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MONDAY, JULY 26, 1909.

GETTING THERE.

The conference committee on the tariff bill has made better progress than anybody would have ventured, a week ago, to predict. The word from Washington is that there has been mutual concession in the conference that has brought about a revision that is what was wanted. It is entirely safe to predict that the bill which will be reported this week will meet with the general approval of the republican party and of the country at large. The differences which have been adjusted have been questions of detail and have not involved the principle or the policy of protection. There will be no surrender of the doctrine of protection and the high standard of American wages will be maintained. This is what the people expect and require and this is what the republican party provides.

KING CORN.

Three billion bushels of corn is the report of the government crop experts and it is confirmed by the local statements of the prairie states. This year corn is the monarch; this is the year of maize. Time was when cotton held the scepter and his sway was undisputed; the growth and development of the middle west have brought about the revolution which has given the seat of power to the central valley. Last year wheat was the monarch and his strength this season is marvelous, but the bumper crop of corn makes the tassel the banner of the wealth-producing army of the west this year. But the wheat retirement is not permanent; yet further westward will the seat of agricultural supremacy be located and it will not be many seasons before the wheat dynasty is firmly seated upon the throne. This marvelous agricultural wealth is the foundation of the country's greatness and nothing else is responsible in so great a measure for the prominence which the west is attaining in the country's business and financial circles.

SECTIONALISM.

Almost every development of recent years—perhaps it would not be too much to say every development—has tended to strengthen our belief in the doctrine that the power of government in this country should be as much centralized as possible. The progress of the tariff debate added new strength to this conviction. The day for sectionalism has departed; we are one country and our interests should be unified as much as possible, where there are local issues they should be recognized and there should be such concessions made as will strengthen the bonds between the north and the south, the east and the west. Ament the income-tax proposition. Harper's Weekly makes another earnest plea for less of sectionalism.

"Sectionalism and selfishness! Alas, they are always with us, and will lie at the bottom of practically all of the arguments pro and con, for and against the income-tax amendment. New York already, through the representative Times, insists that no amendment is needed because now direct taxation can be apportioned among the states 'in proportion to their numbers.' And yet the Times knows full well that this method would be grossly unjust and would put the chief burden where the tariff puts it now—upon those least able to bear it. If our nation is indeed a common country, a citizen of Nebraska, or Mississippi should not be called upon to contribute one penny more to the federal treasury than a citizen of New York or New Jersey receiving the same income. Yet that is precisely what would happen under the present law. Suppose, for instance, congress should impose a tax of about \$100,000,000, equal to the total of \$125 per head. New York would have to pay approximately \$10,000,000; Mississippi about \$2,000,000. But the number of persons in Mississippi, including nearly one million negroes,

whose incomes are so negligible as to be unavailable for taxing purposes, is probably ten times as large as that of the same class in New York. In order to fill Mississippi's quota, therefore, an earner of \$10,000 a year in that state would have to pay five or six times as much tax as an earner of \$10,000 in New York. The utter inequality of such an imposition is manifest. Moreover, because a vastly greater number of persons possessing good incomes happen to live in New York than happen to live in Mississippi is no reason why they should not pay in proportion to their earnings. Obviously it should make no difference where one resides; he should be taxed according to his means, without regard to the amount produced by any section, state, county or city."

THE COURSE OF JUSTICE.

How greatly pettifoggery methods of court practice may interfere with the course of justice is shown in the history of the celebrated Asheville bank case, which comes up for trial, once more, today, before the federal district court of North Carolina. There are three defendants, Major W. E. Breese, Joseph E. Dickerson and W. H. Penland, who are charged with conspiracy and embezzlement. If these men are convicted on all the counts against them their sentence will amount, practically to life imprisonment.

The First National bank of Asheville closed its doors twelve years ago. Since that time the cases against its former officers have been before the United States courts in North Carolina almost continuously. Major Breese, who is the most prominent of the three defendants, is now to face a jury for the fifth time. The original indictment was found at Greensboro, in October, 1907. Later another indictment was returned in Asheville, charging the defendants with embezzlement, misapplication of funds and fraud. The Asheville indictment was held by the United States circuit court of appeals to be defective because two members of the grand jury—two negroes—who returned the bill had not paid their taxes. The defendants are now to go to trial on the Greensboro indictment.

At the first trial Major Breese and Mr. Dickerson were tried separately on the Asheville bill of indictment and found guilty. Each was sentenced to ten years in the federal prison at Atlanta. The case was appealed to the United States circuit court of appeals and a new trial granted on the ground that the presiding judge had erred in charging the jury. At the second trial Major Breese was tried alone and a mistrial resulted. The cases were then removed from Asheville to Charlotte and Major Breese tried for the third time. Another mistrial resulted. Major Breese was tried for the fourth time at Charlotte and convicted, the jury finding him guilty on the misapplication count and on the embezzlement count. The court imposed a sentence of seven years in prison. Again the case was carried up to the United States circuit court of appeals and dismissed on the ground that the Asheville indictment was faulty because two of the members of the grand jury had not paid their taxes.

Money put into western Montana land increases amazingly—another evidence of the great fertility of our soil.

The most persistent effort has thus far failed to achieve success for an automobile in collision with a train.

At this stage of the proceedings, the indications are that there will be no meeting of the city council tonight.

The law which the buyers rejected is now a top-priest and desired of all. Time worketh change.

It is too bad that Butte should wait until a boy has been killed before regulating automobile speed.

American Forks appears to have been wrongly named. Lightning Forks would have been better.

Little drops of water, running over the sand, make the desert blossom. (Listen to the band.)

If our western friends hold out, we may be able to get free shoes in exchange for free hides.

The hot wave is a moral wave in New York. Or is it the moral wave that is a hot wave?

The Italian Black Hands who escaped to Canada jumped from the frying pan into the fire.

Teton county's October land opening will be another notable event in populating the state.

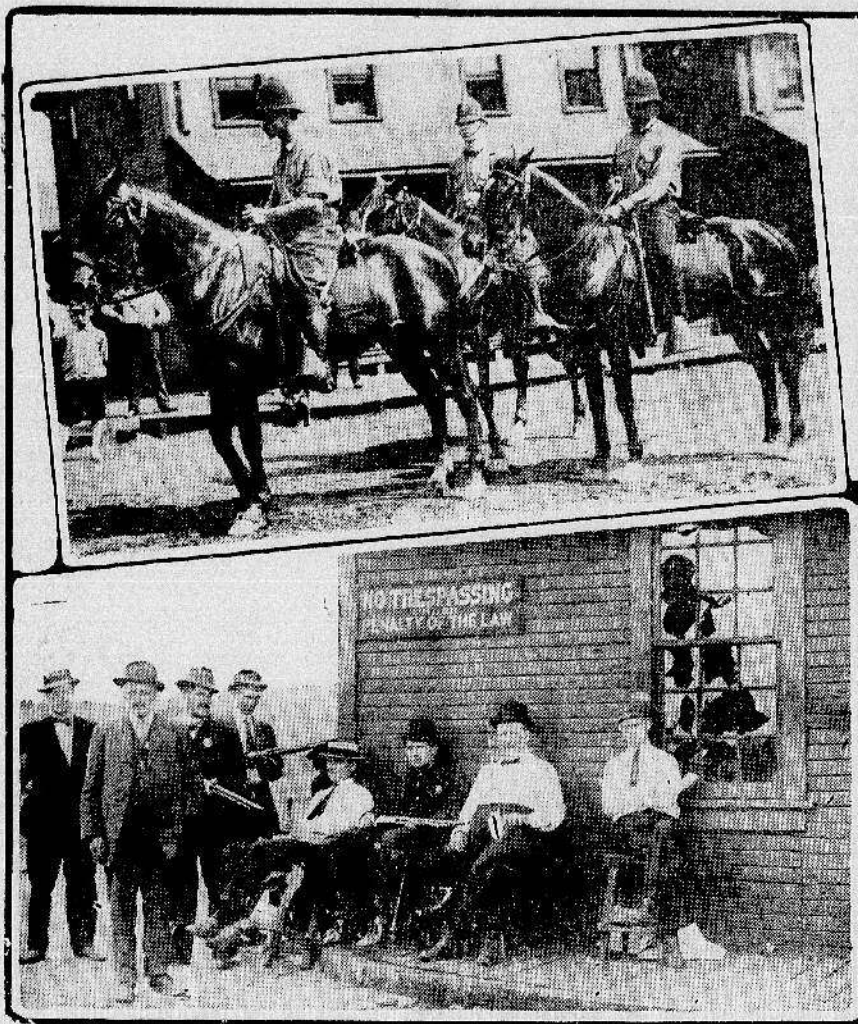
Hamilton's boosters have much for which to boast and they are doing the work right.

Likewise the C. M. & P. S. is making the coast shippers sit up and take notice.

Reclaimed acres bring augmented thrift.

Current numbers of the Congressional Record indicate that there has

STRIKERS ARE KEPT ON MOVE BY STATE CONSTABULARY MEN



Typical scenes on the streets of McKees Rock, where the 10,000 striking Pressed Steel Car company's employees are engaged in a determined strike.

Pittsburg, July 25.—An attorney for the Public Defense association has prepared a new application for an injunction against the Pressed Steel Car company and its striking employees. It asks that the workmen be enjoined from interfering with the company in hiring men to take the place of the strikers and from committing acts of violence. It also enjoins the company from interfering with the strikers.

The cause of the strike is a new system of pooling wages in the plant, which the men declared has reduced their earnings from 25 to 30 per cent.

But in all the crowds there is no crowd like the Butte crowd.

Watch the registration list grow. It will pass 50,000.

Furthermore, there are thousands more to register.

The Hamilton Chamber of Commerce is a live wire.

Eternal boasting means everlasting prosperity.

NEWS OF THE RAIL FOR A DAY

HAPPENINGS OF GENERAL INTEREST IN THE LOCAL RAILROAD CIRCLES.

This morning the railroad commission, with the idea of getting data for the freight rate question still in their minds, will pass over the Puget Sound on their way to the state line. A general inspection will be made at every station. Conditions and rates will be looked into and the information will be recorded for future reference.

The commissioners come in a special train and they will go clear to the St. Paul Pass tunnel, which cuts the state line.

Superintendent Barrett will accompany the commission out of here and will escort the body as long as they remain on the division. In the early part of the month the commissioners went over the Northern Pacific and, having finished with that line, are now inspecting the Puget Sound. The Great Northern and the smaller roads of the state still remain to be gone over and it will probably be a long time before a decision can be reached in the matter.

Yesterday morning saw another big train on the Puget Sound and a crowd, which can be beaten only by that of Saturday, came over the line from Butte and Anaconda to register. The four coaches which the train carried were crowded and for the first time one of the Mogel engines was required to pull the string of cars. The big crowd was handled quickly and easily and a record was made in getting away from the crossing at the end of the bridge. This blockade still ties up traffic over the bridge quite a bit, but within a couple of days the railroad company will have things in such a

shape as to get away without stopping the bridge travel at all.

Among the passengers on the noon train over the Puget Sound yesterday was M. Sullivan, commercial agent for the Milwaukee at Des Moines, Iowa. Mr. Sullivan is on his way to the coast and being a friend of A. J. Hillman, the general agent of the road in Missoula, stopped on here for a short visit with him. The crowds and the busy appearance of the streets astonished Mr. Sullivan a great deal and he was delighted with the town. "I like this mountain country of yours, although it looks a little strange to a prairie man, and I am having a fine time on my trip. This mountain railroading gets no tiring and yesterday while I was coming through the mountains I was a 'pondpumper' all of the way. We certainly have it over you when it comes to 'swag railroading.'"

Mr. Sullivan will visit for a few days with Mr. and Mrs. Hillman and will then resume his journey to the coast.

Traffic still goes on at its usual rate over the Northern Pacific. Yesterday, being Sunday, was a little below the average, but still there was a pretty heavy travel all day. Things ran smoothly, however, and Sunday was as peaceful on the road as in a country village. There was not even a delay of any account to these things casting and the operating department earned a much-deserved rest from the strenuous labors of the past month.

The prospective Flathead ranchers who arrived in town yesterday had no peaceful time, however. They came in on a long, hot dusty ride over the crowded road and when they went to register found things closed up. Yesterday the depot was full of people ranging blindly at the cry, the railroad company and themselves for the day's delay in their plans. The big crowd of Butte people which came over on the Puget Sound all suffered the same fate and the notices were bothered all day by people who wished to register despite all rules and regulations and be on their way again. There was nothing doing, however, and the crowds had to wait in town all night until the booths opened this morning.

Two thousand movable kitchens have been ordered for the Austrian army, each consisting of a four-wheeled vehicle, drawn by two horses and weighing, with equipments, about half a ton.

A Pennsylvania company has succeeded in coating steel sheets with aluminum at a high temperature to be used in building boats for the government, which, it is claimed, will be rust proof.

The earliest known time piece resembling a modern clock, in that it was driven by weights attached to wheels, was sent to King Pepin of France by Pope John 20.

soon became serious. Every street car crossing the McKees Rock bridge from Leand avenue was held up and several passengers, mistaken for workmen going to the plant to work, were dragged from their seats and beaten.

The steamer Steel Queen, with 100 foreigners on board who wished to return to work, was fired upon by a mob of several hundred men who lined the Ohio river bank. Some men on the steamer returned the fire, but the crowd did not disperse and the boat was turned toward the Allegheny shore.

The McKees Rock plant is operating only about 33 per cent of its normal capacity and about 3,500 men all told have been employed there. The dissatisfaction was mainly in that branch of the work in which about 600 foreigners were employed as riveters.

RAILROADS ANNOUNCE CHEAP RATES

ALL INLAND EMPIRE ROADS PLAN TO GIVE REDUCED FARES NEXT MONTH.

Spokane, Wash., July 25.—Transcontinental and intermediate railroads operating in Washington, Idaho, Oregon, Montana and British Columbia announce a rate of one fare for the round trip from points in the Inland Empire on trains arriving in Spokane on August 12, when the irrigation and industrial army of 10,000 uniformed men will have its bonfire, beginning at 4:45 o'clock in the afternoon. In connection with the seventeenth session of the national irrigation congress during the week of August 8, there is also a rate of a rate and one-third for the round trip effective on August 8, 9 and 10, with a minimum selling rate of \$1. The final limit is August 16.

The appended letter, signed by representatives of the lines joining in the rates, has been received by R. Insinger, chairman of the board of control. It gives the territory in which reduced rates will prevail as follows:

"The Northern Pacific will sell tickets from points west of the North Dakota-Montana state line and from points west of the Cascade mountains on August 8 and 9; from points west of the Montana-Idaho state line and east of the Cascade mountains on August 8, 9 and 10 at rate of one and one-third fare for the round trip. Will sell on August 11 from Lewiston, Grangeville, Stites and intermediate points and from the Washington and

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Gardiner, Me.—"I was a great sufferer from a female disease. The doctor said I would have to go to the hospital for an operation, but Lydia E. Pinkham's Vegetable Compound completely cured me in three months."—Mrs. S. A. WILLIAMS, R. F. D. No. 14, Box 39, Gardiner, Me.

Because your case is a difficult one, doctors having done you no good, do not continue to suffer without giving Lydia E. Pinkham's Vegetable Compound a trial. It surely has cured many cases of female ills, such as inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, indigestion, dizziness, and nervous prostration. It costs but a trifle to try it and the result is worth millions to many suffering women.

Columbia river territory, from Ellensburg and intermediate territory for trains arriving in Spokane, August 12, tickets at rate of one fare for the round trip.

"The Great Northern will sell from points in Montana east of Columbia Falls and west of Leavenworth on August 8 and 9 tickets at the rate of one and one-third fare for the round trip; from points in Montana west of Columbia Falls to and including Leavenworth on August 8, 9 and 10, including points on the Spokane Falls & Northern division as far as Grand Forks, B. C. From Leavenworth and intermediate points to Spokane and from points on the Spokane Falls & Northern as far as Grand Forks for trains arriving at Spokane August 12 will sell tickets at rate of one fare for the round trip.

"The Spokane & Inland will sell on their Inland division on August 8, 9 and 10 tickets at rate of one and one-third fare for the round trip. On August 11 they will sell for all trains tickets at rate of one fare for the round trip, based upon rates in effect via the Northern Pacific and the Oregon Railroad & Navigation company.

"The Idaho & Washington Northern will sell on August 8, 9 and 10 tickets from all points on their line at rate of one and one-third fare for the round trip.

"The Oregon Railroad & Navigation company will sell on August 8 and 9 from all points on their system and the O. W. & I. tickets at rate of one and one-third fare for the round trip; on August 10 from points Umattila to Pendleton and north at rate of one and one-third fare for the round trip. On August 11 from Umattila to Pendleton and north will sell tickets at rate of one fare for the round trip.

"The Spokane International will sell on August 8, 9 and 10 from all points on their line tickets at rate of one and one-third fare for the round trip, and one fare for round trip August 12, if requested.

"The Spokane, Portland & Seattle will sell from points west of Grand Falls and east on August 8 and 9 and from points Grand Falls and east on August 8, 9 and 10 tickets at rate of one and one-third fare for the round trip, and will sell for trains arriving at Spokane on August 12 from points Grand Falls and east, tickets at rate of one fare for the round trip."

A young Pittsburg deaf mute is having much success with an aeroplane which he invented, to which the power is applied by bicycle gearing.

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