

GOLD FELD GOLD SHARES 3 CENTS EACH

A New Lease on the World-Famed Florence Gold Mine Closed Yesterday, and Its Promotion Stock Will Be Sold to the Public An Absolutely New Deal in Establishing a Gold Mine Enterprise—Sale Will Close Next Saturday, May 9, at Noon

Here is an absolutely new deal in gold mine promotion. It has been said, and honestly believed, for several months, that no new lease could be had on the Florence mine of Goldfield, Nevada. It has been contended that a mine so unspeakably rich as is the Florence could not longer lease its ground. There are probably 25 leases on that property now, and each a monumentally rich producer. The Little Florence lease expired last Sunday at midnight and could not be renewed. It had been mining a million dollars a month. The Rogers Syndicate lease expires July 11 at midnight, and already a renewal has been refused. This mine has been producing more gold than any mine before it on the face of the earth ever has produced. Within the last month it sacked 105 100-pound sacks of ore that netted the lessees \$1,000 to the sack—\$105,000—and the gold was taken out in eight hours. It has been running in \$50,000-to-the-ton ore, and some actually milled \$100,000 to the ton—carloads of it. The Florence Annex lease has been paying nearly 5,000 per cent on all moneys invested in its shares. The Daisy Florence lease is enriching everybody that is connected with it. The Pollard-Florence lease is pouring gold into the coffers of its people. The Aurelia-Florence lease is one of Goldfield's great properties. The Emma Fraction Florence lease is a big producer. The Goldfield Chedd Florence lease is up to its chin in gold. The Portland-Florence lease, owned by a Portland company, is just breaking into that immense body of ore that has made the Little Florence the wonder of the globe, and will most likely pay its Portland stockholders monster profits in the coming months.

OUR NEW LEASE IS SMACK IN THE CENTER OF THIS NEST.

It is crowded in between the Little Florence on the south, Pollard-Florence and Aurelia Florence on the east, Florence Annex on the west, Chedd lease and Portland Florence on the north, all adjoining our property. It is as squarely in the center of this world-amazing group of the richest gold mines that ever was opened by the hand of man, as the sun at noonday in the month of June is squarely in the center of the skies above. To the north there is gold, to the south there is gold, to the east there is gold, and to the west there is gold—touching us on all sides—and you cannot find a man in this town, who ever has been in Goldfield, who will not tell you that he would wager his precious life against a small sum of the shining mineral, that there are millions in gold beneath the surface of that ground.

WE WIRED \$1,000 TO GOLDFIELD YESTERDAY TO BIND THE BARGAIN FOR THIS LEASE, AND MUST HAVE \$4,000 MORE THERE ON MAY 10.

There are four men in Portland who offer to take this stock at 3 cents per share. We can have their money in 10 minutes. We would rather not accept it. We would rather sell to the general public at the same price. It has been widely advertised that stock companies have been in the habit of selling their promotion stock to their friends at a low price, and their treasury shares to the public at large advances. We freely confess that the charge has been too often based on facts. This time we will let the public in on the promotion stock. The property has been capitalized at \$1,000,000, divided into 1,000,000 shares of non-assessable stock, 500,000 of which shall be treasury and 500,000 promotion stock. To pay expenses of incorporation, rent and advertising tolls, and to enable us to wire \$4,000 to the owners of the parent Florence before the close of the banks on Saturday, May 9, we will sell 150,000 shares of this promotion stock at 3 cents per share. Our contract calls for the money on Saturday, May 9, the 10th being Sunday, and it will be there on time, no matter what number of shares we may sell by this public method. A business man stands ready to take every

share we have left on hand, but, with all due regard to the gentleman, we believe we shall not have one for him to buy.

FOR ONCE, AT LEAST, WE WANT THE PUBLIC TO HAVE AN OPPORTUNITY TO GET IN ON THE GROUND FLOOR.

It never has been done in Oregon, and, we think, once we have broken the ice, the method will prevail forever. As stated, our promotion stock will go at 3 cents per share, until 150,000 shares have been sold, and will then be taken from the market and the treasury stock will be held at 10 cents per share, until results justify another rise. This ought to be within 60 or 90 days. There is little guess about this. We know almost to a dot what we have and how deep we must go to get it. Ask any of our local Goldfielders about that. They know that we will cut the ledge at 250 feet. That fact is already established. It is a foregone conclusion, and by that time we will be able to hoist the ore to the surface and pay dividends as large as any property in that great camp.

HOW DID WE SECURE THIS LEASE?

We have not a thing to secrete from the public. In Goldfield we have desk room with Harry C. Davis, agent for Tom Lockhart, principal owner of the Florence. We became warm, personal friends, and, though often friendship and business do not mix, they did this time. Mr. Davis is a most estimable, kindhearted gentleman, and rarely is there one more companionable than he. Our associations ripened into more than ordinary friendship, and through them, though it had been decided never to lease another inch of Florence territory, Mr. Davis stretched a good many points and consented to let us have a dip into that mine's hidden treasury. "If you have a lease at all you want a good one," was his final conclusion, "and you shall have that spot there," as he pointed to the VERY CREAM of all the Florence 65 acres, because it has leaning against it every one of the giants of the tract. It was a matter of friendship from first to last—from beginning to end—and we now have an ambition to show the people of this coast there is more to life than mere mercenary motives—than pure selfishness—so we invite the co-operation of all those who really need the fruits of the gold mine, and desire to get out of the rut of every-day plodding to make both ends meet.

ON SATURDAY NOON OF NEXT WEEK THE DOOR WILL CLOSE ON THIS OPPORTUNITY, AND NEVER WILL SWING ON ITS HINGES AGAIN.

We know there is not much time to investigate or give this matter thought, but we cannot help that. We had this one chance to get this lease, and were glad to get it on the terms we have. There is now more than \$15,000,000 in sight in the Florence mine above the 400-foot level, and our lease is hedged in on every side by just such ore as is a part of this.

OUR HEADQUARTERS.

This bargain has come upon us in such a rush, its conclusion being by telegraph, that we have not had time to "fix up," or do much else. Therefore we are quartered with the Butte Boys Company, 517 Lumber Exchange building, Second and Stark. Interested ones may there see all telegraphic correspondence in connection with the deal, and be convinced that everything has been done open and above board, and nothing concealed from any one.

These 3-Cent Shares Must Be Paid for Spot Cash

Write, Phone or Wire Orders, Cash on Delivery, at Once to

THE FLORENCE CENTRAL MINING CO.

Office Will Be Open Sundays and Until 8 P. M. Evenings

517 Lumber Exchange Building, Portland, Ore.

Incorporated

Phone Main 5514

BOURNE, OREGON'S REAL SENATOR, SAYS M'CUSKER

Second Elective Booster Good Mixer With Big Ones, Declares Returned Portlander—Incidentally Mentions Junior Senator Runs With Oil Crowd.

Defending the policy of the navy department in not sending the fleet to Portland, predicting the nomination of President Roosevelt for a second election term, contending that Jonathan Bourne is the senator of power in the Oregon delegation and that Senator Fulton is down and out, arguing that the junior senator is sure of reelection in 1912 and announcing that he will return to Oregon during the summer to visit the people of Oregon, his constituents—doing all these things and more, Thomas McCusker has returned from a trip to Washington and the east, where he met and hobnobbed with the big men of the nation.

Bourne the Mixer.

Mr. McCusker is tired from his trip, and disgusted with the oysters of the middle west. The tiredness is to be expected, and the feeling of disgust is explained by the tale that a plate of steamed oysters bought on the train just this side of Chicago put Mr. McCusker on the ambulance list for the remainder of the voyage. However, he returned to Portland with a clear head, and talked at length this morning of various subjects, uppermost of which was the controversy over the coming of the fleet to Portland.

"I am interested in the fleet question," said Mr. McCusker, "and I believe that when the people of Oregon appreciate the problems confronting Secretary Metcalf they will concur in the stand taken by him.

"I met the secretary at Senator Bourne's apartments soon after I reached Washington, and here I want to direct long enough to say that Senator Bourne is Oregon's representative in Washington. He telephoned over to Metcalf and told him to run over as he wanted him to meet an Oregon friend.

Mixes With Standard Oil.

"Senator Bourne has got closer to the men that make the laws in Washington during the year that he has been here than Senator Fulton has in six. Elk-

ins, Knick, Aldrich, Metcalf, all those men come to see him and discuss the questions of the day with him. He is the man who is representing Oregon in congress.

"Mr. Metcalf came up," continued Mr. McCusker, "getting back the fleet question, and Senator Bourne introduced us. Then he said to Metcalf that we had a hope to pick with him and brought up the fleet question. Metcalf said that he wanted to do all he could for Oregon but that Captain Winslow of the Charleston and now on the board of navigation had advised against trying to bring the battleships over the bar.

"He explained that there is a great difference between a merchantman with a draft of 25 feet and a battleship with an equal draft, for the reason that the latter bites through the waves, draws more water in reality and consequently would be in danger of hitting the bottom in the swells and breaking her back.

"One battleship costs \$10,000,000 and the secretary believed that once the people learned the real conditions they would agree with the navy department. I told the secretary that the cart notes and expressions of men and papers in Oregon did not express the sentiment of the people of the state.

"What Mr. Metcalf say about the diversion in purchase of \$4,000,000 worth of supplies for the fleet which was sent to San Francisco? Mr. McCusker was asked.

Fulton a Has-Been.

"I did not know that such a thing had been done until after I had met Mr. Metcalf, so did not discuss the question," said Mr. McCusker.

Mr. McCusker contended that Oregon ought to get on the band-wagon and send Senator Bourne to Chicago at the head of the Oregon delegation.

"It would be a great mistake politically to turn Bourne down and let Fulton lead the delegation," he said. "Fulton is down and out and the efforts of the politicians to secure this state will be of no avail. They are dead ones. Fulton will not succeed Jonathan Bourne in 1912.

"Roosevelt will be nominated on the first ballot. Taff's boom is weakening and by the time of the convention the machine will demand that Roosevelt be placed once more at the head of the ticket. Politicians all over the country, and even the great corporations are coming to see the reason why. Taff makes possible the election of Bryan, and the leaders are afraid of Bryan.

Mr. McCusker did not have much to say regarding the Oregon situation.

"It looks as if the people whipped the machine at the primaries and then allowed it to make away with the goods," he said. "But I do not think Chamberlain can be elected no matter what the other fellows do, provided Cokes takes the right course."

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Never Falls to RESTORE GRAY or FADED HAIR to its NATURAL COLOR and BEAUTY

No matter how long it has been gray or faded. Promotes a luxuriant growth of healthy hair. Stops its falling out, and positively removes Dandruff. Keeps hair soft and glossy. Refuse all substitutes. 2 1/2 times as much in \$1.00 as 50c size.

IS NOT A DYE.

Path Hair Care Co., Newark, N. J. 12 and 50c bottles, at druggists.

WOODARD, CLARKE & CO.

WILL AMERICANIZE DIPLOMATIC CORPS

Hamburg, May 2.—The semi-official Fremdenblatt demands in an article remarkable for its frankness that the Kaiser's diplomatic corps be Americanized—that is, that ambassadors and ministers be selected with regard to their merits only, irrespective of high birth.

The reference for these high-born

INDIANA MULE MADE A DEPUTY CONSTABLE

Indianapolis, Ind., May 2.—Peanuts, a diminutive mule with "chee-haw" howlers, was used as a deputy constable by Constable Newman a few days ago when he went to levy on a farm wagon owned by Alvin M. Goodin, No. 443 East Tenth street, and to put his furniture out of the house because of failure to pay rent. Goodin had considerable furniture and much of it was heavy. According to law, the goods must be placed outside the limits of the property, so before the furniture was half way removed from the house Newman was tired.

Harry Hildebrand, a constable in the same court, lives near the Goodin home and is the possessor of the mule Peanuts. Newman went to Hildebrand's barn and got the mule. Peanuts was led back to the Goodin house and was hitched to the stoves and heavier furniture belonging to Goodin. In this way the articles were soon deposited at the curbing.

FREE CREMATION OFFERED BY TOWN

Bergen, Norway, May 2.—The Municipality of Bergen announces that henceforth the dead of the town will be cremated free of charge at the request of relatives.

If there are no relatives, the dead bodies will be cremated by the city as a matter of course.

The city will erect a memorial hall where urns, containing the ashes of the dead may be kept free of charge by relatives and friends. No monuments or expensive tablets are to be set up, the urns are to be all of the same material, nothing save name and dates are permitted.

CATCHES COLD IN JAIL; AWARDED \$750 DAMAGES

New Orleans, May 2.—A jury in the United States circuit court here yesterday gave Robert M. Owen, a Texan, a verdict for \$750 damages against Louis Timeus, an employment agent, who recently caused Owen's incarceration in a New Orleans police station, which incarceration resulted in the contraction of a cold that seriously injured the complainant's health.

Timeus charged that Owen was acting as a labor agent without a license. He was acquitted, and when released sued for \$5,000 damages, alleging that Timeus was responsible for the cold he caught in jail.

Notice to the Boys and Girls of Portland and Vicinity.

We recently announced that we would, on May 4, 1908, make awards to the boys and girls returning the greatest number of "Swastika" labels taken from packages of biscuits, crackers and cakes of our manufacture. The contest closes on May 1. We have on exhibition in F. Dresser & Co.'s window, Fifth and Stark streets, the boys' and girls' high-grade biscuits offered as one of the awards.

Continue to save our "Swastika" labels—we will have something interesting for you later. Pacific Coast Biscuit company.

Local Option Petition Filed.

Astoria, Or., May 2.—A petition has been filed in the county clerk's office asking that the question of local option be submitted to the voters in Oregon precinct at the coming June election.

OREGONIANS WHEN IN SAN FRANCISCO

Can Obtain Information Regarding HOTELS, POINTS OF INTEREST, ETC., From

THE JOURNAL'S SAN FRANCISCO OFFICE

1206 CALL BUILDING
ARTHUR L. FISH, Representative.

Have your mail addressed in care of the office. Also call and register. Copies of The Journal on file.

Full Measure Yard F. B. JONES & CO.

WOOD—A1 old body Fir, seasoned, sawed to order, per cord...\$6
COAL—Screened and washed, per ton.....\$7

PHONES—EAST 7; B-1711.

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PORTLAND RAILWAY, LIGHT & POWER COMPANY

Bulletin No. 2

THE RUSH-HOUR PROBLEM.

We intend to discuss in this bulletin, first, the nature of the rush-hour problem; next, some of the greatest difficulties incidental to this trying period of the day; and lastly, how we are meeting this problem.

Briefly stated, this rush-hour problem is that of handling the traffic at the hours of heavy travel, between 6 and 9 o'clock in the morning and between 5 and 7 o'clock in the evening.

Between these hours every man in the city who is earning his living in this work-a-day life is on the move and anxious to reach his destination promptly and conveniently.

Our most difficult problem is in the evening between 5 and 7 o'clock. Between these two hours everyone who has been brought down town in the three morning hours, and many more who have come down later in the day, start for home, and are in the typical American hurry to reach it.

An illustration will make it easier to understand the difficulties of furnishing transportation for a great crowd.

BASEBALL GAME AS ILLUSTRATION.

You have all been to a baseball game, where there were 5,000 rooters. You know how we line the cars up outside the grounds waiting for the end of the game. Forty cars, each carrying 100 people, are necessary to move this crowd, which means a line of cars, standing 10 feet apart, almost half a mile in length.

When the crowd piles on the cars after the game, even with this line of cars ready, it takes 15 or 20 minutes to load them all, and bring the last car up from nearly half a mile away. If everyone waited for a seat the crowd wouldn't get home until long after dark.

THE DAILY PROBLEM.

With this explanation we will take up our daily problem. The office buildings, wholesale houses and shops around Washington, Third and Morrison streets, pour hordes of people into the streets at 5 o'clock, again at 5:30 and again at 6 o'clock.

It is not a question of handling 5,000 people, but the number is approximately 50,000. We are not allowed to line our cars up as at a ball game, but must keep them moving. The streets are filled with slow-moving wagons, some of whose drivers think that they are punishing the company by delaying 50 or more people in a car.

STOP AND THINK.

It takes 15 to 20 minutes to move 5,000 people at the ball grounds, where we can line up our cars. How much greater is the problem when there are 10 times that number to be moved, taking into consideration the difficulties mentioned above?

We wish to emphasize two difficulties encountered in grappling with this problem:

First—There are the delays to traffic caused by interruptions of service across the bridges.

Second—The attempts of passengers to get on board cars that are already crowded, when by waiting a few seconds they could board other cars which are not filled.

HOW THIS PROBLEM IS BEING MET.

We are always at work on these problems. We have increased our equipment over 30 per cent, and during the rush hours our carrying capacity is doubled.

This rush-hour problem is not local, every city has it. It is more difficult here for the reasons given, but ask the people who travel how our service compares with that of other cities at these hours—that is a fair test.

This bulletin is to convince you that we are endeavoring to give you good service, and to give you a broader understanding of our underlying difficulties, so that we will have your cooperation and encouragement.

If this sketch appeals to you, try not to kick if you don't get a seat in the evening or if some one casually walks over you. Think it out, and realize some of our difficulties.