

PULLMAN UPPERS COME DOWN

INTERSTATE COMMERCE COMMISSION APPROVES CHANGE — A YEAR TO WAIT.

Washington, Dec. 15. — Tentative approval of the interstate commerce commission has fixed the charge for upper berths in Pullman cars at 80 per cent of the charge now paid for lower berths.

The new charge is to become effective throughout the United States on or before January 20, 1912.

Commissioner Lane announced today that the Pullman company had accepted the conclusions of the commission in what are known as the Loftis cases, that the rates for long distance on lower berths and all upper berths should be reduced. The commission's statement says:

"It is estimated that the reduction that will be made on all of the lines over which the Pullman cars are operated, in the United States, excepting the New Haven road, the Great Northern and Milwaukee & St. Paul, will effect a net reduction of nearly \$1,500,000 annually. The new rates for the lower berths appear to be based on a charge of \$2 for a 12-hour run, excepting on some of the fastest trains, the upper berth rate being 20 per cent lower than the newly established rate on lower berths."

Change of Sentiment.

"Good heavens haven't you a single upper left?" "Sorry, madame, but the last one is sold!" That's a sample of the ticket window conversation of the future, says the Interstate Commerce Commission.

At last it has come. The upper berth has been rehabilitated, popularized, reduced. It may now be had for 20 cents less than the lower berth in all cases where the rate for the latter is \$2.00 or over. The Pullman company officially announced a general reduction.

The sudden revulsion of feeling will take some people's breath away. What a change! But yesterday the upper berth was the most unpopular institution in the country. The mere mention of it was enough to rob a man of his appetite. It was the symbol of undesirability, the acme of inconvenience, the nadir of outrage.

The man who was compelled to take one on default of lower mounted to meet the reluctant air of one going to meet the headman. His soul was filled with rebellion. Why should he be singled out to be subjected to this last infamy, this extreme corporate outrage?

Arrived, peace visited him not. Unhappy was the head in the upper berth. A deep sense of injustice at being compelled to pay as much as the man in the berth below, often a feeling of personal antagonism to that innocent individual who seemed snug in pleasant dreams made sleep impossible.

Early in the Morning.

In the morning the sense of injury grew. He tried to make his toilet comfortably and serenely in his narrow quarters. How could he? The thought of the unspeakable person below, who hadn't paid a cent more than he, having all that room to dress in worked like madness in the brain. He despaired of the republic.

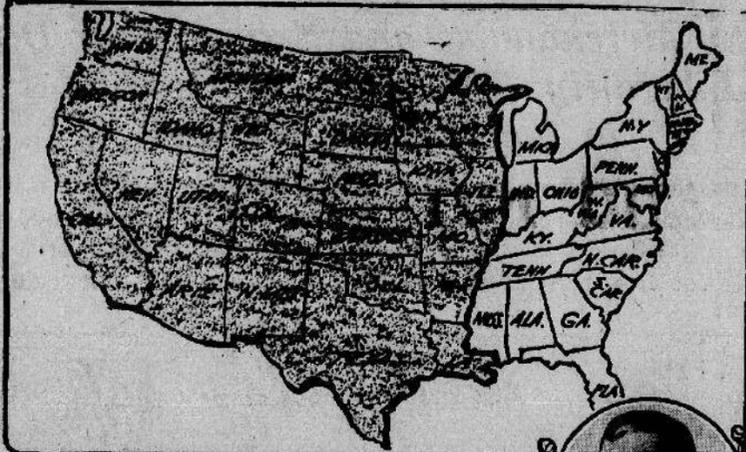
But now how different? We can already imagine the rush to the box office in order to secure all the benefits of the upper berth, the station of those who manage to get this desirable location, and the disappointment of those who hear the ticket seller say that he hasn't a single upper left.

Excuses Galore.

It is likewise easy to forecast the change in the customary manner of referring to the upper berth. Its virtues, so long denied, will be discovered. Gentlemen will find that it is much better ventilated than the lower. Ladies will probably find that they somehow feel safer up there. Children will cry for the chance to mount the ladder.

Here and there, of course, there will be some blunt individual who says he buys them because they are cheaper. But no such crude explanation will ever become general. It looks as if people cared about the money. They do. But what is the use of saying so when it is so easy

GREATEST STRIKE OF DECADE THAT PLANNED BY ENGINEERS



Shaded portion of map show territory which would be affected if strike is declared. Grand Chief Engineer Warren S. Stone.

Chicago, Dec. 19.—The seriousness of the proposed strike of engineers on all western roads is being brought out at the conference of engineers considering the strike, sixty-one representatives of the Brotherhood of Locomotive Engineers on as many railroads west of Chicago battled for hours over the question of whether to accept the offer of the railroad officials to arbitrate or to call a strike.

The advocates of a strike said that as the 37,200 engineers had voted almost unanimously to quit work if their demands were not granted, the committee should follow their instructions.

to find better conversational reasons for the preference?

Ho for the upper berth and restful sleep and pleasant dreams and satisfied awakenings? For solid comfort and removal from disturbances an upper berth every time!

AT N. P. HEADQUARTERS THIS WILL BE PAY DAY

A sigh of relief went out from the railway men yesterday when it was learned that the monthly pay checks had arrived on passenger No. 3. The rest of the day seemed shorter and tasks seemed lighter. In the bunch are checks which mean happy Christmas families in Missoula. Until the checks arrived Christmas shopping has been necessarily delayed in a great many instances. By this afternoon the marts of trade will be swarming with the wives and families of the railway men. Pay day this month is warmly appreciated.

NORTHERN PACIFIC NOTES.

At the Northern Pacific headquarters here the extra men list has fallen so low that it has been necessary to take back practically all of the 1910 men who were laid off a few days ago. Leave of absence for the holidays has caused the reduction in the extra list.

Trainmaster D. J. Hagerty started out with the wrecking outfit yesterday "picking up scraps" along the west end of the division. The work will consist mostly of picking up car bodies which have been placed at various points for use as temporary supply houses, camps or operators' quarters. Some will be moved to new locations and others will be done away with entirely.

Conductor Thomas Duane has laid off for the holidays. His place is being filled by Conductor Nash.

Conductor F. H. Murphy has been granted leave of absence from his duties. He will visit with relatives and enjoy himself until New Year's.

Brakeman J. E. Munro has asked for and been granted a lay-off which will extend until after the first of the year. He expects to make a trip to Alberta, Canada.

Fred Nelson, foreman of the Helena wrecking outfit, spent yesterday in Missoula visiting friends.

Emil Nelson, traveling passenger agent with headquarters in St. Paul stopped in Missoula yesterday to meet with local officials.

The opposition pointed out that the engineers could not go before the public after refusing arbitration and that such a strike as was contemplated would result in shutting off the food supplies for 45,000,000 people.

As the result of the deliberations those favoring a settlement of the difficulties by arbitration won out and Chairman Knapp of the interstate commerce commission and Labor Commissioner Charles P. Neil were appealed to for help and asked to put things into shape so that an adjustment could be reached under the Erdman act.



W. S. STONE

The latest news from Chicago last night was that Mr. Neil had two conferences with the managers Sunday and one with the brotherhood. It was announced by railway managers and engineers that the chances of the mediation resulting in a settlement appeared very unfavorable.

BIG RAILWAY STRIKE IS ENDED

FOUR ORGANIZATIONS OF SHOP MEN GO TO WORK WEDNESDAY—COMPANY WINS.

St. Louis, Dec. 19.—The striking machinists, blacksmiths and boiler-makers and sheet metal workers of the Missouri Pacific-Iron Mountain system will return to work Wednesday morning, December 21. A settlement was agreed upon between the officials of the company and representatives of the striking employes tonight. According to the statement of General Manager A. W. Sullivan to the Associated Press, the settlement is a complete victory for the company.

Terms Once Rejected.

The men go back to work on the terms offered May 1, which they then rejected. That proposition includes a 2-cent an hour increase.

Under the new agreement the men permanently relinquish control of the shop foreman and acquire in the rules adopted by the Chicago conference of western lines last March.

The work day for repair shopmen will be nine hours and for engine-house men ten hours.

James O'Connell, president of the Machinists, J. A. Franklin, president of the boiler-makers, J. W. Kline, president of the blacksmiths, and John E. Bray, secretary of the sheet metal workers, signed the agreement on behalf of the men.

Provisions of Agreement.

General Manager Sullivan and Superintendent G. W. Smith signed for the railroad. The agreement provides that all former employes who desire to retain their seniority must apply for reinstatement within 30 days. All of the strikers are eligible, but the foremen, numbering 150 men, who will not be taken back.

The machinists' strike began May 2, and the other trades went out in sympathy in October. Mr. Sullivan said the total loss of the men in wages had been nearly \$900,000.

Nearly 3,000 employes went out, most of them from the shops at Sedalia, Mo., Argenta, Ark., and Fort Scott, Kan.

LOOKING BRIGHTER.

Word was received here yesterday that the contracting firm of Bates & Rogers had just closed big construction contracts on both the North Coast and Oregon Trunk lines and that work would be commenced by the firm in the course of a few weeks. The news is considered as significant and a forerunner of what may be expected through the west the coming season. Railroad building, and lots of it, is the cry among all of the engineers who have kept in touch with the conditions. It is urged stronger every day that western Montana is to share to a large extent in this construction work and that Missoula will be the center of much activity early in the spring.

BORAH'S BILL PASSES.

Washington, Dec. 19.—The senate today passed Senator Borah's bill permitting entry upon lands under irrigation projects which have been relinquished by the original locators, without regard to the provision in the act of the last session prohibiting entries until after irrigation charges are fixed. The new measure applies only to old projects.

MILLS DIVORCE.

Alleging desertion and an exchange of her affections from him to a man named F. B. Baum, Norman D. Mills commenced action for divorce in the district court yesterday against his wife, Mary E. Mills. He alleges that

the woman left him after they had been married four years and has remained away from him for over a year. He accused the man mentioned of having won her affections. He asks for an absolute divorce and costs.

ENGLISH BARRISTER TALKS ON RAILWAYS

New York, Dec. 19.—An outline of English methods of railway control was given to the railway securities commission by Acworth, a parliamentary barrister, and an authority on English railway affairs. Mr. Acworth was followed by Jacob Schiff of New York, who said railroad companies should be protected from conflicting orders by state and federal railroad commissions.

"The interstate commerce commission alone should be obeyed," he said. "We cannot serve two masters and prosper."

He suggested to the commission that stock not be issued under par. He added, however, that there should be no experimental legislation but that the commission should use discretion in its recommendations.

SHIP AS CATAFALQUE LEFT TO SENORA CRUZ

Washington, Dec. 19.—Senator Don Alberto Yocham, charge d'affaires of the Chilean legation, received word today from the Chilean government leaving to Senator Cruz the acceptance of the offer from President Taft of the use of an American battleship to transport to Chile the body of her husband, Chilean minister to the United States, who died yesterday. Senator Yocham said Senora Cruz had been so affected by the death of her husband that she had not been consulted in the matter. He said it was probable, however, that the body will be returned to Chile under the American flag within a fortnight.

Foss Opposes Lodge



At left: Congressman Butler Ames, who is an active candidate for the toga now worn by Senator Lodge. At right: Senator Henry Cabot Lodge.

Lynn, Mass., Dec. 19.—Governor-Elect Eugene N. Foss opened his second series of meetings in his campaign against the re-election of United States Senator Henry Cabot Lodge. He reiterated his previous statements that he himself is not a candidate to replace the senior senator.

MURDER SUSPECT IS ARRESTED

MAN WITH BULLDOG FEATURES SUPPOSED TO KNOW ABOUT THE BERNHARDTS.

Kansas City, Dec. 9.—The mysterious stranger in the Bernhardt murder case who has been variously described as the "man in the corduroy suit" and "the man with the bulldog features" is now in the custody of Sheriff L. S. Steed of Olathe. The man, who gives his name as Albert Allen, was detained for investigation by officers at Liberty, Mo., today.

Allen admits he was in the vicinity of the Bernhardt farm on the day before the four murdered people were found there. He also says he is a friend of the Bernhards. But he denies he knows a single thing about the killings.

In one of Allen's pockets was found a watch upon which is engraved the letter "B" or "R." A jeweler will be asked to pass definitely on the engraving today. George Bernhardt was the possessor of a woman's watch two days before his death. It has not been found.

The sheriff and prisoner passed through here tonight.

NEW JERSEY FUSS STILL CONTINUES

Newark, N. J., Dec. 19.—Woodrow Wilson, governor-elect of New Jersey, sent a letter today to the 11 democratic assemblymen - elect in Essex county, bidding them to come to his home at Princeton Wednesday for a conference. These 11 men solicited James Smith Jr. to run for the United States senate. Dr. Wilson's letter says in part:

"It is imperative in the common interest that we should fully understand each other with regard to the question of the United States senatorship."

Assemblyman Edward Kenney, dean of the democratic majority in the next assembly, has issued a call to democratic assemblymen-elect to caucus at state headquarters in Newark Wednesday, December 23. The object, it is said, is to decide on the speakership, but it is believed the United States senatorship also will be discussed.

Public Opinion Against Smith.

Princeton, Dec. 19.—Dr. Woodrow Wilson said tonight he did not intend to make a stump tour of the state of New Jersey in the interest of James E. Martine for United States senator, but would make several speeches in Mr. Martine's behalf. "It is not necessary," said Dr. Wilson, "to take the stump to arouse public opinion against Smith. It is already aroused."

DANGER OF UPRISING IS SMALL IN CHINA

Washington, Dec. 19.—The Catholic missionaries in Shantung province are confident that there is no danger of an uprising against foreigners in that part of China. The American consul at Tsing Tau reports to the state department that Bishop Henningshous, whose jurisdiction covers all of Shantung, says his missionaries find no evidence of growing enmity toward foreigners.

These same priests were informed in advance of the great boxer uprising in 1900. The natives are impoverished, but they are quiet and industrious.

VERDICT FOR HUBERT.

In the district court yesterday Henry Hubert secured a verdict in his case against R. W. Marsh and others. The verdict was for \$80, the amount asked. The suit was for debt.

Tuesday's Specials

LINEN BY THE YARD, LINEN SETS, AND DAINTY LINEN PIECES

All linen huck scarfing, 22 to 27 inches wide, self patterns, values to 75 cents; for the day, a yard 49¢

All pure linen table coverings, 72 inches wide, full bleached; \$1.00 values; for the day, a yard 59¢

All pure linen satin damask, 72 inches wide, full bleached, values to \$1.50; for the day, a yard \$1.05

Pure linen table sets, napkins to match, at just one-half the regular retail price, for the day only.

65c pure linen huck towels, turned hem, excellent quality; for the day, each 35¢

Dainty drawn work, scarfs, center pieces and dollies, at just one-half price for the day's selling.

95c muslin sheets, 2 1/4 yards wide by 2 1/2 yards long; torn and ironed; 3-inch hem; standard quality; for the day, each 75¢

22c muslin pillow slips; a regular 25¢ value; 42x36 inches; torn and ironed; 3-inch hem; standard quality; for the day, each 17 1/2¢

Sheeting by the yard; full bleached or half bleached; standard quality; 7-4, for the day, a yard 21¢

8-4 for the day, a yard 24¢

9-4, for the day, a yard 28¢

10-4, for the day, a yard 28¢

Pillow tubing by the yard; full bleached; standard quality; 42-inch; for the day, a yard 19¢

45-inch, for the day, a yard 21¢

\$1.25 quilted silence cloth; standard table width, for the day, a yard 90¢

Cotton fleeced sheets, 12-4 or 11-4, \$2.75-value, colors tan and gray, for the day, a pair \$1.85

Large comforts, silkoline covered, snowflake cotton, regular \$3.75 value, for the day, each \$2.35

Final sale on all foot coverings now for a hurried clearance at one-half the regular retail price.

The Crescent

NORQUIST, TINKEL CO.

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PRESENTS FOR ALL

FINE TOOLS, NICE KNIVES, SCISSORS, CUTLERY, AND SANDY

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WHY THE HARDWARE STORE IS JUST THE PLACE TO BUY SENSIBLE, USEFUL CHRISTMAS GIFTS.

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DON'T THROW YOUR MONEY AWAY BUYING SOME TRASHY PRESENT. BUT COME TO US AND BUY A SENSIBLE GIFT.

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They give June Weather during Winter Months. Are Economical in Fuel Are Easily Managed. Thousands are in use all over the U. S. giving best satisfaction. Install these popular heaters if Comfort is wanted.

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Trial Package by mail 10 cents.

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