

NEW LINE TO LOS ANGELES IS NEXT

Harriman System Has Low-Grade Route East of Sierrras Under Way.

KLAMATH-NATRON, BRANCH

Road Now Being Built From Mojave to Keeler Is Also Part of Line. 359 Miles of New Project Are to Be in Oregon.

A new low-grade route east of the Sierras between Portland and Los Angeles is presented in a statement issued in New York by Julius Kruttschnitt concerning the more important extensions of the Harriman lines now under actual construction.

The Klamath-Natron line is apparently to form a part of this new low-grade route, and its southern California branch 146 miles long, from Mojave north to Keeler, is under construction which will also ultimately become a part of the new route.

Of the 209 miles of new road now under construction by the Harriman system in the United States and Mexico, 59 miles are in Oregon. In the territory of the Oregon Railroad & Navigation Company 181 miles of new line are being graded. In Oregon 46 miles of road are being opened in the timbered sections of the Oregon Railroad & Navigation Company, and a branch 120 miles long is under way up the Deschutes River into the central portion of the state at Redmond, while in Northern Idaho a line is soon to run from Rockford, on the main line, east to a point on Lake Coeur d'Alene, opposite Harrison, 15 miles.

Grays Harbor Branch in Progress.

From Centralia, Wash., between Portland and Tacoma on the Northern Pacific, the section now being double-tracked for traffic of the Harriman lines, a branch is being run west to Grays Harbor, 58 miles. This will ultimately through one of the finest forest sections in the world. The Oregon & Washington, building from Portland north to Tacoma and Seattle, 220 miles, has started track-laying in this timbered section. Tacoma involves the building of a tunnel 570 feet long at the entrance to that city from the south. At the present time over 100 feet of this tunnel has been completed, and work is progressing at the rate of 28 feet a day.

Another tunnel into East Portland, 300 feet long, runs through the Clatsop and Columbia rivers. The tracks there cross the Columbia over the Steel bridge, running into Vancouver. At Seattle over eight miles of heavy work are under way between the terminal and points outside the city limits. The finest station on the Pacific coast is to be erected in that city at a cost of over \$500,000.

Southern Pacific Builds 400 Miles.

Extensions under way on the Southern Pacific total over 400 miles. Of this 172 miles are being added to the Oregon lines. About 15 miles of new construction were necessary to effect an entrance into Portland from lines off the west side of the Willamette valley. A branch 97 miles long is being pushed through timber lands in Oregon from Hillsboro, on the Portland and Astoria line, to the coast. Extensions are being built from Natron, southward and from Klamath Falls northward, involving the present construction of about 60 miles of a line to be 182 miles.

The amount of money involved in the construction of the total 390 miles, which will reach new territory in nearly every state in which the lines run and cause radical ultimate changes of conditions in Mexico, is placed conservatively at \$100,000,000, and is an unparalleled outlay for the construction of branches and improvements of a system already so well entrenched. Of this amount, about one-half has already been expended, while the recent sales of Treasury securities, together with the surplus accumulated from operation during the past year gave the system a further working capital in the neighborhood of \$50,000,000. The cost of much of the construction under way will not have to be met for another year, or even two, so that the Harriman lines are able to carry on their improvement programs without the necessity of making further provision of funds.

PIEDGE SERVICE IN FEBRUARY

Chicago, Milwaukee & Puget Sound Hurries Grays Harbor Work.

An officer of the Chicago, Milwaukee & Puget Sound is quoted as saying that passenger and freight trains will be in operation about February, 1910, between Seattle, Tacoma, Aberdeen and Hoquiam. Track laying on the Gate City-Grays Harbor section of the line, which is to be used jointly by this company and the Harriman lines, is expected to be finished January next. The section from Gate City east to McKenna to the Tacoma Eastern is expected to be finished as soon as the Gate City-Aberdeen line, and on completion of this work, train service is to be started between Seattle and the harbor cities.

The C. M. & P. S. intends to build branch lines as quickly as possible and as soon as surveys now under way are finished, will build a line both north and south of Othello. It is the intention to build into the Moses Lake district. A line to tap the coal and timber sections near Enumclaw will be started at once, and is to be completed as quickly as possible. Surveys north of Grays Harbor have been completed and next year work will be started on a line north toward the Juan de Fuca Strait. The Tacoma Eastern line is being extended some 20 miles to tap new timber districts, but not as an extension toward Portland.

TRAIN NOT TO BE CANCELED

Portland-Vancouver Special Still to Continue Its Run.

Portland railroad men discredit the report published in Seattle that the Northern Pacific is to cancel the Portland-Vancouver special now operated jointly by the Northern Pacific and Great Northern between this city and British Columbia. A rumor had been heard here of somewhat similar trends, but it was to the effect that a Great Northern train would provide the same service under the tri-party agreement entered into by the Northern Pacific, Great Northern and Harriman systems affecting the Portland-Tacoma line.

Man Well Known in Portland Honored by the Shonts Lines

Ernest Sylvanus Benson, for Ten Years Connected With the O. R. & N. Here, Is Made Controller of the Toledo, St. Louis & Western and the Alton Railroads.



ERNEST SYLVANUS BENSON.

ERNEST SYLVANUS BENSON, recently appointed controller of the Toledo, St. Louis & Western and the Chicago & Alton Railroad Companies, of which Theodore B. Shonts is president, is well known in Portland. From 1884 to 1901 he was general auditor for the Oregon Railroad & Navigation Company and the Portland & Astoria Steamship Company, operating steamers to the Orient. In November of 1904 he was transferred to the Southern Pacific lines east of El Paso, Tex. In April of the succeeding year he transferred to the chairmanship of the Panama Commission, a general auditor of the Panama Canal affairs.

When Mr. Shonts left the Government service, resigning the chairmanship of the Panama Commission, business methods gave way to the red tape of the Army and Navy, and Mr. Benson, a few months later, also resigned, accepting the position of consulting accountant for the Interborough-Metropolitan Company, of New York, the holding company for the New York traction lines. This position he filled for the last two years, and he will continue to discharge its duties in addition to those of his new office.

His new appointments necessitate a transfer of his headquarters from New York to Chicago, where within 16 years old Mr. Benson began his business career in the local office of the Burlington & Quincy Railroad. Mr. Benson was born in Worcester, Mass. His father's mother was a Taft, a descendant of Ebenezer Taft, one of the earliest settlers of Massachusetts. His ancestors fought in the Revolution, three of them having stood shoulder to shoulder in the battle of Lexington.

STEEL TO GO DOWN NOVEMBER 1

Harriman Despatches Line to Rush Its Construction.

Track laying on the first 15 miles of the Harriman Deschutes road will begin about November 1, according to H. A. Brandon, construction engineer, who arrived in Portland from Grass Valley yesterday. The track-laying crews now engaged in the Coner d'Alene district will be through by the end of the month and will then be transferred to the Deschutes. One hundred and nine miles of the work are now covered by sub-contractors, extending from the mouth of the river to a point about seven miles south of Madras.

UNITED WIRELESS EXPOSED

A wireless concern, which calls itself "United Wireless," and which is little more than a shipwrecked DeForest wireless rump, has sold, I am informed, over one million (\$1,000,000.00) Dollars of its WATERED SECURITIES to the people of Oregon, at prices ranging from \$10.00 to \$15.00 per share. This stock is sold by a horde of deluded agents upon the most flagrant exaggerations, misrepresentations and falsehoods.

In exchange for about one million (\$1,000,000.00) Dollars in hard-earned cash, Oregon people can now boast of a million (\$1,000,000.00) Dollars of worthless securities, which can be duplicated for ten thousand (\$10,000) Dollars, and what makes matters worse, these securities, I am informed, are not even earning their operating expenses, let alone earning any dividends to pay on Seventy Million (\$70,000,000.00) Dollars, the present selling basis.

The money collected in Portland alone, I am informed, would build ten times the stations now in the entire State of Oregon. Eastern financial magazines have for months denounced this GIANTIC FRAUD as a rank swindle and estimate (taking the United Wireless' own casual statement) that this stock is not worth even \$1.45 per share.

United Wireless stockholders need not look beyond the State of Oregon to see what their company is doing. I made a public offer, published in the Portland papers, offering One Hundred (\$100.00) Dollars for a 100-word message to be sent from the Perkins Hotel station, at Portland, to Astoria direct, an air line district of about 75 miles. So far my offer has NOT been accepted.

When this MONUMENTAL FRAUD IS EXPOSED, the faith of hopeful investors in this next to WORTHLESS SECURITIES will receive a jolt to which the San Francisco earthquake will seem a mere tremor.

To you whose money has been obtained by the grossest misrepresentations and fraud, the LAW will tell you what to do.

The annual production of wool in Australia is valued at about \$125,000,000.

TRAIN TO CHICAGO ADDED

NORTH BANK TO RUN THROUGH SOLID COACHES.

Schedule to Be 72 Hours, Which Necessitates Change of Time on All Trains of Road.

Important improvements in train service on the Spokane, Portland & Seattle Railway (North Bank) will become effective next Sunday. One of these will be the inauguration of a solid through train between Portland and Chicago via the North Bank, Northern Pacific and Burlington systems. The North Bank has been maintaining a through sleeping-car service between Portland and St. Paul, making connection in Spokane with Northern Pacific trains. A solid, electric-lighted train will take the place of this service, running on a limited schedule of 72 hours, or the equivalent of the schedules of other transcontinental limited trains. In addition, another through fast service to Chicago is to be provided by means of standard tourist sleepers which will be attached at Spokane to the Oriental Limited of the Great Northern.

A change in timecard will apply to all trains on the road and the running time between Seattle and Spokane will be cut down. The day trains, which have consumed 12 hours and 40 minutes between the two cities, will make the trip, beginning next Sunday, in 12 hours. The night running time will be 12 hours, a reduction of 50 minutes.

An improvement in the local service will be made in the addition of a diner on the evening train to Cliffs. Train No. 2, which now leaves Portland at 8:45 A. M., will begin the morning through train, and the departing time will be changed to 9:25 A. M. This train will reach Spokane at 9:25 P. M. No. 3, the westbound companion train, will arrive in Portland at 3 A. M. This train will leave Spokane for Portland at 3:10 P. M., instead of 3 P. M., as heretofore.

Train No. 4, which will carry through sleepers connecting with the Oriental Limited at Spokane, and which now leaves Portland at 7:45 P. M., will depart at 7:30 P. M. and arrive in Spokane at 7 A. M. No. 1 will leave Spokane at 8 A. M. and arrive in Portland at 8 P. M., or 50 minutes earlier than at present.

The Columbia River local, No. 5, will leave Cliffs at 7:45 A. M. and arrive in Portland at noon. No. 6, now departing at 4:15 P. M., will leave Portland at 5 P. M., arriving in Cliffs at 9:15 P. M. instead of 8:50, as at present, and will have a diner added.

On the Goldendale branch train No. 55 will leave Goldendale at 7 A. M., arriving at Lyle at 8:40 A. M., and connecting with the Columbia River local, reaching Portland at noon. No. 56 will leave Lyle at 12:45 P. M. after No. 2 has arrived there, and reach Goldendale at 3:15 P. M.

It is the understanding here that the new through North Bank train does not take the place of any through train now operating over the Northern Pacific and Burlington between Puget Sound and the East. It will be an additional train on that route between Spokane and Cliffs. It does not add to the number of trains now running between Portland and Spokane.

Notes From Railroad Row.

J. W. Landman, general Western passenger agent of the Lake Shore Road, with headquarters in Chicago, is in Portland on his wedding trip. Mr. Landman was formerly secretary and later president of the Transcontinental Passenger Association.

The steamer Harrison, a new vessel built on Lake Coeur d'Alene by the O. R. & N., will start on its regular run to a point on the lake opposite Harrison on Wednesday. Several railroad officials will go from

Portland to participate in the event. By means of the cutoff and new steamer, the O. R. & N. will shorten the time between Spokane and Wallace, Idaho, about two hours.

W. W. Cotton, counsel for the O. R. & N., has returned from San Francisco, where he participated in the distributive rate hearing before the Interstate Commerce Commission.

UNITED WIRELESS STOCKHOLDERS WARNING!

STATE OF OREGON COUNTY OF MULTNOMAH

I, J. A. Staiger, of 292 Washington St., Portland, Or., being duly sworn, depose and say that I am the owner and holder of ten shares of preferred stock of the United Wireless Telegraph Company. That on or about the 18th day of October, 1909, noticing an advertisement in The Portland Morning Oregonian, headed "United Wireless," requesting United Wireless stockholders to call at 702 Oregonian Bldg., Portland, Or., for valuable information, called at the above office number and was met by Mr. John L. Schuylerman, general agent of the Clark Wireless Telegraph-Telephone Co. That in the course of our conversation Mr. John L. Schuylerman personally offered to exchange stock in the Clark Wireless Telegraph-Telephone Co. for my stock in the United Wireless Telegraph Co., on the basis of fifteen (15) shares of Clark stock for one (1) share of United stock, this offer of exchange being made to me voluntarily by Mr. John L. Schuylerman, general agent of the Clark Wireless Telegraph-Telephone Co., in the office of said company. (Signed) J. A. STAIGER, Notary Public for Oregon.

Subscribed and sworn to before me this 23rd day of October, 1909.

This office has recent information that agents of the "Clark Wireless Co." in an effort to sell their stock, OR INDUCE HOLDERS OF UNITED WIRELESS STOCK TO SELL THEIRS, have been circulating the most absurd reports about the said UNITED CO. and its management.

It seems hardly necessary to note these derogatory statements, in view of actual conditions, and our only reason for doing so is to protect our stockholders.

They state that the UNITED CO. is nearly bankrupt, and cannot last long. The provable fact is that the UNITED CO. was never so prosperous as at present. We are building more stations and earning more money than ever before (\$70,000 per month). Our three factories are running to full capacity. We have recently started in ENGLAND, have a large force of men at work, with a number of contracts already secured. The Company has plenty of money in the treasury, bills are paid monthly, and we have NO DEBTS. Both R. G. DUN & CO. and BRADSTREET verify this statement.

The Clark Co. has been in business for about six years, having been reorganized several times. During five years they had a clear field, on the Great Lakes, with no competition; yet the Government report gives them only six stations and as many boats. The Clark Co. states in their pamphlet that \$150,000 has been expended on the work—which is certainly a huge cost. They also state that "about 700,000 shares" have been issued. They state that they have no promotion stock, so that these 700,000 shares must have been SOLD. This amount of stock, at the par value of \$1 per share, amounts to \$700,000. They have spent \$150,000—where is the other \$550,000?

Last March the UNITED CO. opened up business on the Great Lakes. In 60 days we built more stations and equipped more boats than they had built or equipped in six years. Up to date, we have 17 stations and 30 ship equipments on the Great Lakes, and we are still building and equipping. So much for the Great Lakes field.

They have no stations on the Atlantic, Pacific or Gulf Coasts. The UNITED CO. has over 100, nearly 50 of which are on the Pacific Coast, and we have put both the "Pacific" and the "Massie" wireless companies (who were both doing business on this Coast 2 1/2 years ago) out of existence. Our UNITED stations on the Pacific Coast handled over 22,400 commercial messages during August, 1909. Against this splendid record of WORK ACTUALLY DONE, you are asked to accept the unsupported statements and airy promises of the Clark Co. and their agents.

At the last reorganization of the Clark Co., their charter was taken out under the laws () of ARIZONA, instead of MICHIGAN, as before. We do not know why—or care; yet it is impossible to overlook the fact that ARIZONA (and until very recently, NEVADA), is notoriously favorable in its laws (or absence of laws) to the incorporation of wildcat or questionable enterprises; as the attached copy of an advertisement of "The Stoddard Incorporating Co.," of Phoenix, Arizona, taken from the "Pacific Monthly" for August, 1909, on page 214s, clearly shows. As a comparison, the UNITED CO. is organized under the laws of MAINE, which is known as one of the strictest states in the Union, with regard to the formation and operation of corporations.

Much use is made by our enemies of a certain so-called financial paper—the "Financial World," which for two years has been publishing the most vicious and scurrilous slanders about the UNITED CO. and its management. Upon request, we will mail you a copy of the "MINING AND ENGINEERING REVIEW," of San Francisco, Cal., issue of April 3, 1909, which will give you the character of the "Financial World" and its editor much better than we could do. We will also send, if you wish, copies of R. G. DUN & CO. and BRADSTREET MERCANTILE REPORTS on both the UNITED and the Clark Companies, and other authoritative data.

Finally, JOHN L. SCHUYLERMAN, the general agent of the Clark Co., for Portland and vicinity, has been with them, AND DURING MOST OF HIS TIME SINCE, he has been engaged as a curbstone broker, in persuading holders of UNITED WIRELESS stock (through misrepresentations) to sell or turn over to him, OR TO BROKERS WORKING WITH HIM,

Limited at Spokane, and which now leaves Portland at 7:45 P. M., will depart at 7:30 P. M. and arrive in Spokane at 7 A. M. No. 1 will leave Spokane at 8 A. M. and arrive in Portland at 8 P. M., or 50 minutes earlier than at present.

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W. W. Cotton, counsel for the O. R. & N., has returned from San Francisco, where he participated in the distributive rate hearing before the Interstate Commerce Commission.

Having secured the stock by running down the UNITED CO., their tune was changed, and the stock was RESOLD to other persons, AT A PROFIT, WHICH WAS DIVIDED BETWEEN THE AND THE BROKER. The sale of "Clark Wireless" stock has been a side issue with him. His main object has been the getting hold of UNITED WIRELESS stock as cheaply as possible, to resell it at a profit.

He has recently advertised in the Portland papers, asking UNITED WIRELESS stockholders to call at his office in the OREGONIAN building, for important information. Persons who have gone to see him, inform us that after a lengthy abuse of the UNITED CO. and its management, and his assurance that Clark Wireless stock "is very much more valuable than UNITED stock," he ends his argument with AN OFFER TO EXCHANGE 15 SHARES OF CLARK STOCK FOR ONE SHARE OF UNITED. At the Clark Company's price of \$1.00 per share, this would be equal to buying UNITED stock at \$15 per share, which he could readily resell at \$30 per share, since the UNITED company's price is now \$35. This clearly shows his brokerage scheme to make money by dealing in our stock.

He has advertised that the Clark Company will at once build ten 25-K. W. stations on the Pacific Coast, which will operate for from 500 to 1000 miles at any hour of the day or night. Just how a company which the mercantile agencies describe as having judgments for \$67.95 and \$59.35 rendered against them is going to erect such a string of stations is not quite clear. The instruments for the Portland station are supposed to be on the way; and Clark was to have been here on October 15th, to superintend the construction. We will deposit with any bank or newspaper in Portland, \$1000, Mr. Schuylerman to deposit \$500. If the Clark Company has in commercial operation; by January 1, 1910, on the Pacific Coast, a wireless station capable of sending messages from 500 to 1000 miles at any hour of the day or night, we will forfeit our \$1000. If the Clark Company does not have such a station by that date, he is to forfeit his \$500.

Also, as soon as our Perkins Hotel station is completed and turned over to the operators, we will give Mr. Schuylerman an opportunity to pay that \$100 for a 100-word message transmitted direct to Astoria—but we will insist that the \$100 be put up, before the demonstration is made. Meantime, the interested public is invited to test the service of the UNITED WIRELESS Pacific Coast stations, day or night.

We trust these facts will clear the air somewhat. DO NOT BE LED TO BELIEVE THAT THESE FACTS ARE THE ONLY FACTS. MAKE THEM PROVE THEIR STATEMENTS AND CLAIMS, and if any further information is desired, write or call at this office.

Yours Very Truly, F. S. STEWART, FISCAL AGENT, OREGON, EASTERN WASHINGTON AND IDAHO, 410 CORBETT BUILDING, PORTLAND, OREGON.

The following is a copy of the advertisement appearing in the August, 1909, issue of the "PACIFIC MONTHLY," on page 214s, which is referred to in the above letter:

INCORPORATE IN ARIZONA. Costs less than elsewhere. Advantages are worth the trouble. No stock subscriptions required before incorporation. Any kind of stock may be issued and paid up in property, services or leases. Transact business anywhere. Stockholders' names need not be kept for public inspection anywhere. FORMERLY INCORPORATED IN ARIZONA, was for years officially in charge of incorporating business and is resident agent for many thousand companies. All banks, law, by-laws and particular forms. Companies incorporated on receipt of reasonable deposit on account, and telegram stating name, capital, shares, time annual meeting and authorized debt. References: Any bank in Arizona.

STODDARD INCORPORATING COMPANY, BOX 98, PHOENIX, ARIZONA.

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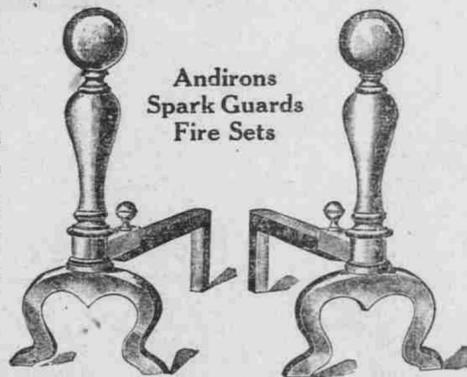
Have more original features than any other Range made which places them in the front rank for efficiency and the number sold. Perfect cooking is a simple matter with a Garland.

Buy the Best

Years of successful catering to the public has placed Bridge Beach & Co.'s Stoves and Ranges in the foremost ranks as an article of superior quality and finish. This is fully attested by the great number of these Stoves that we are selling every day.

We are showing an immense stock in our Basement

Andirons Spark Guards Fire Sets



HONEYMAN HARDWARE CO. Fourth and Alder Streets Portland, Oregon

When You Do Purchase That New Piano

BUSH & LANE PIANOS

(ONE OF THE HIGHEST MAKES KNOWN) On just as easy terms, and yet feel that you are securing an absolutely high-grade instrument and one that is sold with a written guarantee for twenty years.

CASH OR EASY PAYMENTS BUSH & LANE PIANO CO. 386 Washington Street, Between Park and Tenth Streets.