

NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

Bureau of Railway Economics Gives Summary of Revenues and Expenses of Railways for February—Compared with a Year Ago, Decrease in Revenue Is 11 Per Cent.

The summary of the revenues and expenses of the steam railroads of the United States for the month of February, prepared by the Bureau of Railway Economics, Washington, D. C., has just been received. In brief, the summary shows a decrease in total operating revenues per mile of 11 per cent over that of the same month, 1913. Net operating revenue per mile was less by \$88 or 33.8 per cent than for February, 1913, while that of February, 1913, was 2.4 per cent greater than for the same month of 1912.

Whole Field Covered.
Railways operating 225,529 miles of line are covered by this summary, or about 90 per cent of all steam railway mileage in the United States. Their operating revenues for the month of February, 1914, amounted to \$203,022,222. This amount includes revenues from freight and passenger traffic, from carrying mail and express, and from miscellaneous sources connected with rail operation. Compared with February, 1913, total operating revenues show a decrease of \$23,320,211. Total operating revenues per mile of line averaged \$909 in February, 1914, and \$1,011 in February, 1913, a decrease of \$101, or 11 per cent. There were decreases of 13.1 per cent in freight revenue per mile and of 5.4 per cent in passenger revenue per mile.

Operating Expenses.
Operating expenses, which include all the costs of maintaining track and equipment, operating trains, securing traffic, and of administration, amounted to \$164,579,406. This was \$1,041,222 less than for February, 1913. These operating expenses per mile of line averaged \$729 in February, 1914, and \$732 in February, 1913, a decrease of \$3 per mile, or 0.1 per cent.

And the Revenue.
Net operating revenue, that is, total operating revenues less operating expenses, amounted to \$38,442,816, which was \$19,238,893 less than for February, 1913. Net operating revenue per mile of line averaged \$171 in February, 1914, and \$259 in February, 1913, a decrease of \$88 per mile, or 33.8 per cent. Taxes for the month of February amounted to \$11,276,645, or \$50 per mile, an increase of 10.3 per cent over February, 1913.

Operating Income.
Operating income, which is net revenue from rail and auxiliary operations, less taxes, averaged \$119 per mile of line, and in February, 1913, \$212, thus decreasing \$93, or 44 per cent. Operating income for each mile of line for each day in February averaged \$4.25 and for February, 1913, \$7.58. Operating income is that proportion of their operating receipts which remains available to the railroads for rentals, interest on bonds, appropriations for betterments, improvements, new construction and for dividends. The operating ratio for February, that is, the per cent of total operating revenues absorbed in operating expenses, was 81 per cent, which is comparable with 74.4 per cent in February, 1913, and 73.7 per cent in February, 1912.

Results by Districts.
The railroads of the eastern district show a decrease in total operating revenues per mile of line as compared with February, 1913, of 14.2 per cent, the railroads of the southern district a decrease of 5.4 per cent, and the railroads of the western district a decrease of 9.4 per cent. Operating expenses per mile decreased 1.3 per cent in the east, decreased 0.6 per cent in the south, and decreased 5.3 per cent in the west. Net operating revenue per mile decreased 55.6 per cent in the east, decreased 17.8 per cent in the south, and decreased 29.3 per cent in the west. Taxes per mile show an increase of 5.4 per cent in the east, an increase of 16.8 per cent in the south, and an increase of 13.5 per cent in the west. Operating income per mile

decreased 72.2 per cent in the east, decreased 23.1 per cent in the south, and decreased 28.6 per cent in the west.

Governor to Tunnel.
Engineer Stickney, who has been engaged several months in installing the plant to operate the ventilating system at the Mullen tunnel of the Northern Pacific, will have a distinguished audience today when he makes the first practical test of the plant. Designed to blow the smoke and poisonous gases out of the tunnel ahead of the train and thus relieve the enginemen, the plant will greatly reduce danger and trouble in operating trains through the tunnel. The fresh air is forced through the bore by a pressure generated with two large fans. They are built on an immense scale and operated at high speed. It is one of the few plants of its kind in this country and has attracted much attention among railroad men and engineers.

Today the delegation attending the opening of the plant will be headed by Governor Stewart, who will come over from Helena on a special train being operated for General Superintendent A. V. Brown and Mr. Birdsell, superintendent of the local division. C. E. Allen of Livingston, general master mechanic, will also be at the tunnel. Mr. Allen spent yesterday in Missoula. J. M. Rapelle, now assistant to the first vice president, A. M. Bart, chief engineer of maintenance of way and Andrew Gibson, engineer of maintenance of way, all of St. Paul, will join the party tomorrow noon. Besides Mr. Birdsell, others from Missoula will be Master Mechanic Draper and Trainmaster Yaceor. Road Foreman LeVan of Garrison will make the trip with the Missoula officials.

There will be a number of mechanical experts present outside of railroad circles. Regular spring repair work has started in good shape at the Milwaukee. On the west end two work trains have been sent out, one to do ballast patchwork, especially in the matter of filling the holes left where stringers of old bridges, now filled in, are pulled out of the embankment. The other gang is engaged in replacing ties. A third work train will be

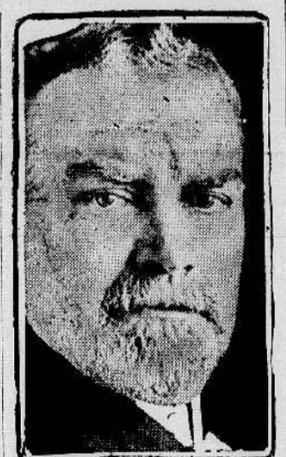
made up in a few days and sent to the east end, probably to handle the tie situation of that section of the division.

Hard Luck Week.
The week ending April 23, was a hard luck week for the Rocky Mountain division with regard to its effort to keep its passenger trains on time. All kinds of unexpected and unusual things happened to cause little delays that spoiled the record. One of these exasperating occurrences was when a house that was being moved at Riverside broke away from its moorings and toppled over onto both of the company's tracks. These things had their effect in keeping the average of the division low when compared with the others of the system. Following is the complete report of divisions for the week noted above: Lake Superior division, 94 per cent perfect; St. Paul, 95; Minneapolis, 98; Fargo, 97; Dakota, 94; Yellowstone, 84; Montana, 91; Rocky Mountain, 86; Idaho, 98; Pasco, 99; Seattle, 98; Tacoma, 97.

Personal.
Brakeman L. E. Inman of the Northern Pacific, has gone to Kansas City, Mo., where he will spend his vacation. E. E. Clothier, chief carpenter of the Milwaukee, stationed at Malden, is making a brief visit here on business and pleasure. Superintendent Willard of the Milwaukee went over the west end of the road for an inspection trip yesterday. Elzie Marshall, formerly operator at Deer Lodge for the Milwaukee, is breaking into the dispatching game at the local headquarters. He expects to get a relief trip before long. Chief Dispatcher Jack Phelan is planning to take his vacation in a few days. He will take his family to Mrs. Phelan's former home in Boulder and visit with her mother. Mrs. L. E. McCormick returned home here yesterday after having served for the past two weeks as relief operator at Kyle, relieving Mrs. Margaret Ray, operator at that station. Conductor Ties Voss of the Milwaukee returned here on No. 17 yesterday, after having spent his vacation in the east.

O'Gorman Opposes Exemption Repeal

Washington, May 7.—Opposition to the bill for the repeal of the tolls exemption clause of the Panama canal remains voiced in the senate today in vigorous speeches by Senators O'Gorman and Brewster. Senator O'Gorman, chairman of the senate inter-oceanic canals committee and leader of the opposition, based his protest on economic, legal and political grounds. Senator Brewster said that he opposed a bill which would benefit England more than any other nation, and declared that England had been the enemy of the United States in every hour of need since the revolution. Senator O'Gorman discussed exhaustively every phase of the subject. He discovered no ground in international law which would forbid exemption of American coastwise ships from toll payments, saw behind the repeal movement the hand of the railroads and declared that a failure to impose a tax could not be called a subsidy.



SENATOR O'GORMAN.

The senator warned his democratic colleagues that to repeal the exemption was to violate the pledges of the Baltimore platform and reverse the verdict of the people when they elected President Wilson last November on that platform. Senator O'Gorman said that, inasmuch as former Presidents Roosevelt and Taft and a preceding congress agreed that coastwise vessels should be exempt, another congress should think twice before giving its approval to the repeal bill, for it in turn might find itself reversed by a congress yet to be elected. "This question of tolls," said the senator, "is but an incident in a great contest now in its initial stage, which may determine the status of the Panama canal for all time. The construction of the canal will rank among the world's wonders but the opinion of mankind will pronounce the surrender of our sovereignty over it a colossal blunder and a triumph of British diplomacy.

"I know there is a vague suspicion that diplomatic reasons require this national abasement but my judgment, maturely formed and based upon such information as is available, is that the gravity of our international relations have been grossly, though unconsciously, exaggerated. The American people want peace, but they fear no power on earth. "No senator questions the patriotism and high purpose of the president, but if legislation is to be made dependent upon his will alone, no one can predict the mischief to which such a precedent will expose this government in future years. I believe that the passage of this bill compromises the dignity and honor of the country and before the deed is consummated, I enter my solemn protest against what I conceive to be a betrayal of the American people."

Promptness Again

The promptness of The Missoulian-Sentinel class ad as a producer of buyers has again been demonstrated in this, its most recent coup. In this instance the class ad appeared but four days and in that time sold every article listed with it for sale. This result is of the producer type and asserts the pronounced success attendant on the use of Missoulian-Sentinel classified advertising. This is the class ad:

FOR SALE MISCELLANEOUS.
FULL BLOODED WHITE LEGHORNS, the laying kind, \$9 dozen; also setting hens, and two work horses, cheap, if taken at once. 334 North Third. Phone 896.

Do you read The Missoulian-Sentinel classified ads? You should. Its beckonings are often accompanied by opportunity vital to yourself. There may be advertised the very house, farm, horse or article you desire, and at a price many dollars less than you might have to pay at any other market place than the classified page of The Missoulian-Sentinel. The class ad appeals for your attention twice each day. Read it.

If you have no job in sight and want one, ask The Missoulian-Sentinel's aid for three days. It will cost you nothing.

"There's Class to the Class Ad."

DANIELS EXPLAINS TAMPICO TACTICS

BITTER COMPLAINT FROM OIL MEN LEADS SECRETARY TO MAKE FORMAL STATEMENT.

Washington, May 7.—Bitter complaint by representatives of American oil interests at Tampico, who called on Secretary Daniels and charged that the navy had failed to protect the citizens of the United States and their property at the besieged Mexican port, caused the secretary to issue a formal statement tonight, reviewing the operations of the naval vessels and justifying all steps taken up to the present time. Mr. Daniels asserted that the course of the government had made it possible to bring all Americans out of the Tampico district in safety and that his first efforts always had been to protect the lives, although property interests had not been disregarded. The statement threw new light on some of the circumstances that have guided the department in some of its actions and announced that Admiral Mayo refrained from sending his ships into the river at Tampico to bring out refugees only upon the urgent request of the British naval commander there who asked that, for the sake of all foreigners, he be allowed to take out the Americans. The American vessels were withdrawn from Tampico in the first place, the secretary said, because it was thought their presence at Vera Cruz would be essential. Later he explained, it would have been impossible for Admiral Mayo to go into the river with his ships to rescue refugees. "Even had it been possible, however," continued the statement, "under cover of the ships available, to bring these refugees in the city of Tampico itself safely on board, word of aggressive action by the Americans would have spread to the surrounding country far swifter than any relief expedition could have traveled to their rescue and it is almost certain that reprisal on American citizens would have followed and lives have been lost. So clear was this that the captain of the British man of war earnestly advised Admiral Mayo not to send any ships back to Tampico, basing his recommendation of his judgment that it would be precarious, that it would only result in loss of life.

EAGER TO GO HOME LEADERS PLAN FINISH

DEMOCRATIC CAUCUS WILL ARRANGE IF POSSIBLE TO END SESSION.

Washington, May 7.—Democratic leaders in the house, anxious to get congress out of Washington by July 10, called a party caucus today for Tuesday, through which they hope to expedite consideration and passage of the anti-trust bills on the administration program. The caucus will determine the length of time the measure shall be debated in the house and in compliance with its decision the rules committee will frame an order under which the debate will be put to a vote within the next two weeks. In the senate there was a little progress today of its combined anti-trust bill. The interstate commerce commission was prepared for a hearing, but the expected witness did not appear. Hearings will be held tomorrow, Saturday and Monday, and the committee may be able to report at the end of next week.

A bill to control railway stock and bond issues, carrying drastic provisions for prior federal approval of new railroad capacity and for the publicity all along the line, was agreed upon and reported by the house interstate commerce commission today. This measure is framed as an amendment to the interstate commerce law and is safeguarded against being interpreted as a federal guarantee of securities by a specific disclaimer. It would affect every railroad and other carrier engaged in interstate commerce. The committee's report, submitted by Representative Adamson of Georgia, the chairman, said the proposed law could be enforced by injunction against unlawful conduct and by judicial punishment of violators of the law. Pointing out that it was understood the judiciary committee was not dealing with the directors of railway companies, the report said a provision had been included in the bill to prevent common directors and management, except when peculiar conditions render it necessary, the interstate commerce commission may sanction such duplicate office holding. The bill provides for personal guilt and penalty provisions against officers who issue stocks and bonds without lawful authority or who violate the proposed law against applying the proceeds of stocks and bonds to improper purposes.

"So earnest was the British captain and so confident of this, that he offered to undertake the work of collecting all of the refugees and taking them out to our ships if we would only refrain from further arousing resentment which was nearly at white heat at that time, by sending our ships up the river. "As has been said before, the fact that our citizens and the foreigners looking to us for protection were getting out in safety is the best answer to any question as to the judgment shown in this procedure. So much for the remaining outside of our ships and the reason why Americans were carried on the British ship from Tampico to our own squadron. "In the present situation it does not seem safe to assume the responsibility of sending not only men but helpless women and children to a place which has just been rescued. What excuse could the secretary of the navy give to the American people if by his orders American citizens are carried back to meet that death later, owing to the chaotic conditions which must result from war now waging between the federals and constitutionalists?"

The bill provides for personal guilt and penalty provisions against officers who issue stocks and bonds without lawful authority or who violate the proposed law against applying the proceeds of stocks and bonds to improper purposes.

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SOUTHERN METHODISTS WORRIED BY COLLEGE

OUR MILADY'S COMBINATION TOILET PERFUME SET
This set contains 5 of our most popular preparations.
1. Large Bottle Milady's Perfume.
1. Large Bottle Milady's Shampoo.
1. Cake Milady's Cuticle Soap.
1. Jar Milady's Rose Cold Cream.
1. Sifter Box Milady's Talcum Powder.
You know these preparations, they are famous for their pure qualities and agreeable odors. They are being sold the world over from 50c to \$1.00 for each preparation. Your dealer would charge you not less than \$2.50 for the set and we are offering it to you for a limited time only for \$1.00.
VANITY PURSE FREE.
FREE if you will send in your order now we will send you absolutely free with this set, One Simulation German Silver Vanity Purse, New York's Latest Craze. This purse is of striped design, two ball clasp, with cable link chain Silksine lined, one side contains half pocket, other side with spring coin holders, dime, nickel and quarter.
We will send Milady's Set complete with Vanity purse if you order at once for \$1.00. We sell you direct. Order now, today.
Agents need not write.
Send ten cents in stamps to cover postage. Send \$1.00 coin or money order.
UNIVERSAL PRODUCTS CO.
Dayton, Ohio.

DEAD.

Denver, May 7.—L. E. F. Nicodemus, proprietor of the Savoy hotel, who was shot yesterday by Colonel James C. Bulger, died late today at a local hospital.

TUBERCULOSIS

In addition to plenty of fresh air and proper diet, those suffering from or who are predisposed to Tuberculosis are recommended to use Eckman's Alternative to stop night sweats, banish fever and hasten recovery. This medicine, by reason of its successful use during the past several years, has the fullest investigation possible by every sufferer. Eckman's Alternative is most efficacious in bronchial catarrh and severe throat and lung affections, and in upbuilding the system. It contains no narcotics, nor harmful or habit-forming drugs. Accept no substitutes. Sold by leading druggists. Write to the Eckman Laboratory, Philadelphia, Pa., for booklet telling of recoveries.

MISSOULA THEATER

Friday Evening, May 8
B. E. LANG PRESENTS
Stageland's Greatest Novelty the Famous Juvenile
BOSTONIANS
In Kirke, La Shelle and Julian Edwards New York Success.

The Princess Chic

(Equal to Robin Hood—N. Y. Journal)
AN ORIGINAL OPERA COMIQUE
With an all-girl cast and a complete production exactly as used in the Casino Theater, New York.
Prices 50 cents to \$1.50.
Ticket sale Thursday, 10 a. m.
Curtain—8:30.

EMPRESS THEATER

"THE HOUSE OF COMFORT"
Matinee Daily, 2 to 5 P. M.

Be down town this afternoon and see how motion pictures are made. A comedy will be staged and played on Higgins avenue. Pictures will be taken of the carnival street parade, and other happenings on Higgins avenue.

Local Motion Pictures

See yourself as others see you. New subjects shown every day. Don't miss seeing this great feature.

\$20 in Gold Free--Baby Contest

Have you entered your baby in the moving picture baby contest yet? See your baby in moving pictures. Every admission ticket purchased at the Empress entitles you to 100 votes.

Special Two-Part Keystone Comedy "Mabel at the Wheel"

Mabel Normand was never seen to better advantage than in this special two-reel comedy. It abounds in funny situations, and is characterized throughout by that swiftness of action which has made Keystone comedies so popular.

"His Reward"

A soul-gripping drama, casting strong illumination over dark shadows of modern civilization.

NOTE—All the moving pictures taken today will be exhibited at this theater Saturday and Sunday.

Empress Pipe Organ and Concert Orchestra
Adults, 10c Children, 5c

V-A-U-D-E-V-I-L-L-E

Bijou Theater

Starting Tonight
THE BIGGEST AND BEST PROGRAM EVER OFFERED—NEVER EQUALLED IN THIS CITY

3 Great Vaudeville Acts 3 Everyone a Feature 3

The Black Face Billiken
JAMIE VAN
The Funniest Man on the Circuit.

BARRY and BARRY
Novelty Singing Eccentric Dancers

TOLEDO and BURTON
Singing Gymnastic Novelty

The Secret Formula Two-Reel Kalem Feature
Fanny's Melodrama A Vitagraph Comedy

The Big Celebrated Bijou Orchestra

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Fire, Life and Accident Insurance and Real Estate.
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A fine highly improved close in 10-acre orchard tract for city property.
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