

Union Theater
C. A. HARNOIS, Manager

Home of Polite
VAUDEVILLE

AND REFINED MOVING
PICTURES

That are good and select.

**BEAUTIFUL
Illustrated Songs**

10 Cents 750 Seats 10 Cents

ALL GOOD

TWO PERFORMANCES
7:30 and 8:30

The Grand
Cor. Higgins Ave. and Main Street
Missoula's New Amusement Center

**High-Class
Vaudeville
Program**

A. LUTTRINGER & COMPANY
In their original creation, "The Girl From the West."

McGLOIN AND SHELLEY
Comedy Song and Dance Artists.

ALLISTER & GERALD
Musical Kids

GRANDSCOPE—Latest life motion pictures and illustrated songs.

Continous Performance—First performance, 7:30 p. m.; admission, 10¢ and 20¢.

Matinee Monday, Wednesday and Saturday at 3 p. m.—Admission, ladies, 10c; children, 5c.

**LYRIC
Theater**

TONIGHT

4—Excellent Pictures—4

"A Summer Idyl"

"How Jones Saw the Carnival"

"Christmas Eve in Paradise Alley"

"Slippery Jim's Repentance"

ALL NEW ALL GOOD

AT THE
BIJOU
Tonight

WITH PRESIDENT TAFT AT PANAMA.

A GUILTY GUARDIAN
Dramatic.

THE MONKEY MAN
Comic.

Illustrated Song: "The Heart You Lost in Maryland," by Ed Levasseur.

This is the last night of the GREAT PANAMA CANAL PARTY

**WESTERN MONTANA
NATIONAL BANK**
Missoula, Mont.

UNITED STATES DEPOSITORY
PAID UP CAPITAL.....\$100,000
SURPLUS AND PROFIT..... 50,000

G. A. WOLF.....President
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EDGAR A. NEWLON.....Cashier
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A General Bank and Business Transacted

FIRST NATIONAL BANK
Of Missoula
United States Depository

Capital.....\$200,000
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Interest Paid on Deposits in the Savings Department at 3 Per Cent Per Annum

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Missoulian Want Ads
Bring Quick Results

**COMMITTEE CALLED
TO CONFER**

HOSPITAL INVESTIGATORS ASKED TO PRESENT COMPLAINTS TO OFFICIALS.

A call has been issued by Acting Division Superintendent D. J. Hagerty to the various members of the hospital investigation committee, to meet in the superintendent's office at 9 o'clock on Wednesday morning for a conference with M. C. Kimberly, president of the Northern Pacific Beneficial association; Walter Laidlaw, secretary of the same association, and Mr. Hagerty. The meeting is called at the request of the visiting officers, who desire to hear the complaints of the committee.

Mr. Kimberly is on his way to the coast and makes the stop here on Wednesday, it is said, at the request of Mr. Laidlaw, who has been in Missoula since Saturday. It is probable that General Superintendent G. A. Goodell will also be in Missoula for the meeting on Wednesday.

The members of the investigating committee are: W. A. Walsh, representing the B. O. R. T.; James J. Aylward, of the O. R. C.; J. C. Anderson, of the B. O. L. E.; M. Riley, of the B. O. L. F. & E.; and N. H. Mason, general agent of the Northern Pacific at this place.

**NORTHERN PACIFIC
THERE FIRST**

PUGET SOUND COMPANY MONTH BEHIND OLD LINE IN THE BLACKFOOT SURVEY.

Helena, March 15.—It developed today that the Northern Pacific is a month ahead of the Puget Sound line in sending surveying parties to the Blackfoot country.

A month ago the Northern Pacific dispatched two surveying parties from Avon, which began surveying up Nevada creek. One party is now engaged in running a line in the Big Blackfoot canyon, about 12 miles below Lincoln, while the other is surveying on Camas prairie toward the Big Blackfoot. It is said the Northern Pacific proposes to build up Nevada creek from Avon, thence down the big Blackfoot to a point near Clearwater and thence over the divide into the Swan Lake Valley and down this valley on the east side of Flathead lake into Big Fork and Kallispell.

RAILROAD BREVITIES

Mrs. W. J. Allin, agent for the Northern Pacific at Arlee, spent yesterday in Missoula on business.

The Northern Pacific is daily adding to its quota of work trains to be operated on the district between Missoula and Drummond. A number were dispatched from here yesterday for service in the construction department.

Acting Division Superintendent D. J. Hagerty returned yesterday from Livingston, where he spent two days reading proofs of the new time table.

Division Engineer W. E. Dauchy of the Puget Sound line spent yesterday in Butte on company business.

Engineer R. W. Day of the Puget Sound department returned on Sunday from Seattle, to which place he was called several weeks ago on special business of his company. Mr. Day will go to Taft to remain until the clearing up at the St. Paul Pass tunnel is done.

HURLEY LEAVES HOSPITAL.

General Roadmaster John M. Hurley, looking paler than usual on account of his two weeks' confinement in the hospital, was out on the street yesterday. At the same time the accident which sent him to the infirmary with a broken arm. Mr. Hurley will not attempt to assume any of his office duties for several days.

TOUR OF INSPECTION.

Roadmaster D. Flahaven and Bridge Superintendent J. Fleming made a trip of inspection over the St. Regis-Paradise cut-off yesterday. The trip was made for the purpose of making minute inspection of the bridges and trestles on the new main line.

TAKEN TO HOSPITAL.

Angelo Virtu, who has been in the Taft hospital for the past two months suffering from a broken leg, was brought to St. Patrick's hospital yesterday. He was injured in a rock slide near the St. Paul Pass tunnel some time in January.

What better use can you make of a nickel than to exchange it for a cake of Ivory Soap?

What else will give you so much satisfaction?

What other soap can be used for so many different purposes; for the bath, the toilet and for fine laundry use?

Ivory Soap
99 1/100 Per Cent. Pure.

**THE N. P. RAILROAD
AS A PARTNER**

EASTERN WRITER TELLS OF THE DEVELOPMENT OF THE WEST BY THE RAILROAD.

In a recent issue of the Railway World, Charles D. Trueman has a long article which he entitles "His Partner, the Northern Pacific Railroad," in which the writer deals with the progress and development of the west and northwest during the past 25 or 30 years. The article, which is written in a story form, follows the movement of a young man who moved from Ohio to Montana in the early eighties with no worldly assets except a stage ticket and about \$20 in cash. As the story goes, this young man, a blacksmith's helper, was plentifully endowed with grit and integrity and a perception which enabled him to forecast a great future for Montana and to take advantage of the natural resources of the great state. In brief, Trueman's story is as follows:

Moves West.

Among the passengers carried out of Cheyenne one morning in the very early eighties was a broad-chinned, bright-eyed young man from Monroe county in Ohio, who was bound for the Yellowstone country in Montana. His entire worldly assets, plus a full quota of integrity and nerve. The tangible part of this asset was the result of self-denial and many weeks of hard work in a blacksmith's shop in Ohio, and his presence on the Big Horn trail in Wyoming was accounted for his desire to emulate the example of one of Monroe county's full-fledged blacksmiths, an older man who had gone to Billings; and by the further fact that the Union Pacific railway to Cheyenne, then 300 miles north by stage was the best way at that time to get to this Montana settlement.

His destination which was reached in due time, nominally a trading point in the primitive sheep country, a very few stores, several saloons, a blacksmith shop and a cluster of shacks. That was all—all save the brown, rugged line of bluffs standing their silent watch over the clear blue Yellowstone, and the bare silent country rolling away to the east, west and north. The country was void of inspiration and indeed promised a lean, hard fortune, but it was the destination of this young man's journey, so he found little to do but make a will. But with the approach of winter work ceased, and trapping, which afforded the only means of livelihood, became his occupation. Thus one—two—three winter months were spent in the open country; the days devoted to hunting hides, and nights spent in a blanket on the ground, while the summer months were devoted to securing a title to a quarter section homesteader's claim which he had encountered, the value of which seemed quite limited even when secured and improved. Then something happened.

Railroad Comes.

The Northern Pacific construction forces which had been working slowly westward rounded the bluff just east of the settlement, crossed the river and shoveled and dug their way through the place and on toward the divide. Presently the swing of the spike mauls echoed through the gap and died away in the level country to the west, and Billings became a railroad station. Business carried on over the Cheyenne trail was, of course, interfered with, and land values had an upward tendency. The markets of the east were more available in a true sense; settlers came in more rapidly, the price of necessities decreased, the prices of the stores, and the settlement grew and became a prosperous and important city.

"Last fall I stood with this same Monroe county blacksmith's helper under the shadow of a new and modern beet sugar factory in the city of Billings when he priced the quarter section homestead claim now under beet sugar cultivation, and which had been valued at \$125 per acre in the days of the trail, at \$150 per acre. Later I was shown two splendid properties and four city lots, all well located, which were his, and when I learned that he owned another quarter section upon which were several thousand head of sheep, and that he leased another quarter section ranch upon which were more than 100 head of horses, owned by himself, I asked in amazement, 'How in the world did you manage this thing to get along so well here?' and his answer came clear and earnest, 'I had a good partner in the Northern Pacific.'"

The remainder of the article deals with the wonderful development of the territory through which the line of the Northern Pacific winds its way, showing statistics which demonstrate beyond cavil or debate that the policy of the Northern Pacific has always been one of fairness toward its shippers and traveling patrons, and making a plea in defense of the transportation company, and concludes with the following appeal to the people for confidence in the railroad's desire to continue its past policy of progression and fairness.

Fairness.

"The locomotive headlight and bright red lamps of the caboose and rear Pullman which have followed the signal fires of the Sioux that gleamed from the brown bluffs in front of Billings a few years ago, and the black smoke curling upward from the numerous industries throughout the west are evidences of commercial condition which cannot arise or exist without thoroughly efficient transportation facilities; without a partner to perform the services of taking to market what the country has to sell in the markets. The very nature of the interests common alike to the railroad and shipper proves that an injury done either party to this voluntary partnership must inevitably work injury to the other partner. This being true, the conscience of those complaining ones who live and are deeply and vitally interested in the country through which the Northern Pacific travels, can best answer whether their duty lies in condemning and silencing the official utterances and legislative acts which their representatives in the law-making houses, both state and federal, direct against their natural partner and friend—the railroad.

"It is largely a matter of conscience; a matter of insistence upon right and truth, the exercise of which lies with the plain, private citizen."

**If there is something wrong
with your Stomach
YOUR STOMACH
NEEDS
Kodol**

Stomach sickness, such as sour stomach, belching, "heartburn," etc., is caused by improperly digested food—that meaning indigestion. And there isn't anything any better for indigestion than Kodol. Kodol readily prevents any digestive disorders, by promptly digesting all food eaten—no matter what kind, nor when, nor where. And when food is thus digested for the stomach—relieving it of its work for a time—the stomach speedily regains healthy, natural strength. Then it can do its own work—until you abuse it again. Of course, it is much better to keep the stomach healthy; but if you have not done this—and there is something wrong with your stomach—try Kodol. The results will surprise you.

Our Guarantee. Get a dollar bottle of Kodol. If you are not benefited—the druggist will take it back. If you are benefited, you will get your money back. The dollar bottle contains 2 1/2 times as much as the 50c bottle. Kodol is prepared in the laboratories of E. C. DeWitt & Co., Chicago.

Sold by George Freisheimer and all druggists.

**IMPORTANT MATTERS
ADJUSTED**

QUESTION OF EMPLOYEE'S RIGHTS ON NORTH BANK ROAD AMICABLY SETTLED.

Emmet L. Harrigan, general chairman of the Brotherhood of Railway Trainmen, returned on Sunday night from Portland, where he has been since March 5 attending a conference of various representatives of railway brotherhoods of the officers of the Spokane, Portland & Seattle line for the adjustment of several matters of vital importance to the railroad employees and fraternities. The conference involved the settlement of some technical points which had been brought to the attention of the grand lodges, and which demanded diplomatic action. These affairs, said Mr. Harrigan, were settled to the satisfaction of all concerned before the final adjournment of the conference.

The principal question brought up for consideration, and the one which was the cause of greatest anxiety to both sides of the argument, was the matter of adjusting the number of freight crews to be taken from the Great Northern railroad and the Northern Pacific line for the operation of the new road, jointly owned by these two roads—the Spokane, Portland & Seattle. Heretofore the crews operating on the North Bank road have been taken equally from the Hill lines, a practice which has called forth a protest from the Northern Pacific men, who claimed that, since 75 per cent of the business passing over the new road either originated on the Northern Pacific or came from a territory tributary to that company's line, the majority of crews should be furnished by the Northern Pacific to handle the business on the North Bank. After a bitter verbal fight between the lodge representatives of both the Great Northern and Northern Pacific roads, it was finally decided that the Great Northern road should furnish 12 crews and the Northern Pacific the same number, the latter line to supply all other necessary men.

The conference was attended by William Clarke, president of the Spokane, Portland & Seattle, and J. Russell, general superintendent of the same railroad. The general chairman of the Northern Pacific in attendance were: Fred Morgan of Spokane, representing the engineers; H. B. Smith of Spokane, representing the firemen; J. T. Higgins of St. Paul, representing the conductors; and E. L. Harrigan of Missoula, representing the trainmen. Those from the Great Northern were: T. F. Richardson of St. Paul, representing the conductors; William Ryan of the engineers and P. C. Bradley of the trainmen.

The national officers of the lodges attending the big meeting were: E. Corrigan, grand chief of the engineers, with headquarters at Cleveland, Ohio; L. E. Shepherd, first vice president of the conductors, from Cedar Rapids, Iowa; A. F. Whitney, vice grand master of the trainmen, of Cleveland, and A. Phillips, vice president of the firemen, of Peoria.

It is asserted that no question of the division of railroad territorial rights such as those just settled has ever before been brought before the grand committees for adjustment.

Mr. Harrigan will leave Missoula today for the east and will visit all the terminal points on the Northern Pacific between Missoula and St. Paul. He will probably attend the general convention of railroad trainmen to be held in Columbus, Ohio, before returning to Missoula.

The foreign population of China is estimated at 40,000.

**TRESPASSERS FALL
IN RIVER**

MEN STEALING RIDE ARE TREATED TO BATH WHEN CAR ROLLS DOWN EMBANKMENT.

John Evans and F. J. Ojken were brought to Missoula yesterday afternoon on the Coeur d'Alene passenger train and taken to St. Patrick's hospital to be treated for injuries received yesterday at Fish Creek. The men are said to have been stealing a ride in a car of coal on an extra east bound. When the train reached the water tank at Fish Creek a broken rail was struck and the car occupied by the trespassers, together with another car, jumped the track and rolled down the embankment into the river. The injuries sustained as a result of the wreck, while not of a serious nature, rendered the victims unable to travel further and they were brought here to be cared for at the expense of the county.

OUT OF SERVICE.

Engine 25, which was assigned to work train service on the east end yesterday, blew out a cylinder head near Nimrod yesterday afternoon and had to be towed back to the shops. This locomotive will be replaced by engine 21 for the present.



**THE NEW
Central Market
FOR CHOICE MEATS**

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

**Chamber
of Commerce
Hammond Block**

Near the bridge. Phone 67

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.

Snappy Clothes

Are the kind you get when you place your order with me. This is just the time to think about your Easter Suit. Drop in and I will show you the swellest line of woolsens for spring you ever saw. My suits are cut right and made right. Ask the fellow that wears the clothes.

Lemley The Tailor
PHONE 76 RED. NEXT TO MISSOULA HOTEL

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MESSALINES
Beautiful Figured Satin
Messaline

A very rich looking silk that is bound to be immensely popular this spring; every thread guaranteed pure silk and warranted not to crack or split; no more desirable silk can be imagined than this lovely satin messaline of such exquisite softness and such perfect draping qualities; comes 24 inches wide; all the new and most fashionable shades are here, such as wistaria, reseda, box rose, taupe, Copenhagen, etc., and the designs are of unusual patterns.

This silk is absolutely worth \$1.50 a yard; our price in the regular way is \$1.25; on sale, special today

\$1.00
Soft China Silk

China silks, 24 inches wide, very soft and pliable, very suitable for spring waists, dresses, etc.; in all the most wanted colors; regular 60c value 42 1-2c

Oriental Kimono Silk
This silk comes 33 inches wide, figured with very dainty oriental designs; just right for kimonos at this season; a regular 95c silk for 75c

The New India Silks
The new India silk; a soft, clinging silk in 16 different shades; 27 inches wide; 85c value; on sale today for 50c

Fancy Pongee
A rough, lustrous silk, with pretty fancy polka dots; 27 inches wide; regular \$1 value; on sale at 65c

Oriental Habutla Silk
Oriental silks, 27 inches wide, beautiful colorings; regular 60c value 45c

This store has the sole selling rights for Nemo corsets, McCalls' patterns, Regal shoes.

SCHLOSSBERG'S
CORNER HIGGINS AVENUE AND PINE STREET.

**Big Horse
SALE**

We will sell at public auction Saturday, March 20, at 2 o'clock p. m., at

**Gannon & McLeod's Barn
MISSOULA
30 to 50
Logging Horses**

Persons needing draught horses will have an opportunity to purchase some remarkably fine teams.

**BIG BLACKFOOT
MILLING CO.**

**ELECTRIC POWER
IS POPULAR**

The growth of the use of the electric motor in Missoula has been remarkable, due to cheap rates, efficient service and the great adaptability of electricity as a motive power. The following is a statement of the increase in the use of electric motors during the past three years. The list does not include any motor of less than one horse-power.

March 1, 1906—256 H. P.
March 1, 1907—313 H. P.
March 1, 1908—408 H. P.
March 1, 1909—803 H. P.

Let us figure with you on your power proposition.

MISSOULA LIGHT & WATER CO.

Advertise in The Daily Missoulian