

PASSENGER RATES ON MILEAGE BASIS

The Application of the Long and Short Haul Clause to the Interstate Commerce Act on May 1 Eliminates Favoritism and Kills Discrimination.

The application of the long and short haul clause of the interstate commerce act went into effect on May 1 and marks the finishing touch of a process which has been under way since August, 1910, when the Elkins-Mann additions to the act, including the long and short haul clause, went into effect.

The railroads of the country opposed the enactment of the long and short haul clause while the legislation was pending in congress, and after its enactment they took the matter up in the federal courts, alleging that the clause was unconstitutional.

The numerous suits that were commenced prevented the clause from going into effect and it was not until after the supreme court, last fall, in what were known as the Minnesota rate cases, had upheld the clause that the interstate commerce commission was in position to order its enforcement.

Prior to the enactment of the long and short haul clause the interstate commerce commission is claimed to have no jurisdiction over the inequalities in passenger rates, which are now corrected. The interstate carriers at will and as a regular practice in all parts of the country made rates from one terminal point to another, as, for instance, from Missoula to Chicago, regardless of whether these rates were higher or lower than the combination of local or intermediate rates between the same points. Frequently these through rates were higher than meant a violation of the intrastate requirements.

The New Order.

Under the new order, operative May 1, this practice is abandoned, says the Christian Science Monitor. "The through rate will in all cases be the combination of the intermediate rates, and the entire passenger traffic of the country is now placed on a mileage basis, with no more favoritism to the big cities and discriminations against the smaller intermediate ones."

How much it will cost the railroads of the United States to put their passenger traffic on the mileage basis is not known. Estimates vary widely.

It had been the plan of the interstate commerce commission to put the long and short haul clause into operation as soon as practicable, but owing to the commencement of the suits above referred to this was necessarily postponed until May 1, 1912, and from that time to May 1, 1913, and then to May 1, 1914. The decision of the supreme court last fall in the Minnesota rate cases made further continuance unnecessary, and so, several months ago, the commission ordered the carriers to get ready for the enforcement of the clause May 1, 1914.

The new tariffs, based on the long and short haul clause, began to be filed with the commission early last winter, and by May 1, they were filed by a large majority of the carriers.

More Time for Some.

In a number of instances it has not been possible, in the time limit fixed, for carriers to work out complete rate sheets, and in these cases additional time has been given, the passenger rates of these roads meanwhile to conform strictly to the new regulations. The cases of delay relate entirely to tickets which call for transportation over several lines of railway, as, for instance, a ticket from Atlanta, Ga., to Chicago, from Washington to Denver, or from New Orleans to Seattle.

In a number of the suits that were brought by the railroads to contest the constitutionality of the long and short haul clause, it was set up that the operation of the clause would cause the interested roads to lose money on their passenger business. This was the allegation especially in the Minnesota and the Missouri suits. The local rates within those states had been 3 cents a mile and the legislatures reduced them to 2 cents a mile. The sum of these reduced intrastate rates, taking several states into consideration, would, under the long and short haul provision, proportionately reduce the rates on the carriers claimed they would lose on both the through and on the local business to a degree that would destroy all profits.

The supreme court decision, however, sustained the law and the carriers prepared to comply with its provisions.

Old Objections.

One of the most objectionable of the practices under the old order of things was that whereby certain railroads would charge more for a trip beginning in one state and ending in another state than was permitted by the laws of either state—for instance, the legal passenger rate in Oklahoma, as well as in Kansas and Missouri, is 2 cents a mile, covering, in each instance, only the intrastate traffic—yet every railroad traversing those states charged 3 cents a mile whenever the destination was across a state line and had thus become interstate in character. In this way the railroads were able to nullify the 2-cent rate laws in operation in many of the states.

A passenger who was well posted and had the necessary time and patience could save something on his fare by buying to the last station inside Oklahoma, supposing him to be traveling from that state into Kansas, then get off the train and buy a ticket to the first station across the state line in Kansas, and from there a mentioned place by still another ticket, this one to his destination.

Difference in Rates.

Few people could afford the time necessary for such a complicated transaction, however, and so the practical effect of the railroad regulation was that while persons could travel inside Oklahoma and Kansas state lines for 2 cents a mile, they would be compelled to pay 3 cents if their destinations were led from one state into the other.

All this is changed now, that the long and short haul becomes effective throughout the country. In 13 states lying between the Rocky

and Allegheny mountains the legislatures have established a flat rate of 2 cents a mile for passenger business. These states are Ohio, Indiana, Illinois, Iowa, Michigan, Wisconsin, Minnesota, Missouri, Nebraska, Kansas, Arkansas, Oklahoma and West Virginia.

Ten states have a 2 1/2-cent rate—Alabama, Connecticut, Massachusetts, New Jersey, North Carolina, North Dakota, South Dakota, Pennsylvania, South Carolina and Virginia, although in most cases it is not a flat rate but is subject to more or less variation. Speaking broadly, however, the ten states named are regarded as 2 1/2-cent states.

In eight states—Oregon, Washington, Montana, Texas, Maryland, Mississippi, Louisiana and Vermont there is a 3-cent rate, although subject to more or less variation.

Rates Vary With States.

New York, Rhode Island and Georgia have rates that vary from 2 cents to 3 cents; in Tennessee, Delaware and Florida the variation is from 2 1/2 to 3 1/2 cents; in California from 2 1/2 to 3 1/2; in New Hampshire from 3 to 3 1/2; in Idaho and Wyoming from 3 to 4; in Nevada from 4 to 5. The rate in New Mexico is 4 cents.

As the number of 2-cent states increased the saving for so many years made through the purchase of mileage books will tend to disappear, in the opinion of officials of the interstate commerce commission, who say that these books have never been based on a return of less than 2 cents a mile to the railroads. As long as the regular rate was higher than 2 cents, there was some object in buying a 100-mile book at the rate of 2 cents. But with the bringing of the regular rate to a 2-cent basis the mileage book will tend to disappear. At least, that is the judgment of people in the commission's offices who are following such matters.

Science of Thrift.

Chicago, May 9.—"War has sobered our people before to a revival of personal thrift and may do so again," says a bulletin of the American Society for Thrift from its Chicago headquarters. "The extravagant spirit is fostered by such an outpouring of new wealth from the natural riches of our new country as we have witnessed in recent years, but grim war or rumors of war may help bring our prodigal nation to its senses." The chastening of adversity has been seen in the economies adopted by the railroads in these days of severe retrenchments. Commenting on this the "Investor," a magazine published by S. W. Straus & Co. of Chicago, said: "Since the railroads of the United States have reached the period of heavy decline in earnings, they have been forced to become thrifty and to carry the practice of thrift into effect in a comprehensive way which no individual can even approach. As a matter of fact the science of art of thrift, or whatever one might wish to call it, now reaches perhaps its highest development in some of the railroads. Not long since it was calculated that filling every freight car to its capacity the country over would increase the gross revenue of American railroads \$75,000,000. The problems of efficiency in the loading and hauling of freight are being worked out with minute detail never before known, and this thoroughness has been extended to all branches of railroad service."

Local Notes.

Chief Clerk Byrnes of the Northern Pacific has been ill for a couple of days and unable to attend to his duties at the office. Yesterday he was much improved and will probably be at his desk Monday.

The water carnival, which was billed to show in Missoula this week, but which decided not to stop here after the council fixed its license at \$100 per day, will make a stop at Deer Lodge. It is coming from the west and will be delivered to the Milwaukee by the Northern Pacific at Henderson late tonight. The train will go through Missoula early tomorrow morning.

N. O. Parr, Northern Pacific operator at Blossburg, has left for his old home in Illinois, where he will spend his vacation.

Mrs. M. J. Sohn, the veteran telegrapher of the Rocky Mountain division, of the Northern Pacific, left yesterday for Butte, where she is being fitted with glasses.

WEEK'S CALENDAR FOR MISSOULA Y. W. C. A.

This afternoon at 4:30 o'clock, Rev. J. N. Macdonald, D. D., will speak at vesper services held in the Young Women's Christian association home on East Cedar street. There will be special music, followed by a social hour. All women and girls of Missoula are invited to be present. On Monday the cafeteria service will be resumed in rooms enlarged and freshly decorated.

CARTER MEMORIAL COMMISSION ELECTS OFFICERS ARE ELECTED TO CARRY OUT THE WORK OF RAISING FUNDS.

Helena, May 9.—(Special.)—The Carter memorial commission perfected its organization at a meeting held at the Montana club here tonight. It was decided to ask the press of the state to assist in the movement to erect a suitable memorial to the late Thomas H. Carter by opening its columns for the acknowledgment of subscriptions. When the fund is completed, the commission will take up the question of the kind of memorial that will be selected, this depending upon the response of the citizens of the state.

J. L. Dohel of Butte is chairman of the commission. C. H. Williams of Deer Lodge was selected as vice-chairman at the meeting today; Sam D. Goza of Helena as secretary; and John D. Waite of Lewistown, treasurer. The other members of the commission are J. C. Bair of Great Falls; C. J. McNamara of Big Sandy and Colonel Sam Gordon of Miles City. All but Mr. McNamara and Colonel Gordon were present. The meeting adjourned subject to the call of the chairman.

BOYS AND FLOWERS SHOULD EVER BE TOGETHER

FLORIST ANDERSON MAKES A PLEA FOR MORE PLANTS FOR YOUNGSTERS.

Editor Missoulian:—I have been approached by people, telling me that they would buy flowers or plants and plant them around their homes if it were not for the bad boys who steal them. Of course, in my business, I would hear more complaints than most people, and if there were even half truth in the different stories that have been told me, the whole thing would be deplorable. I admit that flowers have been stolen from flower beds in different yards on several occasions, but I also believe that people exaggerate and the ones that carry the tales about never missed much, or else have no children of their own, and don't know how to deal with children. Flowers have been stolen, plants torn up by the roots, and lilac and snowball branches broken off—all this I admit. I have also investigated and I learned that, two years ago, flowers were taken from dining places and offered for sale at dining rooms, saloons and restaurants, but it was not boys that did it.

I love boys, and if a boy so loves a rose or a tulip that he goes and takes it because he wants it, it is because he did not know that if he had asked for the flower the owner would have given it to him. If he steals and succeeds in selling the flowers, he is encouraged to steal more, and I don't blame him very much. Boys in Missoula are not so very bad. I get along very well with boys by talking with them; they listen and will follow the right course for quite a stretch at a time if they are shown the right course, and when they sidestep, put them on again. My advice, if I may submit it, would be to have more flowers, and not to lock them up. In my career here in Missoula, I don't know that anybody ever stole a flower from me. I have given away very many and profited by it. I don't know and realize that if the flowers are left on the bushes in the flower beds, everyone that sees them will admire them. The public parks, free to the children to play in, will be the most liberal and most natural way to educate children in not destroying the pretty flowers.

If the boys and girls now that this whole park, all these flowers, are for them especially, they will help to care for them, advising their younger friends. The large cities with parks and squares full of flowers, bushes and pretty lawns, shaded here and there with trees and benches to sit on, are educators to the masses. God talks to us through the generous beauties in nature, and children are drawn toward the central greatness. Their minds become clearer and their hearts bigger through the environment of flowers. A few years ago a question was raised among the sisters at the academy whether the children would destroy the plantings of grass and young trees. By a vote it was decided to risk, and try, and the children, several hundred, watched the grass grow, and trees a budding, but not a bud was picked nor a little foot put inside the newly-sown grass border. All was cared for and is there today. Yours truly,

A. C. ANDERSON, Missoula, May 9, 1914.

SUES FOR DIVORCE.

Blanche E. Martin yesterday filed suit against Louis N. Martin for divorce. The complaint alleges non-support and asks that the plaintiff be given absolute custody of a one-month-old child, Florence Ethel.

Feel Dull and Sluggish? Start Your Liver to Working!

It beats all how quickly Foley Cathartic Tablets liven your liver, overcome constipation—make you feel lively and active again. J. L. McKnight, Ft. Worth, Texas, says: "My disagreeable symptoms were entirely removed by the thorough cleansing Foley Cathartic Tablets gave me." They're a wonder. Missoula Drug Co.—Adv.

NEW YORK WOMEN EQUIP HOUSE TO CATCH ATTENTION OF "ALERT BUSINESS MAN."

New York, May 9.—One of the most remarkable theaters in the world is now in operation on Nassau street. It is called the Women's Little theater, having a cast of 100 besides 11 stars of national fame. The stars are six inches high and their souls are encased in paper, but they have "stunning" costumes of the latest design and are very good to look upon. To catch the attention of the "Alert Business Man" as he hustles to lunch or dashes by to keep an appointment is the object of this little theater—the women's own—which is being run by a number of New York women as another means of spreading the gospel of equal suffrage. The 11 stars, which, like the supporting cast and the "mobs" were all created and dressed by one of the members of the Women's Political union, represent the 11 equal suffrage states. They open with a repertoire of three plays and announce that others are being rehearsed. The 11 stars made their debut several days ago in "The Lane of Progress." The stage was set to show a polling place in the foreground; behind it rises a solid barrier, beyond which appear building tops suggestive of the large eastern cities. One by one the star actresses pass across the stage and are admitted into the polling place. As the last one enters another group of women rise from behind the barrier, carrying votes for women banners and looking longingly at the sacred precincts they are not permitted to enter. The second play is entitled, "Madam, Who Remys Your House?" The third is all ready but its name cannot be ascertained upon by the members of the producing company. Some of them want to call it "Outstripping the Ants," while others hold that "Always an Ant" would be more fitting. This is the most pretentious number in the repertoire, for it consists of five acts of two scenes each.

At St. Ignatius the Beckwith Mercantile company has some very fine grade Percheron mares. At Arlee, William Orville has a registered Belgian stallion. At Evaro, Mr. Johnson has a beautiful grade Percheron. At Thompson Falls, the Thompson Falls City Horse company has a registered Percheron stallion. At Plains, the Plains Horse company has a registered Percheron stallion, and C. C. Willis has a registered Clyde stallion. At Canons, the Dineville Horse company has a Percheron stallion and a Shire stallion, both registered. At Paradise there is a fine registered Percheron stallion. At Hinson, Pete Schieffer has a registered Percheron stallion and several grade mares. Mrs. Hale also has some exceptionally fine grade Percheron mares. At Frenchtown, Mr. Rozelle has a registered Percheron stallion. In Grass Valley, John Cyr has some fine grade Percheron mares, and at the Deschamps home ranch there is a fine registered Percheron stallion. Over at DeSmet we find Charles Danforth's registered Percheron stallion, and at Ladino's a number of fine Percherons. Coming down toward Missoula, Commissioner Egan has a fine grade Percheron. Up on O'Brien creek William May has a beautiful registered Shire stallion, and up Miller creek the Miller Creek Horse company has a fine registered Shire stallion on the Rasmussen ranch. At Lolo, Robert Peet owns a handsome registered Belgian stallion, and at Carlton, Dave May has a very fine grade Percheron stallion. At Florence there is a registered Coach stallion, and at Stevensville Charles Presse has a handsome Saddle stallion. Alvin Everson and Clark Everson have Percherons, and in the Burnt Fork district are several high grade animals. At Victor there are several stallions on the west side of the river, and over on the C. H. McLeod ranch two fine registered Percherons, Corvallis and Hamilton are noted for registered and high grade horses. Going east from Missoula, Anderson Brothers of Bonita have a fine Percheron stallion, and Mr. Perrin has a beautiful grade Clyde. At Drummond, Barney Taitewalter has two or three registered Percherons. At Woodworth, up in the Blackfoot William Boyd has a Percheron, and at Ovando and Holmville there are several registered stallions. Day & Hamilton have one of exceptional merit. On the Blackfoot river at Sunset Henry Martin owns a registered Shire stallion and several high grade mares. At Potomac, Dave Morris has a Percheron and William Morris several grade mares. I regret that I have not a complete list, and if those farmers whose horses I have overlooked will send me a list of what they have in the way of exhibition stock I will be pleased to record them for future reference. E. M. LAWRENCE.

MERCHANTS OF CITY TAKE BUTTE TEAM

Butte, May 9.—(Special.)—The baseball club of the Union association today was taken over by the Butte Chamber of Commerce and it will be incorporated under the name of the Butte Baseball and Amusement company.

The merchants' department of the chamber has the project in hand and a committee has been named to solicit funds from the merchants for the purpose of financing the affairs of the team. Stock to the extent of 25,000 shares will be sold at \$1 per share. Incorporation papers have been forwarded to Helena, in which the incorporators named are: Larry Duggan, M. E. Barry, W. C. Austin, C. H. Gallagher and John L. Templeman. There will be a meeting next Wednesday night, when by-laws will be drafted and the new company's plans fully outlined. "Ducky" Holmes will continue as manager of the team and it is the intention of the directors of the company to give him carte blanche with all the funds that he needs to keep the team in pennant-winning condition. There is considerable talk that gives evidence of crystallization, that Butte and Helena next season will seek to ally themselves with the Northwestern league, nothing authoritative on the subject, however, is said.

GRAY HAIR BECOMES DARK, THICK, GLOSSY

TRY GRANDMOTHER'S OLD FAVORITE RECIPE OF SAGE AND SULPHUR.

Almost everyone knows that Sage Tea and Sulphur, properly compounded, brings back the natural color and lustre to the hair when faded, streaked or gray; also ends dandruff, itching scalp and stops falling hair. Years ago the only way to get this mixture was to make it at home, which is messy and troublesome. Nowadays we simply ask at any drug store for "Wyeth's Sage and Sulphur Hair Remedy." You will get a large bottle for about 50 cents. Everybody uses this old, famous recipe, because no one can possibly tell that you darkened your hair, as it does it so naturally and evenly. You dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning the gray hair disappears, and after a short application or two, your hair becomes beautifully dark, thick and glossy and you look years younger. Missoula Drug company, agent. —Adv.

PERHAPS.

"Some say that the woman of today does not wish to enter politics, but I guess if she had a high position offered her she would step into it." "With the present state of short ap- pears might not be able to step into it, but she would no doubt jump at the chance."

WESTERN MONTANA HAS MANY FINE HORSES

ENOUGH BLOODED STOCK IN DISTRICT FOR FOUNDATION OF FINE BUNCH OF ANIMALS.

An observing person traveling through western Montana quickly notes the magnificent class of draft horses working on our farms and the fine, large, big-boned colts romping in our fields. These noble animals form one of our chief assets in an agricultural way, and always call for comment by strangers who recognize the fact that where you find good horses, there you find good farms and farmers.

In speaking of the intent of the western Montana fair commissioners to offer extra large special premiums in the class for draft horses this fall, the writer was asked recently how many registered and high grade stallions and mares could be found near enough to Missoula to expect their owners to show them at the fair. By questioning a little I find there is almost an entire lack of knowledge on this subject by most men whose business depends on the success of the farmers.

In the livestock census of the various counties of Montana, Missoula county, with our neighboring counties, fails to give an accurate record of this important item, and I am unable to state just how many draft horses, both registered and grade, are used in this vicinity to grade our farm stock. There are many more than I am familiar with, but a short list of the more prominent ones I have met in my travels will give a general idea of why the writer expects this class at the fair to be a revelation to those who don't know what we have to exhibit. The following horses are all of exceptional worth, and can be exhibited with pride by their owners.

Beginning at Ronan, I find three registered stallions, a fine Percheron belonging to Mr. Newgard, another to Mr. Irish, and at Dr. Suttler's place the Ronan Horse company has a fine Belgian.

At St. Ignatius the Beckwith Mercantile company has some very fine grade Percheron mares.

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For a Tropic Liver.

"I have used Chamberlain's Tablets off and on for the past six years whenever my liver shows signs of being in a disordered condition. They have always acted quickly and given me the desired relief," writes Mrs. P. H. Trubus, Sorlingville, N. Y. For sale by all dealers.—Adv.

Hauptmann, the foremost German dramatist, and Reinhardt, the foremost German manager, have entered into an agreement whereby the plays that the one writes will be produced under the personal direction of the other at the Deutscher theater in Berlin.



EASTERN EXCURSION RATES

From Butte, Anaconda, Helena and Great Falls

Memphis and return	\$64.85
Chicago and return	61.00
Milwaukee and return	61.00
Peoria and return	58.70
St. Louis and return	56.20
Davenport and return	55.00
Rock Island and return	55.00
Des Moines and return	48.00
Souix City and return	45.00
Omaha and return	45.00
Kansas City and return	45.00
Denver and return	37.50
Colorado Springs and return	37.50
Fuelbo and return	37.50
St. Paul and return	45.00
Minneapolis and return	45.00

The above rate to St. Paul and Minneapolis does not apply from Helena or Great Falls.

DATES OF SALE

May 23, June 1, 6, 8, 13, 20, 27; July 1, 8, 15, 22, 29; August 5, 12, 19, 26; September 2, 9, 16, 23, 30. Also on July 10 and 11 to Denver, Colorado Springs and Pueblo only.

Final Return Limit Oct. 31

Tickets carry 15 days' going limit. Not necessary to commence journey on date of sale. Liberal stopovers and diverse routes. Ask about rates to New York, Boston and other points east of Chicago and St. Louis.

CALIFORNIA EXCURSION RATES

ROUND \$59.15 TRIP

From BUTTE to LOS ANGELES & SAN FRANCISCO

Tickets on sale June 1 to Sept. 30. Final Return Limit Oct. 31. Proportionate low rate via Portland.

SALT LAKE CITY EXCURSIONS

\$15.00 Round Trip \$15.00

From BUTTE and ANACONDA

May 23, June 6, June 30, July 4, July 11, July 18, July 25, August 1, August 8, August 15, August 22, August 29, September 5, September 12, September 19.

Final Return Limit 15 Days From Date of Sale

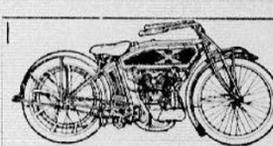
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Excelsior Motorcycle

Publicly tested and proven RELIABLE, POWERFUL, ECONOMICAL—Thousands are in use.

The famous Excelsior straight line frame cycle, fork and cushioned seat post gives the strongest, best balance and most comfortable motorcycle on the road. Every modern feature of real convenience to the rider. Double adjustment brake, folding foot rest, tubular luggage carrier, two-speed, multiple disc clutch, and a positive lubricating that can't go wrong.

Seven Models to Choose From

Model 7, T. S. 7-10 h. p., twin chain drive.	Price \$260
Model 7, C. 7-10 h. p., twin chain drive.	Price \$225
Model 7, B. 7-10 h. p., twin chain drive.	Price \$215
Model 7, S. C. 7-10 h. p., twin chain drive, port coupled.	Price \$250
Model 4, T. S. 7-10 h. p., single two-speed chain.	Price \$235
Model 4, C. 4-6 h. p., single chain drive.	Price \$200
Model 4, B. 4-6 h. p., single chain drive.	Price \$190

The above prices are f.o.b. factory. A demonstration will convince you that we are giving you the right machine at the right price. Call and see us and we will do the rest.

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121 South Higgins Avenue
P. O. Box 277, Missoula, Mont.

FRECKLES

Don't Hide Them With a Veil; Remove Them With the Othine Prescription.

This prescription for the removal of freckles was written by a prominent physician and is usually so successful in removing freckles and giving a clear, beautiful complexion that it is sold by George Freisheimer under guarantee to refund the money if it fails.

Don't hide your freckles under a veil; get an ounce of Othine and remove them. Even the first few applications should show a wonderful improvement, some of the lighter freckles vanishing entirely.

Be sure to ask the druggist for the double strength Othine; it is this that is sold on the money-back guarantee. —Adv.

NEWEST STYLE SHOES FOR SPRING MAPES & MAPES

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115 Higgins Avenue. Bell Phone 87; Ind. Phone 474. The Best of Everything in the Market.