

THE DAILY MISSOULIAN

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SATURDAY, JULY 9, 1910.

PUTTING IT RIGHT.

In all the talk about the Reno encounter and there has been a good deal of it—there has been nothing said which is more sensible, more to the point and more worthy of consideration, than the paragraph in the official statement made by Governor Hadley of Missouri, a man who has a deserved reputation for saying the right thing at the right time, in which he says:

"Negroes have no occasion to feel any satisfaction over the result of that fight. Its only significance is that it negro prize-fighter whipped a worn out white prize-fighter, who had impaired his constitution by idleness and dissipation. Jeffries no more represented the white race than does Johnson represent such men as Booker T. Washington or Professor Dubois. When I promise to do all I can do to protect the negroes in their rights and to prevent and punish acts of violence against them, the negroes must understand that only by their own conduct can they secure the respect of the people."

THE COTTON PROBLEM.

Judging from the information that drifts west the southern cotton manufacturer is facing a serious problem. Twenty-five years ago mills began to spring up in every community in the piedmont region of the south and hundreds of men made fortunes in a short time. The white tenant farmer of that section moved from the farms to the mill settlement and learned to operate the spindle and the loom. Soon manufacturing districts were flourishing like green bay trees. Some mills declared from 12 to 40 per cent dividends. Towns like Charlotte and Gastonia, North Carolina, and Columbia and Greenville, South Carolina, doubled their populations. But today the south is in spirited competition with China, Japan and other cheap labor countries. A majority of the southern mills made coarse goods. China was the principal market for gray cloth, drillings and sheetings. In 1906 China took \$40,000,000 worth of coarse cotton goods from the American manufacturer. Last year the trade did not amount to more than one-fifth that much. Japan and England are working together to control the business in Manchuria. China is beginning to build modern cotton mills. Japan built its first up-to-date plants three decades ago. The south is realizing that it must make a finer class of goods or be driven out of the business by the Jap and Chinaman. It cannot compete with the cheap labor of the Orient. New England makes a better class of goods and is not in direct competition with cheap labor. This seems to be the situation and the mill men of Dixie must face it. Many southern factories are shut down and others run on short time. The cotton grower, on the other hand is in high clover. He is getting from 10 to 17 cents a pound for his cotton.

IN ARGENTINA.

Results of great importance and lasting benefit to the United States as well as to the Latin-American republics are expected from the fourth Pan-American congress, which meets for its first session today in the wonderful city of Buenos Ayres. Delegates from the United States, Mexico and practically all the republics in Central and South America are in attendance and the list includes the most distinguished diplomats and experts in international law in the countries represented. Throughout Central and South America the importance of this congress is generally recognized and a

great deal of good is expected from this, the fourth of the conferences. The first, which was originally suggested by President Arthur, was held in Washington in 1889; the second in the City of Mexico in 1902, and the third at Rio de Janeiro, in 1906. The Rio de Janeiro conference was attended by Elihu Root, then secretary of state, and proved far-reaching in the effect of bringing about closer relations and a better understanding between the United States and the Latin-American republics. It is expected that the conference, in addition to the subjects included in the program, will consider many other matters of international interest, among them a proposition to bring uniformity into the standard maps of the various countries on the American continent.

GOOD READING.

Appearing regularly in The Missoulian these days is a series of articles, dealing with timely topics, which are good reading. These articles, one of which appears each day, are from the pen of the best-informed writers in the country and relate to topics which possess lively news interest and upon which the articles throw interesting and instructive sidelights. Frederick J. Haskin, the author of the series, is well known in the newspaper circles of the country; the publication right to his work in western Montana belongs exclusively to The Missoulian and these articles are given to the readers of this newspaper in the belief that they will prove of unusual interest and in the desire to add to the value of this newspaper to its readers. We commend the Haskin articles as of special merit.

With an annual allowance of \$3,170,000, King George should be able to have a porterhouse steak occasionally, and Queen Mary will not be compelled to make over her husband's clothes for the boys.

The women in the national teachers' association showed themselves good politicians in the election of a president, a fact which furnishes good campaign material for the suffragists.

We sympathize with the Oklahoma man who tries to obey his state's laws, which are so freakish that he must feel like a college fraternity candidate doing his stunts.

When Secretary Ballinger comes to the Flathead reservation, he will readily understand why we wanted it opened, and he will see that it was opened well.

The year's customs receipts were the greatest in the history of the country, and it was the luxuries that furnished the revenue.

San Francisco, failing to pull off the big prize fight, finds some consolation in securing the 1911 meeting of the nation's teachers.

Some day some of the fellows who are so eager to have Roosevelt speak out will wish they had let him stay quiet.

Governor Norris says our laws will not stop the moving picture fight, which is a great relief to many concerned.

Secretary Knox is not making much noise on the coaching line but every time he goes to bat he scores a hit.

It begins to look as if we would get a highway under the canyon after two years of interrupted traffic.

We are getting good roads—to some extent—which further emphasizes the force of public opinion.

There's a great theater season ahead. Save your money for the big shows that are coming.

The June business report shows that the fellows who hollered were more scared than hurt.

The Lorimer bribery charges continue to elevate the temperature in Illinois.

Every treasury statement shows that the tariff is giving a good account of itself.

We shall be compelled to knock the chip off Nicaragua's shoulder pretty soon.

MANEUVERS BEGIN SATURDAY.

Chattanooga, Tenn., July 8.—The big battle for the first detail of corps in the army maneuvers at Chickamauga park will begin at daybreak Saturday, the troops leaving camp at 2 a. m. Tennessee, Mississippi and Florida militia, infantry and cavalry and one battery of regular field artillery, commanded by Brigadier General Fridge of Mississippi will comprise the brown army, and the Seventh infantry, Eleventh cavalry and one battery of field artillery under Colonel Van Arsdale, The Seventh infantry will comprise the red army.

DECISION REVERSED.

Trenton, N. J., July 8.—The court of errors and appeals today rendered a decision setting aside the tax of \$27,000 levied on Standard Oil stock owned by the late Mrs. Martha T. Fiske Collard of Rhode Island, who died in Cairo, Egypt. The court held that the collateral inheritance tax law of 1904 was not applicable to taxes assessed as legacies. As a result of this decision the state probably will be compelled to refund from a quarter to a half million dollars that has been collected under the act of 1906.

The British Crisis IV.—The Fear of the Dreadnought.

By Frederick J. Haskin.

Never was a baptismal name more inappropriate than that given to the British battleship "Dreadnought" when it was launched in 1906. Its boastful name, representing its revolutionary character, has sufficed to upset the naval policies of every maritime nation. Its building has made the British navy fear for its traditional supremacy, unquestioned and unquestionable for a hundred years. It made all existing battleships obsolete or obsolescent. It forced the jealous nations to build new and costlier navies. It leveled new and heavier taxes upon the toilers of every considerable nation in the world. Since that ship was launched the word "Dreadnought" has possessed the minds and souls of all the naval experts, all the diplomats, and all the gossips of international political life.

At the beginning of this year there were 12 battleships of the Dreadnought and super-dreadnought class in commission. Seven of them are British, two are German, two belong to the United States and one to Japan. At the end of this year the total will be almost doubled, reaching 21. Of these there will be 19 British, five German, four American and two Japanese. If ships now building are completed on schedule time the end of 1911 will see no less than 46 of these huge fighting machines afloat: Fourteen under the British flag, nine under command of the German emperor, six under the Rising Sun of Japan, four under the tricolor of the French republic, and one bearing the green banner of Brazil. The next year, 1912, less than three years hence, the number of Dreadnoughts and all-big-gun super-Dreadnoughts will have been increased to 67, provided all ships now building are ordered for that time are completed. No estimate is made of possible future orders. It requires a little more than two years, at the best, to complete one of these ships. The present plans extend only to the end of 1912, and it is impossible to predict what will happen after. At that time the 67 Dreadnoughts will be divided: Twenty British, 13 German, eight American, seven Japanese, eight French, four Russian, two Austrian, two Italian, two Brazilian and one Argentine. By the end of 1913 Germany probably will have caught up with Great Britain in the race and each nation will have 22 mammoth ships, armed with big guns of long range. When that time comes the British supremacy of the seas is no longer to be accepted as a matter of course.

This does not take into account, however, the British colonial naval plans, which have not yet been crystallized. It may be that action will be taken in time to add three or four Dreadnoughts to this list, representing Australia, New Zealand, South Africa and Canada. In passing it may be mentioned that the high British admiralty authority responsible for all these figures expresses the belief that the Japanese program, as published, probably falls far short of the actual facts. If the American navy would keep pace with the Japanese in the matter of Dreadnoughts it is believed in London that the Washington naval program must be increased from two to four ships a year.

Interesting as this may be to the gossips of world politics, it is even more interesting to the taxpayers of these nations, who must pay from \$10,000,000 to \$14,000,000 for each of these ships placed in commission, taking no account of the cost of maintaining them and disregarding the scores of older \$10,000,000 ships made obsolete. Thus the fear of the Dreadnought chills two great political worlds—that international circle in which war is always imminent, and that domestic political circle in which the question of taxation is always uppermost. England will vote heavier taxes to keep up the race, for it is a matter of life and death for Britain. There is no alternative. Said Sir Edward Grey, the British minister of foreign affairs, explaining the position of the British government:

"The great countries of Europe are raising enormous revenues, and something like one-half of them is being spent on naval and military preparations. You may call it national insurance; that is perfectly true, but it is equally true that one-half of the national revenue of the great countries of Europe is being spent on what each, after all, preparations to kill each other. Surely the extent to which this expenditure has grown really becomes a satire and a reproach upon civilization. Not in our generation, perhaps; but if it goes on at the rate at which it has recently increased, sooner or later, I believe, it will submerge that civilization. The burden already shows itself in the national accounts; sooner or later it must lead to credit bankruptcy."

While thus deploring the ruinous competition of the nations, Sir Edward Grey goes on to state the British position: "If we alone among the great powers gave up the competition and sank into a position of inferiority, what good should we do. None whatever; no good to ourselves, because we cannot realize great ideals because of social reform at home when we are holding our existence at the mercy of the caprice, if you will, of another nation. That is not feasible. If we fall into a position of inferiority our self-respect is gone. We should fall into a state of apathy; we should cease to count for anything among the nations of Europe; and we should be fortunate if our liberty were left and we did not become the conscript appendage of some stronger power. That is a brutal way of stating the case, but it is the truth."

This was spoken, he it remembered, by the chief diplomatic officer of the British empire, a man belonging to the peace party, a man never ranked with the Jingo's, a man who strongly opposed in parliament the proposals

of the extreme naval party. The leaders of the other party, the conservatives, are a hundred times more pessimistic and emphatic in their statements, except that they do not say so much about the burden of taxation. Great Britain is expending nearly \$200,000,000 a year for its navy. Germany and the United States come next, with approximately \$125,000,000 each. The British army costs \$140,000,000, and the German army \$200,000,000. The American army costs a little over \$100,000,000. In Great Britain and Germany these immense sums of money are raised largely by direct taxation, the burden of which is felt by every person. In the United States the principle of direct taxation for federal purposes is only on the threshold of possibility. The American republic is so much richer, so much more populous and so much more extravagant by nature that its people do not so keenly feel the burden of its taxation. In the older European countries it is entirely different. An Englishman must pay 5 per cent of his gross income in income tax, and the inquisitive collectors leave no man to escape. The German is quite as heavily taxed, and the payments must be made quarterly. Even an American citizen who stays more than three months in Germany, even a tourist or visitor, must pay the income tax. In England every receipt, every check, every business document of whatever nature must pay a stamp duty. In Germany matches are so highly taxed that they are regarded as luxuries. The taxation is so heavy and so widely distributed that every man is forced to meet it directly, face to face, every day in the year. This means that the masses of the people are impatient under the burden. They cannot consent to an indefinite expansion of these huge expenditures. The end must be reached, and that soon. If the question of the strength of the British and German navies shall be settled in battle, even the expense of war would be more economical than a continuation of present conditions. It is this very fact that makes war more probable. If there is no war, and if the navy building goes on; then England, involving the impairment of the national credit and the suicide of imperial supremacy. The starving millions in England are patriotic, but there comes a time when even an empty English stomach forgets its loyalty. Already Germany faces political revolution and protests against the taxes are shouted into the very windows of the emperor's palace. When the British admiralty approved the plans of H. M. S. Dreadnought they fondly believed that they had assured, for all time, the supremacy of their arms. They forgot that other nations also could build ships. But never did they steel monster would create; what else it already has caused in four short years; what misery it entails for the future! And, least of all, did they know that day that the Dreadnought was to prove a weapon before which even proud Britannia must quake and quail in fear for her life! (Tomorrow—The British Crisis V. The Shipbuilders' Great Race.)

ADVERTISING FAIR BY BOOKLET

NORTHERN PACIFIC RAILWAY ISSUES INTERESTING BOOKST FOR EXPOSITION.

The Northern Pacific railway is holding the Montana state fair to be held at Helena the last of September and first of October. An attractive booklet has been issued and is being sent broadcast. The circular says:

"The Montana state fair of 1910 was pronounced to be one of the finest ever seen anywhere. It is estimated that since that fair was held at least 50,000 new settlers have gone to Montana and settled upon vacant lands. Many of these lands are those known as dry farming lands. The great impetus given to agricultural, mineral and manufacturing interests by the fair of 1909 and this heavy immigration, have incited the Montana people to renewed efforts, and there is no doubt that the fair of 1910 will unquestionably be the best ever held in the state. The usual list of attractions common to big fairs will be found, and special efforts will be made to see that every county is represented in the general exhibit. The samples of alfalfa, clover, flax and small grains, sugar beets and fruits will be such as to open the eyes of those whose knowledge of the great resources of the state are limited.

"The horticultural products of the state, as represented by the McIntosh Red apples and other fine fruits of the Clark's Park, of the Yellowstone, Bitter Root valleys and the Flathead Indian reservation lands, the latter only recently opened to white settlement, will be of such character as to astound the newcomers and non-residents particularly.

"The livestock and dairy exhibits will also be in keeping with the others, and will show what splendid horses, cattle, sheep, hogs, dairy products, etc., this great state produces.

"Men of note will attend the fair and make addresses. Among those will be President Howard Elliott of the Northern Pacific and J. J. Hill. It is also expected that ex-President Roosevelt will attend the fair.

"Those who are interested will find this occasion one well adapted to give visitors from other states a splendid opportunity to see the resources of Montana concentrated at one point, and will also give an opportunity to compare and discuss the merits and results of irrigation and dry farming methods."

GREAT POWER CARRIED OVER SMALL WIRES

The energy of power of a moving object is proportional, not only to its weight or mass but to its velocity as well. Microscopic particles projected at high velocities have an energy equal to that of a much heavier body traveling at a slow gait. This is the reason that radium possesses such enormous energy. The particles shot out from it, although they are microscopically small, travel with the velocity of light. Rankin said that a spider web running over pulleys with the velocity of light would be capable of running all the machinery in England. We also know that a small stream of water at enormous velocities will tear down mountain sides, as in the hydraulic system of mining. Remembering these things, it is then not so hard to conceive how an electric current, which has a velocity equal to that of light, is capable of transmitting thousands of horsepower over an insignificant wire.

SALT LAKE NEWSPAPER IS HELD IN CONTEMPT

Salt Lake City, July 8.—The Herald-Republican Publishing company, its general manager, George E. Hale, Managing Editor A. J. Brown and Paul Armstrong and Carl Williams respectively, acting city editor and court reporter, were adjudged guilty of contempt of court in connection with the publication of an alleged confession by Harry Thorne, defendant in a murder trial in Judge T. D. Lewis' court today, and fines were imposed on each of the defendants.

The court sentenced General Manager Hale to pay a fine of \$250 and serve 30 days in the county jail. To allow the defendants time to prepare affidavits in habeas corpus proceedings before the supreme court, Judge Lewis granted a stay of proceedings until July 15.

A 200-acre fire is now burning near Murray and valuable standing timber is being destroyed. Near Paragon, on the Murray side, another forest fire is burning. A fire that covers several sections of land in the Cabinet national forest region near Heron, Mont., is reported by travelers, who say the land is covered mostly with slashings. The fire can be seen from Clark's Fork, 14 miles away.

F. H. Brownell, president of the Federal Mining and Smelting company, today inspected the new strike at the Morning mine near Mullan and later confirmed the report of the importance of the ore encountered. The strike means much for the Mullan district.

Frederick Burbidge, assistant general manager of the Federal, has resigned his office, effective September 1. Mr. Burbidge was formerly general manager of the Bunker Hill and Sullivan. His retirement from the Federal is due to other business in the Coeur d'Alene that occupies his attention. He is heavily interested in mining and timber land.

The Essentials of the Ideal Home site are found in Hammond Addition

A beautiful location, at the foot of Mount Sentinel, adjoining the University campus. Every city convenience—good transportation, city water, gas and electricity. Splendid present improvements—broad, well-shaded streets, handsome dwellings. An assured future—a stringent building restriction; no "shacks" allowed.

Reserve your lots now and save regrets. South Missoula Land Co., 103 Higgins Avenue

Cook in Comfort

You no longer need wear yourself out with the weakening heat of an intensely hot kitchen. You can cook in comfort.

Here is a stove that gives no outside heat. All its heat is concentrated at the burners. An intense blue flame (hotter than either white or red) is thrown upwards but not around. All the heat is utilized in cooking—none in outside heating.

New Perfection Oil Cook-stove

entirely removes the discomfort of cooking. Apply a match and immediately the stove is ready. Instantly an intense heat is projected upwards against the pot, pan, kettle or boiler, and yet there is no surrounding heat—no smell—no smoke.



Why? Because The New Perfection Oil Cook-Stove is scientifically and practically perfect. You cannot use too much wick—it is automatically controlled. You get the maximum heat—no smoke. The burner is simple. One pipe with a cloth cleans it—consequently there is no smell. The New Perfection Oil Cook-Stove is wonderful for year-round use, but especially in summer. Its heat operates upward to pan, pot, or kettle, but not beyond or around. It is useless for heating a room. It has a Cabinet Top with shelf for keeping plates and food hot. It has long turquoise-blue enamel chimneys. The nickel finish, with the bright blue of the chimneys, makes the stove ornamental and attractive. Made with 1, 2 and 3 burners; the 2 and 3-burner stoves can be had with or without Cabinet.

Continental Oil Company (Incorporated)

Builders Bargain House

All the Lumber, Sash and Doors, Interior Trim, Shingles, Roofing, Hardware, Plumbing, Paints, Columns, Newels, Art Glass, etc. every single thing needed to put up this beautiful house—\$500 DELIVERED TO YOUR STATION

WE CAN SAVE you from 25% to 50% on the material for any house. Send us your complete list and we'll quote you a price freight paid to your station that'll prove it.

GIVE US THE OPPORTUNITY. Hundreds of people who have built and are building houses and barns have saved big money by buying their material from us. Don't delay. Send us a list of your wants today. Ask for Catalogue. "Reliable Dealers" 2203 WESTLAKE AVE. SEATTLE, WASH.

EASTERN EXCURSIONS VIA OREGON SHORT LINE R. R.

From Butte, Anaconda and Helena to Chicago and Milwaukee and return \$54.50 St. Louis, Mo., and return \$51.00 Peoria, Ill., and return \$52.15 St. Paul and Minneapolis and return \$46.50 Missouri river terminals (Sioux City to Kansas City) \$42.00 Denver, Colorado Springs and Pueblo and return \$37.50

Plan your eastern trip via the southern route and view the magnificent scenery of Colorado and Utah. Tickets on sale May 21, June 4, 11, 18, 25, July 7, 29, August 4, September 14, 21. Going transit limit, 19 days; final return limit, October 31.

Reserve Berths Now Per rates from other points in Montana correspond with Oregon Short Line Ticket Office, 2 North Main St., Butte, Mont. F. D. WILSON, D. F. & P. A.

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