

HILL ROAD TO ENTER CONTRACT RACE
EXPLORERS ARE BACK MUCH PLEASED

NORTHERN PACIFIC WILL MAKE STARTLING CHANGES IN ITS SCHEDULES.

With the issuance of the Northern Pacific's new timecard, the plans for which were announced by The Missoulian some time ago, that line will have entered actively into the competition for the United States mail contract, which is to be awarded on January 1 of next year for roads operating out of Chicago. The Hill road has planned a big change in the time of its crack trains, and the new schedule will make it a strong bidder for the much-desired contract.

The detailed work on the timecard has at last been finished, and when it is issued the road will have what is undoubtedly the best transcontinental service in the country. The work which has been going on on the Rocky Mountain division is merely an example of what has been done all along the road. For the past month a large force of clerks has been busily engaged in preparing the figures for the new timecard, and it is now ready for the printers. Faster time and better service have been the objects of the company in preparing this new schedule, and to all appearances they have accomplished their purpose to a degree unexcelled by any other transcontinental road in the United States.

The reason for the big change is principally a desire to make an active bid for the mail contract, over which the great transcontinental roads of the northern part of the country are fighting. New double tracks and cut-offs with modern improvements all along the line have given to the Hill road a chance for speed with which it will be hard for any other system to compete. The question of Chicago connections, which has puzzled the officials for so long, has apparently been solved. The recent purchase by the Morgan interests of the bankrupt Chicago Great Western gives a good road into Chicago, and this track is undoubtedly the one which the Northern Pacific will use.

The new timecard was at first scheduled for October 4, but its issue has been postponed and will not be issued until October 22. The principal changes which it will make will be in regard to the limited trains, Nos. 1 and 2, which will be the ones to make the bid for the mail contract. Stops will be eliminated and passenger business will be done away with as far as is possible. Two Chicago sleepers will be carried, but seven cars will be the limit of the trains' load, and its principal and all-important function will be to carry Uncle Sam's mail across the continent to Portland. The new schedule will bring the train into its western terminus 17 hours earlier than at present and will make its run from Chicago to the coast a record-breaker. Neither time nor expense will be spared in making the crack train all that it needs must be, and the eyes of the railroad world will be turned toward it when it makes its first trip across the country.

Nos. 3 and 4 will also run out of Chicago and will also go to Portland. This train will be improved and remodeled until it takes the place of the present North Coast Limited, a train which has no superior in transcontinental railroad service. It will be made in every respect the equal of this fast train, and, running on No. 1's old schedule, it should prove to be the most popular passenger train on the road. In the same way every train will be advanced a notch and a new train will be added to take care of the local business done by Nos. 15 and 16. This train, which will be known as No. 7 and 8, will run as a local out of Duluth and will run on the same schedule along the road as Nos. 15 and 16 follow at present. The present Nos. 7 and 8 of the Rocky Mountain will run on their old schedule from Butte to Hamilton under a new name.

On the whole, the change promises to be as revolutionary a one as has ever been attempted by a railroad. The Great Northern and the Puget Sound have hitherto been considered as the only rivals for the contract, but the entrance of the Northern Pacific gives the Hill roads a two-to-one advantage with which to fight the earlier grades and shorter line of their newly-completed rival.

Hoarseness in a child subject to croup is a sure indication of the approach of the disease. If Chamberlain's Cough Remedy is given at once or even after the croupy cough has appeared, it will prevent the attack. Contains no poison. Sold by all dealers.

CONTRACT CONTINUED.

Helena, Oct. 4.—The state railroad commission was advised today by the Northern Pacific and Yellowstone Park Railroad companies that the contract for the operation of the latter by the former had been continued until December 31, next. The Yellowstone road is owned by the Turner estate.

The triumphant result of forty years of earnest effort, devoted entirely to the science of pure foods, is

DR. PRICE'S WHEAT FLAKE CEREAL FOOD

Its superiority over other Cereal Foods cannot be questioned. It is the kind of food that strengthens and assists in establishing healthy action of the bowels.

Sole sale by Grocers

PRESIDENT EARLING AND HIS PARTY RETURN FROM THEIR NORTHERN TRIP.

Tired but well satisfied with their journey, President Earling of the Milwaukee and his party of directors reached Missoula at 7 o'clock last night, having come from Kalspell since morning. All of the members of the party were delighted with their trip; they had seen a wonderfully interesting country, had hunted and fished and camped in the midst of the finest scenery in the world, and had come through a journey in which their transportation included automobiles, wagons, saddle horses and pack trains—all without serious accident and without injury. It was a delightful experience, and those who had enjoyed it were enthusiastic in their praises of the country that they had traversed. Upon reaching Missoula the party went directly to the special train which was awaiting their arrival and in an hour the visitors were speeding eastward over their own rails.

The hero of the party was the newest director in the bunch, Mr. Gettis, whose first trip it was through this part of the country. At Ovando he purchased a hunting license and on the Swan river range he killed a deer. This gave the tourists a venison feast. Fish they had all along the trip. They camped in the wilderness and roughed it all the way after they left the automobiles at Seeley lake. They had to get up early in the morning and travel late at night to get through on schedule time, but they pulled out for the east last night according to their previous plans.

Regarding the country which they had seen the visitors were loud in their praises. When it came to talking railway matters there was nothing doing. "This was just an outing," said one of the members of the party. "We wanted to see the country and to have a little sport. Thanks to the excellent arrangements which were made for our trip, we accomplished our purpose. The weather was delightful from the time we started until we reached Missoula again. When we left here the first morning there was a little mist, but that cleared away, and we have had sunshine all the way. It was a delightful experience and we are coming again; we want to see more of the country."

The party went from Missoula to Seeley lake the first day out and spent the night there. The next day in wagons the trip was made into the Swan river range; camp was made at night, and the next morning travel was resumed with a pack train down the river to Swan lake. The lake was skirted, and from there to Kalspell the trip was through the beautiful valley of the Flathead.

Yesterday morning at 6:25 the party left the capital of Flathead county. Some of the members crossed Flathead lake in the steamer. Mr. Earling and others drove around the lake in automobiles. At Poison the two parties met again and the run to Missoula was made in the automobiles dispatched from here to meet them. Brief stops were made at points of interest in the reservation and the autos pulled into Missoula about 12 hours from the time the party left Kalspell. There was a delay of an hour at the ferry at the foot of the lake and another hour was lost waiting for some of the machines that went astray. The actual running time was less than 19 hours.

J. P. Hayes, the mechanic of the Missoula Mercantile company's automobile department, took Mr. Earling out when the party left and he brought the president back last night. Mr. Hayes was formerly a locomotive engineer on the Mississippi valley roads and in that capacity had pulled Mr. Earling's train on more than one occasion. It was a pleasant experience for the mechanic to have the privilege of taking the railway magnate on an automobile tour, and, according to the statements made by President Earling when he returned last night, the experience was pleasant for him as well.

RAILROADS PREPARE FOR RUSH

Passenger officials are getting ready to handle the crowds which will be attracted by the opening of the Standing Rock and Cheyenne River Indian reservations. The first registration day will be next Monday, and persons may register at Moberly, Lemmon, Pierre, Le Bout and Aberdeen, S. D., or Bismarck, N. D., up to October 22. The drawing will take place at Aberdeen, beginning October 25, and entries will be made by successful applicants beginning April 1, 1910.

Judge J. W. Witten, in charge of the opening, expects that 100,000 persons will register, 50,000 going to Aberdeen. Some estimate, however, that Aberdeen alone will draw 100,000 people. So far as can be learned, the bulk of the movement will be from local points. There are 19,000 claims to be distributed.

"It is conservatively estimated that one out of every 10 that register will get a claim, which is a high proportion, and the best chance that has been offered of the kind for some time," said W. B. Dixon, assistant general passenger agent of the Chicago, Milwaukee & St. Paul. "There are hotel accommodations for 1,000 people at Aberdeen, but provisions are being made to take care of 5,000 more. Tents are to be put up and cots set up at every available building and hall in town. Aberdeen has already begun to attract visitors on account of the opening. These are people who will have lunch stands and tents for sleeping accommodations."—Miles City Independent.

MISSOULA MERCANTILE CO.

20 Per Cent Is a Big Saving

On Your New Suit, Dress, Coat or Skirt

Twenty-Five Per Cent Is a Lot to Save

On Your New Winter Hat

Yesterday we couldn't serve more than half the women who came to get their fall and winter outfits at the remarkably low prices occasioned by the extensive alteration operations made necessary to provide new quarters for our Women's Apparel and Millinery departments. Never has Dame Fortune smiled so sweetly on Missoula women; it was entirely beyond their fondest dreams that they should be able to buy the most stylish dresses, suits, coats, skirts, etc., and the most elegant hats at such tremendous reductions right at the beginning of the season, and few, if any, are going to let the opportunities presented pass by without taking advantage of them.

REMEMBER, This is a sale of our entire new fall stock in these lines, the largest and best ever Brought to Missoula. No woman but will profit greatly by attending. Come today if possible.



\$17.50 Suits Reduced to	\$14.00
20.00	16.00
22.50	18.00
25.00	20.00
30.00	24.00
35.00	28.00

All Other Suits, Up to \$75, Reduced 20 Per Cent.

\$5.00 Skirts Reduced to	\$4.00
6.50	5.20
8.00	6.40
10.00	8.00
12.00	9.60
15.00	12.00

All Other Skirts, Up to \$20, Reduced 20 Per Cent.

\$15.00 Women's Coats Now	\$12.00
16.50	13.20
20.00	16.00
22.50	18.00
25.00	20.00
30.00	24.00

All Other Coats, Up to \$50, Reduced 20 Per Cent.

\$5.00 Children's Coats Now	\$4.00
7.50	6.00
8.00	6.40
10.00	8.00
12.00	9.60
15.00	12.00

Sizes of Above, 6 to 14 Years

All Other Children's Coats, Up to \$30, Reduced 20 Per Cent.

100 Women's Coats in odd styles, all colors; values from \$12.50 to \$20; your choice **\$5.00**

New French Flannel and Nunsvelvet Waists, in plain tailored and silk embroidered styles; regular \$3; only **\$2.50**

Waists made from pure linen materials, strictly tailored styles, white only; extra special, only **\$1.50**

Silk Waists in all the new materials and styles, plain and fancy, priced from \$5.50 to \$12.50; reduced **10%**

EXTRA SPECIAL
 Your choice of all our hats regularly priced at from \$5.00 to \$7.50, hundreds to choose from, in all shapes and colors, for **\$3.95** only

Here are the prettiest, most stylish hats in town—imported hats, New York models, Gage masterpieces and hats of our own designing—women's hats, misses' hats and children's hats; smart tailored hats and exquisitely trimmed creations—a pretty, becoming hat for everyone, ranging in price from \$1.50 for a child's beaver to \$75 for the magnificent beplumed conceit, all reduced now **TWENTY-FIVE PER CENT**

EXTRA SPECIAL
 Your choice of all our hats regularly priced at from \$8 to \$12; hundreds to choose from, in all shapes and styles; for **\$5.95** only

Pick Your New Hat from the Hundreds Here and Save 25 per cent