

THE DAILY MISSOULIAN

Published Every Day in the Year.
MISSOULIAN PUBLISHING CO.
Missoula, Montana.

Entered at the postoffice at Missoula, Montana, as second-class mail matter.

SUBSCRIPTION RATES.

(In Advance.)
Daily, one month\$0.75
Daily, three months2.25
Daily, six months4.00
Daily, one year7.50
Postage added for foreign countries.

TELEPHONE NUMBER.

Bell.....110 Independent.....510

MISSOULA OFFICE
129 and 131 West
Main Street

HAMILTON OFFICE
221 Main St., Ham-
ilton, Mont.

SUBSCRIBERS' PAPERS.

The Missoulian is anxious to give the best carrier service; therefore, subscribers are requested to report faulty delivery at once. In ordering paper changed to new address, please give old address also. Money orders and checks should be made payable to The Missoulian Publishing Company.

WEDNESDAY, JUNE 7, 1917.

IT'S FOR ALL.

"I don't think I shall help your playground plan; my children have a good yard of their own in which to play." This was, in substance, the response of one Missoula mother to the playground association's appeal for financial help, the other day. O, foolish mother! Do you think your kiddies will always be content to play in their own yard? And do you not realize that they should not, for their own good, always play in that pleasant place? Do you not understand that the best development which comes to the youngsters is that which they receive through contact with others? And what shall that contact be? It is just as certain to come as it is that the sun will rise. It will be either the clandestine meeting in forbidden play with the gamins or it will be the well-organized, directed association of the playground. The child who grows up without contact with his fellows will be either a snob or a weakling—perhaps he will be both. The playground, as administered under the direction of a master, is the best educational developer a child can have. It brings out the best that is in the youngster; it broadens his mind and strengthens his body; it makes him a good citizen. It's a democratic place, this organized playground; there's no boy or girl who can look down upon associates. The leader of the playground is the boy or the girl who wins leadership through work. The playground is for everybody; it is for your boy and for mine; it is for your girl and for mine. And your boy and your girl will be benefited; so will my boy and my girl. And for that reason, your dollar and my dollar should jingle together into the treasury of the playground association. And if you haven't any boy or any girl, let your dollar jingle with ours, just for the benefit it will be to the city to have its boys and girls growing up with strong minds and strong bodies. Let's chip in together and make the playground movement go.

SPLENDID.

Splendid—that was the favorite adjective of Colonel Tom Marshall. Splendid is the adjective which describes the addresses which were delivered last night at the university before the literary societies in memory of Colonel Marshall and Judge Knowles. The tributes which were paid to the worth of these two distinguished sons of Montana, who for so long a time gave their remarkable talents to the direction of the local affairs of the university, were fitting and worthy of their theme. Mr. Forbie, speaking in memory of Judge Knowles, and Mr. Day, eulogizing Colonel Marshall, were at their best. Mr. Tyman, the associate for many years of the distinguished lawyers upon the university board, added the touch of local color which made the exercises perfect. The occasion will never be forgotten by those who were privileged to listen to what was said last night. It was a memorable event.

PRINT PAPER.

The relation of print paper to the Canadian reciprocity agreement is becoming a prominent factor in the discussion of the bill which is now before the senate. The press dispatches yesterday and, again, this morning dealt largely with the part which this item plays in the administration program. The Missoulian has already expressed its opinion in this matter but some of the assertions made by the advocates of the reciprocity bill seem to us to warrant a reiteration of what has already been said. In the first place, the removal of the duty on print paper, brought in from Canada, would not amount to enough in the course of a year, to the publisher of the average country weekly newspaper, to pay the cost of his children's shoes.

In the second place, the removal of the duty on wheat would cripple the farmers upon whom this publisher depends for his business, to the extent that his business would suffer materially—a thousand times more than the amount he would gain by the reduction in the cost of his news print paper in case a reduction were made. In the third place, it is by no means a certainty that he would find any reduction in the cost of his print paper; if the duty were removed, would not the Canadian paper manufacturer be more likely to raise the price of his product to the figure set by his American competitor than the latter would be to reduce his price to meet the Canadian cost? There is, you know, a "gentleman's agreement" among the paper makers. Not a trust—O, no, indeed—but an understanding. The courts dissolved the wicked paper trust a long time ago. But its soul goes marching on.

COMING BACK.

Within a few days, on June 18, if the plans of Manager Campbell do not miscarry, the people of Missoula will have the privilege of helping a worthy cause and of enjoying themselves at one and the same time. It is planned, as has already been announced in The Missoulian, that a baseball nine of old-time stars shall be formed to compete against the team that is representing the metropolis of the Bitter Root, Hamilton. The game will have something of heroics in it, in so far as the men of Missoula are concerned. About the toughest thing in the world for a retired ball player to do is to get back into the game, just for a day. To play one game after six or seven, eleven or twelve years of less strenuous exercise means sore muscles, aching joints, laboring lungs, pumping heart. The game will be interesting, as it will show how our older young men are holding their own. It will be even more interesting in so far as it will prove or disprove the oft-repeated assertion of sporting experts that a man cannot "come back." A year ago there was an athletic event that coined this phrase and slipped it into the vocabulary of every man and boy from coast to coast. On the 18th there will be another occasion that may or may not prove this theory. At all events, the game that will be played for the benefit of the playground fund will be well worth the while.

To inquirer—No, we do not refer to the Episcopal convention when we speak of the good-roads convention, although the former will have to do largely with the good road to the Gates of Pearl and with the streets with the pavement of gold.

The playground fund will be the better if it receives a dollar each from a thousand persons than if it receives a thousand dollars from one person. Bring your dollars to The Missoulian office.

The best way to understand the commission form of government is to study the law of it; you can get the law in The Sunday Missoulian of this week.

Why should there be protests against proper sidewalk improvement? It helps the property affected and it benefits the whole city thereby.

Ohio is getting cleaned up a bit through the legislative investigation; the precedent set in the Buckeye state does not augur well for Lorimer.

Are you doing your duty to the university this week? You should be one of the audience at each of the gatherings.

The way to reach the paper trust is not through the reciprocity agreement; the courts are the place for that.

There will be nothing about Missoula's Fourth this year which will offend the most ladylike taste.

There is nothing better in this glorious season than the better roads which the county is building.

The council should also pass an ordinance requiring everybody to wear rubber heels on the Fourth.

It takes nerve, in the face of the returns, to bet on the home team. But there are yet some who do it.

Leave your dollar at The Missoulian office for the playground movement.

A dollar for the playground fund is a good boost for the city.

Are these the same Scrappers which we have now in our midst?

COIN CAUSES DROWNING.

Seattle, Wash., June 6.—The body of John Dalzirk, proprietor of a boat-house on Lake Washington, was found today in the lake, held down by a large sum of money in a belt about his waist. Dalzirk had fallen into the water and the coin carried him down.

PENNSYLVANIA ELECTIONS.

Pittsburg, June 6.—The annual meeting of stockholders of the Pennsylvania Railroad company was held here today. The old board of directors was re-elected. A meeting will be held in Philadelphia later to elect officers.

The Panama Canal

XIV.—When the Ships Go Through.

By Frederic J. Haskin.

Ancon, Canal Zone.—The canal commission is already looking forward to the time when the canal is finished and ships are ready to go through. The practical interest of the shipping world is shown by the fact that steamship lines are already making inquiries as to what the tolls are going to be, and for other information which will enable them to adjust their affairs so as to be ready to use the big waterway at the earliest opportunity.

It is the desire of President Taft to have the tolls so fixed that it will be more profitable for the ship owner to send his vessel by way of Panama than by Suez. The net ton charge through Suez is about \$150 per ton, and a vessel with 4,000 tons of cargo would have to pay \$600 to pass through Suez. It is proposed to fix the toll on the Panama canal at \$100 per ton. On this basis a vessel with a 4,000-ton cargo would pay \$2,000 less to get through Panama than it would have to pay to go through Suez.

Of course there can be no way of definitely estimating the amount of traffic that will pass through the canal, but in 1900 a member of the commission, who was well acquainted with the shipping business of the world, estimated that 6,800,000 tons register would pass through the first year the canal is open, and that this would increase 25 per cent a year thereafter. He said it would take years for shipping to readjust itself to the new conditions and that it was his opinion that to make the tolls greater than \$100 a ton would drive business away. Such cargoes as lumber would be carried around Cape Horn, as at present, rather than pay excessive tolls.

The total cost of the Panama canal will amount to \$575,000,000, and at 2 per cent—the rate at which Uncle Sam can borrow money—this will involve an interest charge of \$7,500,000 a year. The cost of maintenance and operation is expected to exceed \$3,000,000 a year, so that the total expenses of operation will amount approximately to \$11,000,000 a year. It is not intended to charge the American navy anything for the privilege of using the big waterway. At present it is the hope of the administration that congress will provisionally fix the toll at \$100 per ton, leaving it optional with the president to change the toll as commercial exigencies may seem to demand.

It is the hope of the chief engineer that the United States will make early provision for the maintenance of the canal. He would have matters so arranged that the government could furnish everything required by the traffic through the canal on a commercial basis. For instance, he would have coal furnished the passing ships as a part of the business of maintaining the canal. A coaling station for the navy will have to be maintained, and this may as well be used to supply the demands of commercial shipping. Colonel Goethals would not deny to private enterprise the right to handle coal or any other essentials to the conduct of the shipping business. He seeks only to have a government plant operated at a safe margin of profit, so as to guarantee that the use of the canal would not be rendered unprofitable by excessive prices ships might have to pay if competition were stifled.

It is also proposed to maintain a commercial dry dock, where ships of all classes and condition can be repaired. This is practically one of the essentials in the operation of the canal. It is also planned to continue the ice factory at Colon, supplying ice to the passing vessels at commercial rates. Also that a laundry be maintained for the purpose of meeting the demands of shipping. It would then be possible for a ship to put out of Liverpool, have its laundry ready when it reached Colon, send it to the laundry there, and have it finished and sent to Panama by rail in time to overtake the ship at the Pacific entrance. All of these things would make the Panama route attractive and would prevent the growth of local enterprise from charging extortionate prices and thus interfere with the usefulness of the canal.

When the canal is completed some time will be spent trying out the machinery and breaking in the picked men who are to constitute its operating force. The problem of sanitation for those who remain to give force and effect to what American enterprise has done to the canal will be one of the greatest of the future. It will require unremitting vigilance to keep the canal zone settlements which will remain from relapsing into typical tropical regions. Most of the towns will probably pass into the hands of natives or West Indian negroes.

An equipment of dredges and all sorts of repair machinery will be maintained throughout the years, since there will always be large deposits of silt and sand brought down by the 22 streams which flow into the canal. Provision will be made to prevent the transcontinental railroads from gobbling for themselves the benefits of the canal, which ought, of course, to accrue to the whole people. If they were permitted to control the domestic steamship lines which use the canal they could easily make the rates so high that it would not materially interfere with their present transcontinental rates. A law probably will be advocated which will prohibit any transcontinental railroad from being directly or indirectly interested in any vessel seeking passage through the canal. It is calculated by a well-known shipper that the cost of transporting lumber from the Pacific coast to the Atlantic can be reduced more than three-fourths once the canal is in operation.

Last month a Pacific mail steamer carried in its cargo some California fruit for eastern markets. The success of this experiment is being watched with interest. It is probable that the less perishable California fruits may be brought around by Panama in large quantities during the coming year.

There seems to be no need of fearing that when ships begin to go through there will be any shortage of water. It is estimated that the locks can pass a total of 48 vessels through the canal each day. This will take care of a possible 80,000,000 tons a year. If the canal starts out with only one-eighth of that amount the people will have reason to congratulate themselves. Such now has 21,000,000 tons to handle a year, and even the busy Suez canal has only 40,000,000 a year. But should the demands go beyond anything anticipated, there is room for extra locks and an extra water supply. Gatun lake is already beginning to fill up as the dam rises and by the time the machinery is installed it will be full. A record of the flow for the river running into it, allowing for seepage, during 1909 showed that it would have been filled in nine months that year.

With a view to saving water and to hastening the process of lockage, each lock chamber is divided into two sub-chambers, one 550 feet long and the other 550 feet wide. As upwards of 90 per cent of the vessels on the high seas are shorter than 550 feet, there is little possibility that many of the ships passing through will need more than the larger of the two sub-chambers. It is expected that a ship will be raised the approximate 30 feet of each step in about 15 minutes. The fastest inflow of water that will be permitted is three feet per minute. It will require about 4,000,000 cubic feet of water to lift a single big vessel up or down.

It will require about 10 or 12 hours for a ship to pass through the canal. Going from the Atlantic it first will pass the breakwater at Toto point. There it will call at Colon. After that it will steam up the 500-foot wide sea-level channel to Gatun, where it will be 55 feet below the lake above. Here it will be towed into the first lock and the gates, closed behind it. Then water will be allowed to flow into the lock from the lake above, through the big 18-foot culverts, until it has the same level as that in the lock above. Then the gates to that lock are passed and closed and the ship is towed into the next one. Each time the same operation is repeated, until the ship finds itself in the lake above. Then it steams onward through the lake and Culebra cut and then asks the lock at Pedro Miguel to drop it down approximately 30 feet. Another mile at this level brings it to Miraflores, where it gets two lifts down and is back at sea level, and may go on its way unimpeded, or it may stop at Balboa, the Pacific end of the canal.

The date when the canal will open is set officially for January 1, 1915, but the work of excavation possibly will be completed much earlier. Of course, if slides in Culebra cut continue, it may take the full time to finish the excavation there. But if they are not greater than now anticipated the work will be well advanced toward the finishing touches in three more years. The contracts for the installation of the operating machinery call for its completion in time that the canal can be tried out by the end of December, 1913, and unless unforeseen delays occur in the manufacture of the equipment the canal will be ready for emergencies before the first opening date.

Tomorrow—The Panama Canal. XV. A New Commercial Map.

WORK WEAKENS THE KIDNEYS

Doan's Kidney Pills Have Done Great Service for People Who Work in Missoula.

Most Missoula people work every day in some strained, unnatural position—bending constantly over a desk—riding on jolting wagons or cars—doing laborious housework; lifting, reaching or pulling, or trying the back in a hundred and one other ways. All these strains tend to wear down and injure the kidneys until they fall behind in their work of filtering the poisons from the blood. Doan's Kidney Pills act on sick kidneys, put new strength in bad backs. Good deeds in this locality form the strongest proof of their efficiency. Read this testimony.

W. L. Shovel, Doan's addition, Hamilton, Mont., says: "I have used Doan's Kidney Pills for the past 10 years and I know that they live up to the claims made for them. Exposure to inclement weather affected my kidneys and my back became very weak. When I learned of Doan's Kidney Pills, I decided to give them a trial and I procured a box. They rid me of my trouble and whenever I have had slight attacks since then, I have used this remedy with the best of results."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

BALLOONISTS IN RIVER.

Bremershaven, June 6.—Three balloonists who left Berlin yesterday in a competitive flight, were rescued at daybreak in the estuary of the Weiser river, into which they had been compelled to drop to avoid being carried out to the open sea. The men had been in the water three hours when discovered. Nine other balloons landed on the coast.

SOCIAL WORKERS MEET.

Boston, June 6.—Social workers from all sections of the country came into Boston today to attend what was expected to be the largest national conference of charities and corrections ever held. The conference will open tomorrow in Tremont temple. About 2,000 delegates are expected.

RAILWAY MAIL CLERKS MEET.

Syracuse, N. Y., June 6.—The national convention of the Railway Mail Clerks' association and ladies' auxiliary of the order opened here today. The matter of affiliating with the American Federation of Labor will be considered tomorrow.

Missoula Mercantile Co.

Our Annual Vacation-Time Sale of

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Sale of Practical Benefit to All Travelers, Immediate and Prospective, Affording an Opportunity to Buy Best Baggage at a Saving of

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Trunks for a Thousand Trips

Meaning trunks that will stand the strain of constant traveling, the kind that are built right from the inside outward, to stand the knockabouts of journeys by rail, by water, by wagon. The best makers are our suppliers.

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Great variety, in all sizes and with interior fittings of trays and boxes; all reinforced where needed and provided with good, reliable locks and catches.

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\$10.00 Trunks	\$7.50	\$25.00 Trunks	\$18.75
\$15.00 Trunks	\$11.25	\$27.50 Trunks	\$20.50

Steamer Trunks

The kind that stow away in a small space, yet afford room for everything one needs on a vacation trip.

\$12.00 Trunks	\$9.00	\$16.50 Trunks	\$12.35
\$14.50 Trunks	\$11.85	\$20.00 Trunks	\$15.00

\$7.50 Solid Leather Suitcases \$5.65

A hundred of them and all made from heavy, No. 1 leather over steel frames, with reinforced corners, straps, brass catches and locks, cloth lining and shirt fold. Manufactured for us by a leather goods house of wide reputation; no such value ever offered before, at

\$10.00 Suitcases	\$7.50	\$18.00 Suitcases	\$13.55
\$12.00 Suitcases	\$9.00	\$20.00 Suitcases	\$15.00
\$15.00 Suitcases	\$11.25	\$25.00 Suitcases	\$18.75

"Travelight" Bags Are Ideal for Summer Trips

It is the luggage, more than anything else, that makes traveling troublesome. A heavy, unwieldy bag, or several of them, tire you almost before you start. We have in the Leather Goods Shop a new kind of cane bag which is not only roomy, holding more than may be put into most bags, but which is actually light, weighing about half as much as an ordinary bag. It is made of cane, with a leather lining and especially fine for women. They're our "Travelight" bags—light as a feather, but as strong as leather. During this sale the regular prices are greatly reduced, for instance, the regular

\$2.50 size is only	\$1.85
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Mattings, Suitcases, steel frame, riveted leather corners, brass catches and lock; regular price \$2.50 in this sale at	\$1.85
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Fibre-grass Mattings, light, strong, roomy; leather trimmings, brass catches and locks; regular \$2.50, now	\$1.85
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Rattan and Cane Suitcases, light, substantial and good size; solid leather trimmings; regular \$4.00, on sale at	\$3.00
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The Autopiano

The tireless, Wearless Entertainer of the Present Age.

We have a carload here now. Come and view them.

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Now is the time to order flowers for university commencement and for high school graduation. We have a fine assortment of special designs as well as the largest stock of

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