

THE DAILY MISSOULIAN

Published Every Day in the Year. MISSOULIAN PUBLISHING CO. 129 and 131 West Main Street, Missoula, Montana.



Entered at the postoffice at Missoula, Montana, as second-class mail matter.

Table with 2 columns: Subscription Rates (In Advance) and Price. Includes rates for Daily, three months, six months, one year, and Weekly, one year.

TELEPHONE NUMBER Business Office 110 Editorial Rooms

SUBSCRIBERS' PAPERS The Missoulian is anxious to give the best carrier service; therefore subscribers are requested to report faultily delivery at once.

TUESDAY, AUGUST 31, 1909.

COMING ALONG.

Yesterday's developments in the bridge construction brought renewed hope and strengthened confidence that the structure will be completed this season. There were dash and vigor in the movements of the construction crews on both ends of the work; the first of the huge steel girders was swung into position with a degree of precision and promptness that was refreshing after the days of waiting that have discouraged some of the onlookers.

A GRACEFUL HOSTESS.

It is the unanimous opinion of those who were the guests of the Thompson people last Saturday, that the county seat of Sanders is a delightful entertainer. It is also a unanimous recommendation that the fish feast be made an annual event; it will be certain to receive liberal patronage. The guests at Thompson's banquet are enthusiastic in their praise of what was done for their entertainment; they say that they were never treated with more charming hospitality, and they will be invited again. Were Thompson to decide to hold such a banquet each year, she would attract much attention to her delightful location and would acquaint many people with her very desirable environment.

NEW PROBLEMS.

Convening in New York today, President Taft's commission for the reorganization of administrative departments and methods will begin its important work. This commission, headed by Attorney General Wickham, includes in its membership Secretaries Nagel and Ballinger, Solicitor General Bowers, Commissioner Prouty of the interstate commerce commission and Representative Townsend of Michigan. It is expected that the commission will remain in session for at least a week; its closing work will be the preparation of a report to the president, embodying its views concerning the necessary changes in the machinery of the administrative work.

At present the department of commerce and labor duplicates some of the work of the interstate commerce commission, and there is also a conflict of authority between the interstate commerce commission and the department of justice. In the land fraud cases the department of the interior has trespassed to some extent upon the field of the department of justice. The purpose of the present commission's work is to arrange an administrative system by which all friction will be removed and under which there will be no duplication of work; there is enough to be done without having any of the work performed twice.

There have been many suggestions made as to the manner of readjusting the administrative work to accomplish the end sought; these suggestions will be considered by the special commission in its work this week. Out of all the recommendations, something specific will be evolved which will be presented to the next session of congress for action.

The president has stated it as his opinion that the interstate commerce commission should be clothed with judicial authority and that there should be a special bureau of prosecutions established in the department of justice. He anticipates little difficulty in preparing recommendations for the control of over-capitalization of corporations and the over-issue of stocks and bonds. The problem which presents the gravest complications is the amendment of the anti-trust law. The sessions of the commission this week are fraught with greatest significance; it is expected that their results will determine to a great extent the characteristic policy of the Taft administration.

If you see a man smiling broadly and rubbing his forehead, you may know that he was a guest at the Thompson trout banquet.

As the Higgins avenue bridge assumes shape, the stories of wrong measurements and faulty construction are hushed.

The Missoulian's advertising pages furnish a safe guide for parents who are preparing the youngsters for school.

On his journey back to Washington city from Washington state, Secretary Ballinger finds the trains all too slow.

On parallel courses the automobile has a show against an express train; in a collision it is different.

Have you choice apples or grain or hay or vegetables? Display them at the apple show.

In another week, the big Labor-day celebration. This should be a case of everybody drill.

Excellent progress is being made with the Higgins avenue bridge. Daily Bulletin.

If you see a rock in the road roll it out. That's one way to improve the highways.

Midsummer is a little behind the calendar schedule, but it is cordially welcome.

The return of Pastor Taft to his Missoula people is pleasing to them.

As a fish center, Thompson leads St. John by a considerable margin.

Mr. Pinchot, meanwhile, enjoys his quiet sojourn on the coast.

Try a Missoulian class at this warm weather. It will save steps.

Mr. Harriman is likely to hold the helm for some time longer.

Every new railway means more business for Missoula.

Columbia is likewise the gem of the atmosphere.

Line up for the support of the apple show.

Get your gun ready. Tomorrow's the day.

The Lolo pass gets busier every day.

MAPLE LEAF ACTIVE SINCE SALE

MORGAN INTERESTS ARE RENOVATING GREAT WESTERN IN ALL DEPARTMENTS.

St. Paul, Aug. 30.—As an indication of the new energy injected into the management of the Chicago Great Western railway since the sale of this road recently to the Morgan interests, comes the announcement of the immediate reopening of their car shops at South Park a suburb of St. Paul, entailing the employment of a very considerable force of skilled mechanics and a large army of laborers. It is the intention to operate these shops, which have been closed for over a year, on a very extensive scale as soon as the necessary quota of skilled men can be recruited.

Orders have already been issued for the rebuilding of a considerable portion of the road's freight car equipment, in preparation for the handling of its share of the enormous crop movement in the northwest this fall, and the anticipated business of the coming winter.

These facts, taken in connection with the preparations of all the other northwestern lines, many of whom have placed extensive orders for new rolling stock and locomotives of all descriptions, augurs well for the hopeful aspect of business conditions, an exceedingly heavy fall and winter business being anticipated by all the western lines.

There is no appreciable falling off as yet in passenger traffic to the coast, and the rush is as great as ever. Reports from all the western lines indicate that everything on wheels that is fit for use is pressed into service and applications for berths are coming in daily.

TRACKS UNDER WATER.

Corpus Christi, Tex., Aug. 30.—Reports received here today say the tracks of the Texas & Mexican railroad, which runs between here and Laredo, are under water the entire distance as a result of the recent heavy tropical storm. A number of washouts are reported on the St. Louis & Brownsville and the Texas-Mexican roads. Water is standing two feet deep in the streets of Darlington.

NEWS OF THE RAIL RAILWAY EXPANSION IS GREAT FOR A DAY

RECENT HAPPENINGS OF LOCAL INTEREST IN THE RAIL-ROAD WORLD.

Ballasting and grading on the Northern Pacific's new double track between this city and Garrison has been nearly finished, and a few days will see the last work train off the line and the track in a finished condition. Two work trains will be taken off this week and the last crew at work on the grading will have finished, it is thought, before many more days. This job has been a big one; the construction of the 30 miles of double track having taken a little more than two years. The results have proved to be worth the expenditure of time and money, however, and with the double track in operation on this part of the road, which is one of the most heavily used on the system, a lot of bad delays and tie-ups have been averted during the last year. During the rush of last month, when the passenger travel was almost too big to handle, the double track was the only relieving phase to the situation, and to it is due the fact that things went as smoothly as they did.

The completion of this piece of road gives practically a double track over the whole division, for with the transfer of freight over the Paradise cut-off to the end of the division, two tracks are in operation over the whole with the exception of the stretch between Missoula and DeSmet, the Helena cut-off on the west end filling the gap between Garrison and the east terminal.

Facilities along the Puget Sound are rapidly being improved, and within the next couple of weeks passenger traffic will be handled over the Missoula division in first-class shape. On Sunday the last touches were given to the new depot at Alberton, and the offices are all ready for the division officials as soon as they are ready to move. The lunch counter in the depot was formally opened to the public Sunday afternoon, for passengers on No. 1 will take their lunch and those on No. 2 their dinner there until such time as a dining car service is installed. The lunch room is one of the best equipped and the cleanest eating houses along the line, and it, with the other similar restaurants which are being put in along the line by the John E. Murphy News company, will give service to the passengers over the road until the dining car service is added. This will be done, it is thought, within another week. There has been a great deal of talk lately on this subject, and a leading official of the road here said several days ago that a diner and a sleeper would be put on the two passenger trains early in September.

On the subject of a change in division headquarters there has been a lot of conflicting talk of late. When the plan of the road to put the headquarters of the Missoula division in Alberton, a little town located only 30 miles from Missoula, and having very inadequate facilities for terminal yards and shops, was announced, there was a big protest. The road has ample room in Missoula in which to build its shops and yards, and the railroad people themselves were rather averse to moving to the little town in the canyon. Conditions in Alberton itself would seem to show that no change would be made. The depot there, which has just been finished, is no larger than the usual station along the line, and as soon as the ticket, baggage and waiting rooms are put in there will be little room in the one-story building for the division offices. Then, too, the roundhouse and other buildings which have been erected there are of a temporary character only, a fact which gives weight to the theory that the headquarters are not to be moved. At Missoula, on the other hand, a large two-story depot is to be built, and the company owns enough land along its right of way here to permit it to build all of its division offices in Missoula, the natural center of the division.

The officials are, however, silent and refuse to state what they think of the situation. At any rate, no change will be made for the time being, and it is very probable that Missoula will in time be the real headquarters town.

Trainmaster Hakerty of the Northern Pacific is back on the job again after a month's lay-off from the long grind. He has had a good vacation and an enjoyable one, and he is back in the harness again in the pink of condition. Yesterday he started out to get a line on the division with a trip to Helena. Tommy Chesler, who has been filling the trainmaster's shoes for the last month, went back to his run on the west local yesterday.

The railroad commissioners have reached the final stage of their long inspection trip over the railroads of the state, having started over the Great Northern Saturday. This road is the last to be taken up, and on the completion of their trip over this road the commissioners will probably be ready to announce the rate revisions, if there are any to be made. The Billings rate discrimination trouble has been quieted down through an agreement with the railroads, and this dispute, which was the real cause of the commission's long trip, is now at an end. This will do away with the biggest part of the job, so that but little revision may be expected as the result of the investigation.

Conductors John Nelson and W. G. Jones left yesterday for St. Paul, where they will spend about three weeks with relatives.

W. W. Berry, conductor on the Coeur d'Alene branch, will leave today on a two weeks' vacation. He will be relieved temporarily by Conductor Anton Sikorski. Conductor Earhart will take Sikorski's place during the absence.

HARRIMAN LINES AND OTHERS NEED MORE MONEY FOR THEIR NEW PLANS.

(By Reginald Burton.) New York, Aug. 30.—Disappointment felt at the unwillingness or inability of Edward H. Harriman to proceed with the much-discussed plans for the segregation of the investment assets of the Union Pacific Railroad company and for increasing the value of the issues of the Harriman Pacifics, together with the fear that his greatly weakened condition may compel him to retire permanently from the active management of these properties, if not from business of every character, induced many holders of these stocks to indulge in heavy unloading operations in the New York stock exchange during the past week, thereby demoralizing temporarily not only these securities, but also numerous other issues in the railroad and industrial groups, which at length began to crumble under the extensive selling pressure. The selling banking and financial interests feared to offer their support until the force of this wave of liquidation was spent, but they plucked up sufficient courage to check the selling movement by making large purchases in almost all parts of the list. Union Pacific naturally was the worst sufferer from the raids made by the bear element as the special incentive for raising its price to higher levels has disappeared with the statement made by Mr. Harriman that he had no intention of doing anything within the near future in regard to this road's segregation of assets plan. Big blocks of this stock were thrown upon the market and no material part of them was taken even by "insiders." Southern Pacific naturally sold off heavily and especially rabid attacks were made on Steel common, New York Central and the Erie's, all of which dropped sharply until some support developed.

The time draws near for the flotation of very important railroad loans. The order of their appearance cannot yet be definitely outlined, but it is believed that the huge Gould application for money to rehabilitate Missouri Pacific and allied lines will open the fall borrowing season. This issue may astonish Wall street by its size. Then Pennsylvania will sell not less than \$50,000,000 and perhaps upwards of \$100,000,000 stock to take up the \$50,000,000 obligations that mature next year, as was first stated, months ago, the bond issue originally planned has been discarded in favor of stocks. The Harriman system will by and by need additional funds for its incessant expansion. The Vanderbilt roads must also visit the money market sooner rather than later. These four systems are likely to provide for not less than \$250,000,000 before many months pass. The wholesale foreign borrowing by our leading bankers has undoubtedly been influenced by the known requirements of our own enterprises, for obviously Wall street's demands, plus the needs of the south and west, could not have been exclusively supplied at home without reducing surplus funds so seriously that heavy corporate and government borrowing could scarcely have failed to bring about monetary stringency, which in turn would greatly have interfered with the stock market plans of our financiers. It is not at all certain even now that the capital required by our leading railroads can be raised without materially raising interest rates.

Huge rail orders for 1910 delivery and a record-breaking pig iron production were the features of the last week in the iron and steel industries. The Pennsylvania Steel company has received an order for 18,000 tons of steel for structural bridge work from the New York, Westchester & Boston Railroad company, which is controlled by the New York, New Haven & Hartford. This order will amount in the aggregate close to \$1,500,000. This company has also received an order from the New York Central for steel frogs and switches, amounting to several hundred thousand dollars.

JAPS ARE COMING.

Seattle, Aug. 30.—The Great Northern steamer Minnesota, carrying Baron Shibusawa and the other Japanese commissioners to the United States and a \$4,000,000 cargo, was reported by wireless today 800 miles at sea and will arrive at Port Townsend late tomorrow. The Minnesota had orders to make fast time and would have broken her transpacific record but for adverse gales. It is expected the Japanese will arrive about 9 o'clock Wednesday morning.

THAW IS LIBRARIAN.

Matteawan, N. Y., Aug. 30.—In the search for regular occupation for H. K. Thaw, recently recommitted to the state hospital for the criminal insane here, the authorities of the institution have appointed him to the post of librarian.

Ideal food for children.

DR. PRICE'S WHEAT FLAKE CELERY FOOD

makes the children plump and strong and prevents sour stomach and constipation. The best food for growing children, invalids and the aged.

For sale by all Grocers

The Only \$50 Lots

Terms, \$5 down and \$5 a-month

Size of lots 30 x 127 feet, and a 16-foot alley in the rear. Level as a floor. In plain view of the high school and two big brick public schools. Handy to the street cars. City water service. Better get a couple of these low-priced Car Line addition lots for \$50 each. Others, closer in, for \$60 and \$65. Our auto is ready and we will show you these lots.

RHOADES & RHOADES 115 Higgins Avenue

There Are Others "BUT OH, YOU LYRIC" TONIGHT Three Big Feature Subjects Pictures That Will Appeal to Any Audience "The Burglar and the Clock" "Manners and Customs of Hungary" "Lucy of Lammermoor" A. C. Church in "When I Marry You." Entire Change of Program Every Monday, Wednesday and Friday.

Monday, September 6 LABOR DAY Big Parade, Two Bands, Barbecue, Sports Two Grand Balloon Ascensions With Parachute Drops. COME TO MISSOULA One and One-Third Fare on All Railroads FROM SEPTEMBER 4 TO SEPTEMBER 8, INCLUSIVE.

To Have Clothes Fit Perfectly They must be made to your individual measure, otherwise they won't hold their shape or wear well. Perfectly fitting clothes can be obtained from us for a very modest sum, made in the most superior manner from your choice of our elegant fall woolsens. \$20 to \$40 for suit or overcoat. JOS. H. FITZGERALD Tailoring Department.

Missoulian Want Ads BRING QUICK RESULTS

The Grand High-Class Vaudeville Program WM. McBRIDE Singing, Dancing, Monologue Artist THE DRENS Elite Songsters, Featuring Select Dancing THE INSLIFF ROYS Juvenile Comedians, With a Pleasing Line of Comedy Tactfully Presented NEW MOVING PICTURES Entire change of performers Mondays and Thursdays. Entire change of pictures Mondays, Wednesdays and Fridays. Continuous Performance—First performance, 7:30 p. m.; admission 10c and 20c. Children accompanying their parents, 10c downstairs. MATINEE—Every day except Thursday at 3:30 p. m. Admission: 10c and 15c any part of theater.

Visit the ISIS Theater Different 3-Piece Orchestra Pictorial Pantomime Projected By Two of The World's Best Machines The World In Motion Premier Picture Play House The One Best Bet in Moving Pictureville All Opera Chairs 10c

Follow the Crowd TO THE NEW BIJOU OPENED LAST NIGHT STANDING ROOM ONLY SAME PROGRAM TONIGHT LADIES' BIJOU ORCHESTRA MOTION PICTURES POPULAR SONGS ANY SEAT 10c BABY SHOW CONTEST STARTS SOON

Evans Bros. Trunk Co. Manufacturers and Dealers TRUNKS MADE AND REPAIRED Buy of us and save money. Prices ranging from \$10 to \$17.50. Corner Grant and S. 11th St. W. Daily Addition