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MONDAY, MARCH 13, 1911.

READY FOR TEDDY.

Now we must prepare for the reception of Mr. Roosevelt. The date fixed for his arrival in Missoula is less than a month away. The city must make the day notable in its history; there must be co-operation throughout in getting things ready. The chamber of commerce, to which the details of the day's program were referred by Senator Dixon, who is in charge of the arrangements for Mr. Roosevelt's Montana tour, has taken up the work; the tentative program which was submitted to Mr. Dixon has received his approval and the work will now progress rapidly. The city invites the co-operation of all western Montana in making the day all that it should be. We want every town and camp in this part of the state represented in the crowd which will extend a western welcome to the distinguished visitor upon his arrival. There will be nothing political in this welcome; it will be the greeting of all of us and of each of us. To that end the pull-together must be invoked.

BUSINESS SYSTEM.

Mr. Brandeis, who is just now the most-talked-of man in the country, is very much in earnest in his advocacy of the introduction of the economic system into the operation of the railroads. His most recent proposition is that the government should assist in the development of economic methods. The Brandeis suggestion that a government bureau could profitably be maintained for the purpose of investigating conditions and methods in railway management throughout the world, making experiments and offering recommendations, would seem to be sound and practical. Indeed, he might go further along the lines already mapped out by the government in its agricultural stations and schools. He might accept the proposal made that the lawyers work out a more economic system of litigation, thus saving hundreds of millions. And he might take up Mr. Aldrich's suggestion that if the federal government were operated on a business basis it could save another \$300,000,000 a year. And, with utmost seriousness, effort along these lines should be made. The United States is notoriously wasteful, uneconomic; the government of the nation and those of the states should be enlisted in practical, progressive ways to bring about a higher degree of thrift.

HELP THE BEAR.

The black bear is distinctively an American animal; this beast is as much a national animal as the bison; his scientific name is Ursus Americanus. And we are informed that, like the bison, the black bear is soon to become extinct. To most of us this would not seem to be a deplorable disappearance, but there is a movement looking to the protection of this animal, we are told that we have not properly understood him. An old hunter has just been testifying in the Oregonian to the good nature of this animal, and pleading for his protection. Somebody has been giving the bear a bad name in the far northwest, for he is regarded there, it appears, as an enemy rather than a friend. At all events, people who evidently know nothing of the animal or his traits are persecuting him. According to the old hunter referred to, "the average person seems to think that a bear is some big, vicious beast who goes rumbling and growling through the forest, killing everything that crosses his path." But this is a mistake, says his defender, who testifies that he has tracked and trailed bear many a time and has never known the black bear to kill anything to eat, save in the fall of the year, "when he goes along the streams

pulling out a salmon now and then." This deponent agrees with many that have preceded, in holding that the black bear is harmless so far as the human family is concerned. Having met him face to face several times in the thick of the forest, the trapper has learned that the bear "most always" is as anxious as the man who thus comes in contact with him to get out of the way. In the exceptional cases where the bear likes to linger in the vicinity, others have told us, he is prompted by a desire to play. He really means no harm when he undertakes to hug the chance acquaintance. But the latter, being unfamiliar with his ways, usually takes to his heels or to a tree, and later tells his friends of his narrow escape. All this aside, the old hunter's plea for the protection of the American bear seems to be as timely as it is thoughtful. The Oregon and Washington legislatures would do well to inquire into the matter of the black bear's habits and haunts thoroughly before giving additional encouragement to those who would exterminate an interesting animal. It may be found that he should be included among the native game entitled to protection.

PULLING TOGETHER.

The success of the Myers banquet at Hamilton Saturday night emphasizes the effectiveness of the pull-together policy. There was fine harmony at the meeting; it was neighborly and sociable throughout. The people of Hamilton were the recipients of many compliments; they responded to the congratulations with expressions of appreciation of the co-operation which other parts of the state had given them. Announcement is made that there will soon be another joint session of the chambers of commerce of the valley; the meeting held at the Bitter Root Inn recently was pleasant and profitable; it is well to repeat it and to arrange for a definite series of such gatherings. The Hamilton people are going to propose that a definite topic be assigned for the theme of each meeting; this will make the sessions practical and profitable. The suggestion is a good one. We understand that the Missoula Chamber of Commerce is ready to participate in such a plan, which should be very helpful to all the interests of the valley.

Judge Myers has not the hostility of William Jennings Bryan or his doubt. The Montana man does not ask "Shall the people rule?" He declares "The people must rule."

The start on the sewer work means that it will be possible to get the paving work under way before long if the council will get busy with the preliminaries.

There are some towns which are just getting their census returns, which shows that Missoula was not as badly off as she might have been.

Henry L. Myers, still as judge, was welcomed in Missoula yesterday afternoon. Soon he will shift the cradle for the toga.

The forestry report on the Weigert case shows how differently things look when they are carefully investigated.

Governor Folk this month and Mr. Roosevelt next month will start Missoula's spring season with a rush.

Send personal invitations to your friends to come to Missoula for the celebration of Roosevelt day.

The weather man's March performance, if continued, will make early baseball this year.

We earnestly request the co-operation of the weather man in the plans for Roosevelt day.

The sun-and-wind treatment is proving slowly effective in the cure of the mud evil.

Practical reciprocity is commendable. One-sided reciprocity is not reciprocity at all.

Get together and pull together; that will make Roosevelt day what it should be.

The Roosevelt date is April 11. Paste it in your hat and plan to help celebrate.

Diaz denies that he is a dead one and proposes to make it very clear.

The spring activity in the Bitter Root forecasts a busy season.

All Montana is invited to come to Missoula on Roosevelt day.

Help advertise Roosevelt day; that's the way to get a crowd.

Meanwhile the troops are marching on.

RATES—RHETORIC

(Chicago Inter Ocean.) Louis D. Brandeis, the noted Boston lawyer, said at a recent dinner in Washington: "The railroads could save a million dollars a day by scientific management. There is no need for raised rates. There is a real need for scientific management. But that other need of the railroads, that need for higher rates, is as imaginary as McSweeney's plea." John McSweeney, the great lawyer, defended a Cleveland man in a mur-

der case. The case looked hopeless, and McSweeney submitted no evidence for the defense. So the public prosecutor, believing that conviction was assured, ended with just a few perfunctory remarks. Then, in a quiet conversational tone, the famous McSweeney began to talk to the jury. He made no mention of the murder. He just described in vivid colors a pretty cottage hung with honeyuckle, a young wife preparing supper and the rosy youngsters waiting at the gate to greet their father on his return home for the evening meal. Suddenly McSweeney stopped. He drew himself up to his full height. Then, striking the table with his fist, he cried in a voice that thrilled every bosom: "Gentlemen, you must send him back home to them!" "A red-faced juror choked and blurted out: "By George, sir, we will do it!" "McSweeney, without another word, sat down and ten minutes later the jury brought in a verdict of acquittal. The prisoner went as he shook his counselor's hand. "No other man on earth could have saved me as you have done, Mr. McSweeney," he sobbed. "I ain't got no wife or family, sir." "That pretty cottage, that neat wife, those rosy children," concluded Mr. Brandeis, "were all imaginary—as imaginary as the railroads' need for higher rates."

WOMAN'S PART

(Salt Lake Telegram.) The case, wired as a joke, from Nebraska yesterday, where a man and his wife went before a magistrate to have him define the duties on their farm which each should assume, reveals why there is not such a tremendous rush "back to the farm." As shown, the wife, with one hired girl, had done the housework, milked 14 cows, made the chickens and worked in the garden. The man, desiring to economize, had discharged two hired men, but kept the third one, the wife had discharged the girl, but in consideration of that thought she would be relieved of the outdoor work. The man wanted the wife to still attend to the cows, and so the two made up an agreed case and submitted it for decision to the magistrate. In the first place, think of a man who could expect a woman to attend to a house, cook and work for two men and then milk 14 cows! That woman, instead of submitting the case, should have gathered her remaining strength and kicked the man through the front door and over the front fence; sold the 14 cows and with the proceeds started a moving picture show.

But think of the fate of a woman chained to such a man and such a life. Is it strange that so many women, like Premier Briand of France, cry out: "I am sick of the whole thing?" This report comes from Brule, Neb. The town was doubtless named after the Brule Sioux Indians. They were a particularly fierce and brutal tribe of savages, but their savagery to women never equaled that of this white man. Draper, who has succeeded them.

PENNEBAKER PICKED.

Wallace, March 12.—(Special.)—Pennebaker has been definitely decided upon as candidate for mayor who is to head the citizens' ticket in opposition to the straight republican ticket headed by James H. Taylor at the forthcoming city election. Mr. Pennebaker is a builder. A public meeting to nominate the candidates for councilmen will be held this week and a number of men prominent in the commercial life of the city are being mentioned for places. For the other offices: L. Leighty will run for city clerk and police magistrate; Charles J. Callahan for city treasurer, and Stanley L. Moore for engineer.

BALL IN WALLACE.

Wallace, March 12.—(Special.)—Nearly 600 people attended the first annual ball of the Wallace Trades and Labor council, held in the assembly hall last night and the affair was voted one of the most successful of the season. The proceeds are large and will be used to help defray the expenses of the furnishing of the new council rooms under the State Bank of Commerce. Herman Rossi acted as floor manager and the Masonic Temple orchestra furnished the music.

Railroad Ticket Agents

By Frederic J. Haskin.

From the east and the west, from the north and the south, including Canada and Mexico, members of the International Association of Railroad Ticket Agents will gather in Norfolk, Virginia, tomorrow for their annual convention. As a practical demonstration of the pleasures of traveling and in recognition of the faithful services of their employees, the railroads of the country have co-operated in arranging an educational trip for the ticket agents at the close of the convention. They will visit the important resort points in the Carolinas and in Florida, receiving all the attentions that fall to the first class passengers. From Port Tampa, Florida, a special steamer will take them to Havana, Cuba. They will return by way of Knight's Key, Florida, thence by rail on the east coast of Florida, through Jacksonville to Chattanooga, Tennessee, and from there to Cincinnati where the party will disband and the members will return to their respective homes.

The railroads reap their reward for this in the fact that through it the agents are better able to give intelligent information about the resorts of the country. Each year trips for ticket agents are planned for different sections of the country, since the railroad companies are ever active in promoting interest in pleasure traveling which is largely on the increase every year.

These railroad ticket agents represent no less than 1,715 different railroads in the United States, besides those of Canada and Mexico. The co-operation and unity with which these separate corporations work in promotion of the comfort and convenience of the traveler is a strong support of the claim frequently made that American railroads have the most perfect system of organization now existing in the world. While the passenger traffic is less profitable than that of freight transportation, it requires more attention, because the needs of individuals to make connections or to arrive at an exact time are always more pressing than those of ordinary freight shipments.

The distribution of tickets to passengers is not the simple matter it appears upon the surface. Ticket agents must have a thorough geographical knowledge and a full understanding of connections to different points. Often a ticket is sold crossing 15 or 20 roads. The difficulties increase when it is made out in another language. A traveler coming from Mexico to Washington by rail last month had several of the coupons from his yard-long ticket printed in Spanish. On at least one of the Canadian railroads, tickets are issued printed in both English and French, and the International Ticket Agents' association includes members selling both of these.

Ticket agents receive their tickets from the central offices of their own particular road. Each of these offices handles a very large number of ticket forms. Every one of these may be arranged for a number of different points. These railroad tickets are as carefully accounted for as though they were money. When an agent orders a certain number they are sent to him in carefully sealed packages handled by the express companies under the same valuation as money. The agent is charged with their value and a note of them is sent to the railroad auditor. The stubs from the tickets sold are turned into the general office, as are also the tickets after the conductor has collected them. All are carefully audited and outstanding tickets are credited.

It retards the settling of accounts to have the tickets uncollected after a certain time. This is the reason for the time limit which appears upon most tickets. The central offices of large railroad companies keep thousands of ticket forms on file, arranged after an elaborate card index system. From those forms it is possible for an agent to make up a through ticket across the continent, giving almost any desired route. A few hours time will enable the ticket agent in any important city to sell through transportation to any place in the world desired, for there is always co-operation between the railroads and steamship companies.

The printing of railroad tickets is in itself an important industry. To prevent counterfeits requires almost as much care as is taken by the United States treasury in printing paper

money. There are a large number of special printing machines adapted exclusively to railroad ticket printing. A careful record is kept of every ticket printed and all imperfect tickets and proofs are destroyed. Mileage books are printed in one long strip because they must be numbered consecutively. A particular style of press has been invented for this work. After the long sheet of paper is printed and perforated it is cut and bound into the book form so popular with the traveling public.

Ticket selling requires much care and every effort is taken to facilitate accuracy and speed. The ticket office located in the Palace hotel, San Francisco, is said to be the most perfect in the world. The ticket salesrooms are on the main floor, but an order for a through ticket is quickly sent by pneumatic tube to the basement below where expert ticket agents quickly make up the desired route. Straight local tickets are sold directly from the case. Making up a ticket covering a number of roads is a complicated task. Generally a separate coupon is attached for each road crossed, as an accurate record must be kept of every mile of the roads in order that the accounts of the respective companies can be kept.

Few of the railroad companies own Pullman cars. Most of those in use are rented from the Pullman Car company at the rate of one cent per mile. The average payment net year by railroad companies amounts to \$7,500 for each car. Sleepers are extra and an additional extra rate is charged for a specially luxurious train which runs at high speed. One or more of these extra trains run daily over all of the principal railroads.

The statement often made that railroad traveling in Europe is much cheaper than in the United States is entirely erroneous. The European companies charge extra for all baggage, excepting in some countries no charge is made for small hand baggage. The average cost in Europe for first class travel with ordinary baggage is four and a half cents per mile at an average speed of 30 miles an hour. In America the average rate is two and four-fifths cents per mile with an average speed of 38 miles an hour. This shows that American railroads charge the traveler almost half what the European roads do and give the advantage of a higher speed. In Europe a person will travel 500 miles in 18 hours for \$22.50. He may travel the same distance in America in 12 hours, for \$14.50.

Over a billion railroad trips were taken in the United States last year, the average length being about 37 miles. The income to the railroad companies from these passengers very nearly reached the billion dollar mark. Fully 90 per cent of the passenger traffic in the United States is in the ordinary day coaches. Second class tickets are sold only in some parts of the country, and few roads make special provisions for them. Special tourists' cars across the continent offer very low rates and a few immigrant trains are sometimes considered as fourth class.

Railroad time tables and folders with their clear maps and fund of miscellaneous information are important aids to the ticket agents. American railroad time tables are so excellent both as regards their maps and general information that European governments frequently request them for educational purposes. One central railroad recently issued half a million folders for free distribution at a cost of \$25 per 1,000. Over 5,000,000 folders were distributed last year in New York city alone. Offices in large New York city hotels have European time tables as well as American. Last year during a discussion in a lobby of a large hotel, a man asked the bellboy for a timetable of the transiberian railway in Russia. Much to the surprise of those present it was promptly furnished him.

The fixing of railroad passenger rates is done by the general passenger traffic agents of the different roads who hold conferences at various times to meet arising needs. They agree upon the schedule of rates for their respective roads. These are printed and have to be filed for 30 days with the interstate commerce commission before they can be put into force.



MRS. HOUSEWIFE, YOU WILL FIND IN OUR STORE MANY THINGS FOR THE KITCHEN THAT WILL MAKE COOKING A PLEASURE. YOU SPEND MORE TIME IN THE KITCHEN THAN IN THE PARLOR, SO WHY NOT HAVE NICE THINGS FOR THE KITCHEN, TOO—A MONARCH RANGE, ALUMINUM POTS AND PANS, AND SO ON? WHEN YOU NEED HARDWARE COME TO THE SQUARE DEAL STORE.

McGUFFEY HARDWARE CO. PENWELL BLOCK, MISSOULA, MONT.

Advertisement for McGuffey Hardware Co. featuring the text "Good Service" and "The MISSOULA LIGHT & WATER COMPANY desires to give such to its consumers. If there is a complaint the Company would like to know in order to adjust everything satisfactorily." It also lists services for electrical appliances and conservative estimates.

Advertisement for Pure Groceries featuring the text "Are You Looking for PURE GROCERIES" and a list of products like Star brand lobster, Richelieu mint sauce, Corn Syrup, Green stringless beans, Canned fruits, and Soap.

Advertisement for Missoula Investment Co. located at 121 East Main, Missoula, with W. B. Bell as Assignee.

Advertisement for Watson Transfer Co. offering services for moving trunks and baggage, and a scavenger wagon.

Advertisement for Quinn's Hot Springs, with trains leaving Paradise for Quinn's Hot Springs every Monday, Wednesday and Friday at 7:30 a. m.

Advertisement for Mapes & Mapes Shoes, offering all sizes and shapes, with new spring stocks now in.

Advertisement for The Overland Motor Cars, with George L. Steinbrenner as General Sales Agent for Montana.

Large advertisement for Donohue's Carpets, Rugs, Draperies, and Linoleums. It includes the slogan "A Safe Trading Place for all Merchandise" and "A Fair and Square Deal to Everybody All the Time". It also states "We know that we are absolutely right in price, in style; in every little detail of the game." and "We want your business on any and all articles of housefurnishings".