

SPOKANE CELEBRATES ITS TRIUMPH

WINNING OF THE RATE FIGHT AGAINST TRANSCONTINENTAL MARKED BY A JUBILEE.

Spokane, March 5.—Manufacturers, jobbers, merchants and residents of Spokane will be invited to participate in a great jubilee to celebrate the city's triumph before the interstate commerce commission in the famous rate case, instituted against the transcontinental railroads operating in this territory. The celebration is being arranged by the interstate commerce committee of the Spokane chamber of commerce under the direction of A. W. Doland and Jacob A. Schiller, who have fought for equitable rates from Chicago and eastern points since 1892.

When the interstate commerce commission, headed by Martin A. Knapp, declared in its decision that the freight rates imposed upon Spokane are higher than those to Seattle, a more distant point, and held that the charges are unjust and inherently unreasonable, and ordered a reduction of 16 2/3 per cent on all class rates from St. Paul and a similar one from Chicago to this city, it made a ruling which will be of vast benefit to every inland town and city in the United States where similar conditions prevail.

"We look upon this decision as the most far-reaching yet given by the commission," said Henry M. Stephens of Spokane, who, with Adam Brooks of Boston, conducted the case, which was the first instituted under the new law, "and we believe, too, that the commission has full authority to carry out any conclusion it may reach in this action. The general effect will be a cut of about one-sixth in the prevailing rates. This will give manufacturers and merchants in this city an opportunity to operate in a trade zone which is rightly theirs, embracing something like 100,000 square miles in eastern Washington, northern Idaho, western Montana and southeastern Oregon."

ROLLING STOCK FOR N. Y. C.

New York, March 5.—President W. C. Brown of the New York Central railroad announced today that the full equipment order of that line for 1909 had been decided upon and that it included 5,400 freight cars, 200 passenger cars and 75 locomotives. The expenditure will aggregate \$8,000,000.



Wall Street and the Banks.

Do you know what happens to your money after you put it in the bank? Do you know that in spite of all the efforts you may make, your bank account may be used to keep the gamblers' pot a-boiling? Do you know how closely you are affected by a man like C. W. Morse, the Ice King, Steamboat King, Banker, Broker, Promoter, who is credited with having caused the Panic of 1907? Morse is now under sentence to the penitentiary. His story makes clear many of the mysteries of Wall Street. Herbert N. Casson has written another of his highly interesting and illuminating Wall Street articles, in which he deals frankly and fairly with the banking situation, a series which HAMPTON'S inaugurated a year ago and will continue indefinitely. Every man or woman who has a bank account will find Mr. Casson's articles of value.

HAMPTON'S MAGAZINE

March—On Sale Now Twenty other great features, everyone of them a convincing reason why you will declare Hampton's "the best magazine in America." On the Trail of the Ghost—Vance Thompson tells the newest and most startling series of Psychic Research. "Night Riding in the Black Patch," by Eugene P. Lyle, Jr., detailing the origin of terror in Kentucky and Tennessee. Hunting Ahead of Roosevelt—A ripping good article by the Boer ivory hunter, Capt. Fritz Duquesne. The Silver Horde, by Rex Beach—His latest and most vivid serial story. "Fighting Bob" Evans on Turret Disasters. Eight short stories by the best authors in America or Europe. Buy it today—any live newsdealer. 15 cents HAMPTON'S MAGAZINE, New York

MANY CHANGES MADE IN TIME CARD

TRANS SCHEDULED TO PASS OVER NEW MAIN LINE—NEW STATION NAMES.

The local Northern Pacific officials yesterday announced the completion of the sample copy of time card No. 29B, which is to take effect on the Rocky Mountain division on March 15. On this card the schedules of the overland trains are not changed, the obvious intent of the new card being to make running schedules for the trains going and coming over the new Paradise-St. Regis cut-off.

Change Town Names. In planning a card for the new main line a new district has been established from DeSmet to Paradise, and will be known as district No. 3. There are several changes in the names of towns noted on the new card, most of them being between DeSmet and Paradise on the new main line. Boone is a new point about five miles west of DeSmet on the new line; the name of Webster has been changed back to Cyr, the former name of the place. About one-half mile west of Hixon the C. M. & P. S. line has a crossing and a new siding at mile post 30 has been named Chester, out of respect to Thomas Chester, assistant trainmaster on the Rocky Mountain division. This siding was formerly known as Bates. St. Regis junction has been changed, and will be known merely as St. Regis; Forsee is now Toole, so named after a lumberman who is popularly known in that vicinity; Pontus is now named Donlan for Senator Edward Donlan, and Master Mechanic T. J. Cutler's name is to be perpetuated at the station formerly known as Sheep Creek. On the main line will henceforth be carried as Hurley, out of respect of the general roadmaster.

Registers and Bulletins. Train registers will be maintained at the following stations on the new district: DeSmet, St. Regis and Paradise. Bulletins will be posted at St. Regis and Paradise and standard clocks will furnish correct time at the same stations. There are lap sidings at Lothrop, Rivulet and Donlan. The foot note on card No. 29B shows the following instructions for trainmen: Trains No. 141 and 142 will wait 20 minutes at Iron Mountain for dinner. Freight trains No. 81 and 82 will carry mail passengers on presentation of regular transportation with freight permits.

Line Re-districted. The line from St. Regis has been re-districted and all the station numbers have been changed. The branch is now to be known as the "Wallace" line. According to the schedule planned for the Wallace line a passenger train will leave Wallace at 11 a. m., arrive at Larson at 11:30 a. m., leave Larson at 11:35 a. m., arrive at Wallace at 12:05 p. m. At 5:30 p. m. the train will leave Wallace for Larson at 5:30 p. m., arriving at 6 p. m. It will leave Larson at 6:05 and will arrive from the second daily trip at 6:35 p. m. At 9 a. m. a train will leave Wallace for Burke, arriving there at 9:40 a. m. The train will remain in Burke and leave that terminal at 10 a. m., reaching Wallace at 10:30 the same morning.

Round the Hill. On the main line No. 51 is carried to run through to Trout Creek by way of St. Regis. The train will leave Missoula at 11 p. m., arrive at Paradise at 5:50 and Trout Creek at 9:40 the following morning. No. 53 will leave here at 6:45 p. m., arrive at Paradise at 12:35 a. m. and Trout Creek at 3:40 a. m. No. 54 is scheduled to leave Trout Creek at 5 a. m.—same as now—and, although it will come east by way of the cut-off, the train is scheduled to make the same running time as if it came over the hill.

Plans have been made to have No. 15 wait five or ten minutes at Missoula for 138 from the Bitter Root, when the latter train has passengers for the west. Railroad Crossings. A new railroad crossing has been established with the C. M. & P. S. one-half mile west of Drummond on the Phillipsburg branch, and another one with the same railroad one-half mile east of Dempsey, on the Butte line. All trains between St. Regis and Wallace, on the old line, will run as now.

Mrs. Martha Porter, agent for the Northern Pacific at Woodside, is reported very ill and unable to take care of the station. A. Rusch, master mechanic of the Chicago, Milwaukee & Puget Sound line, is in town for a conference with the local officials. Mr. Rusch has his headquarters at Seattle. L. Beattie and S. George, members of the Puget Sound construction department, left yesterday for Frenchtown, where they will remain several days. Operator L. R. Crane, who has been with the Northern Pacific at Bearmouth for the past two months, has been transferred to Nagos. Walter Albrecht, who has been telegrapher in the office of the chief dispatcher since October, 1907, has resigned and will go into other business. Train No. 15 ran in two sections yesterday and will do the same stunt today. Dispatcher Ben B. Johnson is spending a few days with relatives in Spokane. W. G. Elliott has resumed his trick in the Northern Pacific dispatchers' office following a brief illness.

RAILROAD BREVITIES

Superintendent Rapelje and Engineer J. C. Broedlove left here yesterday morning for Forsee to look over the spot where the slide occurred early in the week. The slide was cleaned up at noon yesterday and the first train was dispatched over that district at 6 o'clock last night. Reports from those in charge of the cut-off indicate that the line is in good shape now, and no more serious slides are looked for. The mud slide which occurred on the Belknap cutoff has proven harder to handle than was at first expected. Every day, as the debris has been removed from the track, more of the hill has been loosened, and it is not believed that the line can be cleaned up before Sunday noon. The large forces which have been working on the Forsee slide have been sent to Belknap.

NEW RIVER STATIONS.

The Northern Pacific has just finished establishing new offices along the coast of the St. Joe river. The new stations are: St. Marys, St. Joe and Harrison. These points are reached by boat. The Puget Sound company is now constructing a line along the river to St. Marys and St. Joe.

IDEAL FOOD FOR CHILDREN.

DR. PRICE'S WHEAT FLAKE CEREAL FOOD makes the children plump and strong and prevents sour stomach and constipation. The best food for growing children, invalids and the aged.

For sale by all Grocers

This Guaranty Should Be On Your Spring Suit

What kind of a guarantee do you expect to get when you buy your spring suit? Are you content to take some tailor's mere word that he can satisfy you? Are you content to buy your suit on an absolute gamble that you will be fitted and suited—with no redress whatever in case you are not satisfied? You do not need to take that kind of a gamble. We will measure you for a spring suit, to be cut and tailored by the famous Royal Tailors of Chicago and New York—and we will give you an absolute legal guarantee—not a mere promise—that this suit will fit and satisfy you in every particular. And more—we will guarantee that this suit not only looks well and fits well when you first try it on—but that it will hold its style and fit its original lines of grace, until completely worn out. And more still—that every thread used in that suit is a thread of All Pure Wool—with not a thread of cotton intermixed. What kind of a suit do you want to buy—chance or certainty—a promise or a guarantee? Missoula Agents

Martin Company

WILL SHORTEN TIME TO COAST

NORTHERN PACIFIC BEGINS CLIPPING SCHEDULE OF TRAINS.

Special to The Daily Missoulian. Glendive, March 5.—The great desideratum to be sought by the Northern Pacific, in the face of the keen competition it now faces in coast traffic, is the saving of time. Even five minutes of time at terminals will be fought for, and it is now planned to install certain automatic devices to expedite the icing, oiling and watering of trains.

This fact is contained in a communication to the local division offices from St. Paul, which also gives the times of trains under the new schedule, which will be inaugurated May 23, both for Billings and Glendive. Under the new arrangements, Nos. 1 and 2, "North Coast Limited," will be solid first-class trains, carrying only Pullmans, observation car and diner. They will run to and from Chicago. The time of these trains at the points mentioned will be as follows: Glendive—No. 1: Arrive, 5:30 a. m., depart 5:40 a. m. No. 2: Arrive, 1:10 a. m., depart, 1:10 a. m. Billings—No. 1: Arrive, 11:30 a. m., depart, 11:40 a. m. No. 2: Arrive 7:10 p. m., depart, 7:20 p. m.

Nos. 5 and 6, which are now only local trains, will be known as the "Exposition Special" and will rank next to the "North Coast." They will have new equipment, and No. 6 will carry tourist and Pullman cars for Chicago. They will be fully electric lighted. Their time will be: Glendive—No. 5: Arrive 4:40 a. m., depart 4:50 a. m. No. 6: Arrive 5 p. m., depart 5:10 p. m. Billings—No. 5: Arrive 12:05 p. m., depart 12:15 p. m. No. 6: Arrive 9:50 a. m., depart 10 a. m.

Trains No. 3 and 4 will be of about the same status as at present. They will do the local work in Montana. Their time will be: Glendive—No. 3: Arrive 6:20 p. m., depart 6:30 p. m. No. 4: Arrive 8 a. m., depart 8:10 a. m. Billings—No. 3: Arrive 1:25 a. m., depart 1:35 a. m. No. 4: Arrive 12:50 a. m., depart 12:60 a. m.

BLOCKED LINES ARE SLOWLY BEING CLEARED

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LABORER PLACES HIGH VALUE ON LOST LEG

Yesterday Frank Carlson filed two suits for damages against Dr. L. J. Coria, physician in the Chicago, Milwaukee & Puget Sound hospital at Taft, the two documents asking for a total of \$20,000. Carlson, who was a laborer in the railroad's employ, claims that Dr. Coria amputated a part of his left leg when such an operation was not necessary. The plaintiff also avers that he submitted to the operation under the impression that only a part of his foot was to be taken off, and that he came out from under the influence of the anaesthetic to discover that the entire foot and a portion of the leg had been amputated.

THREE CONSPIRATORS ARRIVE AT TUCSON

Tucson, Ariz., March 5.—The three alleged Mexican revolutionists, Villareal, Riviera and Magual, charged with violation of the neutrality laws of the United States by plotting against the Mexican government, reached here today in a special Pullman car. The officers drove back a small crowd of sympathizers at the depot who attempted to press forward and pass bouquets and other presents to the prisoners. The local Mexican colony has evinced no interest in the alleged revolutionists, but the socialists have been active in their behalf.

WILL ASK CO-OPERATION.

Chicago, March 4.—The American Railway Engineering & Way Association will try to induce the railroads of the country to co-operate actively with the national conservation commission in protecting and increasing the timber supply. A recommendation practically to this effect will be made by a special commission at the coming session here March 15. The causes of the recommendation are to be found in the growing emergency which confronts the railroads with respect to securing railroad ties.

USING HEAVIER STEEL.

A large force of laborers is working in the Northern Pacific yards, replacing lightweight steel with that of a heavier grade. Another gang is at work raising low joints on the storage and passing tracks.

LAST SHOT IN TUNNEL.

The St. Paul pass tunnel is now completed and will be ready for steel laying as soon as the process of cleaning up is finished. The last shot was fired in the bore at 6:45 on the morning of March 4.

CHANGES OFFICE.

J. D. McVicar, who has been district engineer for the Puget Sound at Drummond for the past three years, has been summoned to Missoula and will make his headquarters here.

RAILROAD BLOCKS PROGRESS

NORTHERN PACIFIC PREVENTS CONSTRUCTION OF NEW LINE TO MISSOULA.

The activity of the Clearwater Timber company, which has started a survey for a railway line from Orofino to the proposed Whiskey creek mill site, and ultimately to Missoula, Mont., has caused the officials of the transcontinental lines who are eagerly competing for the tonnage of the north-west Mr. Burr, one of the chief counselors of the Northern Pacific, with H. C. Nutt, general manager of the company, has been in Lewiston and Orofino recently and has temporarily blocked the franchise sought by the Clearwater Timber company through Orofino.

It is said that he has advised officials of the Clearwater Timber company that they cannot build a railroad or obtain a franchise through Orofino, and as a result of his showing the franchise ordinance was postponed for two weeks at the request of the Weyerhaeuser company.

Company Wants Competition.

The Weyerhaeuser company is anxious to have competition in the timber belt, it is believed, for it is reported that Engineer Bush, who has completed the survey for the short road from Orofino to the mill site, has gone to Portland to confer with officials of the Harriman roads. He is armed with blueprints, statistics, estimates of cost, elevations, grade measurements and data to show that a road from Orofino to Missoula is feasible.

Perhaps the reason the Weyerhaeuser syndicate is anxious to have the Orofino-Missoula route adopted is to prevent the adoption of a route down the middle fork, which would connect with the Northern Pacific at Kookkia. This would be in the Clearwater forest reserve practically all of the way across the Bitter Root mountains, while if the other line should be built the road would pass through the heart of the syndicate timber holdings. That the Weyerhaeusers expect to have something to say about the railroad building in the Lewiston-Clearwater territory is becoming apparent.—Spokesman-Review.

RAILROAD COMMISSIONERS WILL MEET IN MISSOULA.

The Montana railroad commissioners have announced that a public hearing will be held in the Missoula chamber of commerce on March 16 for the purpose of considering the freight rates on wood from points on the Northern Pacific to this city. The meeting is called for 10 o'clock on the morning of the date set and any corporation, firm or individual having an interest in the cause mentioned is requested to be present.

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Saturday Specials

Some people say opportunity has calloused hands from much knocking at our doors. However that is, here is OPPORTUNITY again in its most attractive guise.

A Bundle of Good Fortune In Dress Goods

Here's news of deepest interest to every woman who would dress well and stylishly, yet economically. It should stir every woman who is planning her spring suit into action. The fabrics offered are the same as are to arrive shortly to complete our spring showings, and are therefore stylish and correct in every detail, the only difference being that they are not new, in the sense of being this season's purchase, and this makes really no difference, as they are the staples of the dress goods section. Just for today—

Your Choice 52-INCH PANAMA, REGULAR PRICE \$1.25, In navy blue and brown. Your Choice 45-INCH VOILE, REGULAR PRICE \$1.00, In black only. 45-INCH MOHAIR, REGULAR PRICE \$1.00, In black only. 42-INCH HERRINGBONE SERGE, PRICE \$1.25, In black, brown and navy blue. 44-INCH PANAMA, REGULAR PRICE \$1.00, In reseda, brown, blue and black. 65c Per Yard

Brand New Spring Dunedin Percales

When you see these pretty, new percales, note the patterns, the colors and the quality of the cloth, you'll wonder why our regular price is not 15c per yard instead of 12 1/2c. They are 30 inches wide and come in plain and fancy bordered patterns, in reds, browns, blues and grays. Just for today, to bring you in touch with the new wash goods, per yard 10c

Twenty Pieces of Outings at Half Price

They're a splendid quality of material and just what many women are buying now for children's dresses, etc. Are 27 inches wide and come in a great variety of patterns, mostly checks and stripes, the light colors regularly bring 8 1/3c a yard, the dark colors 10c, but today you can buy them, light or dark, for, per yard 5c

Table with 4 columns: Women's Belts 50c, Windsor Scarfs 35c, Children's Hose 20c, School Handkerchiefs 16c doz. Each item includes a brief description of the goods.

Good Spring Underwear for Very Little

These are the very garments women are buying now for themselves and their children for spring wear. The savings today amount to from 40 to 60 per cent.

Table with 4 columns: Women's Union Suits 60c, Women's Underwear 25c, Women's Underwear 15c, Children's Underwear 20c. Each item includes a brief description of the goods.

Missoula Mercantile Co.

HOSPITAL STATEMENT ISSUED FOR FEBRUARY

The northern Pacific Hospital association has issued its monthly statement for February. The report shows a small decrease in the number of cases treated over the previous month. The total number of patients treated in January were 382, while in February the number declined 8. There were 81 patients carried over from January and only 79 from February. Three deaths occurred in January and two in the last month.

PLAN TO MAKE CLOSE CONNECTIONS WEST

Announcement is made by the Northern Pacific officials that in making a new time card, to take effect on March 15, plans have been made for a close connection for west-bound passengers from the Bitter Root branch. Train No. 138 from the Bitter Root will leave Hamilton at the same time as now, and will reach Missoula in time to closely connect with No. 15. By this arrangement passengers from the branch will not be compelled to await the arrival of No. 3 in the afternoon.



THE NEW Central Market FOR CHOICE MEATS

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

Harley Resting Easily.

General Roadmaster John M. Hurley, whose right arm was broken at Forsee on Thursday afternoon, is reported resting easily. Both bones in the forearm were broken.

It Saved His Leg.

"All thought I'd lose my leg," writes J. A. Swenson, Watertown, Wis. "Ten years of eczema, that 15 doctors could not cure, had at last laid me up. Then Bucklen's Arnica Salve cured it sound and well." Infallible for skin eruptions, eczema, salt rheum, boils, fever sores, burns, scalds, cuts and piles. 25c at G. Freisheimer.

Chamber of Commerce

Permanent exhibits of western Montana products wanted. All interests are invited to bring products to chamber headquarters for display purposes; due credit will be given all exhibitors. Regular meetings second and fourth Tuesdays at 8 p. m. All those interested in the promotion and welfare of western Montana are invited.

SERVICES AT USUAL HOUR.

The services at the Christian church will be held at the usual hours tomorrow—11 a. m. and 7:30 p. m. They will be of unusual interest and all members and friends are urged to be present. The address on missions in China at the evening hour will be illustrated with more than 40 lantern slides. Simple Remedy for La Grippe. La grippe coughs are dangerous, as they frequently develop into pneumonia. Foley's Honey and Tar not only stops the cough, but heals and strengthens the lungs so that no serious results need be feared. The genuine Foley's Honey and Tar contains no harmful drug and is in a yellow package. Refuse substitute. Geo. Freisheimer, Garden City Drug Co.

Northwestern Abstract and Title Insurance Company

Furnishes correct and complete abstracts of title to all city and county property. Estimates on abstracts furnished on application. 104 Main St. Phone 147 R. HEALTH AND VITALITY. Mett's Nervine Pills. The great iron and tonic restorative for men and women; produces strength and vitality, builds up the system and renews the normal vigor. For sale by druggists or by mail \$1 per box, six boxes for \$5. Williams Mfg. Co., Prop., Cleveland, Ohio. For sale at D. C. Smith's drug store. MUNSSELL RETURNS. Hamilton, March 5.—W. S. Munsell is back from Kansas City, where he went for surgical treatment. He underwent an operation in one of the big hospitals in the Missouri city and returns greatly improved in health.