

# NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

### Milwaukee Folks Are Looking Over the Blackfoot Valleys and Passes Again and President Earling Will Soon Make a Personal Inspection.

Ovando, July 6.—(Special).—C. A. Goodnow last week made a personal tour with a party, through the Blackfoot country by automobile, making a wide detouring, across it, passed over the line from Sun river through the Birdfall divide, the Dearborn country and over the mountains by Cadotte pass. The crops in the Blackfoot are the best ever and Mr. Goodnow obtained a most favorable impression. Word was left here during the week that President A. J. Earling of the Milwaukee and a score of directors and personal friends will come to the Blackfoot country in about 10 days and make a complete inspection of the proposed line between Great Falls and Ovando, as well as the entire country tributary.

### Mail Pay.

Ralph Peters, chairman of the committee on railway mail pay, authorized the following statement:

An amazing statement from Chairman Moon of the postoffice committee of the house of representatives is published. Mr. Moon has no desire for a personal controversy, but we must take exception to some of his statements.

Without waiting for the report of the joint congressional committee, which has, for two years, been investigating the subject of railway mail pay, Congressman Moon had already introduced a bill which would still further reduce the pay and thereby extend the injustice to which the railroads are now subjected.

The railroads have been claiming, and they still assert that they have proved to the joint congressional committee that they were already underpaid at least \$15,000,000 a year for carrying the mail, and that no fair consideration has been given to the question of compensating them for carrying the parcel post. Yet Congressman Moon casually states that under his bill "the compensation is not much less, if any, than the present pay."

The congressman questions the statement that his bill would produce a loss to the railroads of \$11,000,000 a year in addition to the loss they have already suffered. This is a question of fact—impossible of determination except by technical experts—and nobody can better judge of that fact than the joint congressional committee which will soon submit its report for the consideration of congress.

Congressman Moon states that the introduction of his bill was delayed as long as possible, and that the policy of delay has been practiced by the railroads for 16 years. The fact is that the railroads have been seeking by every proper means during the past 25 years to obtain from congress fair treatment on this subject. The railway companies have for the last 18 months been urging the postmaster general to no longer delay giving attention to adequately compensating them for carrying the increased burden of the parcel post. They have, indeed, brought to public attention every reason that they could suggest why congress should indefinitely delay any action to give them less than their services are worth.

Congressman Moon further asserts that "the only material difference between the joint congressional committee and the committee of Congressman Moon is that the commission proposes a higher rate than the committee." The fact is that the commission has not yet reported its recommendations, and that the rates of pay proposed by Congressman Moon's bill are absolutely confiscatory.

We are in full accord with the conclusions of Chairman Moon that the old method of weighing the mails once in four years is altogether unfair, unscientific and unbusinesslike. We have urged for many years that the mails should be weighed every year for the whole country and the pay adjusted accordingly. The claim is also unfounded that the railroads divert the mails so as to pad them when the regular weighing is in progress. The railroads have no control over the movement of the mails; the routing is all done by the officers of the post-office department. The department officers will readily verify this statement.

The railroads are prepared to abide by the conclusion of the joint congressional committee upon the fact as to whether or not they are now overpaid. They are also eager to cooperate with the government in arriving at a policy to govern future methods of payment which will protect the government, and at the same time secure to the railroads that pay to which they are justly entitled.

### Restless.

Henry Clews, in his weekly letter, expresses anything but admiration for the interstate commerce commission. He says:

"In some circles the occasional strength of the market was credited to anticipations of a favorable rate decision. This, however, was pure guesswork, as the dictum of the commission has been still further delayed and their opinion as a body is still kept in perfect secrecy. There is good reason to hope for at least a moderately favorable decision, simply because of the justice of the claims of the railroads. But on the other hand the commission is apparently a body, lacking probably sufficient practical experience, hence slow and hesitating in vastly important far-reaching decisions such as now connected with the railroads, as they are still under a fire of severe criticism for misdeeds and extravagances that are now a matter of history. In any event the commission is obliged to move cautiously in the matter of rates, the regulation of which is a task of tremendous magnitude, only appreciated by those intimate with railroad management. Consequently it would be safer

### CASH INVESTMENT OF THE RAILWAYS DURING THE SIX YEARS JUST PAST

During the six fiscal years 1908 to 1913, inclusive, the steam railways of the United States of class 1 invested in their road and equipment cash to the amount of \$4,919,385,303. Railways of class 1, so designated by the interstate commerce commission, are those with annual operating revenues of over \$1,000,000. They include about 90 per cent of the mileage, receive more than 96 per cent of the revenues, and handle more than 98 per cent of the traffic.

This cash investment of the operating railways of class 1 of the eastern district during the six years was greater than the amount of capital securities issued by them during that period, and was 19.9 per cent of the aggregate of their capital securities outstanding June 30, 1913, of the railways of the same class of the southern district it was 21.1 per cent, and of the western district it was 23.2 per cent of the aggregate of their capital securities outstanding June 30, 1913. That is, the cash actually expended by these railways during the last six years upon their properties used in transportation amounts to more than one-fifth of their total capitalization at the close of the last fiscal year. This is at the rate of \$868,297,551 per year.

These figures are obtained through a compilation made by the bureau of railway economics from the report of the railways to the interstate commerce commission, and have not heretofore been collated.

### COUNTESS WARWICK IS GARDENER AT LAST

ENGLISH PEERESS MAKES ANOTHER ATTEMPT TO MEND HER FORTUNES.

London, July 6.—Just fifty, the Countess of Warwick is still trying desperately to repair her shattered fortunes. First, she espoused the cause of socialism and made a lecture tour of the United States. This was a failure from a financial standpoint. Then she wrote books which wouldn't sell. Finally she entered the moving picture field, but her scenarios were not to expect any very liberal concessions to the transportation companies at the start, but rather an opportunity for the latter to further demonstrate their need by first effecting all practical economy and then waiting to learn the effect of an improvement of business, which is now more confidently expected. The position of the railroads was well described recently in these words: "The private individual furnishes all the cash, the government does all the regulating and the owner carries all the responsibility." Certainly the interstate commerce commission has been given powers never before equalled in history."

### Wabash Figures.

St. Louis, July 6.—The operation of the Wabash railroad for the 10 months ending April 30, 1914, resulted in a deficit of \$1,500,000, according to a report of E. B. Pryor, receiver, filed today.

The gross revenue for the 10 months was \$1,500,000, and the operating expenses \$2,900,000, leaving a net revenue of more than \$5,000,000.

The balance, after providing for taxes, rental, etc., was \$2,500,000, nearly enough to pay the interest on underlying bonds and on equipment obligations. The gross revenue, Mr. Pryor reported, continued to show large decreases.

Judge Adams issued an order today for the receiver to pay the semi-annual interest on outstanding equipment bonds.

Receiver Pryor reported that he expected to provide for the payment of \$212,000 due July 1, 1914, and also of interest of \$550,000 on second mortgage bonds. This interest is due August 1.

### Damages.

Chicago, July 6.—A jury today awarded James B. Wilson, former conductor on the Baltimore & Ohio railroad, \$75,000 for injuries received after he had been forced to work 82 hours out of 72, according to testimony. Propped up in a wheel chair Wilson told the jurors he had been made to work three days and nights, from August 19 to 22, 1913, with only nine hours off for rest. He said that while switching a freight car to a side track at Peninsula, Pa., on the third day he became exhausted and fell between the car and the engine. His right arm was crushed and his spine badly injured.

### River Freight.

New Orleans, July 6.—The transportation of freight on the Mississippi river from its headwaters to the gulf was resumed today after 20 years' suspension when barge No. 5 left here for St. Paul, Minn. The barge is one of a line to be used in river traffic. It is fashioned after those used on the canals of Holland and is propelled by its own power.

### OSBORN IS EAGER FOR SECOND TERM

Chase S. Osborn of Sault Ste. Marie recently announced his candidacy for the governorship of Michigan. He was elected governor on the republican ticket four years ago, but would not run for re-nomination at the expiration of his two-year term. During the past year he has made a tour of the world.

### REAL SPORT.

Pipestone, Minn., July 6.—The merchants of Lake Wilson have announced prizes for the boys of the town who kill the most flies during the summer. A club has been formed to trap the flies. Every two weeks prizes will be distributed.

### COUNTESS WARWICK IS GARDENER AT LAST

ENGLISH PEERESS MAKES ANOTHER ATTEMPT TO MEND HER FORTUNES.

London, July 6.—Just fifty, the Countess of Warwick is still trying desperately to repair her shattered fortunes. First, she espoused the cause of socialism and made a lecture tour of the United States. This was a failure from a financial standpoint. Then she wrote books which wouldn't sell. Finally she entered the moving picture field, but her scenarios were

The gross revenue for the 10 months was \$1,500,000, and the operating expenses \$2,900,000, leaving a net revenue of more than \$5,000,000.

The balance, after providing for taxes, rental, etc., was \$2,500,000, nearly enough to pay the interest on underlying bonds and on equipment obligations. The gross revenue, Mr. Pryor reported, continued to show large decreases.

Judge Adams issued an order today for the receiver to pay the semi-annual interest on outstanding equipment bonds.

Receiver Pryor reported that he expected to provide for the payment of \$212,000 due July 1, 1914, and also of interest of \$550,000 on second mortgage bonds. This interest is due August 1.

Chicago, July 6.—A jury today awarded James B. Wilson, former conductor on the Baltimore & Ohio railroad, \$75,000 for injuries received after he had been forced to work 82 hours out of 72, according to testimony. Propped up in a wheel chair Wilson told the jurors he had been made to work three days and nights, from August 19 to 22, 1913, with only nine hours off for rest. He said that while switching a freight car to a side track at Peninsula, Pa., on the third day he became exhausted and fell between the car and the engine. His right arm was crushed and his spine badly injured.

### OSBORN IS EAGER FOR SECOND TERM

Chase S. Osborn of Sault Ste. Marie recently announced his candidacy for the governorship of Michigan. He was elected governor on the republican ticket four years ago, but would not run for re-nomination at the expiration of his two-year term. During the past year he has made a tour of the world.

### REAL SPORT.

Pipestone, Minn., July 6.—The merchants of Lake Wilson have announced prizes for the boys of the town who kill the most flies during the summer. A club has been formed to trap the flies. Every two weeks prizes will be distributed.

### REAL SPORT.

Pipestone, Minn., July 6.—The merchants of Lake Wilson have announced prizes for the boys of the town who kill the most flies during the summer. A club has been formed to trap the flies. Every two weeks prizes will be distributed.



## M. M. Co. Clothing at Big Reductions

### THE best clothes in the world are in this sale; fine, new, up-to-date suits such as you'd buy here at any other time at full price and get big value for your money.

Hundreds of suits, men's and young men's to select from—nothing reserved, even the staple blues and blacks are included as well as the light-weight summer suits which are only now coming into their own. Don't wait for the stock to get picked over and sizes broken, but get your pick NOW.

**\$12.75** For Your Choice of All Suits Regularly Priced \$15 to \$18  
**\$16.75** For Your Choice of All Suits Regularly Priced \$20.00  
**\$20** For Your Choice of All Suits Regularly Priced \$22.50 to \$30

### The finest array of Outing Apparel we've ever shown—Norfolks in a score of styles, in lightweight fabrics; camping suits in foresters' cloth, and khaki and corduroy. No matter where you're going or what you're going to do, the right apparel is here.

- Two-piece suits, made in Norfolk style, of genuine government standard forestry cloth or all-wool olive khaki; thoroughly well made—\$20.00.
- Two-piece suits, Norfolk style, of imported corduroy, water-proofed—\$15.00.
- Men's khaki shirts, 50¢, \$1 and \$1.50.
- Outing coats, of dark, tan, whip cord, belted Norfolk style—\$2.50; trousers to match, \$2.
- Outing coats of water-repellent Flustan cloth, \$3.00; trousers to match, \$2.00.
- Outing coats of olive drab khaki, Norfolk style; or water-repellant army duck, \$2.00; trousers to match, \$1.50.
- Men's khaki trousers, \$1, \$1.50 and \$2.
- Men's khaki Norfolk coats, \$2.50 and \$3.50.
- Outing shirts of heavy army khaki, military collar, full cut, with pockets, \$1.00.
- Forestry shirts, of all-wool flannel, extra heavy, forestry or olive khaki color; unshrinkable; the utmost of value, \$1.50.

## COMFORT

Hot weather has no terrors for the man who dresses for the season, having this store to draw upon for such things as—

- COOL UNDERWEAR**—Dozens of styles, including the famous Keep Cool and B. V. D. union suits at \$1.00 and up.
- COOL HOSIERY**—Cotton, lisle and silk; in all colors, 25¢ a pair and up.
- COOL SHIRTS**—Hundreds to pick from; Manhattans, \$2 to \$5. A very special offering of military collar summer shirts; values up to \$1.50, at \$1.00.
- COOL NECKWEAR**—Infinite variety, beginning with a special offering of three tubular silk wash ties for 50¢.



## Fun for Kids in These

- Boys' baseball suits, complete \$1.00
- Boys' Scout suits, complete \$1.50
- Boys' cowboy suits, complete \$1.75
- Boys' Indian Chief suits, complete \$1.75
- Girls' Squaw suits, complete \$1.75

### Boys' Khaki Pants

Boys' knickerbocker and long pants, made of standard khaki cloth—knickers made with full peg tops, long pants with peg top, belt loops and cuff bottom—Pair, \$1.00.

### Children's Wash Suits

A dozen or more new styles shown here exclusively, all made of dependable wash fabrics, especially woven for hard wear—\$1.00 to \$5.00.

### Our \$1.00 Special

Children's wash suits in Boster Brown and Russian smit styles, made of genuine Hydrograde galatea; sizes 2-12 to 7 years.

New showing of straw hats, rough and smooth braids, at \$1.00 to \$3.50. Genuine panama hats, from the west coast of South America, \$5 to \$10.00. Advance fall styles in Wonderfelt Hats, now ready—\$3.50.

# Missoula Mercantile Co

## MORE MONEY FOR PARK TO MAKE GOOD ROADS

Washington, July 6.—(Special).—The senate appropriations committee, reporting the sundry civil bill today, included amendments offered by Senator Warren increasing the amount for the maintenance of Yellowstone National park from \$125,000 to \$150,000; increasing the amount from \$75,000 to \$100,000 for widening roads in the park to make them safe for automobiles; increasing the amount from \$20,000 to \$30,000 for widening the Cody park road to make it suitable for automobiles.

## Cured of Indigestion.

Mrs. Estle P. Clawson, Indiana, Pa., was bothered with indigestion. "My stomach pained me night and day," she writes. "I would feel bloated and have headache and belching after eating. I also suffered from constipation. My daughter had used Chamberlain's Colic, Cholera and Diarrhoea Remedy, and they did her so much good that she gave me a few doses of them and insisted upon my trying them. They helped me as nothing else has done." For sale by all dealers.—Adv.

## BLIGHT FIGHT.

North Yakima, Wash., July 6.—"We cut our fire blight and to avoid further infection we burn it immediately. Do you?" is the red and black motto on a white card which District Horticultural Inspector F. E. DeStellen distributed to 13 of his deputies at the courthouse today for general distribution to owners of disinfected orchards throughout the county. The cards are for posting on the gatepost

## BOY KILLED.

Fernie, E. C., July 6.—Horace Quince, aged 15, employed as a water boy by the Elk Lumber company here, was fatally injured by being wound around a shaft of the mill. When removed from the shaft he was alive and conscious and was taken to the hospital, but died shortly afterward. Coroner Wilkes has ordered an inquest.

## PROSPEROUS.

North Yakima, July 6.—Deposits in five banks are \$34,000 greater than in March of this year and \$7,000 greater than in June of last year, the nearest call date with which comparison can be made.

## BUSINESS WAS GOOD.

Chicago, July 6.—"My conscience is bothering me, I want to confess," said Earl Hunsberger, 32, accusing a no-fence man tonight. He told the officer he had three wives, having acquired them within six months.

## TEN-CENT STORE ROBBED.

Des Moines, July 6.—Burglars entered a five and ten-cent store here some time last night, blew the safe and escaped with \$1,200 in silver and currency.