

WORK ON SOO LINE IN ST. PAUL

OLD MANSIONS ARE WRECKED TO MAKE WAY FOR RAILROAD TERMINALS.

St. Paul, Jan. 23.—Through the heart of the old aristocratic section of St. Paul the Soo line is making its way into the city and will spend several millions of dollars to overcome the tremendous disadvantages of topography which stand in the way of obtaining adequate space for its passenger and freight stations and terminal tracks.

The section invaded by the railway was, in the early 30s, occupied by the homes of the most wealthy residents of the city, many of whom had lived in that vicinity since the old trading days when St. Paul was an up-Mississippi outpost.

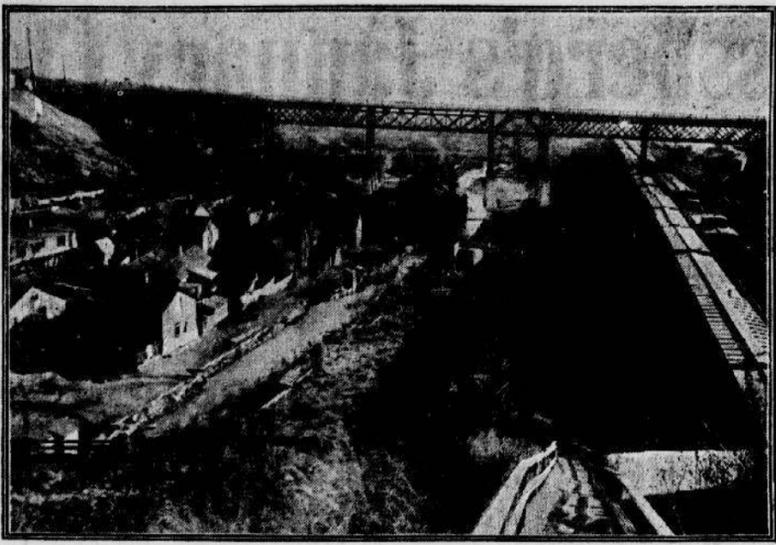
Not only is the railway forced to demolish an entire residence district, but after this is done it will have to remove hill after hill, leveling the average grade of the entire district from 55 to 75 feet before it will be possible to lay tracks.

RELATED PASSENGERS ARRIVE AT COLFAX

Colfax, Wash., Jan. 23.—Nine hundred and twenty sacks of Colfax mail and 50 passengers reached Colfax late Friday night from the west, having been transferred around washouts at Canyon on the Oregon Railroad & Navigation company's line.

FOUR FEET OF ORE IN ST. PAUL TUNNEL

Wallace, Jan. 23.—Four feet of copper ore, averaging about 4 per cent, is reported in the big bore being driven by the Chicago, Milwaukee & Puget Sound railroad near Taft.



WHERE "SOO LINE" WILL ENTER ST. PAUL.

RAILROAD MAGNATES WILL INSPECT

PARADISE AND BELKNAP CUT-OFFS WILL BE SCRUTINIZED ON MONDAY.

President Howard Elliott, General Manager George S. Slade, General Superintendent Goodell and several other prominent Northern Pacific officials, will reach Missoula on No. 3 today and will remain here until early tomorrow morning, when a special train will be made up for St. Regis.

It is probable that Mr. Elliott and several other members of his party will continue to the coast, making stops of inspection along the way. It is not now deemed probable that the Paradise cut-off will be in shape for regular traffic next Monday, on account of the trouble the officials have had in securing material with which to fully equip the telegraph system over the new line.

SLIDE KILLS THREE.

Santa Barbara, Cal., Jan. 23.—Three railroad workmen on the Southern Pacific were killed at Denhem, 16 miles south of here early this morning by a landslide from the adjacent hillsides, which buried the truck on which the men were working.

STOCK DELAYED AT EDDY.

Among the many trains held up by the Eddy washout were two containing about 70 cars of livestock, which were delayed from 20 to 25 hours. Some of these were set out at Plains and others at Ravalli.

MAY LOCATE HERE.

Dr. J. C. Wlik, who was connected with the medical force of the Northern Pacific Beneficial association in this city last winter and who left for the east early last June, has returned to Missoula and will probably locate permanently in this city.

TRAFFIC BY WATER RAILROAD MAGNATES WILL SPEAK

GOVERNMENT WILL SHIP SUPPLIES DOWN THE MISSISSIPPI TO NEW ORLEANS.

St. Paul, Jan. 23.—As a example of the possibilities of water transportation and the saving in freight bills, as against shipments by rail, the United States army, through its commissary of subsistence, located at St. Paul, has assembled 47 carloads of Minnesota grain and loaded the entire lot on barges at the foot of Jackson street.

This is the largest single shipment of army material ever sent out from St. Paul, and the ease with which the load was handled, the great saving effected in transportation charges and the facility in transshipping at New Orleans, eliminating the usual drayage required in rail shipments, as the barges could be immediately placed alongside of the transport and the loads simply hoisted from one vessel to the other, provides an object lesson in what may be done in the future in the way of utilizing the "Father of Waters" in the handling of the commerce of this country.

The plan now on foot for the development of the country's waterways and the improvement of the Mississippi river will mean tremendous commercial results to St. Paul, which will naturally become the head of this greater navigation.

TRAFFIC MOVEMENT BECOMING NORMAL

Traffic movement over the Rocky Mountain division is rapidly assuming a normal condition and by Tuesday freight and passenger service will probably be operated according to schedule.

"Slow" orders out and running time cannot be made. All freight trains are given full tonnage and are being moved in good shape over the entire division. During the 24 hours ending at 11:30 o'clock last night there were 39 freight trains operated on the division, a number of them being "pinks" which had been subject to delay on account of floods.

Passenger trains are running in good shape and are arriving in Missoula nearly on time.

RAILROAD PATRIARCH RETIRES

AFTER OVER HALF CENTURY OF SERVICE C., ST. P., M. & O. ENGINEER QUILTS.

St. Paul, Jan. 23.—William Henry Neal of St. Paul for 23 continuous years a locomotive engineer on the Chicago, St. Paul, Minneapolis & Omaha railway, has been retired from the service and placed on the "pension roll" of the company, having reached the age of 70 years, which, together with the fact that he has been more than 20 years in the employ of the company, automatically removes him from the service.

"Hank" Neal, as he is familiarly known to all his associates, was born October 24, 1838, and first entered the service of the Omaha road as clerk and timekeeper in the office of the master mechanic, then located at Shakopee, Minn., on September 10, 1869. The life of the men at the throttle appealed to him very strongly, and it was not long before he was placed on the "extra list" as a locomotive fireman, in fact, during the close of the same year.

At the time of his retirement Mr. Neal had 38 continuous years of service as an engineer to his credit. That he performed his duties in a careful and conscientious manner is evidenced by the fact that his service record is practically free from "record-bulletins," so-called, which are the official result of being "called on the carpet" for infraction of the rules, accidents, or the unpardonable sin in railroading of "forgetting" for a man of Mr. Neal's age his physical condition is still of the best, and he recently passed with flying colors a rigid examination as to eyesight, colors and hearing, something which many a younger man failed to do.

RAILROAD BREVITIES

District Engineer J. C. Baxter left yesterday morning for Iron Mountain, where he will superintend some line work at that place.

General Manager H. C. Nutt of the western lines of the Northern Pacific passed through Missoula on No. 3 yesterday on his way from St. Paul to Tacoma. Mr. Nutt has been in conference with the St. Paul officials of the Northern Pacific for several days.

Conductor J. P. Manley will leave today for Dickinson, N. D., where he will visit for 20 days. He will be accompanied by Conductor C. F. Heath.

J. R. Hoag, who has been in charge of one of the relief crews on the Helena hill, leaves today for the east, where he will spend several weeks. His car will be taken by Conductor Alkens.

Conductor Drury has returned to work after a few days' leave of absence. H. M. Currie, superintendent of motive power for the Northern Pacific, who has been here for several days, left yesterday on No. 6 for St. Paul.

James Aylward yesterday reported for work. George Myers, who has been in charge of Aylward's car, has been returned to the extra list.

Two brakemen were hired by Trainmaster Hagerty yesterday. These men are the first to be employed on this division of the Northern Pacific under the new examining rules.

Boston, Jan. 23.—M. Hereford and P. R. Houghton of Boston had no chance in winning their match in the semi-final round of the national amateur doubles racquet tournament at the Tennis & Racquet club today, defeating N. F. Duval and M. S. Barger of New York four straight games. They will meet George R. Fearling, Jr. and H. D. Scott of Boston, the present champions, in the final for the title.

Oklahoma City, Okla., Jan. 23.—A dramatic scene was enacted in the criminal court here this afternoon when an attorney defending Captain Richard Madison, a former "rough rider" on trial charged with murder, pulled an American flag from his pocket and waving it above the prisoner's head, told of Madison's war record and of his bravery in climbing San Juan hill.

New York, Jan. 23.—An expedition financed by private subscription and conducted under the auspices of the Arctic Club of America, will sail from New York about July 1 to search for Frederick A. Cook, the Brooklyn explorer who made a dash for the pole in 1907, and who has not been heard from since. Dillon Wallace, an explorer of some note, will head the expedition.

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The British navy includes 26 armored ships exceeding 23 knots in speed, in addition to 15 unarmored ones. Three of the former are rated at better than 24 knots, and three of the latter at 25.

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MISSOULA MERCANTILE COMPANY

RAILROAD SPECIALS

A Fast Trip For These On the BARGAIN LINE

—xXx—

- Black Sateen Shirts, extra quality, Coronet Brand, each.....50c
- California Blue Flannel Shirts, all-wool, \$2.50 values, each 1.50
- 'NEVERDARN' Oxford Gray Cashmere Hose, 25c quality, 3 pairs 50c
- Black Cashmere Hose, good quality, per pair.....25c
- 'Old Style Knit' Black Worsted Hose, heavy weight, per pair .50c
- 'Asbestol' Gloves, gauntlets, etc., per pair.....1.00
- Blue Chambray Shirts, with two detached collars, each.....1.00
- Sweet, Orr & Co's fine chambray shirts, with two collars.....1.50
- Sweet, Orr & Co's Overalls and jackets, each.....1.00
- Sweet, Orr & Co's 'Ace of Spades' non-shrinkable Overalls, pair.....1.25
- Sweet, Orr & Co's Corduroy pants, guaranteed, per pair.....4.00
- Sweet, Orr & Co's working pants, heavy weight, per pair.....1.50
- Sweet, Orr & Co's working coats, each.....1.50
- Finck's 'Detroit Special' Overalls and jackets, each.....1.00
- 'Lambsdown' underwear, regular 1.00 garments, each.....75c
- 'Slidewell' collars..... 2 for 25c

MISSOULA MERCANTILE COMPANY

TO PROTECT RIVERS.

Washington, Jan. 23.—The appointment of a national forest reservation commission, which shall purchase lands necessary for the conservation of the navigability of navigable rivers, is provided for in a bill introduced by Representative Weeks of Massachusetts. The measure provides for an appropriation of \$100,000 for the protection of forest lands from fire.

NO REVISION THIS YEAR.

Washington, Jan. 23.—Adjutant General Alvord has notified the general staff of the military departments that the secretary of war has decided that the target practice for the season of 1909 shall be held under the present small arms firing regulations and that the revision of these regulations now in progress shall not take effect until January 1, 1910.

TO BALLOT ON SENATOR.

Carson, Nev., Jan. 23.—The members of the Nevada legislature will ballot on Monday for a United States senator. Both branches will meet in joint session on Tuesday to take the final ballot. Francis G. Newlands, the democratic nominee, will be chosen, as he has the support of both branches of the legislature, which is democratic by a safe majority.

YEN IS PROMOTED.

Pekin, Jan. 23.—Liang Tung Yen, formerly customs tao, was today appointed president of the foreign board by the imperial edict. He was promoted to a position on the foreign board on January 3, when he succeeded Yuan Shi Kai as member of the board, but three days later was himself succeeded by Chang Yin Kang, the former imperial Chinese commissioner in Tibet.

A DRAMATIC SCENE.

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TRADE REVIEW.

New York, Jan. 23.—R. G. Dun's Weekly Review of Trade tomorrow will say: Development in trade is along conservative lines. Quiet conditions will prevail in iron and steel and no transactions of importance are noted. Consumption of copper is not keeping pace with the record production and prices are declining in consequence.

DIRECT PRIMARY FAVORED.

Lincoln, Neb., Jan. 23.—The Nebraska house today approved the report of the committee of the whole recommending the passage of the Humphrey bill providing for the election of senators by the Oregon plan. The bill is intended to give W. J. Bryan a chance to be elected senator even by a republican legislature.

PAUL HOLMAN DIES.

London, Jan. 22.—Paul J. Holman, who was at one time connected with the geological survey at Washington, and whose father, the late W. S. Holman, was a congressman from Indiana, died yesterday at the St. Pancras hospital in this city. Mr. Holman's family is in Los Angeles.

STEAMER GOES ASHORE.

Boston, Jan. 23.—The steamer Nantucket, for this port and New Bedford, went ashore off Nobska in the fog today. The few passengers on board were taken off in small boats and landed here. The steamer early this afternoon was reported full of water. The steamer Accuret is standing by.

ACCUSED OF PERJURY.

Nashville, Tenn., Jan. 23.—Ex-Sheriff Thomas E. Cartwright of Davidson county was arrested today on a warrant sworn out by Attorney General McCorn, in which it is charged that Cartwright swore falsely while qualifying as a juror in the Cooper-Sharp trial.

TO RESTORE RELATIONS.

Caracas, Thursday, Jan. 21.—President Gomez has restored the ex-ambassadors to the French consuls in Venezuela and Senator Lorenate, Brazilian minister, has assumed charge of the French interests. This means the restoration of diplomatic relations with France.

FOR GRAIN GRADING.

Washington, Jan. 23.—Upon his return from North Dakota, Senator McCumber will make a special effort to obtain action on his bill to provide for the inspection and uniform grading of grain entering into interstate commerce.

Kodol

For Dyspepsia and Indigestion

If you suffer from Indigestion or Dyspepsia; if you are annoyed with gas on the stomach, fulness after eating, belching, sour stomach, heartburn, etc., a few doses of Kodol will relieve you.

If you know as well as we do how good a preparation Kodol is for indigestion and dyspepsia, it would be unnecessary for us to guarantee a single bottle.

But to get you to know how good it is as well as we know, we practically will purchase the first bottle for you.

You wonder, perhaps, how we can afford to make such an offer—it is because we have absolute confidence in the honesty and fairness of the public.

We know there are thousands of persons who suffer from indigestion and dyspepsia, who would be grateful to us for putting them in touch with Kodol.

That is why.

Furthermore, we know that after you have used Kodol your faith in the preparation will be equal to ours.

This proposition we make is not altogether unselfish, but it is actuated by the knowledge that the use of Kodol by you will benefit you as well as ourselves.

How could we afford to make such an offer to the public, and how could we afford to spend thousands of dollars to tell you about it unless we positively knew and were sure of the merits of Kodol?

We couldn't—it would bankrupt us.

But we know the merits of Kodol and we want you to know.

Use Kodol as directed and it cannot fail to help you.

SOLD BY GARDEN CITY DRUG CO.