

NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

Utah Shippers Protest Against Distribution of Extra Dividend to Union Pacific Stockholders on the Ground That It Will Add to Traffic Rates.

Salt Lake City, June 4.—The Commercial club traffic bureau, an organization of shippers, has petitioned Governor Spry for aid in heading off an extra dividend ordered by the Union Pacific Railroad company, a Utah corporation. The dividend, as ordered, splits up among holders of the road's common stock about \$75,000,000 in common and preferred stocks.

The shippers' position is that the dividend will result eventually in the imposition of an unjust burden on the people of the state in the form of increased freight charges and the governor is asked to direct an investigation by the attorney general, with a view to stopping the dividend, if this be true. Members of congress, it is set forth, have advised that any action be through the state rather than through the department of justice.

The Baltimore & Ohio was received by the Union Pacific in the so-called Southern Pacific-Union Pacific unmerging, when, under a scheme devised by the attorney general and approved by the courts, the Union Pacific took Baltimore & Ohio stock from the Pennsylvania railroad in exchange for part of its Southern Pacific holdings. This is the stock it now proposes turning over to its common stockholders in the form of an extra dividend, which was ordered January 8, 1914.

The shippers charge that the railroad in declaring the dividend performed an act equivalent to paying a dividend with the proceeds of a bond issue. They carry their case back to the \$100,000,000 bond issue of the railroad about ten years ago and contend that the amount proposed to be distributed in dividends should be used instead to retire bonds.

A New Form.

A new form of balance sheet for the railroads is to be used in future in accordance with an order by the interstate commerce commission, an outline of which will be incorporated in the 1914 annual report of the commission. According to railroad accountants it is the best form of balance sheet that has ever been prepared and will afford the public with a more concise and clearer understanding of the financial position of the various companies than has been possible in the past. Therefore, the accounting methods of the railroads will be changed very substantially to conform to the new style of balance sheet.

Previous accounting methods have provided for the inclusion in current assets (or what has been commonly termed "working assets") the item of "marketable securities." In the future, however, this item will be included in investment account. In this manner it will be shown at a glance the real cash and current asset position of a road, or if it may be desired to so term it, the true working current asset position on any given date used for the purpose.

It is pointed out that the inclusion of marketable securities in current assets has for a long time past been regarded by many railroad experts as unfair. At best the liquidation price of such securities can only be approximated and there is no assurance that the approximation would come anywhere near the market value. For this reason, the commission has decided that the railroads must carry this item among its investments.

In the past the difficulty of including such items in the current assets has been that the estimated marketable value of such securities on the

GRADE-CROSSING ACCIDENTS KILLS ONE A DAY DURING MAY

May was a month of grade-crossing accidents for the railroads. Missoula furnished two victims as the result of the collision near the cemetery Memorial day. This and other accidents throughout the United States show grade crossings to have demanded a toll averaging about a life each day during the month. The list is as follows:

May 4—A Chicago, Milwaukee & St. Paul train struck a buggy at a grade crossing near Glenview, a suburb of Chicago, killing Rose and Irene Hoffman, children, and fatally injuring Mrs. Beattie Hoffman, their mother.

May 11—A Erieco train struck a buggy at Pleasant View crossing, near Merriam, Kan., killing Abelton Meyers and his wife.

May 15—A Kalamazoo-Jackson interurban car struck a motor car at a grade crossing near Albion, Mich., killing Mrs. Polly Lindsey and Mrs. Ambrose Flintman.

May 15—A Toledo, St. Louis & Western train struck a motor car on a grade crossing near Kaufman, Ill., killing John Stuckwisch, Mrs. John Stuckwisch and one Oscar Maurer.

May 17—An Indiana Union Traction car struck a motor car at a grade crossing near Indianapolis, Ind., killing Thomas O. Stout, Claude Stout and J. C. Shafer. Mrs. Claude Stout, Kenneth Stout and William Stout were fatally injured and Mrs. Thomas Stout dangerously injured.

May 19—A West Jersey & Seashore railway train struck a motor car at a grade crossing near Gloucester, N. J., killing Harry Hunsberger and Mary Clarkson and fatally injuring Mary Meyers.

May 19—A Burlington train struck a motor car at a grade crossing near Brookfield, Mo., injuring Hugh Green, Frank and William Guest and Gus and Edward Petka.

May 20—A Scioto Valley traction car struck a motor car at a grade crossing near Asheville, Ohio, killing W. H. Miller, Mrs. Aggie Miller, Mrs. Alice Stalger, Mrs. C. E. Ellis and a 5-year-old daughter of H. J. Bond.

May 24—Mrs. Bert Sainers and her mother-in-law, Mrs. C. G. Sainers of Dnan, killed when a Santa Fe train struck a motor car at Ancona, Ill. May 24—John Kline and his 3-year-old child killed when a C. B. & Q. freight train hit a motor car near Herrin, Ill.

May 24—Mr. and Mrs. W. E. Dunn, 116 South Oakley avenue, Kansas City, killed when their motor car was struck by an interurban trolley train near Excelsior Springs.

May 30—Mrs. Joseph Zanders and her grand-daughter, Miss Pearl Carr of Missoula, so severely injured in collision at crossing near the Missoula cemetery that both die.

May 30—Coeur d'Alene interurban train between Spokane and Coeur d'Alene strikes automobile stalled on crossing and Dr. B. H. Roark and C. H. Thomas, both of Spokane, are killed.

date covered by a report may be many millions out of the way by the time an annual report is made public.

Coast Conditions.

"If there is any difference at all, we have the edge on coast points for general business activities," said Superintendent E. E. Willard of the Missoula division of the Milwaukee yesterday. Mr. Willard has just returned from a trip to Tacoma. "I think," said he, "that there is as much going in Montana and Idaho, especially along the railroad, as there is in Washington and Oregon. Lumbering is very quiet out west, although I find the logging interests planning to start logging again and to open up their mills after the first of July. Just how extensive the general opening will be it is hard to say. Coast cities don't seem very active."

Missoula Division Lumbering.

In referring to the lumbering conditions Superintendent Willard remarked that his division of the road probably stood at the head of the class right now in amount of timber being hauled. Upon being questioned as to some detailed figures it was learned that on an average of 60 cars of logs a day are being handled now on this division. This includes the logs from the Big Blackfoot branch, where operations are not in full progress now, and from several fields of operation on the west end. The Mann Lumber company at Henderson has just a big crew of men into the field near Hankan and is sending 25 cars of logs a day from Hankan to Henderson over the Milwaukee. Another big supply of logs for shipment—about the same number per day—is now coming from the Bogle & Callahan camps that have just been opened a short distance east of Kyle. The loggers have a branch line here 10 miles in length. A mile of this road is on a 7 per cent grade but the logging trains are operated without much difficulty and the loads are believed directly to the Milwaukee.

Open Station Station.

Station, three and a half miles this side of Avery on the Milwaukee, has been reopened as a staff office according to the announcement made at headquarters yesterday. This was done in the belief that it would promote better train movement over the

mountain and also to care for a number of work trains which will be operating within reach of the station later in the season.

Fishpond Rivalry.

Since the stocking of the fountain basin of the city's fountain near the Northern Pacific depot with trout and grayling, there has been considerable rivalry expressed by the Milwaukee folks down at Avery, where there is a company fishpond, a concrete basin that has been well stocked for three years. Regardless of the fact that the local basin is not owned by the Northern Pacific, but is a city property, the Avery people hold it up to scorn in comparison with their own little tank. "I heard while in Avery the other day," said Mr. Willard yesterday, "that we have one fish in our pond at Avery which is big enough to eat up all those the Northern Pacific has here and flap his fins for more. He alleges that this is not a bull trout, either."

One on Barrett.

Reference to the Avery fishpond calls to mind a good joke on Assistant General Superintendent E. H. Barrett of Butte. Mr. Barrett was in Avery recently and happened over to the pond when it was being cleaned out, all the fish being caught in seines and held captive in washtubs until the basin had been drained. Mr. Barrett was astonished at the number of big trout and made up his mind that it would be much better to get rid of some of them and put smaller ones in their place. Accordingly, Mr. Barrett got out his fish pole after the tubs of trout had been dumped back into the clean pond. The assistant superintendent thought he would have some real sport and that there would be a splendid opportunity of making a close study of how a big trout fights a line when he should get one on his hook in the basin. Mr. Barrett knew the fish were hungry after their strenuous handling. He expected a raise just as soon as his fly touched the water, but he didn't get it. He tried another color of fly. He coaxed with it and went through all the tricks of the skilled fisherman that he is. And all the while the big trout were swimming quietly about, coming up to grab a real bug now and then, but absolutely ignoring the artificial bait. They seemed to laugh at

Mr. Barrett's efforts. At least this is what the fisherman thought, to himself when he looked at his watch and found that he had spent two whole hours at the pond. About this time someone came with food for the fishes' evening meal. They ate this greedily. Barrett fixed a fine piece of liver on his hook and let it sink down among a bunch of big fellows. They all "ran" from it like it was poison. Then the fisherman quit in disgust. He determined that fish as well trained as those of the Avery basin should not be traded off for any other size or variety.

Officials Passing.

General Superintendent W. B. Foster and Vice President H. B. Earling of the Milwaukee went west through Missoula last night. They have been on an eastern trip. Their car was attached to train No. 15.

First Vice President Shade, his assistant, J. M. Rapallo, and General Superintendent Brown of the Northern Pacific have started on a trip over the system. They are scheduled to arrive in Missoula Sunday morning on train No. 41, but do not expect to stop off in Missoula.

Time Table Changes.

In connection with the new time card which is to go into effect June 7, Superintendent E. L. Brasell of the Northern Pacific issued the following bulletin yesterday which will be of interest to passengers depending on the usual train service on the day the change is made:

"In reference to time table which goes into effect of 12:31 a. m. June 7, trains 219 and 220, Billings to Garrison, will not be run on Sunday, June 7, as trains Nos. 3 and 6, which will be run as specials on that day, will take care of the business. Therefore, the operation of trains Nos. 219 and 220 will commence June 8. Please be governed accordingly."

Beautiful Station Grounds.

The Milwaukee yardage about the passenger station was brightly shining yesterday, having just been treated with a new coat of decomposed granite. The station, with its unique location, its sloping lawn, canal of water with rustic bridge and trees, is prettier than ever this summer. Superintendent Willard takes much pride in the neatness of the whole plant here and this is noted by all who have occasion to pass the station grounds.

I. B. Richards Improving.

"I know that I. B. Richards of the Northern Pacific has many friends here who will be glad to hear from him," said Superintendent Willard of the Milwaukee yesterday. "While in Tacoma I called upon him and found him much improved in health, although it will probably be some time before he is ready for active duty." Mr. Richards is general superintendent of the Northern Pacific lines west of Paradise. He suffered a breakdown some time ago and that he is recovering is good news to his friends in this community.

Henry Close, Milwaukee engineer, left yesterday for Sioux City, with his father. The old gentleman found the altitude here too high and has been in very poor health.

Northern Pacific Operator L. N. Blankenship at Silver Bow was granted leave of absence yesterday to go to Columbus, this state, and inquire into the circumstances surrounding the death of his father-in-law. The latter was found dead along the railway right of way and from the condition of the body had probably been dead three weeks. None of the details of the case were known here yesterday.

A Strike Vote.

Spokane, June 4.—Representatives of the Brotherhood of Locomotive Engineers and Firemen in the north-west district, involving practically all lines in Washington, Montana, Idaho and Oregon, will meet here tomorrow. It was announced tonight by local Brotherhood officials, to plan the taking of a strike vote, following the breaking off of negotiations for higher wages last Monday night in Chicago between officers of the railway employees and a committee of the general managers of all lines west of Chicago.

ON VISIT TO HER PARENTS IN U. S.



BARONESS MONCHEUR.

Baroness Moncheur, daughter of General and Mrs. Powell Clayton of Arkansas and Washington, and wife of the Belgian minister to Turkey, is now in Washington making her annual visit to her parents. Baroness Moncheur is one of the four handsome daughters of General Clayton, one of whom is the wife of the British minister to Cuba, another is the Countess de Sibur of Washington and the fourth is the wife of Major S. G. Jones of the army.

DR. HODGE HELPED BUILD THE N. P. RAILROAD

COMMENCEMENT SPEAKER GOT EARLY INSPIRATION FROM LIFE IN MONTANA.

Doubtless all who heard Dr. Clifton P. Hodge of the University of Oregon, when he delivered the commencement address at the university yesterday, had a feeling that sometime in his early career he must have received a tremendous inspiration that had stood back of his splendid, natural and acquired abilities and helped make his life so successful and his work so great. Probably but two or three of the audience knew that Dr. Hodge gained this inspiration years ago in Montana.

Last evening Dr. Hodge admitted that this was a fact. As a surveyor, fresh from college, he first engaged in work in Montana. He helped lay out the route of the Northern Pacific railway and for four years lived in the glorious open of this section of the country, slept under her blue skies and drank health from her crystal streams. Then he heard the call to go back and get into his life work.

In discussing some of his early experiences in Montana last evening, Dr. Hodge said: "Yes, it is true that the first four years of my life out of college were spent in the open in Montana. I have often said that I would not trade these years, the joy and health they brought and the lessons they taught, for my whole college course."

Fresh From College.

"I graduated June 22, 1882, and 19 days later saw me at the jumping off place of the Northern Pacific railroad which was then at Glendive. From there I came to Billings with a team, who came through with an emigrant outfit and helped him build a shack. Then I scored a horse and went into the Judith Gap country to look up another friend who was in charge of a surveying crew, locating the Northern Pacific line. It happened that one of his men had quit the day I arrived and the next morning I took that man's place at running a transit. That was a great summer and fall. I saw the passing of the last great herd of buffalo that was ever sighted on the plains of the eastern part of the state. I hunted to my heart's content. I rode horseback and climbed through the badlands on foot. I became perfectly hypnotized by this glorious country. That fall when he were called from the field because of the weather, I could have had a pass that would have carried me back to my father's door without a dollar. But I could no more use that pass than I could fly.

Public Land Survey.

"But this ended my railroad building and somehow they went ahead and finished the line without me. However, I could not resist the temptation to attend the golden spike driving the following year. The next three seasons I spent in the public land survey, working in the Big Horn and Powder river districts. Work in the open and steep under the blue sky were my delights. I formed the habit of this blue sky sleeping that has never left me. I have never gotten over the banking for this sort of a bed and usually have a sleeping porch at home where I can look up into the stars.

Knew Roosevelt.

"During these days I saw a great deal of Theodore Roosevelt and his friend, Earl Remington. Roosevelt was a big horse rancher on Paradise creek then. I admired him very much although I became better acquainted with Remington. Roosevelt was always posting up by reading. He carried pocket editions of the classics with him constantly. At night, about the campfire, he would read Emerson and Shakespeare to the boys while Remington dashed off sketches of barking bronchos and cowmen in character sketches. He would toss these aside into the sage brush and the boys would scramble after them, each discarded sketch causing a lively scramble.

Cuts Loose.

"After four years of this life I seemed to be urged to cut loose and get into the game which I intended to play. It was hard work to do this, but I finally broke away Christmas time, 1886, and went to Johns Hopkins university and got into the harness.

"I did not see Montana again until early last summer, when I was invited to give a course of lectures at the summer school of the University of Oregon. I took the Northern Pacific route and came through this wonderful country to marvel at the changes. I didn't get away from Oregon as the opportunity came to help work out some practical system of economic biology for the public schools of that state from a position in the university. There I have been having the time of my life, wallowing in the practical public school problems. This boy problem of ours is the work of the age. To interest the boys in practical things based upon actual contact with the land and what it produces and give him a character education based upon the cultivation of the soil—upon which human civilization rests—is the only solution and the boy's only salvation. Once this is accomplished there will be no tramps, no floating population."

POINTS OF VIEW.

The president wants, at work, to stay. While the congressmen perplexed with lagging tasks would lie away. To the quiet of their homes, and say: "Continued in our next."

CONSERVATION.

A good many men of letters have joined the ranks of the reformed spellers, but they are not, of course, men of as many letters as they were before they dropped the superfluous ones.



UNDERWEAR Headquarters.

Any kind of summer underwear a man can want--that means VARIETY. Underwear to fit men of all proportions--that means SIZES. Underwear that can not be duplicated outside this store at the same prices--that means VALUES.

B. V. D. UNION SUITS—known the world over for the comfort they bring to men in hot weather. **\$1.00 and \$2.00.**

MANHATTAN Union Suits—made by the Manhattan shirt people and the most exquisite summer underwear made. Cut on patterns that bring out many ingenious ideas for the wearer's comfort. Exclusive fabrics. **\$2.00.**

KEEP KOOL Underwear—elastic ribbed open mesh weave, of fine Egyptian cotton. Separate garments, **50c**; union suits, **\$1.00.**

DR. DEIMEL'S and Dr. Kneipp Line n mesh underwear—separate garments and union suits—are here; also a pure white knotted mesh underwear, made in Germany, the union suits of which are priced, **\$2.50.**

RIBRITE Union Suits the kind that has the closed crotch and is made to fit right by the scientific knitting of the ribs, in all textures, styles and weights, from gauze cotton to medium weight worsted. **\$1.00 to \$3.00.**

VASSAR Union Suits—Swiss ribbed and perfection. All styles—long sleeves, short sleeves and sleeveless; long leg, three-quarter length and knee-length; gauze cotton, lisle and finest silk-and-lisle. **\$1.50 to \$5.00.**

LIGHT Weight Worsted Underwear in separate garments, at **\$1.00** each, and in union suits at from **\$2.00 to \$4.50.**

AT 50c, 75c and \$1.00 are many styles in ballbrigan underwear—separate garments which afford the maximum of quality and service to be had for the price.



Summer Hosiery

This Men's Furnishings Goods store has long had a reputation for the excellence of the hosiery it sells—a reputation it has come by honestly and maintains by such values as these:

CORONET Hose Buy by the box, 6 pairs. Made of fine long-fibre Egyptian cotton and they wear so well that they need no guarantee. Colors: Black, tan, navy and gray. **\$1.00** a box.

SUTRITE Hosiery—the utmost in value, appearance and durability. Three-thread body and four-thread sole of finest mercerized Egyptian cotton, heels and toes reinforced with strong linen. Sold under the strongest kind of guarantee—"satisfactory wear or a new pair." In black, tan, navy and gray. **25c** a pair.

HOLEPROOF Hosiery—the original guaranteed hose, sold under the following guarantee: "Six pair of HOLEPROOF Hose will need no darning for six months." Six pairs of men's Holeproof sock for **\$1.50** Six pairs of men's Holeproof mercerized sock, **\$2** Six pairs men's Holeproof worsted merino sock, **\$2** Six pairs boys' Holeproof stockings for **\$2**

WHITE Sox—in fine lisle, at **25c** a pair; in fibre silk, at **35c** a pair, and in pure silk, Phoenix make, at **50c** a pair.

ESPECIALLY Good are our silk lisle hose, in black, tan and gray at **25c** a pair, and our pure thread silk hose, made to wear, in all colors at **50c** a pair.



NOT PATENTED. We can't believe quite all we're told. But we have heard it said That sheep when sleeping in their fold Had the first fold-ing bed.

CONFERENCE OF MAYORS Auburn, N. Y., June 2.—The New York State conference of mayors and other city officials began its fifth annual meeting in this city today and will continue in session until Friday. The program calls for the discussion of municipal planning, city taxation, the restriction of commercialized vice and other city problems by experts with national reputations.

YET IT CANNOT. While umbrellas can't go out unless They're carried, we must own It sounds as if a "walking"-stick Might roll away alone.

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