

# QUITTING BUSINESS FOREVER

## GOODS ALMOST GIVEN AWAY

### MOST STUPENDOUS VALUES EVER GIVEN MISSOULA'S SHOPPERS

The story is brief. The Martin Co. is going to quit business. Sharp, short and decisive the selling will be and every day the bargains are becoming more numerous. Short lots are being almost thrown away. If you have not bought, get in quick. Ask your neighbors---they are coming for more bargains.

## TODAY AND ALL WEEK

As long as the goods hold out they will be practically given away. Such values you have never seen--the chance to buy spick-span goods at cost--most stupendous event in Missoula's history. Don't let it slip past you. Go after some of the bargains. GET BUSY QUICK.

Hundreds packed the store Saturday. They carried away bundles and bundles and bundles all crammed to the utmost with merchandise, bought for next to nothing.

### GET BUSY QUICK

REMEMBER THE PLACE



# The Martin Co.

REMEMBER IT'S THE



### CATTLE TOWN PEOPLE START WAR

#### BILLINGS BEGINS FIGHT AGAINST OPPRESSIVE FREIGHT RATES IN STATE.

Billings has begun a hard fight against the "oppressive" rates on meat freight to that city and, for that matter, to all Montana cities as well. The Billings people are in the fight in earnest and the revelations which are being made in the hearing before the railroad commission are astonishing. The following article from the Billings Gazette on the hearing speaks better than words regarding the question:

The first gun in a battle designated to break through the wall of protected rates for eastern shippers and to open up avenues of commerce to the infant industries of Billings and vicinity, was fired in the presence of the Montana railroad commission yesterday morning when P. H. Moss of this city, presented a multitude of figures dealing with the differences in transportation charges, the cost of construction and operation in Montana and all other sections of the United States.

At the sessions, which were held during the morning and afternoon in the council chamber of the city hall, were E. A. Morley, chairman; H. T. Stanton and Daniel Boyle, members of the board of railroad commissioners; W. H. Sherman, assistant general freight and passenger agent of the Northern Pacific railroad; H. J. Jackson, assistant general freight and passenger agent of the Great Northern railway, and W. W. Johnson of the Burlington.

The proceedings were recorded stenographically by John J. McGinnis, official reporter of the commission.

#### A Three-Time Rate.

It was shown in a table offered by Mr. Moss that the rates from Billings to Miles City on packing house products were three times as much as those in certain sections of the east; that while it cost less per mile to build the Northern Pacific railroad, its net earnings were greater and its cost of operation less than in other states. The figures he supplied referred to all railroads hauling freight into Montana from eastern points.

The contest was not one-sided, representatives of the railroads engaging actively in their resistance all along the line, but pretty often behind the bulk of forgetfulness or lack of knowledge, where the question concerned cost of construction, cost of operation, cost of maintenance and extent of profits, upholding the fairness of existing rates mainly on the difference of wage costs, density of population and cost of washouts.

Figures that concerned the freight

charges from St. Paul to scores of points in Minnesota, Montana and other states were cited by Mr. Moss to the disadvantage of the rates from Billings to points within the state of Montana; figures were submitted showing that short hauls in Montana cost more than short hauls in other western states. The rate from Denver to Colorado Springs, 74 miles, was 16 cents; from Denver to Pueblo, 119 miles 12 cents; Denver to Trinidad, 24 miles, 15 cents; from Billings to Laramie, 120 miles, 38 cents; Billings to Butte 238 miles, 49 cents, all of these quotations being rates on railroad quantities.

Questioned by General Freight Agent Johnson as to how many carloads the P. H. Merrill Packing company had shipped into local markets, Mr. Moss replied none, the rates being prohibitive of competition with even the local butchers, of those points. With a St. Paul rate the Billings houses could compete with the local butchers, certainly with the existing packing houses.

#### Construction Costs.

The railroad people set up the defense of cost in Montana. This seemed to suit the champion of a Billings equality. He quoted those figures, taken from Poor's Manual and Poor's Manual by the way, is compiled with figures furnished by the railroads.

The cost per mile of Northern Pacific construction was \$42,000 a mile; the cost of railroad construction in Iowa, Minnesota, Nebraska, South Dakota, North Dakota, Montana and Wyoming, classified as the northwest group, was \$75,000 a mile; the gross earnings per mile was: Northern Pacific, \$2,312; northwest group, \$3,222; entire United States, \$10,241.

The operating expenses per mile of road: Northern Pacific, \$1,676; northwest group, \$3,635; entire United States, \$7,339. Net earnings per mile of road: Northern Pacific, \$5,959; northwest group, \$3,518; entire United States, \$2,914. The ratio of expense to earnings was: Northern Pacific, 58.46 per cent; northwest group, 80.91 per cent; entire United States, 70.17 per cent.

#### Tonnage Comparison.

When the issue became tonnage Mr. Moss submitted this schedule: Average rate per ton per mile: Northern Pacific, 0.99; northwest group, 0.89; entire United States, 0.765. Average rate per ton: Northern Pacific, 2.22; northwest group, 1.87; entire United States, 1.48. Average receipt per freight ton: Northern Pacific, 4.16; northwest group, 3.65; entire United States, 2.90. Average receipt per mile of railroad: Northern Pacific 12.12; northwest group, 6.74; entire United States, 7.63. Average number of tons per mile of railroad: Northern Pacific, 2,567; northwest group, 3,263; entire United States, 3,634. Average length of haul in tons: Northern Pacific, 277; northwest group, 212; entire United States, 141. Gross number of tons hauled: Northern Pacific, 15,366,823; northwest group, 9,847,699; entire United States, 1,521,065,494. Mileage: Northern Pa-

ctic, 6,007; northwestern group, 27,297; entire United States, 27,225.

It was shown by Mr. Moss that the earnings of the Northern Pacific compared favorably with the average earnings in the United States; that its net earnings were almost double that its dividends were almost double.

#### AN IDEAL TONIC.

If your system is in need of a blood-cleansing tonic that will start and then keep the whole machinery of the human frame running smoothly and naturally, it is your evident duty to seek out and find some tried, approved and safe remedy that will do the work of cleansing the blood and building up the tissue without at the same time leaving any bluish or effects.

Many physicians prescribe and endorse Duff's Pure Malt Whiskey as an ideal medicine, one that does its work effectively in purifying the blood, in stimulating the heart, in aiding digestion and in adding fresh vigor and life to the entire body. Large numbers of those who have used Duff's Pure Malt Whiskey are most loud in its praise.

Duff's Pure Malt Whiskey as a tonic and stimulant is one of the greatest strength-givers known to science. It aids in destroying disease germs, and by its building and heating properties aids in restoring tissues in a gradual, healthy, natural manner. It is a wonderful remedy in the treatment and cure of consumption, coughs, colds, neuritis, low fevers, stomach troubles and all wasting, weakened, diseased conditions, if taken in time. The Duff's Pure Malt Whiskey Co., Rochester, N. Y.

### A MONSTER PROJECT IN CONTEMPLATION

Spokane, Wash., July 11.—What is designed to be the largest private irrigation project in the United States will be installed in the Horse Heaven country, southwest of Spokane, where 600,000 acres of land is to be watered at a cost of \$15,000,000. The Klokkit irrigation company is backing the scheme, which is to be in operation within five years. The main canal will be 150 miles in length and there will be 16 reservoirs to be filled during the winter months and meting snow from Mount Adams in the summer. The irrigation of this tract, officially known as the Klokkit project, was deemed feasible by government engineers, who said in their reports that the work would be too expensive while others said that the task is out of question. The promoters of the enterprise have made a thorough investigation of the land to come under the system, and H. A. Hollenbeck, secretary of the company, says that as soon as owners of 3000 acres of land sign to pay \$50 an acre for perpetual water rights, the work will begin. He announced also that no payments are to be made until a year after the delivery of water.

MISSOULIAN WANT ADS BRING QUICK RESULTS.

### DOUBLE TRACK LINE IS READY

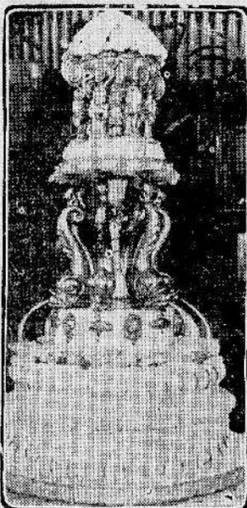
#### WORK IS COMPLETED ON N. P.'S NEW ROAD BETWEEN BONNER AND MISSOULA.

Today there will be double track service between Missoula and Bonner, and No. 8 this morning will be the last east-bound train to use the old track around the hill, and after it has passed all trains southward will be sent over the new line, across the old Bandman ranch, which will be turned over to the operating department this morning. The old line will be used for a few days by west-bound trains, as one track of the new line is not quite ready. Everything will be in shape by the end of the week, however, and all trains will be moved over the new line, while the old one will be turned over to the Clark interests. This means a double track almost all the way from Missoula to Garrison, and when the bridge at Nimrod, which is holding back a long stretch of track there, is finished, the new service will be general. The division officials are delighted with the prospect. One of the worst features of their work, that of watching out for both east and west-bound trains on a single track, will be done away with. The block system does away with the head-on collision, and the double track eliminates all danger of head-on crashes, so that now train operation is a simple affair compared to what it was a few years ago. The bridge at Nimrod will not be finished, it is estimated, until the middle of August at least, so that the eight miles there will be held back until that time.

Yesterday was a "quiet Sunday" intensified. Everything went off like clockwork and there was a noticeable absence of the worry and tear which so soon wear out the men who run the road, and when the operating force quit for the day they looked as though they had been on vacation, so smoothly had things run during the day. Everything went over the division on time. There was not a derailment or an accident of any kind, and, aside from the fact that there were a couple of two-section trains to handle, it was almost as though things ran automatically.

Yesterday and the day before marked an unusual rush from Missoula and other points along the line toward the fair. Today is Montana day at the big exposition, and judging from the number of people who have left for the coast from the Treasure state in the last couple of days there will be a good representation of Montana people there. Governor Norris and his staff will be in attendance.

### BIG WEDDING CAKE



Largest wedding cake on record, made at a cost of \$700, and standing six feet high.

Washington, July 11.—The cake that graced the table at the recent wedding breakfast here of Rene Rauscher and his bride, who was Miss Julie Miller, is said to have been the largest ever made. It was four feet in circumference and stood six feet high, considerably taller than either bride or groom.

The cake was a marvel of the chef's art and cost \$700. It was profusely sprinkled with bombon figures of cupid and trimmed in gold filigree. Scattered throughout the contents were many favors for the fortunate guests.

Mr. Rauscher is the son of the proprietor of a restaurant here patronized by society. His bride was a popular debutante. After an extensive honeymoon abroad they will reside in Washington.

#### Vagaries of a Cold.

You can never be quite sure where a cold is going to hit you. In the fall and winter it may settle in the bowels, producing severe pain. In the summer it may give you colic with fears of appendicitis or inflammation of the bowels. At the first sign of the pain or cramp take Perry Davis' Painkiller in warm, sweetened water and relief will come at once. There is but one Painkiller, Perry Davis'. It is now put up in a large 35c size as well as the regular 50c size.

### LUMINANTS NEEDED IN CHRISTIANITY

#### INTERESTING SERMON BY REV. G. H. GIBBS ATTRACTS MUCH NOTICE.

One of the most interesting sermons preached in the course of the revival services being conducted at the Methodist Church South, was delivered Saturday night by Rev. G. H. Gibbs, pastor of the church. The theme was "The Characteristics of the Light-Bearing Christian." In part Mr. Gibbs spoke as follows:

"Of all visible things, nothing is purer, more glorious or freer from stain and corruption than earthly light. This, perhaps, is why it is so frequently used to illustrate the immaterial and divine light. It is used in the scriptures to teach us many lessons. It is here used to teach the lesson of personal influence.

"Nothing is more evident than that the world is in darkness, and especially is it in the darkness of sin and ignorance. Its volarities, indeed, are enlightened enough in all matters pertaining to business and worldly pleasure, but in spiritual things men are in the greatest darkness. The work of Christianity is to banish this darkness and flood the earth with spiritual light. It is God's design that His followers should be seen and show to the world around them the fruits of true religion. They must not only possess faith and other fruits of the Spirit within their hearts, but they must manifest their religious character to the world. God never intended that religion should be a secret locked up in the heart and unknown to all except the individual who possessed it, but he intended that goodness should be seen, that the light of it might inspire and encourage others. It is the duty of every good man to spread a circle of light around him. We are commanded to be witnesses for God in the world. We must witness to the truth of religion, to the power and excellency of the gospel; and for this reason our lights should shine before men. The gospel plainly and emphatically declares that goodness must manifest itself.

"Light is a great blessing. It shows us our pathway. It reveals the dangers, obstacles and foes along the way. It clears our hearts. Nothing is more cheerful than a bright light. It preserves life and health. Light was the first thing created because it was the most important thing.

"The Christian's light must be (1) pure. Little excessiveness on the wick of the lamp dim its brightness. So imperfections, inconsistencies and weaknesses weaken the influence of Christians. God is a pure light. Christians should be like Him. St. John

says 'God is light, and in Him is no darkness at all.' What communication has light with darkness?"

"(2) The Christian's light must be strong. The lights of the glow worm, and the midnight taper are pure lights, but the light they give is feeble and not strong enough for business.

"(3) The Christian's light must be steady. The light that flickers is unfit for use anywhere. Some professors are very active during a revival, but afterward very worldly and indifferent to the interests of the church.

"(4) The Christian light should be ever increasing. 'The path of the just is as the shining light, that shineth more and more unto the perfect day.' (5) It is cheerful. Of all men in the world, the Christian ought to be the happiest. To fret and pine, to be sad and morose, to be ever grumbling and complaining, is unworthy of a true professor.

"(6) The Christian's light must be conspicuous. Some people are like dark lanterns, burning with the shades down, and illuminating nothing. 'Ye are the light of the world.' 'A city set on a hill.'

"We are just beginning special revival services. In these meetings every Christian in Missoula will have an opportunity to let their light shine. The object of our shining is not self-glory, but that God may be glorified, Christians are but secondary lights, reflecting the light derived from Christ. As our light is derived from God, He should have the glory. Lamps are not lit to be looked at, but that other things may be seen. We should see to it that our lamps are not put under the bushel or on the floor, but on the candlestick or the table, and that they are kept lighted and well replenished with oil."

#### Notice.

The assessment rolls of Missoula county for the year 1909 are now in my office, open for inspection. P. W. KUPHAL, County Clerk.

### To the Citizens

of Missoula, Geo. F. Peterson, druggist, has in his possession what can be honestly termed a Godsend to Humanity, and he will prove it if given the opportunity. Go to his store if you are troubled with Rheumatism in any form, Eczema, or Salt Rheum. Buy a bottle of Irish Liniment, follow directions as found on page three of the little book that goes with the bottle, give it a fair trial and then if Irish Liniment does not relieve you, to your entire satisfaction, go back to George F. Peterson, tell him so, and he will on your word, pay back the amount of money you paid him. Besides the ailments mentioned, please see the little book about a burn or sprain. It will remove soreness and stop Neuralgia pain instantly. This leaves the matter entirely in your hands.