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THURSDAY, AUGUST 19, 1909.

BUILD WELL.

The city administration is taking a correct view of the conditions attendant upon the construction of a bridge across the Rattlesnake on Cedar street. The conferences between the aldermen and the mayor have developed a sentiment in favor of building well and thoroughly a bridge that will be ornamental and creditable to the city as well as durable and strong. If it is possible, a reinforced concrete arch will meet the requirements; under conditions which were discussed at yesterday's meeting of the aldermen and the mayor, it seems that such a bridge can be built quickly and well. It should be borne in mind that the city has been spending two thousand dollars a year for the maintenance of the ramshackle bridge that now spans the creek, a structure that is a disgrace to the city and wholly unsafe. Under the agreement which is proposed between the city and the street railway company the construction of a suitable bridge seems an easy matter, and the council will do well to act quickly that the work may be started soon.

THAT LIGHTING PLAN.

While improvements are being discussed, it is timely again to call attention to the suggested plan of lighting Higgins avenue between the Northern Pacific station and the bridge, in connection with the iron poles of the electric railway company. This plan, which has been outlined in The Missoulian, calls for fifty arc lights along the avenue; the cost of maintaining the system would be slight, and the railway company would install the lamps at its own expense. The execution of this plan would make Missoula's principal thoroughfare the most brilliantly illuminated street in the state; it would be the best advertisement the city could have when strangers arrive in town at night; it would benefit all the business houses along the avenue. The inauguration of this plan calls for the creation of a special improvement district on the avenue; this, we believe, would not be found difficult to organize; already many of the property owners have signified their willingness to enter the plan. It is too good a suggestion to be allowed to drop.

GREATEST NEW YORK.

For at least one week during the latter part of next month the United States will have a city not only greater in population than any which has ever existed, but which in the total number of its inhabitants will exceed the combined population of the four largest cities on earth. It is now estimated that the number of people in New York during the latter half of September will exceed 16,000,000, all of whom, with the exception of the regular inhabitants, will be attracted by the celebration of the three hundredth anniversary of the discovery of the Hudson river, and the one hundredth anniversary of the invention of the first steamboat by Robert Fulton. Not only will the city have the largest municipal population ever known, but curiously enough it will also honor the memory of Henry Hudson, after whom its famous river is named, in a curiously striking manner. Hudson, according to historical records, is supposed to have starved to death in an open boat in Hudson bay. Yet the most striking feature in connection with the celebration held in his memory will be the greatest banquet ever held in a permanent structure, at which 5,000 guests will eat in memory of the man who starved. The banquet which is to be held in the Hotel Astor on September 29, will be remarkable in many ways. It will mark the opening of the new grand ballroom, the largest room of its kind in the country, covering 24,000 square feet, or more than half an acre, and three stories in height. Fifteen hundred couples, it is estimated, will be able to dance in comfort in this room, which marks as great an accomplishment in its line as did the achievements of Hudson and Fulton in theirs. Airship competitions and illuminations of a magnitude

never before dreamed of are only two other features of the week which may yet be made a municipal holiday. More than \$100,000,000, it is estimated, will be spent during the celebration, and Father Knickerbocker will not only have achieved the record of having quadrupled his population in one week, but of being the world's greatest host as well.

With the temperature at 106 degrees, Kansas calls attention to the fact that she is still at the head of the suffering list. Victor Murdock's return home may account in some degree for the excessive heat.

When you hear the fire alarm, shut off your irrigation water. Some day your own house may burn and you will need water pressure yourself.

While the reclamationists have been talking about draining South Carolina swamps, the prohibitionists have made the whole state dry.

The transmississippi congress can do nothing better than to reclaim the coast from the operation of unjust freight rates.

It is true that a good bridge on Cedar street will cost something, but everything costs that is good for anything.

At last Harry Thaw is relieved of any difficulty in deciding where to spend the summer vacation season.

Furthermore, the Bitter Root hay crop is something worth talking about, while the Red Apple is ripening.

The Arctic explorer who waits for good weather will wait a long time and will not capture the pole.

There is merit in the demand of the south-side people for the suppression of the city-cow nuisance.

Meanwhile, the list of automobile accidents lengthens and the price of horses remains firm.

A concrete bridge over the Rattlesnake on Cedar street would benefit and beautify.

The south-side people believe that murder is justifiable when a cow gets on the lawn.

The Hallinger talk is based on false premises and will not stand close analysis.

The distance from Missoula to the Lolo springs is shortening every day.

Wellman is waiting for good weather and the pole is waiting for Wellman.

Moreover, a good bridge costs less in the end than a cheap one.

The steam whistle will soon wake the echoes of Lolo pass.

NOTABLE CEREMONY IN CATHOLIC CHURCH

Santa Fe, N. M., Aug. 18.—Bishop Matz, of Denver, today at the cathedral invested Archbishop Justine Pivale of the archdiocese of Santa Fe with the pallium with imposing ceremonies and in the presence of a clergy from the southwest and as far east as Cincinnati.

For the first time in many years the Gregorian chant was sung in the cathedral by two choirs of priests. Bishop Matz was celebrant of pontifical high mass, assisted by Vicar General Anthony Fourchegu, Rev. Christopher Theobald of Cincinnati, provincial of Franciscans; Rev. P. Phillips of Denver, and Rev. A. Acalas of Parkview. Bishop Grandon, of the diocese of Tucson, preached in English and Rev. George J. Jallard of Gallup spoke in Spanish. A banquet this afternoon at the Loretto academy was attended by all the visiting prelates and priests.

BEGINS BOMBARDING MOORISH STRONGHOLD

Madrid, Aug. 18.—According to advices received here today from Mellilla, Morocco, the Spanish cruiser Princess De Asturia has begun an effective bombardment of Nador, a point on the coast where the Moors are concentrated. General Marina, the commander of the Spanish forces, has sent 8,000 men by sea down the coast to disembark and turn the position on the cliffs on Gurguaga mountain. This movement will be supported by the main army, which will march out in the direction of Nador. General Marina has forbidden the war correspondents in Morocco to send out dispatches during the operations.

The Spanish garrison at Sidimusa opened fire on the enemy today, killing and wounding many, the Moors today attacking a Spanish convoy, killing one man.

ONE MAN IS SHOT.

Pittsburg, Aug. 18.—One man was shot and several others slightly injured by stones during a small riot today in the vicinity of the Pressed Steel car company's works at McKee's Rocks, Pa., where a strike has been in progress for six weeks.

MANY ARE INJURED.

Wichita, Kan., Aug. 18.—Westbound Missouri Pacific passenger train No. 409 from St. Louis collided with an engine in the railroad yards here last night, damaging both engines, wrecking a baggage car and injuring three trainmen and 26 passengers, none fatally.

NEWS OF THE RAIL FOR A DAY

RECENT HAPPENINGS OF LOCAL INTEREST IN THE RAILROAD WORLD.

Work will start on the construction of the Lolo-Leviston cutoff at once. Yesterday Contractor Kincaid, who holds one of the sub-contracts for the work, and who is billed to start things moving, left Missoula with an outfit of mules and equipment. He would say nothing as to his plans, but there is no doubt but that he is ready to begin active work at once. The Northern Pacific is rushing work at Lolo on spurs and sidetracks for the use of the contractors and materials and supplies are being shipped to the field daily. The Missoula Mercantile company prepared yesterday to make several big shipments of food supplies and camp outfits and there is no doubt but that the end of the week will see an active start on the work.

Yesterday J. H. Travers, a partner in the Red Cross Employment agency at Spokane, the biggest firm of its kind in the west, arrived in Missoula and prepared to establish a branch office of his house here. This company specializes in supplying labor for railroad contractors and they are here to supply the construction camps on the Lolo.

It was also rumored yesterday that the contracting firm which is to build the line had changed its name and that it would hereafter be known as Coughren, Winters, Smith & Co. This report is verified by the Missoula Mercantile company, as all shipments made to Lolo are being sent to the firm of this name. At any rate, everything in sight spells immediate construction and a definite statement from the contractors may be expected at any time.

The new double track on the Northern Pacific is rapidly getting broken in and now the new roadbed rides as easily as did the old track. The trains, too, are running better for the change and the effect of a clear track both ways can be seen in the train service which the division is giving these days. It is a rare occasion to see a train lose time on the Rocky Mountain division, and if it is late into Missoula it is almost certain to have lost before it struck the division. The work trains which have been ballasting and grading the new line are almost through, two more having been taken off yesterday, and it is a matter of a few weeks only now before all construction on the division is finished.

The Great Northern has apparently abandoned its plan to build a branch line through the reservation to connect with the Northern Pacific, and, for the time being at least, the high price of a right of way has driven the Hill road out of the country. A special to the Butte Miner from Kallspeil tells the story.

"The Great Northern today called off all the surveying crews engaged on the southern extension, which is to connect with the Northern Pacific at Dixon or Ravalli, and O. C. Clay, right-of-way agent, was ordered to Great Falls.

"The work of securing right of way along the lake shore will be abandoned, temporarily at least. It is claimed by the company that land owners along the route are demanding excessive prices for right of way which will make it prohibitive for the Great Northern to push through the territory.

"Twenty thousand dollars a mile is the company's estimate of right of way at the terms demanded by owners and, unless more reasonable figures are quoted, the project will be abandoned altogether, according to advices from headquarters in St. Paul.

Monday next is the day. A red-letter day it will be, too, and the Northern Pacific office clerks are busy with the plans for the big ball which they are to pull off that night. Plans galore are being made and, with every member of the new order heart and soul in the preparation for the big event, the ball should prove a decided success. The Brotherhood of Railway Mail Clerks, Missoula lodge No. 43, is the youngest railroad organization in the city and, as this is their first public appearance, they are trying hard to make it a success. In railway circles the new order has made a big hit and, with a swell public showing to give them the proper start, they will be ready to take their right place in the lodge world.

Superintendent Rapelje gave his southern visitor, Superintendent Cullem of the Los Angeles, San Pedro & Salt Lake another good chance to see the western country yesterday, when he took him and his party up the Bitter Root for a day's sightseeing. The visitor is delighted with the western country and with western Montana in particular, and he will carry back to Los Angeles some good reports of the country and of the friends he has made here when he goes home.

A special train, carrying a party of tourists traveling over the country on a sightseeing expedition, will pass through Missoula at about noon today. Trainmaster Yaeger will accompany the party over the division from Helena.

TARIFF DELAY COST MILLIONS

The delay in settling the tariff question caused the business and trade of the United States to lose heavily, in fact, it is estimated at many millions of dollars. Delays are always costly, especially in regard to the matter of health. Many people keep "putting off" giving the Stomach, Liver, Kidneys and Bowels the assistance they absolutely require until they are real sick. A big doctor's bill and untold suffering is the penalty. But don't you do so. If you will only keep a bottle of Hostetter's Stomach Bitters handy and take a few doses at the first sign of distress, you can save a lot of unnecessary suffering. It is excellent in cases of Sick Headache, Bloating, Sour Rising, Dyspepsia, Indigestion, Costiveness, Cramps, Diarrhoea, Biliousness and Malaria, Fever and Ague. Don't accept any substitute or imitation.

Senator Dixon Has Said

That Missoula will soon be the most important railroad center between St. Paul and Seattle, excepting Spokane.

Do you realize what that means?

It means that Missoula will soon have from 30,000 to 40,000 people.

It means that Car Line addition lots for \$50 and \$60 each --on terms of \$5 per month--are an investment that will make you enormous profits.

Better come with us in our auto and see the lowest-priced lots in the northwest to have city water and street car service.

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HARRIMAN'S BATTLE AGAINST HILL

STORY OF THE DESPERATE FIGHT TOLD IN "THE AMERICAN" FOR SEPTEMBER.

The story of the 10 years' struggle between Harriman and Hill for the railroad supremacy of the west is the leading feature of the September American Magazine. Its author, George H. Cushing, devotes the first part of his article to the account of Harriman's sudden rise in power, of his securing control of the Union Pacific and Southern Pacific railroads and to the strategy of the proposed sale of the St. Paul railroad to Hill by Harriman's backers, under cover of which Harriman was able to buy stock of the Northern Pacific to perilously endanger Hill's control of it. The Wall street battle in which Harriman and his backers fought Hill and his opposing forces, driving the Northern Pacific stock to \$1,000 a share, marks the end of the first half of the titanic struggle.

Harriman's second effort at the chastisement of Hill in a desperate effort to recover lost ground, Mr. Cushing describes as follows:

"By this time Harriman had discovered that Hill was too clever to be outwitted by craft, too nimble to be overcome by superior force merely and entirely too courageous to be daunted by a display of financial power, even though that same exhibition had sent a chill to the heart of many another strong railroad man. In fact, Harriman did not seem to appear at all in this movement, and many an astute person believes today that he had nothing to do with the next move in the strategy of that great western triangle. The admitted facts are that Harriman is the accredited railroad representative of the Standard Oil syndicate and that the same syndicate owns the controlling interest in the St. Paul railroad. It would not be much of an argument to say that because the face smiled while the hand struck, the head was not responsible for the assault.

"With its palm resting on northern Illinois, southern Wisconsin and eastern Iowa, its brawny thumb extending up into the lake region and its fingers doubled at the second joint—pointing into all sections, by the St. Paul road. By some physical effort those giant fingers could be extended until they gripped the soil of Old Mexico, the sand dunes of California, the mineral resources of Idaho and Wyoming and the vast wealth of the north Pacific coast, drawing the commerce of an empire into the palm. Harriman meditated on that picture. The index finger, blunt and aggressive, on the Missouri river, pointed directly into the Hill country; its projection would cut in between the Burlington and the Northern Pacific, while further west it would drift in between the Northern Pacific and the Great Northern and drop with unpleasant force into the heart of Seattle. That part of the picture was worth thinking about. When the engineers threw a trestle over the Missouri at Moberge and the construction gangs began grading a thin right-of-way across the prairie, Harriman was again in the Hill country, with no one to hinder this movement and no possible panic in Wall street to check his progress. And so it came that the new railroad, which is to be known as the offspring of a panic and the child of a feud, was built."

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Monday, September 6
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\$15 Butte to Salt Lake and Return \$15
Tickets on Sale via the
OREGON SHORT LINE R. R.
Saturday, August 28. Final Return Limit, 15 Days
This will be the last cheap excursion of the season to Salt Lake. Spend a few days at Saltair Beach, the most delightful bathing resort in the world.
With the many attractions now on during the fruit season you should certainly enjoy a visit to the Mormon capital.
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The ISIS
Theater Different TONIGHT Program
Overture.
Feature film—"The Mendicant Lute."
Illustrated song—"Neath the Old Acorn Tree, Sweet Estelle," by J. A. Yoest.
"Angels' Serenade," by Orchestra.
"Arabian Pilgrimage."
"Two Pigeons."
"No Moon Like a Honey-moon," by the Chronophone
All Opera Chairs, 10¢

AT THE BIJOU
The Sword and the King
The Blue Legend
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Song, "When You Know You're Not Forgotten"

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