

NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

Headquarters of Roadmasters of the Missoula Division of the Milwaukee Is Consolidated at Missoula—Evans of Deer Lodge Is Made Chief Clerk.

Deer Lodge, May 4.—(Special.)—Commenting today Missoula will be the headquarters for the roadmasters' department of the Milwaukee division.

Eager for Race. It required but the expectation that the rival teams of the Northern Pacific and the Milwaukee railroads engage again in a contest to settle once and for all the handcar championship of the two local divisions to arouse interest to a high pitch yesterday.

Yesterdays morning The Missoulian suggested that this race be repeated. Before noon the word had been passed around at both section gangs and Superintendent P. E. Willard of the Milwaukee and Superintendent Birdsal of the Northern Pacific were each called upon to entertain delegations, requesting that the men be allowed to participate in the event.

Can't Reach Agreement. A railroad man who reached Missoula yesterday brought word that the committees representing the Order of Railway Conductors and the Brotherhood of Railway Trainmen, which have been in session at St. Paul for several weeks in an effort to readjust some of the working conditions of the men of the Northern Pacific, had been unable to reach an agreement with representatives of the company.

Brown's Maiden Trip. Today the new general superintendent of the central district of the Northern Pacific, A. V. Brown, appointed to fill the place formerly held by J. M. Rapelje, will make his first trip over the Rocky Mountain division.

Wilson Returns. W. H. Wilson, assistant to the first vice president of the Northern Pacific, left for Butte in business car No. 16 yesterday afternoon.

Many Are Going. The completion of the ventilating plant at the Mullan tunnel, as announced in Sunday's Missoulian, has really attracted lots of attention among railroad men.

and it was learned yesterday that most of the general offices of the company were planning on being present.

Interested in Fish. The railroad companies are very much interested in the activity throughout the west in planting fish fry in all of the available streams. Communities where fishing is the best furnish more passenger business, and from this standpoint the companies can afford to be generous in their support.

Baggage masters will also render every assistance desired by messengers in charge of fish, and allow them access to baggage cars for the purpose of giving the fish proper attention.

Little Bulletins. Yesterday the first summer tourist rates went into effect on both the Milwaukee and Northern Pacific lines.

Saturday Northern Pacific train No. 6 carried two extra tourist cars for the accommodation of 100 Norwegians who were bound for their native land to be in time for the big centenary celebration this month.

The fountain of the big stone monument in front of the Northern Pacific station was spouting joyfully yesterday, the water having been turned on by the city.

Thomas "Jefferson" Smith, Northern Pacific operator, went to Arlee yesterday to relieve W. A. Dorvall, who has contracted measles and is confined to his room.

O. G. Kinsey, Northern Pacific operator, left yesterday for Kansas City to visit relatives for some time.

Another "stratagium" passed through Missoula over the Rocky Mountain division yesterday. Folks on the coast must have a big banana tooth, for whole trains of this fruit go by every few days.

M. P. Reynolds, general business agent of the O. R. C., with headquarters in Tacoma, spent yesterday in Missoula getting acquainted with local members.

Conductors Bennett and Johnson of the Milwaukee spent yesterday in Missoula. Their headquarters is in Aberdeen.

Conductor Alex Molchior of the Milwaukee is taking a few days off and is trying out his new Reo automobile.

On the Milwaukee during the last few days there has been a heavy movement of empties west. This is believed to be a good indication that the increase in business noted some days ago is not of a temporary nature.

Equipment Charges. General Superintendent Wallis of motive power of the Pennsylvania railroad, testifying recently at a hearing before the interstate commerce commission on application of the eastern railroads for an advance of 5 per cent in freight rates, said the Pennsylvania system in 1913 paid out \$72,971,885 for maintenance of equipment compared with \$58,197,036 in 1910, an increase of 25.33 per cent.

Mr. Wallis said cost of locomotive repairs on the Pennsylvania railroad lines east of Pittsburgh for year ending June 30, 1913, was \$15,267,832, compared with \$11,537,496 in year ended June 30, 1910, an increase of \$3,670,426, or 31.7 per cent.

Mr. Wallis pointed out that \$1,120,940 of the large increase in locomotive repairs in 1913 was due to increased rates of pay and by expenditures to meet changed conditions. The \$1,120,940 as a result of increase of tractive power miles. Increased rates of pay was also responsible for \$572,802 of total of \$5,839,685 expended in repairing freight cars in 1913, while \$2,175,482 was due to an increase in total freight car mileage.

Cost of repairs to passenger equipment for the year ended June 30, 1913, was \$2,175,482, compared with \$2,681,753 for year ended June 30, 1910, an increase of \$494,934, or 18.4 per cent.

Increased wages was responsible for \$2,751 of the total. Pennsylvania has 1,742 steel passenger cars in steam service, 84 steel cars in electric service, and 2,209 wooden cars.

INTERESTING INCIDENTS AT MILWAUKEE SHOPS. Deer Lodge, May 4.—(Special.)—Judging from the expressions heard on every side, the annual meeting of the Milwaukee-Puget Sound pioneers, to be held in Seattle, June 23 and 24, will be very well attended.

The Milwaukee house, one of the most popular railroad hotels on the Milwaukee system, and which has been under the management of T. J. Burns for the past year and a half, changed hands during the past week.

Ben Anderson proved to be the luckiest fisherman in Deer Lodge Sunday, he having successfully landed a four-pound speckled beauty from Mud lake.

Advices from Malden state that Conductor John Reilly, who has been laid up for the past five weeks with typhoid pneumonia, has recovered to such an extent that friends are now allowed to call upon him.

Conductor William Greely of the Missoula division is a coast visitor this week. It is rumored that Greely contemplates taking the run between Seattle and Malden, formerly held by Conductor Gib Lee, who now has the mixed run between Beverly and Hanaford, Wash.

Conductor collecting tickets on railway train.

Conductor giving passenger transfer on street car.

Placing letter in mail box.

Buying tickets at a theater.

Registering warranty deed to show record of transfer of property.

Customer receiving an ordinary sales-slip with goods.

Customer making purchase in store and receiving receipt printed by National Cash Register, from clerk.

Whenever You Pay Out Money You Should Get a Receipt

A Railroad Ticket Is a Receipt. Shows that the holder has paid his fare and is entitled to ride on the train.

A Street Car Transfer Is a Receipt. Shows that the holder has paid for a ride and is entitled to continue his journey on another line.

A Baggage Check Is a Receipt. Shows that the holder has paid his railroad fare and is entitled to send his baggage along free of charge.

An Express Company Gives a Receipt. It is a guarantee that a package, received by the company, will be delivered to the person to whom it is addressed.

A Postage Stamp Is a Receipt. It is proof to the government that the carrying charges on letters, parcels, etc., have been paid.

A Money Order Is a Receipt. Shows that money has been deposited with the postal department and will be paid upon presentation of the order.

A Theater Ticket Is a Receipt. It is evidence that the bearer has paid for a seat at a certain performance.

An Ordinary Sales-Slip Is a Receipt. It may satisfy the customer, but it does not enforce duplicate records for the proprietor.

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IN THOMPSON. Thompson Falls, May 4.—(Special.)—Alma Rousseau of Kalispell spent last week as a guest of Mrs. George L. Sorenson.

CORVALLIS NOTES. Corvallis, May 4.—(Special.)—A daughter arrived on April 28 at the home of Mr. and Mrs. B. F. Crow, who reside on the Kolbar ranch north of Woodside.

IN HAMILTON. Hamilton, May 4.—(Special.)—Mrs. Howard C. Packer left yesterday morning for Portland, Ore., where she was called by the serious illness of her mother.

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