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SUNDAY, JULY 30, 1911.

PASSING EVENTS.

inland cities of the west. Some of these cities celebrated vociferously; took their good fortune more quietly; all of them appeared to apeciate fully the fact that, at last, things are coming their way and that they are finally coming into their own The favorable decision of the rate case furnished the event of the week as far as Missoula and cities similarly situated are concerned. This decision was, by long odds, the engrossing topic of the week in local circles. In the road field of national politics, the week brought the signing of the Canadian reciprocity bill by the president which disposed of the measure as far as action on this side of the boundary is concerned, and it brought develop ments which disclose an unwillingner on the part of some Canadians to ratify the agreement. The fight in Can ada promises to be exciting; the ma ne is not working as smoothly as it is in this country. England's crisis reached the seething point but the position of the government was much strengthened by the introduction of British will rally to the support of the will be unified. The disturbance of that clusive European balance of each of us may concern himself to power will not be serious and phase of the situation is not as im portant as is the indirect effect upon the conditions at home. It was a no table week in three great capitals-Washington, Ottawa and London had ficial results are shown in many ways memorable experiences.

FREIGHT RATES.-The Missoulian has already analyzed pretty thorough- formed everywhere; these organizations ly the freight-rate decision in its rela- will strengthen the sentiment; tion to local conditions. As well as effect will be, ultimately, that there can be judged from the text of the will be nobody who will oppose legiti decision of the interstate commerce mate expenditure for highway commission and without any definite provement. Another straw which inthe matter of naming specific rates, it the attention which educators are giv establishment of new rate schedules Highway engineering has been made a will be twofold. It is certain that the department in some universities-Ala lowering of freight rates will have a state university. Missouri has adopted considerable effect upon the cost to a prescribed course of study in good the consumer. And this is an important item in the consideration of the came to the editorial desk of The Mismatter; it is the phase of the ques-tion which appeals most strongly to all known publishing house which anof us; we are all in the ultimate-con- nounces the prospective publication of sumer class. The second phase of the a "road primer," whose preparation situation is that it seems probable that has been undertaken at the request of the influence of Missoula as a dis- the National Congress of Mothers, The tributing point will be strengthened; book has been prepared by a civil there is certain to be a readjustment engineer who has had forty years of of territory and it looks as if Missoula experience in the construction of roads would gain over her present standing in Missouri. Two editions of this The extent of this improvement and treatise are to be printed; one, a textthe size of the reduction in the cost of book and the other for the general staples of food can be determined only reader. The importance of good roads when the new rates are made known. cannot be over-estimated and the fact Figuring, however, upon the present that its practical significance is recoast rates as the maximum, it looks ceiving such general recognition is as if the percentage would be high, one of the good signs of the times. Most of us will appreciate the reduc tion. It may not be enough to enable each of us to maintain an automobile but it will give a little surplus for

inscontinental railways. The change in rates and the completion of the pel the transportation companies to devote more of their attention to the their energies have been centered upon the through coast business, though it ording any wide margin of profit, But suppose the energy which been expended upon the handling of the coast business were to be divided applied to the development of inland business. Would there not be a great traffic developed where there is now comparatively little? The great inland region would be responsive to the touch of the railway magician; a region which is now sparsely settled would come closer to having the splen did population which it can maintain There would be co-operation between these inland regions and the rathway which would produce great results. The people are not hostile to the rail ways; all that the people want is square deal. The railways have played a major part in the develop ment of this region; they have rights which must be respected. But all the rights in the case are not theirs; th people possess some privileges. There must be a mutual recognition of rights between the railways and th people; when this understanding is complete, the railways will profit and so will the people. In recent years there has been a long advance made toward this perfect understanding. If this advance continues, the railways will discover that they have overlooking a wonderfully great source of revenue and the people will find out that the railways are mighty helpful institutions.

THE NEXT STEPS .- How, now, to derive the full benefit of equitable is the important question for each community in the region affected by the rate decision. The first thing to do is to get good roads over which to haul the products from farm and mine and mill to the rallway. The reduction in the cost of rail transpor tation which will follow the establish ment of the expected rates will be a nothing in comparison with the lessen ing of hauling cost over the country roads if our highways are made what they should be. This is a matter in which the interstate commerce com mission is not concerned; it is right the work. If our farm products can be taken to the railway for less than half what it now costs to get them there, the saving to the consumer will be great; it is an easy matter to bring about this reduction. One-half is small estimate of the saving tha will follow the construction of good roads; it will be more than that; but that is enough for the purpose argument. Missoula county has made an excellent start toward the struction of proper highways; ther are some excellent roads in this coun ty: there will be better ones if the policy of good roads is made permanent and it should be. Supplement the reduction of rail charges with a German-Moroccan mixup; the greater reduction in the cost of the road haul and you have made the cost of living more reasonable. good-road work is something in which

advantage

LEARNING HOW.-That the good road idea is gaining ground and that the people are appreciating its benethese days. The news from all parts local good-roads associations being ems that Missoula's benefit from the ing to the subject of road building ost of living will be reduced; the bama started the movement in its

MARKETING.-Local farmers and fruitgrowers are turning their attention to co-operation in marketing, as a means for disposing of their crops to better advantage to themselves and READJUSTMENT.-It appears cer- to the consumer. This is one of the tain, too, that there must follow a re- phases of the question of getting to

the railway rate or the condition of the local highway. Government sta-Panama canal will, it seems now, com- tistics show that the producer receives consumer pays for products of the back at him. And railway sumer's table. The agricultural year's farm products in this country farm, the producers received six billions for the year's output. For this output of the farms, the consumers paid thirteen billions. The cost of getting from farm to table was, then, seven billions. That is not cheap marketing. There are plenty of good examples for them to follow. years ago, the farmers of Denmark received twelve millions for their butter, eggs and bacon. Since then they have organized market societies. Last year they received for the same classes of products more than a hun-The details of their methods can be easily obtained. Commercial waste in distribution must be stopped if the farmer is to come into the full measure of his prosperity.

A REMEDY.—The figures quoted

above are taken from an address delivered last week before the Texas the Frisco system. It was a remark able address in many respects. uable and many suggestions that will be helpful to the producer if they are carried out. They are as applicable to conditions in Montana as to the situation in Texas. Mr. Yoakum urger good roads and co-operative marketing as the great remedies for the existing evils. He suggests one step which is new: he urges the creation of a governmental bureau of marketing as part of the agricultural department. He refers to the great work which the government has done in getting the good-road movement under way and that a marketing bureau would be no less successful. Already the government has contributed much in this direction through its system of onsular reports: this system might be elaborated in the hands of proper men so that it would afford instruction to the producers of this country, merely by presenting the examples of others Mr. Yoakum says the government ha helped the farmer vastly by protecting the purity of food products in the market and he believes it is just as important that federal money should be expended to find ways and means for decreasing the cost of distribution

THE RAIL PART,-Mr. Yoakum naturally, takes the railway man's view of the situation and his argument s based upon the assumption that the ways has been all to the detriment of the roads and their interests. The in terstate commerce commission and good many others whose judgment is good do not believe this. We have recently had some eminent railway men who have admitted that the reg ulation of railways has proved a bene Also we have had the system of the interstate commerce commissio held up as an example for the regula tion of all business combinations do ing an interstate business. Of cours it is not fair to expect the railways to bear all the burden in the reduction of two instances in which the general public and the farmers can contribute have developed the system of statistic have developed the system of statistics to perfection; they can prove anything a start toward becoming a good they wish by their figures. There is

THE DAILY MISSOULIAN adjustment of the traffic policy of the market which is quite as important as no reason why we should not use the same figures to prove our contention They will do it. tistics show that the producer receives preaches economy in administration to forty-six cents of every dollar that the the farmer; the farmer can come right inland field; for a great many years, farm; the rest is absorbed by others does not mean the reduction of wages before the products reach the con- there are other ways by which railway economy can be accomplished, is admitted that this has not been af- perts of the government say that last ways which will not interfere with the operation of the roads. The laying of were worth nine billions. Assuming of a few telegraph operators is not a that one-third was retained on the cut that will influence the balance sheet of the railway to any great extent; there are other cuts that will make a big difference. At the last Red Apple banquet, Mr. Cooper of the Northern Pacific told us, in his inimitable, good-natured way, that the railway men were tired of having other people tell them how to run their business. We might retort in kind and, good-naturedly of course, tell Mr. Cooper that the railway men have for a long time been telling us how to run the newspaper business and it is our turn now. The railway manhere is Mr. Yoakum-is fond of telling other people how to conduct their business and the advice is appreciated. But may we not take a turn, once in a while, in giving advice?

> The weather man advertised show-ers last week and falled to deliver. It is that sort of advertising that makes a business unpopular, whether the advertisement is for showers or dry

There is a reason for everything. The reason why the supporters of the reci-procity bill are "willing to stay in Washington indefinitely" is probably that they are not anxious to go home and face the farmers.

Time was when a king summoned the bankers and told them to dig up for the war he was about to start. Nowadays the king asks the banker if

Montana exhibit for the New York show. If we're going into it, let's go

This morning's advertising columns of The Missoulian carry messages which are of helpful service to the people of western Montana.

The people of Montana want the v law and they have no with the legislators who

Three Opinions of Control



A government commission to regulate great d industrial organizations, in the same way that the interstate commerce commission regulated railways, would be most desirable.

Attorney-Gen. Wickersham.

The government should

regulate prices of all business combinations.

Judge E. H. Gary





The government control of business combinations is socialistic. Congress should place no restrictions in trade.

John E. Parsons.

Following Old Trails

VII.—Supper on Sunrise.

on these hills and, toward the middle of the afternoon, we struck on an absorber secure trail through the tumber to Ohio such where he colors and the secure trail through the tumber to Ohio get up into Ohio guide hwere he colors and the secure trail through the tumber to Ohio guide where he colors and the secure trail through the tumber to Ohio guide where he colors and the secure trail through the tumber to Ohio guide hwere he colors and the secure trail through the tumber to Ohio guide hwere he colors and the secure trail through the tumber to Ohio guide hwere he colors and the secure trail to be the secure that the secure through the secure trail to be seen and the secure trail to be the secure trail to the secure through the secure trail to be seen to one of the secure trail through the secure trails and through trails and through the secure trails and through the secure trail through the secure trails and through

He who starts on to follow the trails of the whole of the control of the control

clienc to give it to them.

Kanasa has tried populism and other where the degrings are in fine shape for the next season's work, where the state of the weak and the soulty natural now that his should have pellagra.

The Western Pederation of Miners concludes not to add to its own troubles by annexing the spries of the seastern tool miners.

A Resurday half-holiday is a good investment; the energy which it gent the rest of the week.

A Saturday half-holiday is a good investment; the energy which it gent the castern tool miners of the week.

The tops which 'are contained in The Massoulian's advertising columns are reliable and dependable. Read them and follow them.

There is confort in the use of The Massoulian's advertising columns are the creates accompletes much dependable. Read them and follow them.

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