

COAST TO COAST LINE TO OPERATE THROUGH CANAL

Portland Included in Mail and Freight Schedule for Fifteen New Steamers to Run Between American Ports.

Portland shippers have the greatest interest in the incorporation yesterday of the "Atlantic & Pacific Transport Company of New Jersey" at an authorized capital of \$15,000,000. It is the first large plan for sending American ships between American ports through the Panama canal. The fact that service will be extended to Portland adds to the importance of the enterprise.

The headquarters will be in Baltimore, but branch offices will be maintained in the principal seaboard cities on the Atlantic and Pacific coasts and on the Gulf of Mexico. The company has been formed to bid on the ocean mail services now being advertised for by the postmaster general, which call for weekly service between New York and Colon; New Orleans and Colon; San Francisco and Panama, and fortnightly between Seattle and Panama, and it is proposed to establish and maintain these ocean routes and to extend the services through the Panama canal from coast to coast.

The incorporators are:
B. N. Baker of Baltimore, formerly president of the Atlantic Transport company.

James S. Whitley of Baltimore, formerly vice president of the Atlantic Transport company.

C. G. Heim of Baltimore, formerly treasurer of the Atlantic Transport company.

T. B. Harrison of Baltimore, formerly secretary of the Atlantic Transport company.

Adrian H. Boole of Washington, formerly Boston partner of the American agency of the Wilson steamship lines of Hull, England.

To Build 15 Steamers.
Plans are under way for the immediate construction of not less than 15 steamers of the speed and size necessary to comply with all the requirements of the "Ocean Mail Act" of 1891.

The mail contracts provide that steamers from New York must stop at Charleston and Savannah en route to

Colon, and from San Francisco they must stop at San Pedro (Los Angeles) and San Diego en route to Panama, and when from Seattle they must stop at Astoria (Portland) en route to Panama. With these mail routes extended through the canal and the steamers interchanging positions, complete trips from coast to coast, stopping at all these ports, will be made every week the year round, thus giving effectual interchange of business between the Atlantic and Pacific littorals; i. e., 104 direct sailings with 52 intermediate calls a year from the Atlantic to the Pacific ports, with the opportunity for full return cargoes without any re-handling in transit.

Rules Are Stringent.
In order that the trade advantages of the canal may be developed to the greatest benefit and profit of the people of the United States, the postmaster general's instructions to bidders declare that the contract will not be awarded "to any bidder who shall be engaged in any competitive transportation business by rail." Every person elected as a director must take an oath that he is not a railway representative nor is acting in the interest of any railway corporation.

Further, as a protection against railway control, the following is in the charter: "Each stockholder shall be entitled to one vote for each share of capital stock held or owned up to 5000 shares and to one vote for each additional two shares up to 10,000 shares, and thereafter he shall be entitled to one vote for each additional 10 shares he may hold or own. After the first election the directors shall serve five years, so that it would require at least three years to gain a new majority in the board.

Railroad Pool Alleged.
Three years ago the government saw that unless new ships were built America would open the contest canal in the world with practically no American ships to use it. In 1908 Secretary of War Wright asked B. N. Baker, who had been in the steamship business 25 years, to ascertain why the Panama route was not being utilized. Mr. Baker made personal visits to the Isthmus and the cities of the Pacific coast and the results were contained in a statement which was transmitted February 10, 1910, to the senate committee on interoceanic canals. It was shown that the transcontinental railroad pool had been paying over \$1,000,000 a year to the Panama railroad company to suppress water competition by way of Panama. Other trips to Panama and to the coast were made and on request of the secretary of war Mr. Baker formulated plans for the commercial utilization of the canal. The government is now advertising for the mail services and the Atlantic and Pacific Transport line is the embodiment of these suggestions and recommendations.

4,000,000 Tons of Freight.
The annual traffic from coast to coast was estimated by the carriers to be 2,000,000 tons two ways, and increasing at the rate of 10 per cent

each year, which will mean 4,200,000 tons when the Panama canal is opened. Increased facilities for shipping have never failed to increase the volume of business so that there will always be enough traffic for both railroads and steamship lines.

The new ships in ocean comfort and luxury will surpass the best that is being done today in Europe. Special apparatus will keep the temperature of the ship even throughout the trip. A passenger may sail from New York to San Francisco or Seattle in a room which he can keep at any temperature he desires. The cost of the trip will be about two-thirds of the cost of the railway journey all expenses considered. The new line expects to do a large business during the San Francisco exposition and also to turn much travel to the attractive places of South and Central America.

Through its proposed terminals at New Orleans the Atlantic and Pacific Transport company will be in touch with the 16,000 miles of navigable inland water that reach the cities and towns of the Mississippi valley.

Large Profits Seen.
When passing through the Panama canal the new company will also handle a vast traffic at the Panama and Colon terminals. This will consist (1) of transshipments to and from Central American markets served by the company's barges, and (2) transshipments to and from the canal in connection with foreign ships from all parts of the world.

Provision has already been made by the government for such traffic at the canal entrances. Large piers and warehouses are being constructed under plans suggested by B. N. Baker and adopted by the Isthmian Canal commission. Within easy water communication of Colon and Balboa there are 14,000,000 people representing \$135,000,000 of commerce. Of this, less than \$9,000,000 was brought from and less than \$18,000,000 shipped to the United States last year. It is thus seen that the extraordinary condition exists of these 14,000,000 people buying annually but 64 cents per capita from the United States while spending \$3.58 per capita for similar commodities in other countries which are more remote.

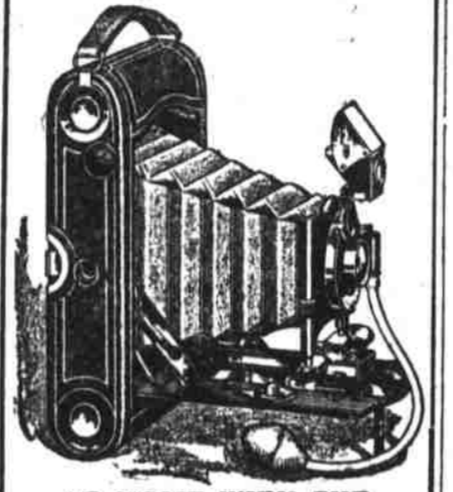
To meet this situation and to give the greatest possible stimulus to the development of our commerce with the Central and South American countries near the canal zone, it is the purpose of the Atlantic and Pacific Transport line to inaugurate a system of seagoing barges to operate up and down the coasts of these countries from the canal entrances and connect with the mail steamers from the United States. These barges of light draft will be able to penetrate the numerous shoal bays, roadsteads and rivers, and build up an enormous traffic transferred to the big ships.

These additional services will operate from Portland, Maine, Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Key West, Mobile and Galveston, through the canal to the Pacific coast

ports, and vice versa. "In short," to use the words of the company, "it is the purpose of this line to develop the entire domestic commerce of the country via the Panama canal as fully as it may be done, by modern water transportation."

Authority Is Denied.
Indianapolis, Sept. 6.—Judge Remaker of the circuit court today decided that a police court has no jurisdiction in extradition cases. Judge Remaker's decision probably will affect the cases of Detective William J. Burns and Detective Sergeant Hosick, as the extradition of John J. McNamara was secured through a police court.

If It Isn't An Eastman It Isn't A Kodak



AT HOME WITH THE KODAK

A KODAK HISTORY of the home folks is easy to make. There is a lot of fun in taking the pictures, and they grow priceless as the years bring changes.

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The New Idea that does away with the Greatest of Corset Discomforts

R&G ABDOBANDS

Do not Compress but Support the Abdomen



The "ABDOBAND" holds the abdomen in the normal position and positively prevents the corset from riding up. It takes the strain from the hose supporters and prevents the tearing of the hose.

The feature is a band fastened to the inside of the corset, the ends of which protrude through slits and fasten with buckles on the outside of the corset next to the hips.

You will find the R & G "ABDOBAND" Corset by far the most satisfactory relief from corset discomfort and inconvenience.

- D120-Extreme Low Bust } Price \$2.50
- D122-Medium Low Bust }
- D124-Medium Bust }
- F120-Extreme Low Bust } Price \$3.00
- F122-Medium Low Bust }
- F124-Medium Bust }

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Modart Corsets
W. B. Corsets

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Dr. Jaeger's Underwear

LIPMAN, WOLFE & CO.

Forsythe Waists
Vogue, Women's Shirts

LIPMAN, WOLFE & CO.

The Lipman, Wolfe & Co. Worth of an Advertisement Is Based Solely on the Merchandise Economy Sales That Victoriously Stand the Tests of Comparison



Start Your Girl to School With a Dependable Dress
\$6 to \$6.50 Middy Dresses
Special \$4.95

All Wool, Sponged and Shrunken, Extra Quality Serge
—There is snap and dash to these dresses. Three distinctly different models, as shown in the picture.
—Not only style, but good wearing qualities—good tailoring—perfect fit. Dresses that will do service and reflect credit upon the store. Sizes 6 to 14 years.
—In navy, cardinal and brown. The waists are made with large sailor collar, large turn down collar and sailor blouse style. The skirts are all kilt plaited.

\$5.95 for Children's to \$9.50 Raincoats
—It is with a deal of pride that we direct your attention to this sale. These little rain coats are made in a double breasted loose box coat fashion with collar buttoning close around the neck. Large pockets and belted sleeves.
—The materials are identical with those of women's garments selling as high as \$25.00.

\$6.95 for Girl's Raincoats Worth to \$12.50
—Modeled in a double breasted, loose fitting ulster style in an assortment of different materials. In cravenette and plain and figured fabrics. The coat buttons with a close fitting storm collar. Large pockets and belted sleeves. These identical coats are always priced regularly from \$10.00 and some as high as \$15.00 each. In many stores even more.

Postscript--

—Just as we go to press we were shown a shipment of strikingly becoming VELVET DRESSES trimmed with Irish Lace collar and cuffs, that retail at the surprisingly low price of \$25.00. They are delightfully new and chic. More of these dresses later on.
—Late yesterday afternoon an express lot of new PELLARD SUITS came to us direct from the makers. This year these famous garments are more beautiful than ever and need only to be seen to be quickly distinguished from the ordinary run of tailored suits.
—We are at a loss to describe the NEW COATS; suffice to say that such a collection has never been seen before in Portland. Polo coats, trig coats and enveloping coats in two tone, reversible and double faced materials. \$15.00 to \$50.00.

These Specials Are Typical of Our Well Known Knit Underwear Sales

- 65c Vests and Tights, Special 39c
—Women's cream colored ribbed vests or tights. The vests have short or long sleeves—the tights are knee or ankle length. Perfect fitting and finely finished throughout.
- 85c Fleeced Union Suits, Special 68c
—Women's white Winter weight fleeced union suits. High neck and long sleeves, ankle length, form-fitting and perfect in finish.
- 39c for Women's Stockings Worth 50c
—"Silk lisle" stockings made of fine durable yarn, the serviceable sort with extra strongly spliced soles, heels and toes and the deep durable double tops. A splendid stocking to buy at this little price.

Children's School Underwear Undergarments at 80c and \$1.00

- Of fine ribbed Australian wool, mixed white or natural gray vests or pantlettes. Soft, fine and durable.
- Swiss Ribbed Underwear 50c
—Swiss ribbed Merino vests or pantlettes. Heavy weight, finely trimmed and finished.

Smart Coats for Instant Use Cleverly Priced at \$15

—We say "cleverly" because it is a price that many people determine on before purchasing a coat. We had to skimp the profit somewhat in order to come within this limit, but we feel that the satisfaction in being able to present a garment of this quality, style and workmanship repays us for the loss of profit.
—This smart long coat is made 56 inches in length, of all wool diagonal cheviot in tans and grays. Semi-fitting back and single-breasted front, with velvet notched collar and mannish coat sleeves. Two generously large pockets and one small change pocket. It is a garment that will give you a full Winter's wear.

A New Belted Model at \$20

—A smart coat. One modeled on an entirely new Fall style. With a large shawl rever inlaid with plain broadcloth. The collar is of the pointed sailor style, entirely new this season. It is 56 inches long. And trimmed with very large fancy buttons.
—The material is a neat mixture and of a quality that will withstand the severest wear.

It's a Delight to Dety the Rain When You Are Safeguarded With a Good Raincoat

- Women's Raincoats—A Sale
- Raglan Coats \$20
—English slip-on coats for women, made of double texture plaid back rain-proof cloth in tan. This coat is made in a loose-fitting style with storm collar and Raglan sleeves.
- Slip-On Coats \$22.50
—This English slip-on coat for women is of double or single texture materials in several shades of tan. Made with storm collar and raglan sleeves.
- Raincoats \$12.50
—Misses' and women's cravenette rain coats in tan or oxford. Made in loose or semi-fitting models.

Slip-On Coats \$18.45

—Women's rain coats of Priestley's fine cravenette in tan. This coat is made in a new loose model with high storm collar and raglan sleeves.



You Must Come to Us If You Want the Reigning Millinery Favorite

The Hood Hat

—While most firms were speculating what hat would be the universal favorite for early wear, our millinery manager, without the slightest hesitancy, foresaw the popularity of the hood style.
—In consequence ours is the only store that shows a representative assortment of hats in white, black and every conceivable combination in popular favor for Fall wear.
—Plain and two tone effects—velours in plain and two tone styles in a dozen models—one brighter than the other.
—From the immense throngs purchasing these hats within the past two weeks one would suppose that no other hoods were shown in Portland but those in our millinery department.
—We have them for girls, misses and women in all sizes.
—Modestly priced from \$1.95 to \$6.95 each.
—We have many suggestions to offer in unique ways of trimming these hats.