at nights unable to sleep? Are your nerves all gone, and your stomach too? Has ambition to forge ahead in the world left you? If so, you might as well put a stop to your misery. You can do it if you will. Dr. Pierce's Golden Medical Discovery will make you a different individual. It will set your lazy liver to work. It will set things right in your stomach, and your appetite will come back. It will purify your blood. If there is any tendency in your family toward consumption, it will keep that dread destroyer away. Even after consumption has almost gained a foothold in the form of a lingering cough, bronchitis, or bleeding at the lungs, it will bring about a cure 98 per cent of all cases. It is a remedy prepared by Dr. R. V. Pierce, of Buffalo, N. Y., whose advice it gives free to all who wish to write him. His great success has come from his wide experience and varied practice. Don't be wheedled by a penny-grabbing dealer into taking inferior substitutes for Dr. Pierce's medicines, recommended to be "just as good." Dr. Pierce's medicines are of known composition. Their every ingredient printed on their wrappers. Made from roots without alcohol. Contain no habit-forming drugs. World's Dispensary Medical Association, Buffalo, N. Y.

## Unclaimed To-Order-Made Clothes

I have a few suits and single trousers left which go at a big reduction.

## THUESON

Western Hotel Block

## COAL

Rock Springs and Dear Creek WESTERN MONTANA COAL CO. Phone 258 Red 212 Higgins Ave.