

NEWS OF THE RAILWAY WORLD

RECORD TELEGRAPH CUTOFF IS FORMALLY INSPECTED

MESSAGE TRAVELS 7,000 MILES TO REACH A POINT 126 MILES DISTANT.

The remarkable telegraphic feat by means of which a message traveled 7,000 miles, or almost one-third of the distance around the earth and passed within three feet of itself at one point in its circuitous route, in order to circumvent a flood-blocked, direct span of 126 miles between Butte and the Missoulian office at Missoula, is still causing the telegraph world to marvel.

Charles H. Jett, night chief operator of the Postal Telegraph-Cable company at Denver, Colo., is writer of an article published in the Telegraph Age, a New York publication devoted to land line telegraphs, submarine cable interests and radio-telegraphy, in which he says:

"During the flood of last June in Montana all railroad communication between Butte and Missoula, Mont., was disrupted for a period of several weeks. The Postal Telegraph-Cable company, and in fact all other telegraph and railroad interests, lost all wires between these points, a distance of 126 miles. One night during the interruption Butte reported a long newspaper special for The Missoulian at Missoula 126 miles away, chief editor Palmer, the Postal late night chief at Chicago, accordingly made up the following circuit:

"Butte was brought east via Salt Lake to Denver, thence east to Omaha, to Des Moines, to Chicago, where the circuit was turned south-west to St. Louis, thence to Kansas City, across Kansas to La Junta, Colo., north to Denver again, on a common side, back again to La Junta on the polar side of the same wire, on south via Albuquerque, N. M., and Williams, Ariz., Mojave, Cal., and north to San Francisco, where it was switched through to Seattle, Wash., where Spokane was put on the circuit. Spokane looped Missoula, on giving Butte a through circuit to Missoula, 126 miles west of that point.

"This circuit worked a distance of 7,000 miles, passing through 15 states and territories, crossing Colorado, Illinois and California twice. Passing within three feet of itself at Denver after making a 2,500 miles loop via Chicago, embracing 14 repeater sets, working through 200 miles of common side, Denver to La Junta. The entire circuit was connected by direct point repeaters except the common side, Denver to La Junta, Colo., and the loop Spokane to Missoula. Denver was sending to Chicago on this circuit while Butte was sending to Missoula, thus doubling a duplex 7,000 in length with a 200-mile common side in it.

"This circuit was working within just three minutes after Butte called for Missoula. This quick work was accomplished through the fact that Butte had a Chicago wire, Chicago had a Seattle wire via Denver and San Francisco. All that was necessary was for Chicago to direct point his Butte and Seattle circuit, putting Butte to Seattle via Chicago and Denver and San Francisco, and ask Seattle to put on Spokane, who quickly looped on Missoula.

"We hear much of the wonders of the wireless, also the telephone feats, but neither of these institutions presume to anything of this kind."

JAPANESE LABORER IS SEVERELY INJURED
H. Fositnisa, a Japanese laborer in the employ of the Northern Pacific at Avon, while standing upon a pile of bridge material yesterday, slipped and in falling dislocated some piling which rolled over his prostrate body. The Jap was so severely injured that it was found necessary to bring him to the company infirmary for treatment. At a late hour last night he was reported resting quite easily and hopes are entertained of his ultimate recovery. Fositnisa is said to have a wife in Yokohama.

NORTHERN PACIFIC OFFICIALS DECLARE WORK ON NEW MAIN LINE SATISFACTORY.

The officers' special, which left here yesterday for a trip of inspection over the St. Regis-Paradise and the Belknap cutoffs, arrived in Trout Creek early yesterday afternoon, after making the trip as scheduled. The construction work on both lines was declared highly satisfactory, and recommendations were made that the St. Regis-Paradise line be put in operation as soon as the necessary equipment was available.

Superintendent Rapelje and General Superintendent G. A. Goodell will return to Missoula this morning from Trout Creek, while the remainder of the officials will proceed to the coast. The new main line around the Evaro hill would be in operation before the end of the week, as all the telegraph equipment will be on the ground about Wednesday. This line will only be used for eastbound freight business for the present, although it is probable that passenger traffic will be sent round the big hill later.

NO DELAYED BUSINESS NOW ON THIS DIVISION

The Rocky Mountain officials said yesterday that all of the delayed freight business had been moved over the division and that the traffic from this time on would be of a current nature. The movement continues extremely heavy and the outlook is that big deliveries will be made at the division terminals for some time to come. The predominance of freight traffic at present is in a westerly direction, necessitating the moving of several light trains east daily to meet the requirements to bring the extra tonnage west. Passenger service, while subject to some delay from the west, is in good shape and is receiving no delay on this division.

RAILROAD BREVITIES

Miss E. A. Westbury, a trick operator of Perma, was in town yesterday. Conductor W. J. Sullivan, who has been taking a two week's vacation, reported for work yesterday. His car is now in the work train service at Lothrop. Conductor Futrelle has been assigned to duty on the extra list. G. J. Hagans of the Milwaukee engineering staff in this city, returned yesterday from a trip up the Coeur d'Alene.

Assistant Division Engineer W. H. Davison left yesterday for Garrison where he will inspect the interior work being done on the tunnel. Water Foreman W. H. Daub of the Puget Sound line has gone to Hunter's Hot Springs for a month. Mr. Daub is suffering from a severe attack of rheumatism. District Engineer J. A. Chamberlain, who has been on a visit of several weeks in the east, is expected home today. Glen Ford, one of the Northern Pacific's wire chiefs in the local depot office, has returned to Missoula from the east, where he has been visiting for the past two months.

TURNTABLE BUSTED.
The turntable behind the old roundhouse was taken out yesterday for repairs, two of the principal castings being broken. The table will be out of commission for several days, during which time all engines will be turned from the new roundhouse.

BULGARIAN'S LEAP IS FATAL

FEARING COLLISION, LABORER LEAPS FROM TRAIN AND ROLLS BENEATH WHEELS.

In an effort to escape injury in what, to them, seemed an inevitable collision between a westbound freight train and a work train, five Bulgarian laborers in the employ of Lisk & Gifford were injured by jumping from the train, one of them dying last night from the effects of his injuries.

The accident occurred just west of Big Bend and was the direct result of panic on the part of the laborers, who, on observing the approach of an opposing train as the work train rounded a sharp curve, lost their heads and leaped from their car. One of the men, Charlie Childress, sprang to the side of a high and steep cut and was thrown back under the wheels of the locomotive which was attached to the work train, and received fatal injuries. The man had one leg cut off just below the knee, his head badly mashed and his chest badly crushed. Another of the men fell under a flat car and had his left arm broken below the elbow, while yet another man suffered the loss of an eye. The remaining two laborers sustained injuries which have been pronounced of a minor nature.

While the serious nature of the accident is directly attributable to the panic of the laborers, it is more than probable that one member of the work train crew will be held for examination before the local Northern Pacific officials.

The work train, which is in charge of Conductor John Dismore, is detailed to the service of sub-contractors Lisk & Gifford, who are in charge of the Northern Pacific construction work between Big Bend and Garrison and are at present working on the new grade at bridge 87. Yesterday the work train tied up at Big Bend for dinner, and was returning to the bridge when the accident took place.

It is said that telephone instructions were given the flagman at bridge 87 to hold all trains west at the bridge until the gravel outfit cleared at the objective point. Through some misunderstanding the flagman failed to detain No. 53, but gave the engineer orders to look out for the work train, consequently a slow rate of speed was maintained.

The crews in charge of both trains are emphatic in the statement that there was no danger from collision, as neither train was running faster than eight miles an hour.

A special train was made up as soon as the Missoula officials were notified of the accident, and the injured men brought to St. Patrick's hospital for treatment. The special arrived here at about 5 o'clock last evening and Childress died shortly afterward.

TOUGH LUCK FOR PRESIDENT LOUIS HILL

Louis W. Hill, president of the Great Northern railroad, will pay fare on his own road hereafter when traveling in Minnesota, says a press dispatch. He has informed Governor Johnson that he will accept the appointment as a member of the state highway commission. The attorney general has ruled that persons holding any kind of state positions are absolutely barred from accepting free transportation, even if they are railway officials.

ATTENDED ELLIOTT'S BANQUET.

C. R. Lonergan, agent for the Northern Pacific at Wallace, was in Missoula yesterday on his way from St. Paul, where he has been attending the annual meeting of the traffic department. Mr. Lonergan was one of the 150 who were banqueted by President Howard Elliott, and reports the occasion one of the most brilliant he has ever attended.

BURNS PROVE FATAL.

Everett, Wash., Jan. 25.—Mrs. Nora Smith, a domestic, who was burned in the fire which recently destroyed the Great Northern hotel, is dead at the Everett hospital. She is the third victim of the fire, the first being J. A. L. Burnet, formerly of Missoula, Mont.

Caught in the Rain.

then a cold and a cough—let it run on—get pneumonia or consumption, that's what. No matter how you get your cough, don't neglect it—take Ballard's Horehound Syrup and you'll be over it in no time. The sure cure for coughs, colds, bronchitis and all pulmonary diseases in young and old. Sold by Geo. Fretschelmer.

RAILROAD MAGNATE GIVES ADVICE

RAILROAD SUCCESS ACHIEVED ONLY BY HARD WORK SAYS E. H. HARRIMAN.

New Haven, Conn., Jan. 25.—Edward H. Harriman, railroad magnate, has written the Yale Daily News his views on college training as preparation for railroading. He wrote:

"The question you have asked me, 'is college education an essential or even a valuable preparation for a man who expects to enter railroading?' is a hard one to answer and my answer is both yes and no. College education will be a great help if the man in going through college has kept the foundation of high school learning firmly fixed. On the other hand, if he has neglected his handwriting and forgotten his arithmetic in higher mathematics nothing could be worse for him. If, however, he still retains these essentials he has a great advantage in that he has a broader view of the world and a greater knowledge of how to learn.

Little Learning Dangerous Thing.

"The high school boy has the advantage in that all the first essentials of good work in railroading are at his fingers' end. For instance, take the making of a single statement. A statement should be made like a picture, something that can be taken in at a glance, not a jumble of letters and figures that must be traced carefully out and the meaning extracted from the mass of superfluous matter. A high school boy will draw such a statement with perfect accuracy and clearness, while a young college graduate will draw it in such a way that it is a puzzling scrawl.

"This college education is, in the beginning, a real disadvantage and I have found that in every case the high school boy does better work than the college man for the first few years. However, as soon as the college man has overcome these habits and has gotten back to first principles he will go ahead much faster than his less-educated rival. I think it is, naturally better developed and more capable of grasping the fine points of the business.

"On the other hand, the high school boy, being younger, is more adaptable and has not in most cases the irregular habits of the college man.

All Must Start at Bottom.

"No matter how well educated a man may be he must start in railroading at the bottom. A railroad man has no fixed home; he is like a naval officer, always at sea, and, moreover, he is always working in the most dangerous and the most pleasant. It cultivates an insight, it teaches a knowledge of men, and in this way is the best training for any profession.

"I can never carry a man far in railroading. It is hard work and application that counts. Many a man starts out well, but, lacking the stick-to-it spirit which he so prominently exhibits, falls into obscurity. My advice to the college man expecting to enter railroading and hoping to have an easy life, is—don't; but to the man who does not mind the hardest kind of work, who will not quit under the early disappointments and who wishes to have the most interesting sort of a career is, by all means—do."

RUNAWAY TEAM DELAYS G. N. PASSENGER TRAIN

As passenger train No. 4 came through the tunnel near the head of Whitefish lake on Wednesday, a team belonging to C. E. Davis, which happened to be unattended at the time, became frightened and started to run down the track in front of the train. For three miles and one half the team followed the track, crossing three trestles on the route, and then, coming to a camp at which they had been kept, turned back, entered the barn, neither one of the animals receiving a scratch.

The train trailed along behind the runaways and was delayed 20 minutes on account of the occurrence.—Whitefish Pilot.

DESIRES DOCUMENTS CANNOT BE REMOVED

Guthrie, Okla., Jan. 25.—The state supreme court today decided that the papers in the Scott MacReynolds case shall remain in the hands of the county clerk. These papers make up evidence collected by MacReynolds for William B. Hearst in the libel suit filed by Governor C. N. Haskell against the New York editor. They were seized last week upon warrant of Governor Haskell, but were later placed in the hands of the sheriff. The governor then asked the court to enumerate the different papers. To this MacReynolds filed protests and the ruling today is in his favor.

Argument on the criminal case of MacReynolds, in which Governor Haskell charges an attempt to defame his character, was begun this afternoon. The judge finally took it under advisement.

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then a cold and a cough—let it run on—get pneumonia or consumption, that's what. No matter how you get your cough, don't neglect it—take Ballard's Horehound Syrup and you'll be over it in no time. The sure cure for coughs, colds, bronchitis and all pulmonary diseases in young and old. Sold by Geo. Fretschelmer.

SPLENDID BUSINESS SHOWING

INTERESTING STATEMENT OF THE BANKERS' LIFE ASSOCIATION OF IOWA.

The twenty-ninth annual report of the Bankers' Life association of Des Moines appears elsewhere in this paper. It shows that steady growth which has characterized its history from the earliest days. The Des Moines Register and Leader in a recent issue, discusses at length the affairs of this company in an interesting manner, all the more effective because it is the comment of "home people."

The new insurance written exceeds \$5,500,000. That means an issue averaging over \$195,000 of policies each business day through the year. The issues for 1908 exceed those of any one of the 29 years since its work began. The amount of insurance now in force is \$367,688,000.

Excluding industrial and fraternal insurance there were but four life companies in the United States which carried at the first of the year that amount of insurance.

This enormous volume of business has been obtained by methods of the most conservative kind. No part of it has come from the taking over of other insurance concerns unable to manage their affairs. It is largely the work of small agencies carried on by men who had faith in its methods and management. They have worked under no sort of pressure, have not been attracted to it by high commissions or prizes, and owe their success to hard and honest work and to the help of its own members, who have ever been ready to say a good word as the result of their own experience. Taken as a whole, it may safely be said that its members, now numbering over 135,000 men, scattered over the northern portion of the United States, constitute as fine a body of insurance risks as can anywhere be found.

The total resources at the date of the last report were \$11,738,775.76. The figures now stand at \$15,502,174.51, having increased during the year by \$1,763,698.75.

It has on deposit with the Iowa insurance department investments amounting to \$10,858,144.89. These are largely loans made on Iowa farms—a form of investment which has proven to be of the most satisfactory kind under all circumstances. Several hundred thousands dollars of bonds issued by Iowa counties, cities and school districts are also carried.

The guaranty deposits made by members now aggregate \$6,672,538. They are held as a forfeit to induce the prompt payment of calls made upon the members. Upon the aggregate of these funds are based the amount of the calls each one is asked to pay to provide funds for each quarter's loss.

As the average amount of losses to be paid amounts to a little more than \$55,000 each quarter, it will be seen that the pledge behind them is over eleven times the amount it secures. The reserve fund is held for the purpose of reducing the cost to members in future years. It now exceeds \$5,540,000, having gained nearly \$500,000 during the year just closed. Its increase alone would have paid about one-third of the death losses incurred.

As it grows from the interest upon all the funds of the association with the power of interest compounded year after year, it will readily be seen how large a part it will take in the future progress of the business.

During the year there was paid to beneficiaries the sum of \$2,437,415.19. Each week there was disbursed to widows and orphans a sum of money running from \$30,000 to \$60,000. Who shall say how much comfort and relief has followed this constant stream of help in time of need? Over \$18,940,000 have gone from the treasury of the association to beneficiaries since this work began. As usual, all claims ready for payment were paid at the close of the year. The death rate for each thousand dollars at risk was less than \$7. The cost to members aged 35 for each \$1,000 of insurance carried was \$3.45.

The report shows how strong a hold this institution has upon the public favor. The growth of the new business, its low death rate, the moderate cost of the insurance it supplies, the economical way in which its business has been conducted and the care taken in the selection of the material out of which it is built up, are some of the factors which account for its strength and progress.

MAXIM'S MAXIM.

Modest Claims Often Carry More Conviction Than Loud Boasts. When Maxim, the famous inventor, placed his gun before a committee of judges, he stated its carrying power to be considerably below what he felt sure the gun would accomplish. The result of the trial was therefore a triumph of surprise instead of disappointment as it might have been if he had overestimated his gun's efficiency.

Our claim regarding Newbro's Herpicide is based on actual scientific facts. If a living germ is causing your hair to fall out it's the most sensible thing to kill that germ.

Newbro's Herpicide does this quickly and effectually. Destroy the cause you remove the effect. Sold by leading druggists. Send 10c in stamps for sample to The Herpicide Co., Detroit, Mich. Two sizes, 50c and \$1. Missoula Drug Co., special agents.

Request Granted

Council Chambers, City of Missoula, Montana, September 18, 1907. Mentrum-Briggs Co., City; Gentlemen—September 16th, the City Council granted your request for exclusive permission to use a facility of the Corporate Seal of the City of Missoula on a brand of cigars to be called the "SEAL OF MISSOULA," with the understanding, however, that the "SEAL OF MISSOULA" is to be a strictly first-class Union-made cigar. J. S. KEMP, City Clerk.

The above is the authority for the birth of the "Seal of Missoula" high-grade Union-made cigar. Ask your dealer for one and get full value for your money.

PLEASE REMEMBER

That no matter what others advertise, you can always get same goods for less money, or better goods for same money, at "The Daylight Store."

You Don't Need a Searchlight to Pass on the January Bargains Offered Today at SCHLOSSBERG'S

Sole Agents for NEMO Corsets

Ask for McCall's 1909 Patterns

Extra Special! Women's \$1.50 Kid Gloves 98c Pair
Two-clasp French kid gloves, Paris points; in most all shades; \$1.50 values for, pair 98c

Sole Agents for Regal Shoes

Women's Hose 15c Pair
Black fleeced hose, seamless and well made; regular value 35c; to close, in a hurry, pair 15c

to Pass on the January Bargains Offered Today at SCHLOSSBERG'S

THE BRIGHT CORNER—HIGGINS AND PINE

Last Time TONIGHT AT THE LYRIC "Reception of the American Fleet in Australia" Don't Miss It

PROF. H. B. WALTON Psychic Adviser, Palmist and Astrologist



NO MONEY IN ADVANCE. PAY NOTHING UNLESS SATISFIED.

AT THE BIJOU TUESDAY EVENING, January 26 "Pierrette's Talisman" "Caught With the Goods" "How Mabel Found a Husband" A VERY FINE PROGRAM.

AT A GLANCE Without asking a single question, and before you utter one word he tells you full name, age, occupation, your mother's maiden name, name of the one you love, the street you live on and the number of the house you live in, and exactly what you called for, or makes no charge for his time. What could be greater proof of his wonderful power?

HELENA GIRL MARRIES ALVER DE C. O'BRIEN

St. Paul, Minn., Jan. 25.—The marriage of Alver de C. O'Brien, son of Miles M. and Mrs. O'Brien of New York and Miss Mamie Cruise, daughter of Colonel Thamos Cruise of Helena, Mont., took place in the Roman Catholic cathedral today. Rev. E. J. Lawler officiated.

Prof. Walton the Only Registered Clairvoyant, Palmist and Healer Ever in Missoula

Reads your past, present and future like an open book. Call today and take advantage of this remarkable low fee.

50c 50c 50c

Hours 10 a. m. to 8 p. m. daily and Sunday
Private parlors 11, 12 and 14. The Briton, 146 Higgins Avenue

THUESON Western Hotel Building

is fast becoming famous for his bargains in men's to-order-made, uncleaned suits and trousers.

Have a look at them, and incidentally at the 1909 spring and summer suitings. They're hummers.

The American Gentleman System of Tailoring.

You Can't Get Milk From a Wooden Cow

You've got to obtain it from a real live producer. No matter what you want, you've got to send your demand where the supply is to get it. A Missoulian "Want Ad" carries your demand right into the hands of the people you want to reach, whether you desire work or to employ a worker, to rent a house or sell a stove.

To the small merchant whose business does not warrant display advertising "Want Ads" offer unlimited opportunities—one sale, in most cases, more than paying for the cost of the ad. A Missoulian "Want Ad" spells RESULT\$ ending with a dollar sign.

