

THE DAILY MISSOULIAN

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THURSDAY, JULY 1, 1909.

A CLASSIC EVENT.

Today, at New London, will occur the annual boat races between Yale and Harvard. Ordinarily Yale is a strong favorite with the prophets, but her signal defeat last year by the crimson boat has weakened her prestige somewhat and the news from the training quarters of the crews is that the contending eights are "very evenly matched."

For fifty-seven years, with occasional intervals the crews of Yale and Harvard have battled; the rival blue and crimson having been borne during all those years by four, six and eight-oared crews. The first race between crews of the two universities took place on Lake Winnepesaukee in 1852. No record of the event was kept save the fact that Harvard was the winner, and then there was a lapse of three years until they met again, this time on the Connecticut river at Springfield. That race was also won by Harvard in twenty-two minutes. In 1859 the racing ground shifted to Lake Quinsigamond, where it remained for eight years, Harvard winning five of the three-mile races. The contest took place on Lake Saltonstall in 1876, and was another Harvard victory. Since 1878 the crews have been rowing at New London.

In the forty-two races that have been rowed, since the initial contest in 1852, four points now separate the contending universities, Yale having won twenty-three races and Harvard nineteen.

Early in the history of the event it was rowed over a two-mile course, which was increased to three miles in 1855. Again the distance was increased in 1876, this time to four miles, which has been the length of the varsity races ever since. Yale holds the record for this distance, having covered the course in 1888 in twenty minutes, ten seconds. Last year the race was won by Harvard in twenty-four minutes, ten seconds.

BANK GUARANTEES

Yesterday in Kansas and today in Nebraska the new bank guarantee laws date the beginning of their effectiveness. These laws affect only the state banks, but it is expected that the national banks will in some way provide themselves with some means of insuring their deposits. In Kansas the law applies only to such state banks as choose to avail themselves of its provisions, but it is said that every state organization will fall into line.

The banks, under the new law, are to be partners in a sort of mutual insurance company. They will have to put up one million dollars in state and national securities to guarantee the payment of deposits, and the dues or insurance premiums will be only one-twentieth of one per cent annually.

Briefly stated, the law provides for protection to the following classes of deposits: Those that do not bear interest, time certificates payable in less than six months from date, and not extending more than one year, bearing interest not to exceed three per cent per annum, and on which interest shall cease at maturity; savings accounts not exceeding in amount one hundred dollars to any one person and not subject to check upon which the bank has reserved in writing the right to require sixty days' notice of withdrawal, and bearing interest at not to exceed three per cent per annum. Deposits which are primarily discounts or money borrowed by the bank, and all deposits otherwise secured, are not guaranteed under the act.

Just what effect the new law is to have on the national banks appears uncertain. The department of justice at Washington having decided that the national banks could not participate in the guarantee feature of the Kansas law, the banks themselves have started a movement to organize an insurance company among them-

selves to insure deposits in their banks. Eventually, however, it is expected that many of the national banks, especially those in the smaller towns, will decide to denationalize and become state institutions in order to participate in the guarantee law.

IN TENNESSEE.

This morning the people of Tennessee awoke to find themselves under the provisions of the law which places them all upon the front seat of the water wagon. The state-wide prohibition law which was enacted last winter and passed over the veto of the governor, became effective at midnight last night. The law forbids the sale of alcoholic drink within four miles of a school house, and will have the effect of closing the doors of virtually every saloon in the state. All the cities will become "dry," among them Memphis, which will thereby attain the distinction of being the largest city in the world where the sale of intoxicants is prohibited by law. Memphis had 600 saloons. Other large cities which will be affected are Nashville, with 131 saloons, and Chattanooga, which had 63 drink establishments.

On January 1 next, six months after the retailers have received their knock-out blow, the brewers, distillers and others engaged in the manufacture of intoxicants, will be put out of business. On that date the state law forbidding the manufacture of intoxicants will come into force. The six months' probation was given the brewers and distillers to enable them to dispose of their property.

It is estimated that the prohibition law will cause a falling off of more than one million dollars in the revenues of Tennessee. Investments exceeding ten million dollars in distilleries, breweries, rectifying establishments and wholesale and retail liquor stores will become idle indefinitely, and much of it will be lost, because no indemnity is provided for. It also is calculated that 12,000 persons will be thrown out of employment.

The maiden trippeth freely in the sunshine's scorching rays; through the holes her waist is made of, the cooling zephyr plays. The summer heat disturbs her not; sweet glances in joy she chants. But we join in no glad chorus for we're doomed to dress in pants.

The wise man putteth his trust in butter milk; though it bubbleth not like the girickie, it bringeth no head, and though it foameth not like the beer, it cooleth the taker.

One of the duties which devolves upon Missoula is clearly that of protecting the applicants for land from bogus agents and unscrupulous promoters.

It is pretty tough on a buffalo bull to live decently twenty-five years on the Flathead reservation and then to meet death in a measly loading chute.

Fourth of July will be specially glorious this year in the steel districts, as it is the date announced for the restoration of wages to the old scale.

Policeman Stinsel of Butte is in trouble on account of adopting the feminine propensity for under-stating his age.

Poor man! He can't wear a peek-a-boo waist; the lightest vanity at his disposal is the foam on the schooner.

Judge Witten, however, will be more successful in stopping speculation than in making industrious Indians.

It is up to Missoula to provide amply and adequately for the comfort of registrant visitors.

Missoula is firmly convinced that the hot wave didn't spend all its forces in Chicago.

Now comes the peek-a-boo waist into the full possession of the field.

The electric railway looks more like a reality at the while.

But you can't have Red Apples without sunshine.

The watermelon, also, has its day.

But the strawberry helps some.

Come on in. The water's fine.

USES HER "SPOOKS" TO TAME HUSBAND

Spokane, June 30.—Declaring that his wife daily threatens him with violence at the hands of her "spooks," Frank Jankin of Garfield, Wash., south of Spokane, has filed a petition in the Whitman county superior court for divorce from Emma Jankin, whom he married at Rathdrum, Idaho, October 31, 1908. Jankin alleges that soon after they were married his wife began a systematic course of occult practices and would "call up" the spirits of her relatives and acquaintances at all hours of the day and night for the sole purpose of annoying him. He was importuned to join circles and seances, and, he adds, because he objected, his wife threatened him with violence. He also says in his petition that his wife repeatedly charged him with being untrue to her, declaring she had received information from the "spirits" of departed friends, with whom she was in daily communication. Jankin says that at the time of their marriage he did not know that Mrs. Jankin was interested in spiritualism, which is the chief basis for the action.

NEWS OF THE RAILWAY WORLD

BONNER LINE READY PASSENGER SERVICE TELEPHONE SERVICE THIS WEEK IN TWO WEEKS ON LIMITED

STRETCH OF DOUBLE TRACK EAST OF MISSOULA NEARLY FINISHED—N. P. NOTES.

Work has been finished at last on the new double track of the Northern Pacific between Double Track junction and Bonner and either today or tomorrow will see the old line around the bend in the river abandoned by the company for good and the new track across the Bandmann ranch put in active use. This road, which will mean a saving of a couple of miles to the railroad and will do away with the bad grade between the junctions, has been in progress of construction for more than two years and is one of the last stretches of the Missoula-to-Garrison double track which has to be finished. The cutting of the old Bandmann ranch has necessitated the building of two big double track bridges between here and Bonner. Both of these structures are of steel and concrete and will do away with the best built bridges on the road. They have been ready for several months now, but the grading and ballasting of the track has delayed the completion of the stretch of road. This work is all finished now, on one track at least, and trains will be sent over the finished track within a couple of days. The title of the Northern Pacific to the old line around the bend in the river expires on July 2 and on that date the track from Bonner down to what is now known as Double Track junction will go into the control of the Clark interests, who will use it as the right of way for their new electric road between this city and Bonner.

The completion of this road leaves only 16 miles of double track to be opened. This distance is contained in stretches along the road from Missoula to Garrison, where the work has been slowest. The uncompleted parts up to date are a stretch of 12 miles between Drummond and mile post 76, and one of four miles between Willis and Bearmouth. Work on these is rapidly nearing completion and it is thought that by August 1, at least, the entire line will be opened.

Superintendent Rapelle returned on No. 16 yesterday morning from an extended trip over the division, which was finished up when he accompanied the Perkins party from Butte to Paradise on Tuesday. General Superintendent G. A. Goodell, who was another member of the party, came back just ahead of him, No. 6 and went out once to Livingston.

Every day now the incoming trains are loaded with people coming to get an early berth for the Flathead registration next month. The hotels are rapidly filling up and the pressure is already beginning to be felt. The colony to campers down by the Van Buren street bridge is also beginning to grow and a number of families are there, waiting until the registration begins. This early traffic is but a mild forerunner of what will follow and already the railroad people are continuing to prepare for the rush and the demand for coaches and equipment which will come with it.

The two Bitter Root trains are also doing a pretty rushing business these days, and both morning and afternoon trains pull out with every car filled. Most of this travel consists of tourists who are making a trip up the valley while on their way back from the fair. They all return looking satisfied, and the valley is rapidly getting a national reputation.

Word was received in the local offices yesterday of the arrival at the end of the road of the party of women's suffragists who passed through here on their way to the national convention in Seattle last Sunday morning. The prospective lady voters have been making a tour of the country; they passed through and have stopped at most of the important towns on their route to attempt to convert the natives. The motive force of the party was Miss Helen M. Jackson, who is in common with all Montana suffragists, is interested in the success of the Montana state fair. From its inception exceedingly low rates have been made, and doubtless these will be continued for all time, as we regard the fair as a permanent institution.

It is one of the greatest advertising agencies the state of Montana has and whatever seeks for the upbuilding of the state actually appeals to the railroad, for it is upon the general public that they are dependent for their business, of course. This is true of the freight business as well as the passenger business. In consequence the railroads may be depended on to do their share. It therefore affords me no little pleasure to announce the customary reduction in rates for the fair this year.

OLD FOLK FEASTED ON TEMPLE SQUARE

Salt Lake City, June 30.—Four thousand old folks gathered from every part of Utah were banqueted in the Temple square, escorted about the city in automobiles and entertained with music and speeches in the tabernacle today. There was no distinction as to race or religion. Everyone in Utah of the age of 70 years or more was invited. The railroads gathered them up with special trains and carried them for nothing. It was a very warm day, but the old folks bore the heat well and were delighted with the repetition of this annual event.

DAYLIGHT TRAIN EXPECTED ON BY JULY 15—PUGET SOUND NEWS.

No new developments have as yet arisen in the problem of the passenger service on the Puget Sound and it still looks promising for a daylight train to be put in operation next month. The idea of putting a train in operation on July 1 has been abandoned at last and the date put off for a couple of weeks. There now seems to be but little doubt but that a regular passenger train will be put on for the Puget Sound, although it may not be until after the first few days. Speaking of the matter yesterday General Agent Hillman said, "I am not in a position to give an official statement regarding this service, but it seems very likely to me that the train will be put on by July 15 at the latest. This will be in plenty of season for the greater part of the registration rush and should prove wholly satisfactory." Such a train, if it were put on, would run on a daylight schedule only from either Seattle or Deer Lodge to Aberdeen. If the present plans of the management are carried out this train will be followed by one which will run from Butte to the coast.

The new superintendent, E. H. Barrett, spent yesterday on the west end of his division, getting a line on the road and the country and especially the terminal facilities at North Fork. Mr. Barrett is entering on his duties in a way which has already made him popular with his associates. If his success here is already assured, he spent last night in North Fork and will return this morning to Missoula, where he will take up the real work of running the division.

W. C. Stephens, the new chief dispatcher, also took up his duties yesterday and was on the job for a full shift.

C. H. Marshall and W. J. Spion started yesterday for their new home in Malden, leaving the division in the hands of their successors. Mr. Marshall goes alone and his family will stay here for the rest of the summer until affairs are settled in Malden.

District Engineer McVickers of the Puget Sound is spending a few days in Saltese with the county commissioners.

E. R. Chian, the resident engineer for the Puget Sound, is in St. Regis for a couple of days.

WILL OFFER REDUCED RATES TO FAIR

GREAT NORTHERN TO GIVE ROUND TRIP TO HELENA SHOW FOR ONE FARE.

Helena, June 30.—The Great Northern railway company announces a rate of one fare for the round trip during the week of the Montana state fair. This has been the uniform policy of the Great Northern from the inception of the fair, and H. A. Jackson, assistant general freight and passenger agent of that system in Helena, announced today that the custom will be observed this year. "The Great Northern," said Mr. Jackson, "in common with all Montana railroads, is interested in the success of the Montana state fair. From its inception exceedingly low rates have been made, and doubtless these will be continued for all time, as we regard the fair as a permanent institution.

It is one of the greatest advertising agencies the state of Montana has and whatever seeks for the upbuilding of the state actually appeals to the railroad, for it is upon the general public that they are dependent for their business, of course. This is true of the freight business as well as the passenger business. In consequence the railroads may be depended on to do their share. It therefore affords me no little pleasure to announce the customary reduction in rates for the fair this year.

Yes, Indeed!

There is a sure remedy for your weak stomach, inactive liver and clogged bowels and you'll find it in Hostetter's Stomach Bitters. It will tone and invigorate the entire system, promote the supply of gastric juices and in every way help digestion. Try a bottle today for loss of appetite, gas on stomach, headache, indigestion and malaria. Insist on



GREAT NORTHERN'S CRACK TRAIN TO HAVE CONNECTIONS AT TERMINALS.

Telephone service is to be installed on the Oriental Limited trains of the Great Northern. Such accommodation has proved a great success on some of the crack trains in the east, but as an innovation in the west, it is said that the full details have not yet been worked out, but when they are the new service, together with certain other improvements under way, will make the Oriental Limited one of the best equipped trains on the continent, says the St. Paul Pioneer Press.

St. Paul will first witness the inauguration. Arrangements are being made with one of the local companies for the installation of connections at the Union depot. This will include the connecting of a wire with the "chump" at the end of the track, and extending to a post near which the train will stop.

The porter will connect the wire with the observation car, almost as soon as the train comes to a standstill. The telephone will be placed on the writing table, with the telephone book accessible.

The Oriental Limited makes a stop of 30 minutes in the St. Paul Union depot, which will afford passengers ample time to talk with any friends in the city who have telephone connections.

The service will be extended to the terminal points touched by the Oriental Limited, including promptly Chicago, Seattle and Tacoma.

SITUATION SERIOUS AT TEHERAN

RUSSIAN MILITARY FORCES ARE EXPECTED TO OCCUPY THE TOWN SOON.

St. Petersburg, June 30.—The occupation of Teheran, Persia, by a Russian military expedition is regarded in well informed circles as a distinct probability of the near future.

The late statements received here from Teheran indicate that the British and Russian consuls sent out to negotiate with the leaders of the Bakhtiari forces advanced against Teheran from the south, failed to obtain the desired promise that the march would be stayed, and that the Bakhtiari who are acting in complete accord with the Caucasian and Persian revolutionists, are expected shortly to resume the offensive from Nishin.

The Russian foreign office considers that the entrance of the Bakhtiari into Teheran would not only involve direct fighting and pillage on a large scale, but would also threaten the lives of the members of the diplomatic corps and the residents. The government will, if necessary, undertake any measure possible for the protection of the inhabitants. The situation is expected to come to a head within a fortnight. The only force upon which the Persian government can depend for the defense of Teheran consists of about 1,500 Persian cosacks.

While the situation at Teheran is threatening and critical, the Turks continue their activity to the northwest. They have introduced Turkish troops into Urmiah.

ONLY SLIGHTLY INJURED.

Grand Juror, N. D., June 30.—The latest reports from Niles, N. D., where a tornado late yesterday was supposed to have killed eight people and injured many, is that only eight persons were slightly injured and that no one was killed.

JOE FITZGERALD'S Toggery



BLUE SERGE SUITS No fabric lends itself so admirably to the careful tailoring of our expert workman. Nor does any fabric offer so refined an appearance for either business, afternoon or evening wear. The steadily increasing demand for blue serge suits among well-dressed men assures their adoption as the most fashionable suits for the coming season. For \$30 we will make to your order—make it as you fancy, it—a suit from the best pieces of blue serge that ever left the looms. A suit from this same fabric would cost you at any other good tailor's, \$40. You can't get a guess-fit like it at any price, for it's don't put that kind of cloth in them. Yours truly, JOE, 223 Higgins Ave.

There's A World of Comfort in a Perfect Fitting Pair of Glasses. They should set easy upon the nose, and not make a large red ring or groove upon it, nor feel like they were cutting your ears off. WE GIVE YOU COMFORT IN THE FRAME AS WELL AS THE GLASS.

Kohn Jewelry Company THE LARGEST JEWELRY STORE IN THE CITY.

BILLINGS WILL HAVE CONFESSES FRAUD LOCAL SERVICE IN MINING DEALS

STUB TRAINS TO NORTHERN TOWNS TO BE RUN OUT OF CATTLE CENTER.

Billings, June 30.—Secretary Remington of the Great Falls Board of Commerce, has announced that the installation of another train each way over the Billings & Northern is now assured. A train will arrive in this city from Billings about 10:30 in the evening, which will enable it to connect at Shelby with the Oriental Limited, eastbound, at 3:35 in the morning. Returning, it will probably arrive here at about 9:30 in the evening from Shelby. The exact date of the installation of the service has not yet been stated but the change will arrive in a very few days.

For some time the business men of Great Falls, Billings, Conrad and other towns interested have been making concentrated efforts to bring about a better passenger service between these points. The boards of commerce of Billings and Great Falls presented the matter to the state railroad commission, which met in Helena last week, and received a favorable reply. The matter was taken up with the officials of the railroad at St. Paul with the resulting promise of a new train.

The new service will greatly improve mail facilities, the service of one train a day being entirely inadequate.

VICTIM OF ACCIDENT.

Butte, June 30.—A Miner special from Kalispell says: M. M. Jones, an old-time printer of Montana, whose lifeless body was found in a chair in his homestead cabin near Talley lake Saturday, was the victim of an accident. Such was the conclusion of Coroner Waggoner, who brought the body to Kalispell this morning. A tree had fallen on the man and he had crawled to the chair and died.

DR. PRICE'S WHEAT FLAKE CEREAL FOOD

It acts admirably upon the nervous system. Palatable, nutritious, easy of digestion and ready to eat.

For sale by all Grocers



Alaska-Yukon-Pacific EXPOSITION SEATTLE: June 1 to Oct. 18, 1909

A splendid opportunity to combine education with pleasure. Make the trip one of maximum enjoyment by taking the luxurious through trains of the

Northern Pacific Railway

Visiting YELLOWSTONE NATIONAL PARK en route, via Gardiner Gateway, the official entrance.

Annual Rose Festival, Portland: June 7-22; National Irrigation Congress, Spokane: Aug. 9-14; Rainier Nat'l Park, from Tacoma: June 1 Oct. 1; provide additional attractions.

Full particulars, illustrated Exposition folder, with advice about Summer Tourist fares, upon application to N. H. MASON, Missoula, Montana.

Eastern Excursions

Oregon Short Line R. R. FROM BUTTE AND ANACONDA TO

Chicago and return \$54.00; St. Louis, Mo., and return \$50.25; Peoria, Ill., and return \$52.15; St. Paul and Minneapolis and return \$46.25; Missouri River terminals (Sioux City to Kansas City) \$42.00; Denver, Colorado Springs and Pueblo and return \$37.50.

Plan Your Eastern Trip Via the Southern Route and View the Magnificent Scenery of Colorado. Tickets on sale June 4, 5, 11, 12, 16 and 26; July 2, 3, 23 and 24; Aug. 13 and 14; Sept. 10 and 11. Transit limit 10 days going, final return limit Oct. 31.

RESERVE BERTHS NOW Short Line City Ticket Office No. 2 North Main St. Butte, Mont. F. D. WILSON, D. F. & P. A.