

THE DAILY MISSOULIAN

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FRIDAY, JULY 23, 1909.

OVER THE DIVIDE.

"Beyond the Alps lies Italy," was the allurements which the great Napoleon held out to his struggling army as it toiled up the heights of the rugged mountains. Since that time the expression has come to be a common maxim of incentive to strenuous effort; it has been the theme of many a graduation essay and of orations untold. The phrase applies, just now, to the situation in Missoula. Over the summits of the Bitter Root mountains lies a vast empire of inestimable natural wealth; it has not been penetrated by railways; it awaits direct commercial connection with the outside world. The projected transportation lines through the Lolo pass will place this rich region at the very door of Missoula and its wealth of products and of business is ours for the taking. The contract has been awarded for the construction of the first stage of the road over the hills; this will be followed by further work, as soon as conditions make it possible. This railway will be—or may be—of the utmost importance to this city. It is up to the business men to prepare for the trade which is possible between Missoula and the Idaho Clearwater country. And the same conditions exist with respect to the St. Joe country, which has been opened up by the Milwaukee to the westward. Here is a splendid country, looking for an outlet. Proper effort on the part of Missoula will direct the trade of this region, too, this way. There is too much importance in this matter to warrant any indifference on the part of Missoula. It is an incomparably fine opportunity.

WARNING ENOUGH.

There should be no friendly ear turned toward the defenders of the saloon men who are endeavoring to secure a reconsideration of the action of the city council which deprived them of their license. Especially should a deaf ear be turned when the plea is made that these men should have received a warning before their licenses were taken away. This is all bosh. Is it necessary that a man be warned that it is against the law to commit murder or to rob and plunder? When a man takes out a license, he should know the law that governs his case. If he does not know it he is not a fit man to have a license. If he does know the law and then violates, he is even less worthy to have a license. These licenses have been revoked for cause that is simply sufficient. To restore them would be to recede from a just and commendable position. It would make a farce of the whole city administration.

HARRIMAN'S LATEST CONQUEST.

Some of Mr. Harriman's subordinates are boasting that he made \$2,000,000 in his Georgia Central deal. The public is ready to believe this story. It has a pretty vivid recollection of other conquests by Mr. Harriman, in which his profits ran up into much larger figures than these. Still, a \$2,000,000 profit in a single transaction is large enough to impress the popular imagination. It would have been thought marvelous back in the days of Commodore Vanderbilt, Daniel Drew and James Fisk. Even in the time of William H. Vanderbilt it would have been considered a feat of large proportions. Familiarity with bigger transactions in recent years makes the public think this Georgia Central "strike" is not wonderful. And Mr. Harriman has done more than any other one man to make these achievements commonplace.

Although the acquisition of the Georgia Central has been pending for about a year, it was not finally and officially consummated until a week ago. It is an important exploit. The Georgia Central operates about 2,000 miles of road. By its transfer to the Harriman system the Illinois Central acquires two steamship lines at Savannah, one running to New York and the other to Boston, to re-enforce the lines which it has from New

Orleans. The Southern Pacific is also enabled to divide its steamship and railway business. It has got into closer contact with the Atlantic seaboard.

"A great many persons in New York would be glad to hear of my death," exclaimed Harriman the other day in Vienna. He added, significantly, "But I will live to show them that I am not yet off the stage." This is probably something more than an empty boast. A few months ago he entered the directorate of the New York Central. He is probably a larger personage in the old Vanderbilt system at this moment than are any of the Vanderbilts. A few weeks ago a truce was made between Harriman and Hill in the northwestern transportation interests. The public would not be surprised to hear that Harriman had acquired a controlling interest in some of the Hill roads. In years he is a younger man than Hill. Except that he is for the moment, a little "under the weather," his health has been good. Apparently he is as physically and mentally alert as the average man ten years his junior. He will undoubtedly fill a large place in the newspapers of the time before Flah hails his name and deeds.

THEY LIKE IT.

There are many of the registrants for Flathead lands who are exercising the great Missouri prerogative of seeing the land before they tie up to it. In these cases it is a pleasure on the part of Montanans to show the visitors. Thousands have journeyed across the reservation on the regular stage lines or have taken side tours of their own through the promised land. Invariably the verdict of these people has been satisfactory; in most instances, they have been enthusiastic over the sights that have been theirs during their trip from Ravalli to Kalispell. It would be strange, indeed, if they were not pleased with this land. It is as fine as any in the world, and is better than almost anything else there is. It is no wonder that these visitors like it.

The stranger who comes to town with a \$500 bill in his pocket should engage a chaperon. If he goes slumming he may gain expensive experience.

But the principal cause held in South America seems to be found in the fact that there has not been a war there for a long time.

When he was attacked by a bull hippopotamus, Mr. Roosevelt thought of the big trusts and the angry beast had no terror for him.

The construction of the Lolo cutoff will bring the hot springs close to town. (Great consternation amongst the unwashed.)

After having been attacked by Tillman, Mr. Roosevelt would naturally be fearless before the mouth of a hippopotamus.

The hammers of the steel workers make so much merry music that the sound made by the knocker's hammer is unheard.

As the registration progresses the notaries are finding that there are quarter-dollars enough for all.

Every Missoula man should make an effort to win the friendship for Missoula of the visitors in town.

Major Shattuck should at once be enrolled as an honorary member of the boosters' club.

South America presidents disagree as badly as authorized notaries at registration time.

Galveston's famous sea wall is tried and proved; it is useful as well as ornamental.

When the tidal wave made its return call at Galveston it found the door locked.

The season of the mowder brings hay fever, but it also enriches the farmer.

Judge Witten's great three-ring circus continues to draw vast audiences.

Birds in their little nests agree; not so the gentle notaries.

Life insurance adds to anguish if you can't collect it.

The man with a grouch has no place in Missoula.

The Lolo railway is one more boost.

PARDON FOR SON OF "AMERICA'S" AUTHOR

Des Moines, Iowa, July 22.—The Iowa board of pardons today recommended an unconditional pardon for Francis Smith, son of the author of the hymn "America," who was convicted five years ago and sentenced to prison for 11 years on charges of perjury, larceny and embezzlement. Smith, now 72 years old, formerly was mayor of Davenport. He was arrested for the alleged misappropriation of funds of several estates entrusted to his care.

FLESH REDUCER FATAL.

Helena, July 22.—A special to the Record from Harlem says that Miss Ina Patterson, a school teacher, is dead from an overdose of poison, which she was using as a flesh reducer. She was 22 years of age.

NEWS OF THE RAIL FOR A DAY

EVENTS OF INTEREST ON THE TWO GREAT TRANSCONTINENTAL SYSTEMS.

The Puget Sound people are slowly getting things into shape for the handling of their passengers here and things are already beginning to move more smoothly. A platform has been finished alongside of the track on the west side of the bridge and preparations are being made for the building of a passenger station there. The old Barber & Marshall building, which was first suggested as a station, has been condemned after an investigation and a temporary structure will be built at once for use until it is possible to construct the big depot. This will simplify matters greatly and will do away entirely with the present danger at the crossing at the end of the bridge.

To help in handling the big rush of the exposition travel the Northern Pacific will now make use of the plan of running an extra section of No. 4 out of Missoula. The train will be made up here and will run over the line west as a section of No. 3. This has been practiced for some time but not until yesterday did the road decide to

make a regular thing of it. The new section will leave Missoula at 3 o'clock p. m. for Spokane and will return the same way, as a section of No. 4.

Speaking of comforts and conveniences on trains the Northern Pacific set a record last week which would be hard to beat. There is an dearth on the big roads of library pens, barbers, manicure and everything else almost, which will make the traveler comfortable, but not until a conductor on a branch road line of the road in Washington set the pace had the idea of dentists on trains been given a thought. Now the train in reference carried none of these other conveniences, but the conductor proved himself equal to the occasion when the new plan was called for and with a pocket punch for a form he did a good job. The Spokane-Review tells the story.

Harry Morris, conductor on the "Big Six," as the trainmen call the Grangeville branch, introduced the innovation last week, when he pulled an aching tooth and soothed the six-year-old son of Walter Hovey, Hill of Grangeville. The youngster with the aching molar appealed to Conductor Morris for toothache drops and agreed to the counter proposition from the conductor to have the tooth pulled.

With his ticket pouch used as forceps Morris removed the tooth with speed and dexterity while the brace little youth winced and clenched back the tears. Morris is the most versatile conductor on the road and is well known on the main line of the Northern Pacific.

It is not known whether dentistry is

to be made a feature in the advertisements, but Morris is equal to the occasion and will shirk no duty imposed on him by a passenger department anxious to be up to the minute with the very latest in train innovations.

The Puget Sound got away with another good day's business yesterday. The crowd which went over the road on the single train was astonishing and was something which is hard to believe of a new road. General Agent Hillman reported a sale of 21 tickets out of the Missoula office and when this is taken into consideration with the fact that most of the people from along the line buy return trip tickets an idea can be gotten of the magnitude of the business.

The Butte commercial men reported a most successful trip over the Northern Pacific. The train was sent through without an unnecessary stop and it looks as though the schedule would be run through all right. The train is the finest, it is said, that the Northern Pacific has ever sent over its line and it is certain that nothing which could in any way make the passengers more comfortable or make their trip more pleasant has been neglected. The little party is out for a trip which will show the coast people that the Copper City is on the map and with advertising matter and buttons galore they plan to make that part of the country through which they pass sit up and take notice.

There is not a little regret felt in local railroad circles over the tragic death of J. D. Thomas in the freight wreck at Durant yesterday. The man

was well-known in Missoula, having been in the employ of the road for nearly five years, and he numbered his friends here by the score. He was a member of the B. of L. F. and E. and was greatly interested in the welfare of the lodge. He was popular among his associates and there are many who regret the news of his death.

Trouble galore seemed to face the division people on the Northern Pacific yesterday. The trouble started in with the big smash-up at Durant and the day as a whole seemed to be one of the hoodoo days so greatly to be dreaded. Aside from the wreck at Durant there was nothing serious, but it only takes a little slip to cause trouble when the line is as busy as it is during the rush. There was a derailment on the double track near Bonner in the afternoon which tied things up for a while and which caused a lot of trouble and on the whole the day was filled with little things which can do so much to stop the regular progress of affairs.

FUNERAL OF DON CARLOS.

Varese, Lombardy, July 22.—The funeral of Don Carlos of Bourbon, the pretender to the Spanish throne who died here July 18, was held today in the church at Casbene, with impressive ceremonies. The body was shipped to Trieste, where it will be buried.

ORE THIEVES SHOOT.

Helena, July 22.—Early today the watchman at the Whitlatch-Union mine mill, south of the city, discovered two men trying to rob the small

gam from the plates. He called upon them to surrender, but was answered with a volley of shots, which, however, went wide. A man named Hancock is under arrest, having been captured in this vicinity. He professes to have been a prospector, but declines to give the name of his associate.

RED MEN CELEBRATE.

Seattle, July 22.—At least 3,000 members of the Improved Order of Red Men and the Pocatontos degree took part in the celebration of Red Men's day at the Alaska-Yukon-Pacific exposition today. Members of the order from Oregon and Idaho also participated.

Over Thirty-Five Years.

In 1872 there was a great deal of diarrhoea, dysentery and cholera, infantum. It was at this time that Chamberlain's Colic, Cholera and Diarrhoea Remedy was first brought into use. It proved more successful than any other remedy or treatment, and has for 35 years maintained that record. From a small beginning its sale and use has extended to every part of the United States and to many foreign countries. Nine druggists out of ten will recommend it when their opinion is asked, although they have other medicines that pay them a greater profit. It can always be depended upon, even in the most severe and dangerous cases. For sale by all druggists.

Lolo Hot Springs stage, leaving Lolo Monday, Wednesday and Friday, fare, \$3 each way. Connects with train morning and evening.

WHAT ARE OUR LOTS WORTH? What Are Our Irrigated Acre Tracts Worth? The Car Line Land Co. asks you to help set the prices for Car Line Addition Lots and Irrigated Acre tracts. Within reasonable bounds, you name the price. COME AND TELL US SUNDAY, JULY 25 Special Train from N. P. Depot at 10:30 a. m. One Lot Given Away Howard, the genial caterer, will be present with sandwiches, ice cream, cool drinks and tasty dishes. Every street plainly marked. Every lot staked. Plenty of blue prints for all. Just come out and see what you think the lots and irrigated tracts are worth, considering the street car service and city water service, and telephones and electric lights. Not One Lot or Irrigated Tract Will Be Sold Before 11 a. m. Sunday Rhoades & Rhoades, Sales Agents, 115 Higgins Avenue