

# PUGET SOUND MAY TAP SPOKANE

### SALTESE MAY BE THE STARTING POINT FOR IMPORTANT EXTENSION OF ROAD.

Yesterday's issue of the Spokane Chronicle gives an account of a proposed route whereby the Chicago, Milwaukee & Puget Sound will enter Spokane. The account is as follows:

The main line of the Chicago, Milwaukee & Puget Sound railway will be built through Spokane and all transcontinental passenger trains will be operated through the metropolis of the Inland Empire, according to an apparently well-authenticated report in Spokane railway circles today.

Negotiations are said to have been completed in Chicago this week between the Milwaukee and the management of the Spokane, Wallace & Interstate road between Coeur d'Alene and Wallace whereby the Milwaukee secures control of the proposed road.

A further step in the development of the Milwaukee road in this state is said to have been taken in Chicago by the Milwaukee officials of the Milwaukee and F. A. Blackwell of the Idaho & Washington Northern, whereby the Milwaukee secures control of the Blackwell road.

According to today's report, the Milwaukee will begin constructing the link from Coeur d'Alene through the Coeur d'Alene to Saltese, Mont., early in the spring. By arrangements already concluded between the Milwaukee and the North Coast, an outlet westward from Spokane to the main line is assured.

It was learned today that negotiations were completed only after J. J. Hill absolutely refused to consider the extension of either the Northern Pacific or Spokane & Inland to Wallace. Overtures were made by the Dollar line, with a view to securing the financial backing of Hill. When this failed, negotiations were immediately begun with the Milwaukee, with the results stated above.

At the request of James Walsh, acting for President Earling of the Milwaukee, a conference between the management of the Spokane, Wallace & Interstate, F. A. Blackwell and President Earling and the officials was arranged for in Chicago last week.

As the result of this conference the Milwaukee will secure a main line through Spokane, which will enable this road to operate through passenger trains through Spokane and will give the road a slice of the ore tonnage in the Coeur d'Alene.

That the Milwaukee has long contemplated building the main line from Saltese to Spokane through Wallace is indicated by the fact that a double-tracked bridge has been built over the Spokane river at Spokane bridge. The enormous outlay at Coeur d'Alene was done with a view of making the point on Coeur d'Alene lake an important link between the mining district and Spokane.

It was learned today that the Milwaukee expects to expend \$5,000,000 on the main line connecting Coeur d'Alene with Saltese. The proposed line will cut through the Old Mission and follow the banks of the Coeur d'Alene river to Wallace, paralleling the O. R. & N. into Wallace. From Wallace the Milwaukee will parallel the Northern Pacific to Saltese, Mont., where the present main line of the Milwaukee is reached.

**Use North Coast Tracks.**  
Negotiations for the use of the North Coast tracks west of Spokane are said to have been completed recently when President Robert E. Etrahorn of the North Coast held a protracted conference in Chicago. This conference is said to have resulted in the promise of Etrahorn to immediately complete the line between Spokane and the Milwaukee main line.

It was also learned today that the union station was discussed and a decision reached regarding terminal facilities for all but the Hill lines into Spokane.

It is said that the stumbling block to the whole plan was the objectionable requirements relative to power sites and dams between Coeur d'Alene and Wallace.

Now that the interstate department has removed this obstacle by approving the charter of the Spokane, Wallace & Interstate the connecting link between Saltese and Coeur d'Alene is assured.

Superintendent C. H. Marshall of the Puget Sound, when asked in regard to the above matter, said: "It wouldn't surprise me any if the report is true. I have not received any information on the matter, but I believe that some such action might possibly be taken."

Division Engineer Osgood said: "I read the account in the Chronicle and, while it is all news to me, still it does not seem improbable and such action would not surprise me in the least. If it is true it would mean that the North Coast road and the Milwaukee are very closely allied."

If the Chronicle's report of the proposed action on the part of the Puget Sound is correct, it will probably mean much construction work through the Blitter Root mountains. The Milwaukee starts its mountain grade at Haugen and the probabilities are that construction would start from that point. This step on the part of the Puget Sound looks reasonable as is in safe to say that they will not overlook an opportunity to get a direct entrance into Spokane and the proposed route will give them a good share of the Coeur d'Alene ore traffic as well as the business they will derive through having a direct connection with the Washington city.

**CONTRIBUTIONS DESIRED.**  
The basement room of the Christian church will be open all day Tuesday for the reception of any donations of clothing that may be sent in response to the requests and appeals made by the King's Daughters. It is the purpose to have a Thanksgiving distribution of the clothing.

# NEW BLOCK SIGNALS ALMOST READY

### SYSTEM BETWEEN MISSOULA AND GARRISON ON NORTHERN PACIFIC NEARLY FINISHED.

Among the many improvements that are being introduced by railways is that of the automatic block signal system. Nearly all railroads in the east are equipped to a greater or less extent, with this system of train protection. The Northern Pacific is at present time engaged in the installation of this protective system between Missoula and Garrison.

On August 20, 1872, there issued to William Robinson, United States letters patent No. 130,661, covering the "closed track circuit" which forms the basis of all modern signaling. This invention, simple as it seems today, was in reality a wonderful achievement since it involved the conception of the possibility and practicability of what has evolved into the magnificent protective device.

Robinson made a number of small installations of his system in various parts of the country, among others being one at Irvinton and another at Ridgeway, Pa., on the Pennsylvania & Erie railroad, both of which were inspected by Pennsylvania railroad officials, who were much impressed by the future of the invention.

The Robinson "closed track circuit" patent expired August 20, 1889, up to which time there had been installed 811 disc and 110 "Electro-Pneumatic" semaphore signals—a total of 921 automatic signals. It is a remarkable fact that during the life of this patent there was very little real progress made, although there were several important discoveries in connection with the automatic signal. The reason for this inactivity was lack of competition. The Robinson "closed track circuit" being basic and fundamentally indispensable in any system of automatic block signaling and no satisfactory or adequate equivalent or substitute having been found, it was impossible that there should be any real competition until this controlling patent had expired and means had been found for avoiding infringements of this and other minor patents. In 1882 such action was made possible and great improvement was made from that time on.

**First Manufacturers.**  
In 1904, the General Railway Signal company, which is installing the signal system on the Northern Pacific, resolved to engage in the manufacture of automatic block signals. The company immediately decided that the semaphores in use at that time were too complicated and set about reducing the parts and simplifying the mechanism. This plan was followed and brought the most gratifying results. The cumbersome post with the batteries in the inside have been discarded and now a simple iron post with the mechanism encased at the top of the semaphore post serves to better advantage. The battery tubs are at one side of the post and are connected with the mechanism by trunk lines. The rails are bonded and serve as conductors between the different signals.

**Automatic.**  
The circuits are opened and closed by the trains themselves. A train enters a block and by closing the circuit energizes the motor at the top of the signal post. This causes the semaphore arm to stand out horizontally and moves the color disc so as to show a red light. When the train leaves this block and enters the next it again acts upon the motor in the signal post, which causes the semaphore arm to raise to an angle of 45 degrees and display a yellow light. This light means that the following block is occupied and that the train may proceed, but under caution and ready to stop at the next signal. When the train enters the second block past the original post, it still causes the first signal to be energized with the result that the arm raises to a vertical position and a green light is displayed. This signal means that the block is clear and that the train may proceed without danger.

**Minimizes Danger.**  
This system has proven itself one of the greatest minimizers of danger that has been introduced into the railroad world. The Northern Pacific is but following the footsteps of eastern roads in adopting this system. However, the Northern Pacific is already fairly well equipped with the automatic block and is adding yearly to the territory covered by it. There are probably 1,000 miles of track already covered with this signal.

The eastern end of the road is especially well equipped and there is a stretch between Tacoma and Seattle which is protected by this device.

The work on the system which is being installed between here and Garrison is about half finished at the present time. Last evening marked the completion of the bonding of the rails. The battery tubs are in as far as Drummond and the trunk lines which lead from the battery tubs to the signals are all placed as far as Drummond. The first of this week will mark the beginning of the pole setting, which will be completed by the middle of December. With favorable weather the system should be in working order by the first of the year.

**RAILROAD NOTES.**  
J. F. Fox of the Northern Pacific immigration department, was in the city yesterday. Mr. Fox spent the day in the Blitter Root and returned to Missoula on the evening train.

E. G. Taylor, station inspector of the Northern Pacific, went to Elmer Wash., yesterday to superintend a change of agents. He will return in three or four days.

Guy S. Lytle, assistant chief dispatcher at the Northern Pacific, is laying off for a few days for the purpose of going over the road.

W. H. Bunny, W. F. Dodge and Joe Gallagher left yesterday on a hunting excursion. They started up through Pattee canyon and will work around through the Miller creek country. They are on horseback and expect to make the trip by Sunday evening. Another Northern Pacific hunting party was composed of H. H. Montgomery, Robert Schindler and Walter Graham. This party went to Iron Mountain, where they will hunt until Thursday.

# TWO FORWARD PASSES GIVE CHAMPIONSHIP TO MICHIGAN



Left to right, top—Athletic Director Kraenzlein, Lawton, Wells, Captain Benbrook, Coach Vost, Harshaw, Conklin, Spica, Student-Manager. Second row—Assistant Coach Allardice, Smith, Thompson, Hass, Rickerhauser, Quinn. Lower row—Wenner, Edwards, McMillan, Begler, Hotchkiss.

Ann Arbor, Mich., Nov. 19.—The maize and the blue floats over the maroon and gold tonight for Michigan, by 4 to 0, captured the western football championship from Minnesota on Perry field this afternoon. Two clean-cut forward passes did it. It was in the last quarter. Neither side had been able to shatter the other's defense and the spectators had resigned themselves to a no-score tie game. It was Michigan's ball in the center of the field. Wells ran out and sent the ball straight to Boriska. This was one of the few successful forward passes of the game, and it netted 26 yards.

Michigan lined up quickly. The same play was hardly to be expected so soon, and in exactly the same way. Yet, that was the strategy. Wells ran to the side as before and threw diagonally down the field as before to Boriska. Michigan now had four yards to go.

Wells was hurried against center, but the whole Minnesota team got into defense and stopped the play almost where it had started. The next attack was deceptive. Wells found a hole at left tackle, and although the enemy fell upon him furiously, they were too late. He twisted across the line. Conklin kicked goal.

**The Game in Detail.**  
Minnesota won the toss and chose the west goal. Lawton kicked off for Michigan. Stevens was downed at his own 15-yard line. McGovern punted, and it was Michigan's ball in the center of the field. Wells made two yards and Magidsohn added six. Lawton tried an on-side kick, but there was a fumble, and Minnesota took the ball on her 55-yard line. Johnson plunged three yards. McGovern punted and it was Michigan's ball on her own 43-yard line. Wells went eight yards through right guard. Magidsohn went three yards on a trick play and Michigan was penalized 15 yards for holding.

Lawton punted to Minnesota's four-yard line, where Stevens was downed. A forward pass netted six yards for Minnesota. Rosenwald made two yards around right end. Michigan held, and the punt gave the ball to Michigan on her own 43-yard line. Magidsohn fumbled and Frank recovered the ball. McGovern made five yards through left end. He immediately took five more through left guard. Johnston carried the ball six yards on a trick play. Rosenwald made one yard. Minnesota made first down. Stevens went through right guard for five yards. An end run netted five yards more. Stevens failed to gain. Michigan held Rosenwald to a one-yard gain.

McGovern tried to drop-kick a field goal from the 12-yard line, but missed by a wide margin. Lawton, on a fake kick, ran the ball to his own 30-yard line. Lawton's punt was blocked and Stevens grabbed the ball and ran behind the goal post, but the ball was called back.

Minnesota was penalized on this with this signal. The eastern end of the road is especially well equipped and there is a stretch between Tacoma and Seattle which is protected by this device.

play for off-side play. Lawton punted to Minnesota's 40-yard line, where Wells was downed. McGovern fumbled and Johnson punted and Magidsohn returned 25 yards to the center of the field. Smith went in for Young. McGovern fumbled, but recovered the ball, and Johnson punted. McMillan returned 10 yards to the center of the field. Lawton broke around left end for 18 yards, here he was downed by McGovern. During the first period, Minnesota's goal was at no time in danger. McGovern's failure to drop an easy field goal, when he was right in front of the goal post, was a great disappointment to the Minnesota supporters.

**Rest Helps Michigan.**  
Michigan was looking stronger when the three minutes' rest was called. Play was resumed with the ball in Michigan's possession on her 45-yard line. Michigan lost 19 yards on an illegal forward pass. A double pass followed. Lawton punted and McGovern was downed by Wells on the 12-yard line. McGovern punted to Pattengill, who was downed on Minnesota's 45-yard line. The oval went to Minnesota on her own 35-yard line on an illegal forward pass. Rosenwald was held and Pickering kicked out of bounds. Michigan's ball on Minnesota's 47-yard line. McMillan sprinted three yards around right end. Time was taken out. McGovern fell on a fumbled forward pass on his 30-yard line, but failed to gain through center. Johnson punted, but McMillan fumbled the punt and Pickering fell on it. Minnesota's ball in the center of the field. Time taken out for McMillan. Johnson made nine yards around right end. McGovern punted out of bounds. Michigan's ball on her 37-yard line.

Lawton sprinted 20 yards around left end on a fake kick. Magidsohn made three yards, but on the next attempt was thrown for a loss. McGovern took the punt on her 55-yard line. A smash on tackle netted a yard. Another punt. Michigan's ball on her 45-yard line. Lawton punted to McGovern, who was downed on his 20-yard line. Rosenwald made three yards around right end. Pickering took eight yards in the same neighborhood. McGovern made a first down through center. Michigan held and Johnson kicked out of bounds at the 35-yard line. Michigan's ball. Lawton immediately punted out and McGovern was downed on his 50-yard line. Minnesota made only four yards on two line backs, and punted. Michigan's ball on her 43-yard line. Magidsohn made four yards through right guard. Lawton then punted to Minnesota's 50-yard line, where time was called on the half with the score of 0 to 0.

Lawton kicked off to Johnson, who returned the ball 10 yards. McGovern punted to Pattengill, who was downed in the center of the field. Walker was injured, but his efforts resulted in his getting the ball for his side. Magidsohn gained three yards.

**MISS SMITH AT PLAINS.**  
Plains, Nov. 19.—(Special.)—The recital given last night by Miss Rockwell Smith of the University of Montana at Missoula, was highly entertaining. Miss Smith astonished and delighted the audience, proving herself an eloquent and of remarkable ability. The recital consisted of humorous and dramatic selections, in which she displayed rich dialect and pathos of voice in a manner that excited the admiration of her listeners. Miss Smith appeared in the M. E. church, under the auspices of the Epworth league.

**WIFE SLAYER SENTENCED.**  
Salt Lake City, Nov. 19.—Thomas Vance, whose second trial recently resulted in a verdict of manslaughter, was sentenced today to 20 years' imprisonment. Vance was tried on the charge of murdering his wife and on his first trial was convicted of murder in the first degree.

**WILCOX HERE.**  
Deputy Sheriff Wilcox of Bonner county, Idaho, was in the city yesterday for a few hours on official business. He left on No. 5 last evening for Sandpoint.

**ON TRAIL OF THIEF.**  
Deputy Sheriff H. Sawyer, from Coeur d'Alene City, was in Missoula yesterday, on the trail of Fred Mough, who he wanted there on a horse-stealing charge. Mough stole some horses and traded them at the East Stew-

through left tackle, and Stevens on the next play stumbled. Michigan's ball in the center of the field. Magidsohn bucked center for eight yards. Pattengill made a right end run, but Michigan was penalized 15 yards for holding. Magidsohn made four yards through left tackle.

On a fake formation for goal from field a forward pass failed to gain. Pattengill added 12 yards by a brilliant right-end run behind good interference. With 12 yards between them and the goal posts a smash at tackle failed. Magidsohn went through to Minnesota's 8-yard line off tackle. McMillan knelt on the 20-yard line and Lawton missed a field goal by a narrow margin. An exchange of punts gave the ball to Minnesota on her 30-yard line. McGovern gained five yards and Rosenwald three on end runs. Johnson made four yards through center. Lawton's punt was blocked, but it fell into Walker's hands. Minnesota's ball on her 50-yard line. McGovern was tackled for a loss of eight yards. McGovern punted and it was Michigan's ball on her 43-yard line. Michigan reached Minnesota's four-yard line on forward passes and made a desperate buck at center, but the Minnesota team got into opposition and the ball was stopped on the spot. On the next play Wells twisted through and over the line for a touchdown. The stands went wild. The ball was punted out for the try at goal, which Conklin placed very nicely.

Score—Michigan, 6; Minnesota, 0. Michigan kicked off and it was Minnesota's ball on her 50-yard line. Minnesota made 20 yards on a forward pass. Rosenwald made four yards through left tackle. McGovern punted to McMillan on the latter's 55-yard line. Erdahl went in for Stevens. The game closed with the ball in Michigan's possession on her own 50-yard line.

**The Lineup:**  
Michigan: Boerleske, Left end; Conklin, Left tackle; Benbrook (capt), Bronley, Left guard; Cornwell, Center; Bogel, Right guard; Edmonds, Right tackle; Wells, Right end; McMillan, Quarterback; Magidsohn, Left halfback; Pattengill, Right halfback; Lawton, Fullback.

Minnesota: McMillan, Left end; Conklin, Left tackle; Benbrook (capt), Bronley, Left guard; Cornwell, Center; Bogel, Right guard; Edmonds, Right tackle; Wells, Right end; McMillan, Quarterback; Magidsohn, Left halfback; Pattengill, Right halfback; Lawton, Fullback.

Referee—H. H. Hackett, West Point. Umpire—F. Hinkle, Yale. Field Judge—Emsley, Purdue. Head Umpire—R. Starbuck, Cornell.

# Everybody Relies on The Bell Directory



THE Bell Directory contains the names of the people who can be reached at once, because they have telephones. It is the universal "calling list," the recognized business and social directory. The man whose name is in the Bell Directory is immediately available for either a business proposition or a social invitation. In the Telephone Directories of all the Bell Companies taken together there are correct listings of approximately 5,000,000 different names, addresses and telephone call numbers.

**Rocky Mountain Bell Telephone Company**

## THINGS for THANKSGIVING! LIKE CUTLERY, &c.

**MR. CARVER:**  
YOU WON'T MIND CARVING THAT BIRD IF YOU HAVE A CARVING KNIFE THAT WILL "CARVE."

**MRS. CARVER:**  
YOU'LL BE GLAD TO HAVE YOUR FRIENDS DINE WITH YOU IF YOU HAVE NEW KNIVES, FORKS AND SPOONS FOR THE TABLE. COME AND SEE OURS.

**McGUFFEY HARDWARE CO.**  
PENWELL BLOCK, MISSOULA, MONT.

Michigan:	Boerleske	Left end
Conklin	Left tackle	Walker
Benbrook (capt)	Bronley	Left guard
Cornwell	Center	Morrell
Bogel	Right guard	Robinson
Edmonds	Right tackle	Young-Smith
Wells	Right end	Frank
McMillan	Quarterback	McGovern
Magidsohn	Left halfback	Rosenwald
Pattengill	Right halfback	Stevens-Erdahl
Lawton	Fullback	Johnson (Capt.)

Referee—H. H. Hackett, West Point.  
Umpire—F. Hinkle, Yale.  
Field Judge—Emsley, Purdue.  
Head Umpire—R. Starbuck, Cornell.

## A Chafing Dish

Dainty without the odor, bother and soot and soiled hands usually encountered and experienced with those using alcohol, etc.—that's just one of the pleasures of the

**Electric Chafing Dish**  
Perfect heat control, which guarantees success with recipes necessitating careful discrimination in the cooking.

**Missoula Light & Water Co.**

## What are you doing to keep your boys HOME?

Boys want entertainment—they need it. If they do not get it at home, they go elsewhere for it. Your home needs an Edison phonograph. Easy terms.

**ORVIS MUSIC HOUSE**

Missoulian Want Ads Bring Quick Results

**NEWEST NOTES OF SCIENCE.**  
The Mexican government has established a smokeless powder factory with a capacity of 110,000 pounds a year. The heaviest rudder ever known, a hundred-ton affair, has been built for the new trans-Atlantic liner Olympic.

**TOO LATE TO CLASSIFY.**  
FIRST-CLASS FAMILY BOARD AND room, at 710 South Second.

**FOR SALE—\$15 COLE'S HOT BLAST heater, used only six weeks; price, \$9. Address P. O. Box 561.**

**OLD HATS—MADE NEW, \$1.25; 3 from one man, \$3. Austin's Hat Shop, 128 E. Main, under W. F. & Co. Exp. With Berlin Cleaning Parlors.**