

INTEREST IS SHOWN IN SOUTH

SOUTHERN HALF OF WESTERN HEMISPHERE IS DRAWING ATTENTION OF MANY.

New York, Dec. 25.—That there are ideas in trade and travel as there are in the permanent migrations of mankind is a truism long accepted by historians and sociologists. New markets are the constant quest of the merchant, but the confounded traveler is no less a seeker after novelty; fresh scenes and new experiences are always attracting him away from the fields which familiarity has deprived of their interest. Practically is this true of Americans, who have won for themselves the name of the most restless and enterprising travelers of the modern world.

This being true, it is no wonder that statesmen and prophets of commercial expansion are alike considering with keen interest just now the developing symptoms of a reciprocal interest in each other between the people of the United States and their Latin-American neighbors of the southern hemisphere. Consular representatives, government officers, returned travelers have for years been preaching the gospel of South American opportunities to the English-speaking Americans of the north, but until recently, with very little discernible effect. While American trade and American travel have overflowed England and "the continent," the Mediterranean lands and the West Indies, and made the United States a familiar name throughout the near and far east, South America has remained the one great division of the earth's surface practically unvisited and unknown. The American of the United States has seemed anxious to know something about every part of the world except that lying geographically nearest to him and embracing the larger part of the new world with which he is probably his identification.

It has been left for the beginning of the 20th century to bring the first evidences of a change in this attitude of indifference on the part of the people of the United States toward their "other American neighbors." Within the past two or three years these evidences have been accumulating in a way which indicates that, thanks to the introduction of new forces in trade and politics, this indifference is finally being replaced by a genuine realization of the possibilities of South America, both as a commercial field and as a new region for tourist travel.

Real interest. It may almost be said that the first real general interest of this kind in South American affairs dates from the widely heralded journey of Secretary Root among the capitals of the great Latin continent in the summer of 1898, and that it was newly stimulated when our battle fleet in its voyage around the world visited the South American ports and the newspapers at home printed glowing accounts from their correspondents of the hospitalities showered upon officers and men by the South American people and of the strange and wonderful sights of Rio Bahia, Buenos Ayres, Lima, and other places which previously had been merely queer names recalled vaguely from the geography books.

The interest then implanted has since been fed by numerous books about South America, written by travelers and students of the greater attention given to South American affairs in the daily news. In particular the attractions of the lands south of the Caribbean sea have been set forth in such attractive light by recent writers, of whom Arthur Hohl and Charles Mc Pepper are examples, that the steamship lines plying between the United States and South American ports are reporting the beginnings of a decided tide of travel setting to the southward.

Upon the foundation of this evidence enthusiastic proclaimers of the southern continent's attractions have already begun to predict a future which shall see South America the great winter resort of the United States and as an annual exodus to the lands below the equator equaling in numbers that which crowds the European-bound steamships every spring and summer.

While the fulfillment of this prophecy does not seem to be among the things immediately probable, there can be no doubt that something like a new discovery of the other half of their own hemisphere by the traveling public of the United States is actually occurring. The most convincing evidence of this is the new policy adopted by the South American steamship lines in giving increased prominence to their facilities and to the attractions of the regions which they reach.

Still more significant is the very latest development in this direction. The interest in the southern continent's attractions has already begun to predict a future which shall see South America the great winter resort of the United States and as an annual exodus to the lands below the equator equaling in numbers that which crowds the European-bound steamships every spring and summer.

In Fight for De Armond's Seat



At left, C. C. Dickinson; at top, ex-Governor Folk; at right, Senator Stone; in center, James A. De Armond.

Jefferson City, Mo., Dec. 25.—A spirited fight is being waged in the Sixth Congressional district for the seat left vacant by the late David De Armond, who lost his life trying to save his grandson. The most conspicuous figure in the battle is James A. De Armond, the son of the late congressman. C. C. Dickinson is named as his bitterest republican opponent. Wallace Crossley of Johnson county, an editor, has been prominently mentioned for the place, but this week declared that he was out of the fight. The old

step which has been taken by the Hamburg-American line in adding to its annual itinerary of winter cruises one of 81 days along the Atlantic coast of South America from Para, Brazil, to Punta Arenas in the Straits of Magellan.

Cause to complain. Whatever else he may discover, one thing is certain. The touring American in his descent upon this new and practically unknown so far as the ordinary traveler is concerned territory, of nearly 7,000,000 square miles will have cause to complain of no lack of novelty in the experience which await him. He will find himself for once in a truly new world, where ancient civilizations and the environment of a virgin continent have been blended together with results which differ as widely as possible from those produced by a similar process in his own land, and yet are quite as sharply distinct from those of English-speaking America. He will also have brought home to his consciousness some facts about the industrial, scientific and artistic progress made by such countries as Brazil, the Argentine, Republic of Chile, which will cause a revision of the too common lumping of the Latin-American states as lands of yellow fever, jungle and personal revolution, varied by occasional earthquakes and volcanic eruptions. Travelers who have penetrated to all corners of the world declare that no other continent offers so much of interest, either in natural scenic attractions or in picturesque sights and odd customs as will be revealed to voyagers on these new cruises for which some of the finest Atlantic liners are employed, such as the crack Bluecher which is to start the new service by sailing from here on January 22 for the principal Atlantic ports of South America.

Distances, of course, are much greater than on the trip to Europe. For instance, in traveling from New York to the Straits of Magellan and back one traverses over 16,000 miles or more than three times the round trip to Europe. Para, which is the first city on the Atlantic coast of the southern continent at which a stop is made, is on the other side of the equator, 3,000 miles south of New York, and some 25 degrees of longitude farther east. In fact the whole of South America, excepting the extreme western strip of Colombia, Ecuador and northern Peru, lies east of the meridian of New York. The man who steps on board a steamer here and steps off in Para will have no difficulty in realizing that he is in a new world. To most Americans the name of the city, if it carries any association at all, is associated with rubber. That is, indeed, its principal claim to commercial distinction. It is the greatest rubber market in the world. All the rubber gathered for 5,000 miles up the Amazon valley is banded here. More surprising to those who never have visited it, Para is a modern city, of 200,000 inhabitants and the terminus and capital of a great navigation system, aggregating 10,000 miles of waterways which ramifies from its wharves away into the farthest interior of Brazil and to Iquitos in Peru, just across the backbone of the Andes from the Pacific ocean.

Second City. Fifteen hundred miles south of Para is Bahia, the second largest city of Brazil, with vari-colored houses, built upon a series of terraces rising picturesquely one above the other from the shores of the bay, communication between the upper and lower levels being by inclined tramways. One of the things about Bahia which interests the tourist is that it is the principal center of the Brazilian diamond market. It is also distinguished by the presence of numerous sixteenth century churches and convents.

After Bahia comes Pernambuco, or Recife. The latter name, meaning "reef" is derived from the immense coral reef which here lines the coast for hundreds of miles. Pernambuco was once a Dutch colony and the Dutch influence is still traceable in the buildings of Recife, the most important of the three divisions of the city. Industrially Pernambuco depends principally upon the sugar industry of which it is the great center.

It is when the tourist reaches Rio de Janeiro, however, that he has the first real glimpse of the modern South America. Here is an up-to-date city of over 750,000 inhabitants, the capital of a country larger than the

United States, situated upon the shores of the largest land-locked bay in the world, amid natural surroundings which, upon the unanimous testimony of travelers, rival in beauty those of world-famous Naples and Sydney. And the city since the recent scheme of municipal improvements has been completed at a cost of over \$40,000,000, in worthy of its surroundings and its country. It might be hard to find in a city of the United States a thoroughfare to equal the new Avenida Central, which is Rio's chief pride—a boulevard 200 feet wide cut straight through the heart of the city at a cost of \$11,000,000. At one end of this magnificent street stands the Moura Palace, brought from the St. Louis world's fair, in which were held the meetings of the Pan-American congress attended by Secretary Root in 1906. Rio is the crown of Portuguese civilization in the new world.

For its compeer as an expression of the achievement of Spanish culture one has to go to Buenos Ayres, "the city of good airs," and nothing could be more unlike than the respective situations of these two rival capitals, the second and third Latin cities of the world, respectively. Buenos Ayres owes nothing to its situation. It lies at the mouth of the river Plata such as Chicago camps along the shore of Lake Michigan. That, however, is a fact as the comparison goes, unless one finds one in the fact that Buenos Ayres prides itself on being the most enterprising and thoroughly up-to-date city of the South American continent. There are familiar phrases to the ear of the chalmers of Buenos Ayres. The handiwork of the newspaper building in the city of good airs, and the finest race course in the world; the finest theater in the two Americas—North and South—this city of 1,250,000 people situated 2,400 miles south of the equator, lays claim to them all. It is a truly cosmopolitan city, also, as befits its size and commercial importance. English, Spanish, German, French, Italian, Portuguese, Yankee, Mexican, the traveler will find them all here. It is the center of the political and commercial life of Argentina as probably no other capital in the world is of its country. One may almost say Buenos Ayres is Argentina. One-sixth of the country's population and most of its wealth are concentrated here. It is the center from which all the Argentine railway systems radiate.

It is also the point from which one departs on the 900-mile trip to Santiago and its port Valparaiso over the one transcontinental railroad of South America. The trip requires 28 hours, but it gives the traveler an experience of the mountains, the vast stretch of prairie-like expanse covering over 1,000,000 square miles, where the Argentine wheat and beef and cattle, which are competing with those of the United States, come from, and it takes him within sight of Aconcagua, the highest peak in the Americas, and through the backbone of the Andes by tunnel.

Santiago and Valparaiso are two more modern cities of South America, which have all the atmosphere of electric lights, street cars, modern hotels, and business activity which the homesick expatriate could desire. At the same time there is the persistent atmosphere of three centuries and a half of history which the most thorough-going modernization cannot shake off. Of Santiago's show features one is the race track, which is smaller than that of Buenos Ayres, but quite as fine in its way, and like that an important center in the social life of the foreign colony, especially its English-speaking portion. The other is the rock of Santa Lucia, rising 200 feet up in the middle of the city, which has been converted into a remarkable park.

Recall Memories. Mention of the Straits of Magellan again recalls memories of the voyage of the battle fleet, when the name of Punta Arenas became for the first time familiar to Americans. The southernmost city in the world, 1,400 miles south of Buenos Ayres, Punta Arenas lies in latitude about corresponding to that of Hamburg and Liverpool in Europe. It is not only the most southern of cities, but the nearest permanent settlement of man to the South Pole. Longitudinally it lies almost directly south of Portland, Me. The general atmosphere of the place, which lies upon the mainland near the western mouth of the straits, reflects its situation of penet-

Armond carried the district by a much larger majority than Bryan in the last election and declare that the normal democratic majority of 2,000 was largely attributable to the late congressman's strong personality and wide national popularity. Governor Hilder has fixed the date of the election for January 25 and both parties have agreed on this time for holding the special election. Colonel J. W. Sudath, who has been a national elector several times from this district will receive the endorsement of his own county and is considered a formidable foe to the son of De Armond. Whoever is elected will be chosen only for the unexpired term.

ness from the rest of the world, reflected only by the irregular calls of vessels passing through the straits, it is this office of a port of call which gives Punta Arenas its preliminary reason for existence. Commercially it has no other importance except as a center for a limited trade in furs, the surrounding territory being too cold and barren for profitable settlement. Nevertheless for the traveler Punta Arenas has its attractions, aside from its unique location. It is the base from which to explore the wonders of the "Cold Land of Fire," of Tierra del Fuego and the straits, with their fiords, glaciers, awe-inspiring currents which were the terror of shipping in the days before screws and triple-expansion boilers made the steamship contemptuous of winds and tides. Trips to places of scenic grandeur like Admiralty and Magdalen sounds, Mt. Caradente and the English Reach, all of which lie along the straits within a day's journey of Punta Arenas afford an unrivaled opportunity to study the terrific and gloomy splendor of sub-northern nature at its most imposing. Here also the tourist is still able to come in contact with one of the new lingering remnants of mankind in an utterly primitive state—the Yulgans of Fuego, who persist in rejecting the appliances of civilization and among whom even the rigors of their severe climate have developed the art of building houses or the practice of wearing clothes beyond an occasional scanty garment of skins.

When the traveler from north of the equator has reached this ultimate outpost of the southern hemisphere he is able to appreciate the great variety of life and scenery that South America has to offer him. It is a long cry from white-walled Para backing on the banks of its tropical estuary, but the contrast is typical of South America, within whose borders the extremes of heat and cold, of tropical luxuriance and desert barrenness, of modern progress and primitive savagery are found in a startling juxtaposition such as no other region of the world presents in like degree in this 20th century.

A REAL SNOWSTORM SWEEPS NEW YORK

New York, Dec. 25.—Whipped by a 48-mile gale from the northeast, a real Christmas snowstorm swept through Greater New York tonight, covering the streets and housetops to a depth of more than five inches. Tomorrow will bring the first official snow removal of the season, which means an expenditure of a vast amount of money. Telephone and telegraph communication was seriously interrupted in this state and in Pennsylvania and Maryland, while street car and suburban train service in New York city proper was almost stalled.

SIX DEATHS OCCUR. Oklahoma City, Dec. 25.—Six deaths and four serious injuries mark the wake of yuletide in Oklahoma for the 24 hours ending early tonight. Three white men were killed by others. An Indian was run over and killed by a train near Okemah, a negro murdered another at Ardmore and a woman, whose name is unknown, was frozen to death near Tulsa.

LURTON RESIGNS. Cincinnati, Dec. 25.—Judge Horace H. Lorton tendered to President Taft his formal resignation as judge of the United States circuit court today. This step is preliminary to assuming his place as associate justice of the supreme court of the United States in succession to the late Justice Rufus W. Peckham.

UNPOPULAR VERDICT. New Orleans, Dec. 25.—Leonard Lauder of California, was awarded the decision over Henry Plot of France at the end of their scheduled 10-round bout before the Royal Athletic club tonight. The decision was not popular most of the spectators claiming that Plot was entitled to at least a draw.

GIRLS ONLY DEMAND WHAT'S DUE

SHIRT-WAIST STRIKERS MAKE A STATEMENT TO THE GENERAL PUBLIC.

Philadelphia, Dec. 25.—Statements to the public were published here today by both the manufacturers and striking shirtwaist makers. About 60 shops in this city are affected by the strike and last night owners of 12 establishments met and formed an organization. In the statement issued in behalf of the manufacturers, it is said the association was not formed to antagonize the strikers, "as we know they have been misinformed and misled." The statement continues: "We shall insist upon a non-union shop and no member of the organization will be permitted to recognize the union. We shall try to induce our employees to return to work and we will prove to them that they can obtain better conditions without a union than by being affiliated with one." The strikers demand increased pay, better working conditions and closed shops.

The strikers' statement is as follows: "We, the striking shirtwaist makers, are only a strike for what is just and for organized trade and labor wages. We must pay for the power, machine straps, needles, shuttles and worst of all we must bring our own all cans from home to our machines. We ask the public are we not justified in asking for an increase of wages?"

POLICE INTERFERE. St. Louis, Dec. 25.—In a 15-minute handicap wrestling match here tonight, Frank Gotch failed to throw Con O'Kelly, champion of Ireland, Dr. Roder and Raoul de Rouen wrestled 15 minutes without a throw. The police refused to permit James J. Jeffries to put on the gloves to box with Sam Berger.

A STRANGE DISEASE. Omaha, Dec. 25.—Dr. Leonard J. Schneider, a dentist, died today of poliomyelitis, a strange spinal disease which has been the puzzle and despair of physicians here.

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