

PORTS OPENED TO WORLD'S TRADE

CARRANZA DECLARES TAMPICO, TUXPAN AND MATAMOROS OPEN TO COMMERCE.

FIRST PEACE MOVEMENT

Leader of 'Rebels Will Announce Cabinet and Declare Principles Soon, It is Thought—Civil Government to Be Established at Saltillo Immediately—Mazatlan's Water Supply Cut Off.

TWO-PARTY PLAN.

Niagara Falls, Ont., May 31.—The South American envoys, it became known tonight, have virtually resolved to go ahead with their plans for a two-party agreement between the United States and the Huerta government and for the time being ignore the question of constitutional representation.

Durango, Mexico, May 31.—General Carranza issued a notice today declaring Tampico, Tuxpan and Matamoros officially opened to the commerce of the world.

Announcement of General Carranza's cabinet and declaration of principles which will be made soon at Saltillo, is awaited eagerly.

General Candido Aguilar, recently commander of forces at Tuxpan, has been named governor of the state of Vera Cruz.

Water Famine On.

On Board United States Ship California, Mazatlan, Mexico, May 31 (Via wireless to San Diego).—The water famine, which constitutionalists besieging Mazatlan have been seeking to precipitate in that city is in full swing.

Barbed wire entanglements have been run around the city.

"RED TAPE" METHODS ARRAIGNED BY LANE

Washington, May 31.—"Red tape" methods in the administration of government affairs in Alaska were severely arraigned in a report sent today by Secretary Lane of the interior department to Senator Pittman and Representative Honston, chairman of the congressional committee on territories.

Bills for the creation of boards or commissions to administer the government of Alaska introduced by Senator Chamberlain and Delegate Wickersham, are in general accord with the plan recommended by Secretary Lane.

VOTE "NO" TODAY AND YOU ARE SAFE

This is the date for the special election, to determine whether or not Missoula will continue under the commission form of government.

This morning is not the time for a discussion of the merits and shortcomings of the commission system. These matters have been thoroughly enough discussed in the weeks and months that the matter has been under consideration.

The counsel which we would give this morning is that every voter go to the polls today. The duty of voting is one of the responsibilities which cannot be shirked. It is an obligation of citizenship.

This is too big a proposition to lose by default. The man who, friendly to this form of government, remains away from the polls, is more an enemy to municipal efficiency than the man who works and votes against it.

There is one last word this morning, in this connection. Read carefully your ballot when you go to vote and note that it is necessary to vote "No" in order to retain the commission. The vote is upon the question to reject the commission.

This is the important thing to remember as you go into the booth to mark your ballot—the vote which saves the commission government is the "No" vote.

Vote and vote "No." That's the advice which The Missoulian offers, this morning, just before the polls open.

No Hope in Sight For a Settlement of Great Dispute

Denver, May 31.—Definite prospects for a settlement of the strike in the Colorado coal fields, where the miners have been out since September 23, 1913, and where 1,757 United States troops are now guarding the mining properties, apparently are no nearer realization than they were weeks ago, according to statements by both union officials and mine operators today.

The cost of the eight months' industrial conflict is variously estimated at from \$10,000,000 to \$12,000,000. The figures include the sum of \$700,000 incurred by the state in maintaining strike troops in the field until the arrival of the federal forces; an estimate of \$6,925,000 cost to the union, and the sweeping statement by the operators that their loss will total "several millions."

Figures compiled by James Dalrymple, state coal mine inspector, show there were employed in the coal mines of Colorado for the first three months of 1914 an average of 10,149 miners, as compared with 14,035 for the same period in 1913.

From the same source it is learned there were 12,346 men working in the mines last September when the strike was called; 7,696 in October, the first full month following the strike, and 10,146 in March, 1914. Against these figures stand the claim of John R. Lawson, international executive board member of the United Mine Workers of America, that approximately 11,000 men quit work in response to the strike call last September, and that about 8,500 men are still on strike.

He attributes the decrease to men leaving the state, adding that "few have gone back to work, their loss being more than offset by those who have joined the strikers."

At the headquarters of the operators this statement was given out:

Operators' Statement. "It has been impossible to obtain an accurate census for the men on strike, but a fair approximation places the number at 2,000 at this time. Many of the men accounted strikers never worked in the Colorado mines. Not all who went out last September struck. Many went to the states where there was no strike. Estimates made by railroad agents and based on tickets sold to miners and their families, indicate that this number was between 1,500 and 2,000. The number of men in operation now is 141, as compared with 148 last September."

Unions' Demands. The original demands of the United Mine Workers of America may be summarized as follows: First—Recognition of the union. Second—A 10 per cent advance in wages. Third—An eight-hour day.

- Fourth—Pay for "narrow and dead work." Fifth—Check weighmen. Sixth—The right to trade where desired. Seventh—Enforcement of state mining laws and abolition of the guard system.

"There has been no change in the nature of the demands since the strike was called," said John R. Lawson, union leader. "I don't know of any prospects of a settlement. The miners will never go back to work without recognition of the union if they follow my advice."

Laws Not Enforced.

"The right to organize, an eight-hour day, check weighmen and the right to select trading and boarding houses are state laws, but they are not enforced."

Holding that the chief demands of the United Mine Workers, with the exception of union recognition, are guaranteed by the state, the operators maintain their original position, namely, refusal to treat with representatives of the United Mine Workers or recognize the union. They reiterate a willingness to meet actual employees for the adjustment of grievances.

Strikers in Court.

Three suits are pending in the United States district court at Pueblo on civil and criminal charges growing out of the strike, and a score or more are docketed in district courts where the strike has centered.

All of the international and district officials, organizers and a long list of (Continued on Page Three)

AIR MAP PLAN OF AERO CLUB

FOR BENEFIT OF TRAFFIC OF FUTURE AIR CURRENTS WILL BE PLATTED.

EXPERIMENTS A SUCCESS

Harvard University Already Has Done Some Work of This Kind—Rules for Map-Making Will Be Laid Down and Local Aero Clubs Will Then Make Observations.

New York, May 31.—The Aero Club of America has named a committee of 70 to plan and supervise the preparation of a map for the permanent air currents over the United States. Rear Admiral Robert E. Peary has been named chairman of the committee.

Rules for making aerial observations at points to be agreed upon in all parts of the United States will be defined by the committee. Local aero clubs will make the observations by means of balloons and aeroplane flights. The committee is also entrusted with the production of a topographical map for the United States adapted to airmen, indicating convenient landing areas.

The inspiration for this work, which the Aero club and the National Geographic society have had under consideration for two years, came, it is said, from experiments conducted by Harvard university at its Blue Hills observatory in Massachusetts.

Among the members of the committee are Rudolph Wainman, Harold F. McCormick, George W. Perkins, Otto H. Kahn, Cornelius Vanderbilt, Vincent Astor, W. K. Vanderbilt, Thomas F. Ryan, Orville Wright, Dr. A. P. Kahn, Ogden Mills Reid, Captain W. I. Chambers, U. S. N., E. B. Bronson, Professor Percival Lowell, Professor David Todd, Frank A. Seibering, Frank S. Lahn and Holland Forbes.

GRAVES OF AMERICANS IN MEXICO DECORATED

Mexico City, May 31.—Memorial exercises were held today over the graves of the American soldiers in the national American cemetery. The services were under the auspices of the O. C. Ord Post No. 100, department of Tennessee.

For the first time since the observance of the ceremony here no flags were displayed, but flags were laid upon the graves in profusion. The exercises were conducted around the monument erected to the memory of the American soldiers who perished in this valley during the Mexican war of 1847. Six hundred of them are buried under the monument.

Many Mexicans watched outside the cemetery, with respectful interest, baring their heads as the flowers were laid on the graves.

Funston Is Well Entrenched



U. S. INTRENCHMENTS ON OUTPOSTS OF VERA CRUZ.

An idea of how General Funston is guarding any possible move of the Mexican Federals against detachments of his command on guard at the Vera Cruz outposts may be had from the photo showing part of intrenchment in the sand dunes about 10 miles from that city. The intrenchment itself is almost shoulder high. About it breast-works of sandbags have been raised.

and when the boys of the U. S. army get into these fortifications the certainty of considerable damage being done by them, should the Mexicans attempt a sortie, is assured.

OTHER SIDE OF GRIM STORY TOLD BY CAPTAIN ANDERSON OF SHIP WHICH HIT IRELAND

Montreal, Quebec, May 31.—With her bow crumpled in and twisted and a gap showing on the port side only a foot or so above the water line, in mute evidence of the tragedy in which she figured, the Norwegian collier Storstad docked here this afternoon.

A few minutes later a warrant of arrest, taken out by the Canadian Pacific railway, was nailed to her mainmast by order of W. Simpson Walker, K. C., registrar of the Quebec admiralty.

"By what authority do you come on board my vessel and place it under arrest?" Captain Anderson, commander of the collier, asked.

"By authority of the British empire," curtly replied the deputy sheriff.

"The vessel at once began to unload her cargo of coal.

The officers and men bore traces of their harrowing experiences. When questioned as to the disaster they were averse to entering into conversation.

Official Statement. Captain Anderson declined at first to discuss the disaster, declaring that he would make a statement later in the evening. Subsequently a statement based on Captain Anderson's report, as well as the reports of other officers to Messrs. Lange and Griffin, was given out.

According to the captain and officers, contrary to what has been stated by the captain of the Empress of Ireland, the Storstad did not back away after the collision. On the contrary, she steamed ahead in an effort to keep her bow in the hole she had dug into the side of the Empress.

Empress Headed Away. The Empress, however, according to the Storstad's officers, headed away and bent the Storstad's bow over at an acute angle to port.

After that the Empress was hidden from the view of the Storstad and, despite the fact that the Storstad kept her whistle blowing, she could not locate the Empress until the cries of some of the victims in the water were heard.

Captain Anderson denied he moved a mile or so away from the Empress after his vessel struck the liner. The Storstad had not moved. It was the Empress which had changed position, he asserted.

According to the report made by Captain Anderson to the owners after the collision he heard Captain Kendall shout, calling on him not to pull away.

"I won't," shouted the Storstad's captain as loud as he could. After that the Empress disappeared from the Storstad's view.

The statement follows: "The fact that the Storstad has only today reached port has made it impossible heretofore to give an authentic statement on her behalf. All connected with the Storstad deplore the terrible accident, which has resulted in the loss of so many valuable lives. It is not with any desire to condemn others, but simply because it is felt that the public is entitled to know the facts, that the following statement is put forward:

Andersen's Story. "The vessels sighted each other when far apart. The Empress of Ireland was seen off the port bow of the Storstad. The Empress of Ireland's green, or starboard light, was visible to those on the Storstad. Under the circumstances, the rules of navigation gave the Storstad the right of way.

"The heading of the Empress was then changed in such a manner as to put the vessels in a position to pass safely. Shortly after a fog enveloped first the Empress and then the Storstad.

"Fog signals were exchanged, the Storstad's engines were at once slowed and then stopped. Her heading remained unaltered. Whistles from the Empress were heard on the Storstad's port bow and were answered. The Empress of Ireland was then seen through the fog close at hand on the port bow of the Storstad. She was slowing her green light and was making considerable headway.

"The engines of the Storstad were at once reversed at full speed and her headway was nearly checked when the two vessels came together.

Did Not Back Out. "It has been said that the Storstad should not have backed out of the hole made by the collision. She did not do so. As the vessels came together, the Storstad's engines were ordered ahead for the purpose of holding her bow against the side of the Empress and thus preventing the entrance of water into the vessel.

"The headway of the Empress, however, swung the Storstad around in such a way as to twist the Storstad's bow out of the hole and to bend the bow itself over to port.

"The Empress at once disappeared in the fog. The Storstad sounded her whistle repeatedly in an effort to locate the Empress of Ireland, but could obtain no indication of her whereabouts until cries were heard.

"The Storstad was then maneuvered as close to the Empress as was safe in view of the danger of injury to the persons who were already in the water.

Lowered All Boats. "The Storstad at once lowered every one of her boats and sent them to save the passengers and crew of the Empress, although she herself was in serious danger of sinking. When two boats from the Storstad's men also attempted to rescue, her own boats made several trips and in all about 350 persons were taken on board and everything was done for their comfort. Clothes of those on the Storstad were placed at the disposal of the rescued and every assistance was rendered.

"The statements which have appeared in the press indicating that there was the slightest delay on the part of the Storstad in rendering prompt and efficient aid, do a cruel injustice to the captain, who did not

stand. (Continued on Page Three)

Washington, May 31.—The long-awaited vote on the tolls exemption repeal bill will be taken in the senate before Saturday night, unless all the plans of leaders fail. Both opponents and those who favor the passage of the measure are agreed there is no need for prolonging debate beyond the present week.

There is a prospect that the house will finish its trio of anti-trust bills by the end of the week and pave the way for adjournment in July if senate leaders can reach an agreement on the amount of trust legislation they believe the country needs and desires at this time.

The appropriation bills can be passed in senate and house in quick order and practically only the trust program stands in the way of adjournment by July 20 as leaders de-

sire. The senate committee in charge has put in a week's work on anti-trust legislation before it and is expected to reach a decision on how much legislation it will recommend to the senate by the middle of the week.

There is a notion before the committee to report only one bill in the hope that with its passage adjournment will be taken with the understanding that other trust legislation shall be brought before the senate next winter.

The tolls repeal bill will figure daily in the senate until the vote is taken, but the first test for the senators who favor arbitration for the question of American exemption of coastwise ships from toll payment will come Wednesday when the foreign relations committee will vote on arbitration resolutions.

Washington, May 31.—The long-awaited vote on the tolls exemption repeal bill will be taken in the senate before Saturday night, unless all the plans of leaders fail. Both opponents and those who favor the passage of the measure are agreed there is no need for prolonging debate beyond the present week.

There is a prospect that the house will finish its trio of anti-trust bills by the end of the week and pave the way for adjournment in July if senate leaders can reach an agreement on the amount of trust legislation they believe the country needs and desires at this time.

The appropriation bills can be passed in senate and house in quick order and practically only the trust program stands in the way of adjournment by July 20 as leaders de-

sire. The senate committee in charge has put in a week's work on anti-trust legislation before it and is expected to reach a decision on how much legislation it will recommend to the senate by the middle of the week.

There is a notion before the committee to report only one bill in the hope that with its passage adjournment will be taken with the understanding that other trust legislation shall be brought before the senate next winter.

The tolls repeal bill will figure daily in the senate until the vote is taken, but the first test for the senators who favor arbitration for the question of American exemption of coastwise ships from toll payment will come Wednesday when the foreign relations committee will vote on arbitration resolutions.

Washington, May 31.—The long-awaited vote on the tolls exemption repeal bill will be taken in the senate before Saturday night, unless all the plans of leaders fail. Both opponents and those who favor the passage of the measure are agreed there is no need for prolonging debate beyond the present week.

There is a prospect that the house will finish its trio of anti-trust bills by the end of the week and pave the way for adjournment in July if senate leaders can reach an agreement on the amount of trust legislation they believe the country needs and desires at this time.

The appropriation bills can be passed in senate and house in quick order and practically only the trust program stands in the way of adjournment by July 20 as leaders de-

sire. The senate committee in charge has put in a week's work on anti-trust legislation before it and is expected to reach a decision on how much legislation it will recommend to the senate by the middle of the week.

There is a notion before the committee to report only one bill in the hope that with its passage adjournment will be taken with the understanding that other trust legislation shall be brought before the senate next winter.

The tolls repeal bill will figure daily in the senate until the vote is taken, but the first test for the senators who favor arbitration for the question of American exemption of coastwise ships from toll payment will come Wednesday when the foreign relations committee will vote on arbitration resolutions.

Washington, May 31.—The long-awaited vote on the tolls exemption repeal bill will be taken in the senate before Saturday night, unless all the plans of leaders fail. Both opponents and those who favor the passage of the measure are agreed there is no need for prolonging debate beyond the present week.

There is a prospect that the house will finish its trio of anti-trust bills by the end of the week and pave the way for adjournment in July if senate leaders can reach an agreement on the amount of trust legislation they believe the country needs and desires at this time.

The appropriation bills can be passed in senate and house in quick order and practically only the trust program stands in the way of adjournment by July 20 as leaders de-

sire. The senate committee in charge has put in a week's work on anti-trust legislation before it and is expected to reach a decision on how much legislation it will recommend to the senate by the middle of the week.

There is a notion before the committee to report only one bill in the hope that with its passage adjournment will be taken with the understanding that other trust legislation shall be brought before the senate next winter.

The tolls repeal bill will figure daily in the senate until the vote is taken, but the first test for the senators who favor arbitration for the question of American exemption of coastwise ships from toll payment will come Wednesday when the foreign relations committee will vote on arbitration resolutions.

The Missoulian Wants 1,000 NEW SUBSCRIBERS Within the Next Thirty Days In order to bring The Missoulian, Montana's best and most independent daily newspaper, within the reach of every man, woman and child in western Montana, beginning today, June 1, we will deliver The Daily Missoulian to you By carrier, per month - - - - - 65c By mail, per year, in advance - \$7.00 The Missoulian caters to no special interest. It always intends to be fair. We want you to become one of our regular daily readers. At the above price can you afford to be without it?

VOTE ON TOLLS EXEMPTION REPEAL IS DUE TO COME THIS WEEK IF PLANS GO THROUGH

Washington, May 31.—The long-awaited vote on the tolls exemption repeal bill will be taken in the senate before Saturday night, unless all the plans of leaders fail. Both opponents and those who favor the passage of the measure are agreed there is no need for prolonging debate beyond the present week.