NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

Supreme Court Decides the Long-Mooted Question of the Powers of the Interstate Commerce Commission Which Is Now Clothed With Great Authority.

Washington, June 8.—A long step toward placing railroads under "one master instead of many," was taken today by the supreme court in upholding the power of the interstate commerce commission to strike down state rates that discriminate against interstate commerce.

The court said in substance that the Minnesota and other recent state rate cases in which the railroads lost, might have been decided otherwise had the roads gone to the commission for relief instead of the courts. The decision was announced by Justice Hughes, Justices Pitney and Lurton dissenting. The case arose out of complaint by Shreveport, La., merchants that the Texas railroad commission had shut them out of all Texas business by compelling the railroads to reduce Texas state rates far below what the interstate commerce commission allowed the railroads running from Shreveport to Texas cities to charge.

The court first decided that congress had power to control interstate charges over an interstate carrier to the extent necessary to prevent injurious discriminations against interstate traffic, and then held that congress had conferred this power upon the interstate commerce commission.

"It is of the essence of the power to regulate interstate commerce that where it exists, it dominates," Justice Hughes said. "The fact that carriers are instruments of intrastate commerce as well as of interstate commerce does not derogate from the complete and paramount authority of congress over the latter or preclude the federal power from being exerted to prevent interstate operations of such carrirs from being made a means of injury to that which has been confided to federal care. Wherever the interstate and intrastate transactions of carriers are so related that the government of one involves the control of the other, it is congress and not the state that is entitled to prescribe the final and dominant rule, for otherwise congress would be denied the exercise of its constitutional authority and the state and not the nation would be supreme within the national field."

In removing discriminations against interstate commerce, the court held congress was not bound to reduce the interstate rates below what it may deem to be a proper standard to the carrier and the public.

"Otherwise," said the opinion, "it could prevent the injury to interstate commerce only by the sacrifice of its judgment as to interstate rates."

Justice Hughes, who wrote the court's decision in the state rate cases of a year ago, pointed out that the present case did not conflict with these cases. He said that undoubtedly in the absence of a finding by the commission of unjust discriminations, intrastate rates were left to be fixed by the carrier and subject to the authority of the state.

"We are not unmindful of the gravity of the question that is presented when state and federal views conflict," the opinion concludes. "But it was recognized at the beginning the nation could not prosper if interstate and foreign trade were governed by many masters and where the interests of the freedom of interstate commerce are involved, the judgment of congress and of the agencies it lawfully establishes must control."

Members of the interstate commerce commission regarded this case as one of the most important in which the body ever has been involved. The decision was written by Secretary Lane before he left the commission to become a member of the president's cabinet.

Enginemen's Wages.

A. W. Trenholm, general manager of the Chicago, St. Paul, Minneapolis & Omaha railway, and chairman of the conference committee of managers representing the western railways which has been carrying on negotiations on behalf of these railways with a committee representing their engineers and firemen, who have requested general revision of rules governing compensation and in addition increases in rates of pay, has made an extended statement, which follows, in part:

The negotiations which have been going on for about three months between committees representing the western railways and their locomotive engineers and firemen regarding the wages and schedules of these employes, were suspended today. The railways concerned in the negotiations number 88 and include practically all lines in the United States west of Lake Michigan and the Illinois Central railroad, including this road, and all lines in Canada west of Fort William, except the Grand Trunk Pacific. The total mileage of the railways involved is approximately 140,000 miles. The number of engineers and firemen involved is about 55,000 and the wages now paid annually to them amount to about $67,750,000.

The final request submitted by the employes' committee proposed increasing the number of arbitrary allowances, reducing the number of hours of work after which overtime would be paid by 50 per cent in passenger service and 20 per cent in freight and other service, increasing the rate for overtime 100 per cent in passenger service and 50 per cent in freight and other service, and in addition, advancing substantially the rate per hundred miles for all service, as well as creating many new positions. These and the other concessions requested would increase the payrolls of the railroads represented more than $33,000,000 a year or approximately 50 per cent.

In the original proposal of the employes there was not a word even hinting that it was desired that the basis for computing overtime in train service which, except in some places in passenger service, is universally ten hours, should be reduced. When, however, the employes' first proposal was definitely rejected, instead of modifying their request, the employes' committee came back with another proposition which asked practically all of the concessions requested originally, and, in addition, a reduction in the basis for computing overtime of engineers and firemen from ten to eight hours.

The employes know that it would be impracticable to reduce the actual day in train service to eight hours. To do so it would be necessary to shorten practically all railway divisions, to relocate yards and shops—in fact, largely to reconstruct the railways at a prohibitive cost. The employes know the only effect of changing the basis of a day's wage from ten to eight hours would be enormously to increase the overtime paid.

Western Traffic.

Traffic moving over western railroads during the past several days did not reflect any great change over previous weeks, and was somewhat lighter than a year ago on most lines. The decrease in the volume of business averaged about 6 per cent. A great many classifications begin to show quite a heavy falling off, particularly livestock, coal, lumber and commodities in that category, but, on the other hand, there is an improvement in general merchandise and machinery—including farm implements. While there is not enough of this class of freight to offset the losses in other directions, leading authorities take the situation as reflecting favorable conditions. They say that it means an anticipation of a buying power in advance of what is expected to be a heavy yield of grain—especially wheat and other small cereals.

Those who have been watching the general business situation for months claim they see very few things in sight on which to base the prediction that there are better times in sight, but they also claim there is nothing to cause them to believe there will be much of a recession in business from present levels. Few interests, however, are willing to predict or say what the normal conditions are or how far conditions will get one way or the other from such a point. Some say that, assuming the weekly clearings are running close to $1,000,000 a week, that an increase in business approximately 5 per cent over that level would mean a veritable boom and that the railroads would be caught without cars enough to take care of the business, while, on the other hand, a decrease of the same amount would probably bring about extreme depression. It is noticeable that bankers are holding back credits considerably until the new federal banking system is operative, obviously not understanding just how the situation will work out under the new currency law, or, at least they are not willing to take any risks. It is also reported that the country banks are heavily loaned at this time and that within a short time they will be heavy borrowers at the large financial centers for crop-moving purposes.

Kansas Crops.

The state public utilities commission will take formal action in an effort to help the railroads deal with the anticipated car shortage in connection with the great wheat crop that seems assured Kansas. The railroads, according to rumors at the state house quoted by the Capital, will lag behind the big crop, estimated at from 135,000,000 to 200,000,000 bushels.

NEW HAVEN IS NOT THE ONLY OFFENDER THERE ARE OTHER LINES IN THE GAME

(From the North American.)

Nor is the New Haven scandal the only recent example of railroad genius. What was the testimony given within a week by President Willard of the Baltimore & Ohio? That at the command of Morgan that company took over the bankrupt Cincinnati, Hamilton & Dayton road, guaranteeing $41,000,000 of obligations.

Moreover, Mr. Willard, one of those railroad presidents whose demand for higher freight rates threw the Tory press into ecstasies of indignation over the delay in granting it, admitted that since 1910 his suffering company had borrowed $81,000,000—including $23,000,000 spent on the C., H. & D. And, as further illustrating the sanctity of railroad statements, it is to be remarked that the B. & O. financial record, submitted in support of the higher rate plea, contained nothing to indicate that this $23,000,000 had been sunk in a bankrupt concern.

Mr. Mellen is more adroit, perhaps, than many other railroad presidents; he has been a franker witness, a more cynical commentor upon the amazing processes of Morganeering. But it is not to be denied that, until he was dismissed by the younger Morgan, he was a representative of a distinguished company.

It was such as he that the organs of big business pictured as supermen, not to be questioned or criticized by ordinary citizens or by newspapers; it is against the investigation and regulation of the acts of such men that the Tory press has fulminated, denounced it as "war upon investment" and the interstate commerce commission as a destructive "colossus."

This was the cry raised day by day during the inquiry into the rate increase issue. It has not subsided even during the disclosures of financial piracy in the New Haven record. We can only marvel at the effrontery which would attempt at this time to stay, or set bounds to, the regulation which is demanded in the interest not only of the public safety, but of the honest investors in American railroads.

Local Society
By Mabel K. Hall

W. C. T. U. Wednesday.

The Women's Christian Temperance union will meet Wednesday afternoon with Mrs. M. R. C. Smith at her home, 338 East Cedar street. "Woman Suffrage" is the topic for the day, and Mrs. H. A. Wheeldon is program leader. All friends who may be interested will be made welcome at the meeting.

Pythian Sisters.

The Pythian Sisters' circle will meet Wednesday afternoon with Mrs. John Hicklin at her home, 519 South Fourth street west.

Ice Cream Social.

The young people of the Methodist church will hold an ice cream social next Friday evening at 8 o'clock on the lawn at the home of Judge and Mrs. John E. Patterson, 204 South Fifth street east. Elaborate preparations are under way to make the occasion delightful.

Up the Valley.

Guy Haselton drove into the city Saturday in his big touring car and assembled as his guests Misses Constance Batcheller, Florence Coen and Holley Wilkinson for a Sunday drive to Hamilton and dinner at the Ravalli hotel.

Farewell Picnic.

The members of the choir of the Church of St. Francis Xavier, 20 young people allogether, went for a picnic up the Rattlesnake valley Sunday, as a farewell to Mark Dolliver, who is leaving today for his home in Spokane, there to spend his vacation from duty as instructor in Loyola high school.

North Side Ladies.

The Ladies' auxiliary to the North Side Progressive league will meet this afternoon at 3:30 o'clock in the Whittier school.

Tuesday Bridge Club.

Mrs. Thomas Stephenson was hostess for the Tuesday Afternoon Bridge club yesterday afternoon at her home on Woodford street. Guests for the afternoon were Mesdames Laura Cronkrite, Jesse Rothenberg, Henry Greenhood, C. Y. Gougler, William Dean of Detroit, W. W. Andrus of Miles City and Miss Birdsall of California. Members present were Mesdames Power, Price, Birdsall, Bellew, Donlan, Catlin, Hyde, Reilly, Bandmann, Gerber and the hostess. A lovely color harmony was made with pink roses and pink carnations with masses of green. Mrs. Stephenson was assisted by Mrs. W. E. Shea, Miss Nona Hyde and Miss Kathryn Andrus.

The club will meet next week with Mrs. F. L. Birdsall at her home on South Fourth street east.

Cunningham-Bush.

Miss Ida May Cunningham of this city and Ralph E. Bush of Potomac were married at noon yesterday at the home of the bride's mother, Mrs. Elva Cave, on East Front street. Rev. Elmer D. Gallagher, pastor of the Congregational church of Missoula, performed the ceremony in the presence of members of the family. Those present were Mrs. James Taber of Florence, mother of the groom; Mrs. Elva Cave, mother of the bride; Mr. and Mrs. Frank Jones and their daughter, Miss Elva Jones, and Mr. and Mrs. T. Roy Hazelrigg. The bride wore a becoming gown of white embroidered crepe and carried white roses. The rooms were adorned for the occasion with a profusion of snowball blossoms banked in their own foliage. A luncheon was served after the ceremony, and later Mr. and Mrs. Bush took a train via the Milwaukee railway for Pacific coast cities. They expect to return after a few weeks to make their home at Potomac, where Mr. Bush is engaged in business. The bride graduated from the University of Montana in the class of 1909. She taught four years in Colville, Wash., and last year she taught sewing in the schools at Bonner. The groom was formerly with the Missoula Mercantile company in this city, until he established his own business up the Blackfoot valley. A coincidence in the romance is the fact that Thomas P. Conlon was the friend who introduced Mr. Bush to Miss Cunningham just seven years ago, and the friendship between the two has grown constantly, until yesterday Mr. Conlon as clerk of the district court issued their license to marry.

MANAGERS CHANGED IN TELEPHONE SERVICE

E. R. COUZENS ASSUMES CHARGE OF THE MISSOULA STATION THIS MORNING.

E. R. Couzens this morning enters upon his duties as local manager for the Mountain States Telephone company, succeeding Orma Pigelow, who is transferred back to his old station in Anaconda. Mr. Couzens arrived yesterday from Butte and is being introduced to Missoula business men by District Manager H. E. McAfee.

The change is made necessary by the resignation of Manager Pavey of Anaconda, formerly of Missoula, who has left the telephone service to engage in life insurance work with Sam D. Goza of Helena. Mr. Bigelow goes to Anaconda to take Mr. Pavey's place and Mr. Couzens comes here.

Manager Couzens has been chief clerk in the district manager's office in Butte for three years and is thoroughly familiar with the field and its requirements. "You will like him," is the indorsement which Mr. McAfee gives the new manager and that recommendation goes a long way in Missoula, where Mr. McAfee word is good.

Mr. Bigelow has rendered good service during his stay in Missoula. He has had some exacting demands made upon him and has rendered a good account of himself. He leaves the city with the good will of its business men and with their wishes for his success in the Anaconda field.

TODAY IS MEETING OF ASSOCIATED CHURCHES

CONGREGATIONALISTS OF WESTERN MONTANA WILL BE REPRESENTED IN MISSOULA.

Many matters of interest to many persons will be discussed today at the Congregational church on South Fifth street west. It is the annual meeting of the Western Association of Congregational churches, to which delegates will come from all the Congregational churches of western Montana. A cordial invitation is extended to all persons in the city, whether affiliated with the church or not, to be present at the sessions. The program for the day will be the following:

10:00 a. m. Organization and business session. Reports from the churches.

2:00 p. m.—Devotion. Paper, "Woman's Missionary Union and the Golden Anniversary Building," Mrs. F. A. McDonald, Missoula. Address, Superintendent G. J. Powell, D. D., Billings. Address, "My Methods of Reaching Boys," Rev. H. E. K. Whitney, Plains. Address, Dr. Thaddeus Bolton of Montana university.

8:00 p. m. Scripture and prayer. Solo, Miss Maxwell. Address, "Radicalism and Reverence," Rev. L. A. Wilson, Helena. Address, Rev. Herman Swartz, D. D., secretary of the Home Missionary society, New York city.

There will be other discussions also. The program promises to be of great interest and helpfulness. A most cordial invitation is given to the members of all other churches of the city and also to the public generally to attend the sessions of this meeting.

SNOW IN PARIS.

Paris, June 8.—Two and one-half inches of snow and hail fell in one section of Paris this evening, and the spectacle of horses struggling through snow on a June day in the Avenue des Champs Elysees was amazing. The air had in it a wintry chill, the temperature being 10 degrees Fahrenheit.

Only One Entirely Satisfactory.

"I have tried various colic and diarrhoea remedies, but the only one that has given me entire satisfaction and cured me when I was afflicted is Chamberlain's Colic, Cholera and Diarrhoea Remedy. I recommend it to my friends at all times," writes S. N. Galloway, Stewart, S. C. For sale by all dealers.—Adv.

BISCUITS WINS.

Duluth, Minn., June 8.—Stanislaus Zbyszko, the Polish heavyweight wrestler, defeated Jess Westergaard of DesMoines in straight falls here tonight.

Lose No Time If You Want to Get a Genuine $18 Ostermoor Mattress for $11.85

Never, to our knowledge, has the $18.00 grade of Ostermoor mattress been offered at a price so low—a price less than the mattresses can be bought for by dealers. But, as we've already explained, being temporarily sold out of our regular $9.00 to $12.00 mattresses, and needing something at once to fill the demand for mattresses within this price range, the emergency results in a very unusual advantage for our customers, that might be withdrawn at any time.

$18.00 OSTERMOORS

Priced in This Emergency

$11.85

These Mattresses are all **Full** Size, four feet six inches wide, made in one piece. The filling is specially selected Ostermoor Sheets, all hand-laid, built—not stuffed—and inclosed within the finest quality Dustproof Satin Ticking, in various colors. They weigh full 50 pounds each and represent in the highest degree the celebrated Ostermoor merit of excellence and are a rare bargain, both in price and quality.

This very unusual offering is made strictly for the benefit of our retail customers; we positively refuse to accept wholesale orders at this price. For obvious reasons intending purchasers will buy AT ONCE—the delay of a day may result in the loss of this opportunity.

Missoula Mercantile Co.

INDIANS AND SUCH

Editor Missoulian—In the discussion of the question of the little park on the south side, of which I think Frank Ives is the father, he once wanted it and afterwards got sorry and now don't want it.

The name as Mr. Ives told it and adopted was Zaca—something, well, I give it up. It was a name sacred to the history of Lewis and Clark, the explorers of our grand western country. Oh, yes, it comes to me now—Zackajawea. It is a jawbreaker all right, and why a long-suffering public should be burdened with such a name is a mystery to me, all glory be though to the Indian girl. If Mr. Ives wanted a name that was short, and had an American sense to it, he should have given it the name of "Morton." I will tell you the reason why. The name Morton is sweet to me while I live. When I am dead I will let the other fellow quarrel over it. Here is an instance, and mark it well, there are some of the people living yet in Missoula who will feel interested in the story. In early days when stage coaches were the only conveyances, and after Ben Holliday's celebrated route across country from Leavenworth to Virginia City and Sacramento, the immortal story of Horace Greeley and Stage Driven "Monk," which, of course, is familiar to every reading man, woman or child, or, if not, read Mark Twain's "Roughing It." However, this is drifting away from what I was going to say. About the time Ben Holliday was doing his stunt across the country (and a very important one, too), a competitor rose up and established a similar course from Salt Lake, or rather Corinne, Utah, to Virginia City and Helena, Mont. The line was built and equipped by Gilmer Sanisbury & Co., and many men, I have no doubt, will remember it. It was an important line at the time and the day. Thousands of dollars, yes, millions of dollars, were carried out from Virginia City, Bear creek and Cedar gulch over the Sanisbury line. At the time I am speaking of the company had a superintendent, Ed Corbin (all glory to him), who was seeing to it the work was done. He done it, and I have no doubt there are many people in Montana who will remember the genial, whole-souled Ed Corbin. After Brigham Young got started in his railroad building (he stopped at Franklin, Idaho, because there was no more money), the Union Pacific bought the line and completed it to Silver Bow Junction (a narrow gauge road), and from there into Butte. Of course, that settled the stage line. Mr. Corbin was transferred to the new line—Sidney, Neb., and Cheyenne, Wyo.—to the new Eldorado, Black Hills. Tradition had it that gold was hanging in the tree tops ready for the plucking. Mr. Corbin superintended the line from Cheyenne, Wyo., and Sidney, Neb., to Deadwood (then the supposed haven of gold). You may read Mark Twain's story of the time in Virginia City, Nev., where gold was lying in the road ready to be picked up; so it was in the Black Hills. I was up there, but found no gold having around loose. All the time I am speaking of I owned two ranches on the stage line, one 15 miles out of Sidney, Neb., and the other about 12 miles north of the North Platte river, both of them important to the stage people. One day Mr. Corbin came to me and said, "Charley, can you deliver to me 600 tons of hay, and deliver along the line from Sidney to Deadwood?" Quick as a flash I said, "Yes, I will get the hay," although at the time I did not know where to get it. The price was of no consideration, the trouble was to get the hay. Well, to cut the story short I got it. Mr. Corbin was going down to Kansas City to buy horses for the stage line. I said to him, "While you are down there will you buy for me six horses that I shall need to get your hay." He said, "All right." When the stock came up, shipped on the Union Pacific railroad (and let me tell you right here when Mr. Corbin had his eyes on a horse he knew what a horse was), when the horses were unloaded at the stockyards at Sidney I will admit that the horses he had bought for me were the finest and best that I had ever seen before or after. I had had many horses up to that date, but nothing that could compare with those six grays, young, strong and beautiful. I had ordered from a house in Grand Island, Neb., six set of fine harness, got a good man to handle the team, and when he pulled out of Sidney he was proud of the fact that he had the best and prettiest team of horses on the road. To tell the truth I was proud of them, too. My wife, who is not acting as to my extravagance, said, when she saw them, "Oh, they are beauties." Well, they were. I got the hay, delivered it up and down the line, got freight both ways, loaded going up and loaded when coming down, doing better than many others that had to go back empty. Making money? Yes! Don't know how much now. I am coming back to Mr. Corbin. One day I happened to be at Fort Robinson, Neb. I had traveled quite a bit that day, and my horses were put up at the company's stables. Mr. Corbin asked, "Do you want to go home?" I replied, "Yes, but my horses are played out and I can't go until tomorrow." "Well, cut it out and come with me; leave your horses here and come." I went with him from Fort Robinson to Sidney—75 miles. He had come 16 miles then. While on the road, of course, we talked. Mr. Corbin was one of the most congenial fellows out. I shall never forget that trip. He was singing to me a song that I shall remember to my dying day, "And I wound up her little ball of yarn, ball of yarn, and I wound up her little ball of yarn." Well, when we got to my home ranch I said to Mr. Corbin, "Here we stop; you take my horses, leave yours here, and go on." He had to meet the railroad train going east at Sidney, and was in a hurry. "Take my horses, Ed," I said. "They are fresh and will take you in quick." "No, damn it, no; they have got to take me in." They did it. I went with him, because really I was a little bit afraid of him. We got to Sidney, drove up to the barn, unharnessed the horses, and when they were loose they laid down and died. We had traveled that day nearly 90 miles. He got his train, but I was awfully sorry for his good horses. I have done the same thing with a stunking team of horses over the same road, but I took it easy and made it in 18 hours.

CHARLES MORTON.

Missoula, June 8, 1914.

ONLY HER HUSBAND.

Mrs. Watkins was entertaining some week end guests not long ago, when they were startled by a commotion downstairs.

"Mercy! What's that awful profanity downstairs?" whispered one of the guests in a frightened tone.

"Don't be alarmed, my dear," replied the hostess. "It's my husband. He's come in late and fallen over the new Persian prayer rug."

O Corn-less Joy! "Gets-It" for Corns

Nothing in the World Can Beat It for Corns and Calluses.

Now try the different way, the new way, the absolutely sure way, the painless way of getting rid of those corns that have pestered the life and soul out of you for such a long time. Drop

"I Feel Like Hugging Somebody. My Corns Are Gone At Last. 'GETS-IT' Did It."

everything else and use "GETS-IT." A few drops applied in a few seconds does the work. Useless junk, like flesh-eating salves that make corns swell, cotton rings that make corns stand up like pop-eyes, razors, corn diggers, scissors and files that make corns grow faster, are all done for. "GETS-IT" is on a new principal, makes corns shrivel, vanish! It can't stick to the stocking, or hurt the flesh.

"GETS-IT" is sold by all druggists, 25c a bottle, or sent direct by E. Lawrence & Co., Chicago.

"GETS-IT" is sold in Missoula by Geo. Freishchner.—Adv.

Don't Look Old Before Your Time

WOMAN'S delicate system requires more than ordinary care and attention—more care and attention than it is given by the average woman.

Neglect it and ills soon creep in, and the look of old age, sometimes quickly, sometimes gradually follows.

That backache, so common among women, brings with it the sunken chest, the headache, tired muscles, crow's-feet, and soon the youthful body is no more youthful in appearance—and all because of lack of attention.

There is no reason why you should be so unfortunate, when you have at your disposal a remedy such as **Dr. Pierce's Favorite Prescription**—recommended for over **40 years** as a remedy for ailments peculiar to women. We have thousands upon thousands of testimonials on file—the accumulation of 40 years—testifying to its effectiveness. Neither narcotics nor alcohol are to be found in this famous prescription. Regulates irregularities. Corrects displacements. Overcomes painful periods. Tones up nerves. Brings about perfect health. Sold by dealers in medicines, in liquid or tablet form.

Dr. Pierce's Medical Adviser, newly revised up-to-date edition, answers hosts of delicate questions about which every woman, single or married ought to know.

Dr. Pierce's Favorite Prescription