

ALASKA STEAMSHIP LINE IS ASSURED

Portland Capitalists Pledge to the Undertaking Their Support.

RAISE MONEY TOMORROW

Commercial Bodies Will Send Out Soliciting Committees in Whirlwind Campaign for Subscriptions—\$150,000 Needed.

FEATURES OF ALASKA STEAMSHIP PROJECT.

OPERATING OWNER—Oregon corporation to be known as Portland & Alaska Steamship Company, composed of leading Portland capitalists and business men; capital stock, \$1,000,000; half of same to be subscribed at once and bond issue of \$500,000 sold for purpose of purchasing vessels.

SIZE AND CHARACTER OF FLEET—Four modern, steel steamers of about 2750 tons each, equipped with screw, oil burning, speed 15 knots; splendid passenger accommodations and large freight capacity, superior to any vessels now in coasting trade on this coast; built for coasting trade on the coast and for larger steamers; contract price about \$250,000 each.

PLANS OF PROMOTERS—Soliciting committees selected by local commercial bodies to make whirlwind canvass tomorrow to raise \$150,000 in single day; local financiers pledged to subscribe stock for balance of \$300,000 needed to guarantee formation of corporation.

SUBSEQUENT PROGRAMME—First steamer to be bought and brought around Horn immediately and placed on run to Southeastern Alaska; other vessels to be brought around at intervals of about 60 days; lines to all Alaska points to be in operation in less than one year.

Full realization of Portland's ambition to share in the exploitation and development of Alaska through the establishment of a line of steamships between this city and the ports of the northern territory is at hand. After months of patient missionary work, the commercial bodies of Portland at last have secured absolute assurance of the co-operation of the largest financial and mercantile interests of the city, and the success of the steamship project is looked upon as certain.

The joint committee from the commercial organizations, which has had the matter in charge, yesterday authorized the announcement that before the end of the present week the incorporation of a \$1,000,000 joint stock company to own and operate the vessels would be completed and the venture financed in this city and New York.

Of the \$300,000 in cash which must be raised at once by stock subscriptions to purchase the first steamship and market the \$500,000 of bonds the corporation will issue, \$100,000 has already been placed in the leading financial institutions of this city, and \$50,000 more by the merchants who are most deeply interested in the establishment of the line, leaving a balance of but \$150,000 to be subscribed. If the plans of the joint committee are carried out, this balance will be pledged before tomorrow night.

The same spirit that made the Lewis and Clark fair a reality and not an idle dream will be appealed to, and the same method that proved so successful in the financing of the exposition project will be adopted. Starting out with subscription lists tomorrow morning, a soliciting committee composed of 28 of the most influential business men of the city, will make house-to-house canvass in the business district, and by a whirlwind campaign make possible the announcement "Tuesday morning that the Oregonian Steamship Line has raised every dollar needed to make the Alaska steamship line a "go."

Incorporate Next Tuesday.

The success of this campaign of solicitation, of which there is hardly a doubt, will be followed Tuesday by the first meeting of the stockholders of the Portland & Alaska Steamship Company, and the formal organization of a corporation bearing that name will be completed. At this meeting the stockholders will elect the first board of trustees and select officers for the company; the filing of the articles of incorporation with the officers and trustees as indicated, will then follow as a simple ratification.

As has been indicated, the capital stock of the new corporation will be \$1,000,000, of which one-half will be subscribed, \$500,000 at the time of organization, and the balance as soon thereafter as practicable. With this working capital the corporation will at once purchase the first steamer, the four steamships which it has been arranged to secure, and proceed to dispose of the \$500,000 of bonds which will be sold for the purpose of securing additional carriers.

As an indication of the thoroughness with which the joint committee has done its work, it can be stated that the underwriting of the bonds has already been arranged for, and that the money will be forthcoming as fast as it is needed for the extension of the steamship service. Though it is not given out by the committee, presumably the bonds will be underwritten on Wall street. It is announced, however, that as many of the bonds as possible will be sold in this city and state, and that it is possible that the entire issue will be taken in Oregon.

Four Steamships Secured.

The four steamships which will compose the Portland-Alaska fleet are to be purchased through the Messers, Perkins & Field, marine engineers, of 59-61 Pearl street, New York, with whose special representative Frederick O. Ludlow, the joint committee from the Portland commercial organizations for the past fortnight has been in constant consultation.

The vessels are now on the Atlantic, where they are in the coasting trade. They are virtually new steamships, and were placed in the hands of the New York firm to be sold only for the reason that it was desired to replace them with larger vessels. The four are sister ships, twin-screw steamers, of about 2750 tons each, built of steel, of modern construction throughout, and guaranteed several knots faster than

any of the coasting vessels now plying between ports of the Pacific coast.

Besides large freight carrying capacity, the four steamships have splendid accommodations for about 100 cabin and several hundred second-class and steerage passengers. The committee is assured that when the line is in operation Portland can truthfully advertise the fastest, safest and most comfortable vessels in the Alaska trade, and, for a time at least, will be assured of a monopoly of the Alaska passenger business.

At the present time not to exceed 17 steamers all inferior to those proposed to be purchased for the Portland and Alaska line, are running to Alaska, and with four fine vessels in operation the Portland company will be in a position to demand and receive a just share of the profitable business that heretofore has been monopolized by Seattle and San Francisco.

Daily Conferences Held.

For the past two weeks the joint committee has held almost daily conferences with the merchants of this city and with the business men of Alaska towns and their representatives. The result has been that the committee have secured a mass of data that fully prove the feasibility of the undertaking and set at rest all doubts as to the safety of the proposed investment and the certainty of large profits.

From the British Columbia boundary to the Arctic Ocean the merchants, miners and promoters of Alaska have been found ready and eager to give a share of their patronage to Portland for the purpose of breaking the iron grip of the Seattle steamship monopoly, and in the minds of the influential Portland men who are now resolving to raise money for the undertaking and make the fight for the Alaska trade, there is not a doubt as to ultimate success. Their firm belief is that the steamship line will pay dividends from the start.

So thoroughly has the ground been covered and the details of the enterprise mapped out that the committee is already able to announce to the public each of the four vessels will cover, and to give prospective stockholders full knowledge of the large returns to be expected from the investment offered.

Where Vessels Will Run.

It has been determined that one of the four vessels, probably the first brought around the Horn, will be placed on the run between Portland and Valdez, touching at the regular ports on the coast of Alaska. This vessel will carry north goods destined for the mining camps of the coast and the interior, among them Fairbanks, the metropolis of the rich Tanana gold belt, and bring back cargoes of copper and gold ores, concentrates and coal from a great mineral belt, the development of which has only begun.

A second vessel will ply between Portland and the Lynn Canal cities and other ports of Southeastern Alaska, including Skagway, Juneau, Sitka, Ketchikan and Wrangell, Skagway being the gateway to the British Yukon and the Klondike. Juneau is the center of a rich gold and copper mining district on the coast and of placer and quartz gold fields in the interior. Ketchikan is the center of a great iron and copper mining district, and the other ports mentioned are important trading points.

Both these lines will serve scores of big salmon canneries and other fisheries at various ports. The Alaska fishing industry, in which much Portland capital is invested, is relied upon for a large share of the business to be brought to this city.

The two remaining steamers of the Portland-Alaska line will be operated in the Nome trade during the Summer and Fall, and on the Valdez and Southeastern Alaska runs in the Winter, when navigation in Bering Sea is closed.

Bring Assay Office Here.

The extent of the Alaska trade and the benefits that will accrue to the merchants of Portland when the steamship line is in operation are already well known to residents of the regular trade centers in which Seattle has profited by her monopoly of the trade is proof enough of its enormous value to Portland. It is only necessary to consider the advantages of a share of this trade and of a part of the gold shipments to this city which will operate to make Portland the headquarters for thousands of Alaska operators who now do business in the interior of the state, and it is likely to lead to the early establishment of an assay office here.

Following are the resolutions that have been adopted by the joint committee and submitted to the Board of Trade in explanation of the plan to form a stock company to operate the steamships:

The undersigned, members of committees specially appointed by the various commercial organizations named below, have met for the purpose of considering the acquisition of four steamships for the proposed Portland and Alaska Steamship Company. Without giving minute details, the committee beg to state that they have considered the project from the following standpoints:

First—The possibility of securing sufficient passengers and freight from Portland to Alaska to insure the success of the line. Second—The utility and the value of the vessels under offer. Third—The proposition as a good business investment.

We have made a thorough, conscientious investigation of the whole, so far as lay in our power. As a result, we now give it our hearty approval, and are fully worthy of the support of the business men of this city. Our researches indicate the enterprise will yield a most substantial profit on the capital invested.

The financing of this requires a capital of \$1,000,000. It is proposed to raise \$500,000 through the issue of bonds, the balance to be raised by popular subscriptions to the stock.

As time is the essence of success, the ships being open to us, and the market for them prompt and immediate action is imperative, therefore it is intended to send soliciting committees to every business man in the city, and to the various towns of the coast, each will conserve the time of the several committees by giving them prompt attention. Chamber of Commerce—Sol Blumauer, Jay Smith, George Lawrence. Manufacturers' Association—Fletcher Linn, Sam Morrow, R. J. Holmes. Commercial Club—S. G. Reed, W. H. Beharrel, T. N. Stoppenbach.

Statement From Committee.

city, provided the mercantile firms and business interests raise \$200,000. Of this last sum \$50,000 has already been assured.

Soliciting committees from the four commercial bodies will tomorrow make a thorough canvass of the city and feel confident that their fellow-citizens will respond heartily in this great enterprise. The direct and indirect advantages to Portland are so manifest that it is safe to say that this opportunity should not and will not be allowed to pass.

Subscription lists will be open at the Chamber of Commerce, Commercial Club and at the Board of Trade rooms, and, of course, will be in the hands of all the soliciting committees.

The following are the soliciting committees appointed by the commercial bodies to make the canvass tomorrow:

Front street, T. W. B. London, A. H. Devers; First street, George Lawrence, Ira F. Powers; Second street, George M. Brown, W. H. Chapin; Third street, Harvey O'Bryan, S. Sheehy; Fourth street, T. N. Stoppenbach, Jay Smith; Fifth street, F. L. McKenna, J. C. Wortman; Sixth street, C. C. Chapman, I. Manning; Stark street, E. L. Thompson, W. H. Grindstaff; Washington street, Ben Sharkey, F. Dresser; Morrison street, Ben Selling, Fred Gibbs; Hotel committee, A. B. Steinbach, Phil Metcaban; Property owners, B. Heitbrun, F. O. Northrup; Lumbermen, E. Connel; East Side, W. L. Boise, Joseph Buchte; Special, S. G. Reed.

All Will Burn Oil.

Mr. Ludlow, agent for Sader, Perkins & Field, last night said that before the four steamships are sent around the Horn they will be equipped with oil-burning furnaces. They now burn coal, but in view of the fact that fuel oil is now cheaper than coal on the Pacific Coast, and promises to become still cheaper with the development of the oil fields of



REV. I. D. DRIVER.

Western Alaska, it has been decided to make the change before the steamers are sent to this coast.

Mr. Nash asserted, and was corroborated by Mr. Ludlow, that each steamer would bring cargo enough to pay all expenses of the voyage around the Horn, within 90 days and will be placed on the Alaska run within 90 days. The other steamers will be sent around at intervals of about 60 days, or as ordered by the company. All of them will be in operation within a year from the date of the organization of the company.

The price agreed to be paid for the four steamers is approximately \$250,000 each.

The mill and lumbermen are not the only ones who are clamoring for cars who are injured by the shortage. Wholesalers and jobbers and manufacturers in every line suffer to a more or less extent. Consequently the meeting at Eugene last night, and the meeting at Portland last night, were of great importance, and will include nearly every line of trade.

Shippers who have been protesting for weeks have been unable to get their goods to market, and there are many opinions about. Empty freight cars stand on sidings eight and ten days before they are ready to be loaded.

Retired Minister, Whose Home Is in Eugene, Still a Vigorous Pulpit Debater at 83 Years.

Rev. I. D. Driver, one of the pioneer Methodists of Oregon, arrived from Eugene yesterday afternoon. He will preach a series of sermons at the Sunnyside Methodist Church, the first of which will be delivered today. Although 83 years old Dr. Driver is as vigorous mentally as a man of half his age. He still suffers from the effects of a recent accident that causes him some lameness, but otherwise is in the best of health.

"I have never yet in this state is more widely known than Dr. Driver. When a young man he drove a yoke of oxen across the plains to California in 1849, and thence came to Oregon. In 1850 he retraced his steps to his old home in Indiana, where he was married, and then returned to Oregon. He began preaching 49 years ago, and last night remarked:

"I have never yet disappointed a congregation by failing to be in the pulpit at the appointed minute." For eight years Dr. Driver was the representative of the American Bible Society on this coast. His forte has always been in the field of biblical discussion. When financial agent of the Portland Hospital he was called to Chicago by Dwight L. Moody, the evangelist, and lectured in Chicago and at Northfield for three months. He was offered a salary of \$10,000 to remain, but would not accept it, however, immediately in the fall of 1905.

While there Dr. Driver met in debate Samuel P. Putnam, secretary of the Secular Union of the United States, Charles Watts, of London, and other notable speakers in Chicago, and most night he went to Northfield and lectured for another six weeks.

There was then, scarcely any great infidel that Dr. Driver had not broken lances with at some time or another, and he is just as ready now to meet all comers in debate.

Although living in virtual retirement on his farm near Eugene he is as ready as ever to respond to a call similar to the one that went to him for the present series of lectures. Whenever the Methodists want a champion they usually turn to the veteran minister at Eugene, and he leaves his farm for a time for the platform.

SHIPMERS TO WEEP

Convention at Eugene on Car Shortage Promises Results.

PROTEST WILL BE VOICED

Gathering of Representatives of Oregon Industrial Commercial Interests Promises to Be Imposing One.

Oregon shippers who are suffering because of the car shortage will attend the meeting at Eugene Wednesday with their minds made up to force the railroad companies to guard against the repetition of any such unfortunate condition as now exists. From indications it is believed that several hundred shippers from all parts of the state will be present at the meeting. A dozen or more of the business men of Portland will attend. A thoroughly representative gathering of the business interests of the state is

expected to be present at the meeting. The following officers were elected for the ensuing year: Master, J. J. Johnson; overseer, W. B. Buckner; lecturer, Professor J. B. Gehr; steward, E. J. Spooner; chaplain, C. H. Welch; treasurer, Emma Spooner; secretary, Mrs. M. M. Eaton; gatekeeper, C. E. Marland; carmen, Emma Buckman; pomona, Alice Johnson; flora, Mrs. B. D. Elliott; assistant steward, Carl Emery; lady assistant steward, Laura Decker; members of executive committee, L. D. Elliott and S. H. Covall. Mr. Johnson has been re-elected master for the fourth time, having already served three years.

MABEL TALIAFERRO WEDS

Short Love Affair With Designer of Luna Park.

NEW YORK, Dec. 1.—Frederick Thompson, of Thompson & Dundy, and Miss Mabel Taliaferro, the actress, were married last night at the church of the Sacred Heart of Jesus in this city. The couple became engaged only two weeks ago.

Miss Taliaferro, who is 19 years old, is now playing in special matinees of "Pippa Passes" at the Majestic Theater. She comes of a stage family, and has been known as a child actress for some years. Before the "Pippa Passes" engagement she was with "Mrs. Wiggs Cabbage Patch," and in "The Little Princess." Frederick Thompson is about 22 years old. He was the originator of many novel ideas of Luna Park, and of similar wonders at the Buffalo Exposition.

Mabel Taliaferro has visited Portland on several occasions. Her last engagement here was with William Collier, in "On the Quiet," at the Hellig last September.

OUR PRICES

For Ladies' Coats are the lowest. Call and see and be convinced. Monday will be bargain-day for coats. Coats worth \$15 and \$20, your choice.

LE PALAIS ROYAL, 375 Washington Street.

Don't Let Your Piles Grow

Every Hemorrhoidal Ulcer Is a Fertile Field for Cancer and Other Deadly Diseases.

TRIAGE PACKAGE FREE.

Constipation unchecked brings inflammation, inflammation begets piles and piles too often are the forerunners of malignant nature.

It is almost folly to allow this condition to continue. If you have piles the veins of the rectum are congested, and the excessive straining of the abdominal walls to force a passage in many cases leads to rupture and cracking of the tissues.

There is no greater suffering than this. If you are a sufferer from piles you know it. It is foolish to think that any amount of cathartics will relieve you. On the contrary, purgatives are favorable to the production of hemorrhoids. Do not be deceived either by the illusion that an operation always cures. It sometimes does, but

There is No Greater Torture Than Piles.

The agony of the operation is too great to warrant the experiment, except as a last resort.

There is only one natural way to cure piles. There are medicaments which together heal the mucous membrane of the bowels and rectum and give it life. The Pyramid Drug Co. has prepared suppositories convenient for insertion into the affected part and containing the soothing, healing, invigorating medicines needed to effect a quick and permanent cure. That these do cure piles is proved by the voluntary testimonials of thousands.

By every mail we get letters like this: "Wishing to give credit where credit is due, I feel it my duty to humanity to state that I have used your medicine, and it is probable that delegates will be appointed to represent the Chamber proper. It is understood that at least two officials of the Southern Pacific, which will have to bear the brunt of the storm of indignation which has arisen, will attend, and that they will probably present the railroad's side of the matter. The two who are expected to attend are W. E. Coman, assistant general freight agent of the freight interests in the North-west, and H. E. Lombardy, district freight-agent of the Southern Pacific.

Work of Sneakthief.

A sneak thief broke into the rooms of James Johnson in the Marquam lodgings some time yesterday afternoon and stole two small savings banks and a gold watch belonging to Mrs. Johnson. John

son is a porter on the O. R. & N. train and left his rooms yesterday morning about 10 o'clock and did not return until 5 o'clock in the afternoon, when he found that the premises had been ransacked. His wife is employed as maid by Lillian Lawrence, leading woman of the Baker Theater company, and was absent during the matinee hours. Johnson said last night that his loss would amount to about \$10 in cash, contained in the banks, and the watch, which is valued at about \$35. The case was not reported to the police until midnight.

ADVERSE TO JUTE MILL

Investigating Committee of Evening Star Grange Makes Report.

At its meeting yesterday Evening Star Grange, Patrons of Husbandry, adopted a committee report adverse to the establishment of a jute mill in the penitentiary at Salem on the grounds that the proposed plant is decidedly impracticable and not advisable. In view of the fact that Evening Star is the first grange in the state to make investigation into the facts and report adversely on this question, though other granges have been adopting resolutions favoring it, the action is significant.

C. H. Welch, J. D. Lee and E. J. Spooner were the special committee appointed to investigate the jute mill plan. The committee also submitted with its report much of the data on which it based its report, together with correspondence received. The whole subject will come up again at the meeting of Pomona Grange next Wednesday at Gresham.

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PIANO BUYERS

'T'WILL PAY TO TAKE HEED

We are anxious to move just as many pianos during our Emergency Sale as possible, for we have not a foot of extra floor space in which to store an additional instrument, with our quarters in their present condition.

In order to care for the constantly arriving carload shipments from the East, and to keep these pianos moving, we are offering them at absolute factory cost—plus only the actual freight. And in addition to this concession in price, we will make terms so favorable that not a single individual shall be deterred from buying on that account.

We will guarantee a saving of from \$100 to \$200 on every instrument, at this time, and can assure the public that such an opportunity as this will probably not be presented again for a very long time—perhaps not for years.

Every make in our stock is included in this sale—such leading productions as the famous Chickering, the world-renowned Weber, the popular Kimball, and numerous other equally well-known lines. Just think of what that means—not a mere handful of unknown pianos of uncertain quality, but a \$140,000 stock of the finest and best-known pianos in America.

Our guarantee—and a guarantee from the biggest, busiest and best Piano House in Western America means something—goes with every piano, as usual.

But—just the moment we can secure possession of the new premises now under course of reconstruction, we shall terminate this sale. Just as quickly as we can accommodate the new stock now arriving from the factories, we shall be only too glad to resume ordinary selling methods.

Therefore, we wish to fully make this clear, so that no one will wait until too late, and then feel that we have not given due notice as to the ending of the sale. We cannot at this writing tell just exactly how many days it will take to complete the improvements; but the work is progressing very satisfactorily now, carpenters and electricians are nearly done, and the painters and decorators are already on hand.

So, we say, if you are interested in the matter of a piano purchase, come in at once, and learn fully as to prices, terms, etc., now prevailing. We do not wish to quote these publicly, as we do not care to demoralize the local piano market to any greater extent than necessary to accomplish our object of keeping our new stock from accumulating during this trying period.

Come in tomorrow; our word that you will find the inducements sufficiently satisfying to meet every expectation and to more than recompense for the slight inconvenience caused by the confusion of the workmen.

Park and Washington Sts. Busier, Bigger and Better Than Ever.

PIANO HOUSE

PIANO BUYERS 'T'WILL PAY TO TAKE HEED

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The "Down and Out" Overcoat

By A. Frank Taylor.

W HAT'S the matter with J. Dudley? Does he fear immediate arrest? No—He is simply the victim of a "Down and Out" Overcoat, the Collar of which insists on remaining down below the collar of his Inner Coat, and on leaning out from the back of his neck.

Whenever J. Dudley puts on that Overcoat he employs Strategy. He tries to Catch it unaware.

He looks the Other Way and then slowly and carefully puts his arms into the Sleeves. Then with Frantic Energy he holds away quickly—pulls up the back of the Overcoat Collar to his ears—pulls down his Inner Coat to his knees, then jams the Overcoat Collar Securely down over the Collar of his Inner Coat.

When he then beholds himself he heaves a sigh of Relief that could be heard for two City Blocks.

But, Holy Smoke, what was that he saw later on! He had noticed it in a Window—and it certainly looked like him.

It was he, J. Dudley—the only J. Dudley—with the Collar of his Overcoat sticking out behind like the dip of a Molasses Jug.

The Front and Back hanging with about as much Drape as a Chinaman's Jumper—the Arms away—the whole Shootin' Match all to the Bad—

The "Down and Out" was working Overtime.

Have you ever worn a "Down and Out" Overcoat, Gentle Reader?

Of course you have—nearly everybody has who wears Men's Clothes—

For fully 80 per cent of all Overcoats are either cut wrong or made wrong—and a "temporary" shape is "doped" into them with the hot flat iron—Old Dr. Goose—because that's cheap.

Some of "temporary" shape fades away—the Collar tends to crawl down your Back—uncovering your Inner coat collar—

The Coat binds under your arms and across the shoulders.

The Shoulders get sloping and lose their shape at the points where they ought to look smooth and round.

And the Front and Back do not hang or drape smoothly and evenly—

Your Overcoat loses its Shape—its Style and its Fit.

Now there is one make of Overcoats at least which is properly made.

They carry the label of "Sincerity Clothes."

"Sincerity" Overcoats are made to fit and to be stylish.

The Shape of "Sincer