

HARRIMAN'S CHARITY IS ROAD'S NAME FOR PROFIT

Alleged Loss in Operation of Steamers Fully Covered by Rail Profits.

NEW SCHEDULE OF ORIENT RATES WILL BE ISSUED

Freight From East Across Pacific Via Portland to Be Routed in Conjunction With Frank Waterhouse Steamer Line.

The Harriman lines will soon publish a schedule of rates providing for the routing of freight from the east via Portland to the orient in conjunction with the Frank Waterhouse steamer line to North China, Vladivostok and Japanese ports. This action is a complete refutation of the statement made by Judge R. S. Lovett before the Interstate commerce commission at Washington, D. C., to the effect that "should the ships of the Portland & Asiatic Steamship company be taken off, the flouring mills of Portland and along the line of the O. R. & N. Co. would close."

Judge Lovett, arguing before the commission in the case of the government vs. the Union Pacific-Southern Pacific combination, undertook to show that the Union Pacific company was operating the Portland & Asiatic steamship line as a matter of charity to Portland and to save Portland shippers to ruin. He claimed that for the five years ending June 30, 1906, the

line's net loss was \$233,000, or more than the original capital stock, and that at present the company is a mere paper concern with nothing but the charters on a few ships operated by it out of this port. He said:

"Sweet Charity" in Disgrace.

The stock of the company is so worthless that the comptroller of the Union Pacific throws it out and does not include it in the statements of assets of the O. R. & N. company. The ships are run solely for protection of the grain traffic of the O. R. & N. company's rail lines and that company's customers in Portland. There is a very rich grain territory in eastern Oregon and Washington reached by the rail lines of the O. R. & N. company and by the Northern Pacific. Most of the grain produced in that market goes to the orient. There are several steamship lines operating between Puget Sound ports and Asiatic ports, and but one from Portland. If that line should be taken off, all the grain from the territory mentioned would move over the Northern Pacific to Puget sound and then to the orient, and the O. R. & N. company rail lines would lose the haul to Portland and the flour mills at Portland and other points on the O. R. & N. would close. It is, therefore, to hold this traffic to the rail lines of the O. R. & N. and prevent the milling interests at Portland that the steamers are operated between Portland and the Orient. I assume that the profit on the rail haul is sufficient to recoup the loss on the steamers."

Portland shippers are charitable enough to say merely that the Union Pacific's general attorney has been misinformed. They say it is but another evidence that the authorities of the O. R. & N. and its steamship line reside too far from the scene of operations of these properties to learn the

facts, or to remedy the unfortunate conditions under which they try to operate. It is regarded here as a very pitiful sight to see the Portland & Asiatic Steamship company operating at a bad loss of \$55,000 annually, while some of the other steamship owners are operating steamships at liberal profits between Portland and the orient, although the Portland & Asiatic company has back of it all the power and prestige of the Union Pacific transcontinental railroad system, and the other owners have no railroad backing.

Among shipping men it is said that the amount of grain tonnage carried by the Portland & Asiatic line is incomparable in comparison to the gross tonnage out of this port. There are no less than 30 steamships operating between Portland and the oriental ports where the Portland & Asiatic company, or Harriman lines, is operating four vessels.

Flour Trade Would Survive.

The absurdity of Judge Lovett's statement is made apparent when it is seen that of six steamers in port loading wheat and flour for the orient, only one, the Aragua, is a Harriman vessel. Of the steamers now en route to Portland to load wheat, flour and lumber of China and Japan, only one is a Harriman liner. Yet the eminent general counsel of the Union Pacific system tells the Interstate commerce commission at Washington that were the Portland & Asiatic Steamship company to take off its four vessels the flour mills of Portland and points on the O. R. & N. Co.'s lines would close.

Shippers point out that the flour trade would survive quite vigorously if the Portland & Asiatic Steamship line, or that the wheat would continue to come down the river from eastern Oregon and Washington even if the remainder of the cars were taken off the O. R. & N. lines. They say it is a mistaken policy for Mr. Harriman and his attorneys to assume the Santa Claus attitude to the business interests of Portland and Oregon.

The fact that the Harriman railroad lines own the Portland & Asiatic Steamship company, the Pacific Mail Steamship company and a half of the stock of the Oriental & Occidental Steamship company operating out of San Francisco, and that Harriman officials claim

most of the time that these lines are running at a loss, is said to place the whole rail and water combination of Union Pacific and Southern Pacific in a bad light. It is declared that the Harriman owners do not understand how to manage a steamship line, and that they are attempting to monopolize the land and sea transportation at the expense of the rail freight shipper, instead of learning how to operate ocean vessels or leaving their operation to people who know the practical side of the business.

Among shipping men it is the opinion that these water lines are not running at a loss as claimed, for they constantly get more business than they can handle, and large amounts of tonnage and frequently passengers are left on the docks.

Harriman Gets Top Rates.

The Waterhouse company, with no railroad transcontinental freight business back of it, is running twice as many steamers between Portland and the orient as is the Portland & Asiatic Steamship company. The Harriman Steamship line, however, gets the rates for carrying the oriental tonnage and recently when it had pushed up the flour rate to between \$4 and \$5, half a dozen Japanese steamships came in quietly and dropped it to \$3. There was so much tonnage waiting for ships that the amount was sufficient to load them all, and everybody was apparently happy notwithstanding the lowering of the rate.

Shippers allege that the rates are too high on both rail and water carriers if the Portland & Asiatic Steamship company can, as alleged by Judge Lovett, loss two and a half times its entire capital stock in five years on the oriental carrying trade and recoup the loss from the freight earnings on wheat alone from eastern Oregon and Washington to Port.

Orient Business to Frisco.

If the Portland & Asiatic Steamship company is losing money, as alleged by Mr. Lovett, it can only be explained that their ships are prevented from competing with the Pacific Mail and the Oriental & Occidental Steamship company for return cargoes. The two latter companies are Harriman steamship lines operating between San Francisco

and the Orient. They are favored in every possible way, against the port of Portland, for San Francisco is a terminal of both the Union Pacific and Southern Pacific railroads.

The policy of the Harriman management is to throw all oriental business to San Francisco, where it can be conveniently distributed between the two transcontinental lines for trans-shipment east. The result is that the Portland & Asiatic Steamship company gets only the leftover shipments for its return runs. It has lost \$25,000 in five years the only reason fairly assignable being that it has been compelled to hustle in a legitimate business way for return cargoes from the Orient.

THREE WIFEBEATERS DIVORCED EVERY WEEK

Few wife beaters get into the criminal courts of Portland, but they are being divorced at the rate of three a week, at a very conservative estimate. The latest wife beater to be made a defendant in a divorce suit is Henry M. Miller. His wife, Lizzie Miller, charges him with having contracted the drink habit soon after their marriage, since which time he has frequently struck, choked, cursed and abused her in other ways. The couple were married in Prince Edward Island, Canada, in 1887.

CLATSOP COUNTY NOW HAS A FRUIT INSPECTOR

(Special Dispatch to The Journal) Astoria, May 2.—At this morning's session of the county court C. S. Dow was appointed fruit inspector. An assertion was made to the court that it is a common practice since the strict inspection of fruit in Portland, for whole-salers to ship infected fruit which would be condemned there if offered for sale, to Astoria and other points in the state where there are no fruit inspectors. Under the law the inspector is authorized to seize and destroy any wormy or diseased fruit. Mr. Dow intends rigidly to enforce the law.



NOTICE TO THE PUBLIC

The Nevada Walkover Mining Company Announces That on May 4th Its Stock Increases From 15c to 20c Per Share

The announcement of an increase in the price of stock from 15c to 20c, which is being published in the papers in the principal coast cities, has brought a tremendous amount of business from people of all classes, and it is safe to predict that before May 4th the entire allotment will have been disposed of. Never in the history of mining promotion has more enthusiasm been evinced than by the many who have interested themselves in this valuable property, which, before long, will be in the class of big producers.

MANY WONDER WHY, if the Nevada Walkover Mining Company has such valuable property, that they are offering their stock for sale.

A MOMENT'S THOUGHT WILL SHOW THE REASON. A mine is exceedingly expensive to operate. In fact, an expenditure of thousands of dollars is necessary before the shipping of ore is possible.

A steam hoist must be installed and a lengthy pipe line laid. Buildings of various kinds must be erected. Now, this all costs lots of money, especially in Nevada, where prices for material and labor are exceedingly high.

The owners of the Nevada Walkover Mining Company are mostly business men, who, while they are comparatively wealthy, cannot spare a great amount of ready cash from their business. While each has assessed himself a goodly amount for the development work of the mine, there is still considerable money needed to complete the installation of the plant. As soon as this necessary cash is obtained, by the selling of some of the treasury stock, the plant will be rushed to completion, and it will then be only a question of a short time before the Nevada Walkover Mining Company will be shipping valuable ore.

From the way subscriptions are coming in, it looks as if the amount of stock offered for sale will soon be disposed of. Therefore the company reserves the right to return to the sender any money which might arrive after the allotment is sold.

As the price of stock increases to 20c at midnight on May 4th, it will be necessary for those desiring to purchase at the 15c price to have their orders, together with a check or money order made payable to the Nevada Walkover Mining Company, deposited in the mail box by that time.

Location of Mines

The Nevada Walkover mines are located on the Egan Range, four miles from the Nevada Northern Railroad and five miles from Cherry Creek. The Egan mine lies one-quarter of a mile west and sold last year for a large fortune and is shipping rich ore today. The Nelson mine refused an offer of \$60,000 last July, and lies on the north, just across Cherry Creek, and has the same ledge and formation as the Nevada Walkover. The Hunter, or, better known as the Vulcan mine, lies just south and is on the same ledge and has the same formation as the Nevada Walkover Mining Company. The National lies two miles east and a little farther lies the famous Star mine, from which over \$4,000,000 worth of gold has been shipped.

THE NEVADA WALKOVER MINING COMPANY, with a 50-foot ledge traversing our seven (7) full claims (140 acres), with splendid surface assays and surrounded by such rich producing mines—this makes your investment not a chance, but a certainty. And we cannot recommend this stock to you or our friends too highly.

The Nevada Walkover Mining Company is incorporated under the laws of Arizona for \$1,000,000, divided into 1,000,000 shares (par value \$1.00), of which 400,000 were placed in the treasury.

This stock is fully paid and NON-ASSESSABLE, and will be listed on the stock exchange.



My guarantee to my clients is that every dollar spent in pushing development will be honestly spent in pushing development, and that the books of this company are always open to stockholders during office hours.

Edward J. Stratton
President

Positively No Stock Will Be Sold for 15c After Midnight, May 4th

How You Can Buy Stock Now

Three Days More

15c—CASH ONLY—15c

50 Shares	\$ 7.50	250 Shares	\$ 37.50
100 Shares	15.00	500 Shares	75.00
200 Shares	30.00	1000 Shares	150.00

16c—INSTALLMENTS—16c

50 Shares	\$ 8.00	— \$ 2.00 down and \$ 2.00 for 3 months
100 Shares	16.00	— 4.00 down and 4.00 for 3 months
200 Shares	32.00	— 8.00 down and 8.00 for 3 months
250 Shares	40.00	— 10.00 down and 10.00 for 3 months
500 Shares	80.00	— 20.00 down and 20.00 for 3 months
1000 Shares	160.00	— 40.00 down and 40.00 for 3 months

E. J. STRATTON, 393 Geary St., San Francisco

SPECIAL

LAST REPORT FROM MINES—\$400 ore was struck at the 25-foot level on adjoining property last Tuesday and the claim was sold for \$15,000.

Investigate The Nevada Walkover, but do not miss the opportunity, for stock will not be long on the market. If you wish for further particulars, apply

Purchase Coupon

E. J. STRATTON,
President of the Nevada Walkover Mining Co.,
393 Geary St., San Francisco.

Dear Sir: I hereby agree to subscribe for shares of the Treasury Stock of the Nevada Walkover Mining Co. and agree to pay you per share (15 cents per share if your remittance pays your subscription in full, or 16 cents per share if you pay in monthly installments).

I inclose herewith my remittance for Please acknowledge receipt.

Yours truly,

Name
Address
Town State

NOTE—No subscription for less than 50 shares will be accepted.
This stock is fully paid and non-assessable.

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