

BIG FLEET ARRIVES

Eight Lumber Carriers Sail In Over the Columbia Bar.

BUSY DAY AT THE MOUTH

In Addition to Sailing Fleet for Lumber, the Chinese Junk Whang-Ho and Three Steamers Arrive. Three Vessels Cross Out.

FLEET THAT CROSSED BAR.

Expansion, schooner.
Alvina, schooner.
James Rolph, schooner.
Emily Reed, ship.
Agate, bark.
William Olsen, schooner.
Makewell, barkentine.
Diamond Head, bark.

For three hours yesterday morning the Columbia River Bar presented a scene of activity that would give due credit to the greatest port of the world. The delayed lumber fleet arrived in a bunch and eight vessels sailed in over the bar between the hours of 9 A. M. and noon. In addition to the sailing craft three steamers sailed and three arrived. The South Bay had in tow the Chinese junk Whang Ho.

The total number of vessels crossing the Columbia River for yesterday was 15, a record-breaking business for any single Sunday and close enough to leave room for question for any other day.

During the past two months lumber business has fallen off to a large extent. In the beginning this was due to the mill workers' strike. A number of vessels

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Nicomedia	Hongkong	In port
Alliance	Coos Bay	In port
Geo. W. Elder	San Fran.	May 13
Columbia	San Fran.	May 14
P. A. Kilburn	San Fran.	May 15
Coast Rica	San Fran.	May 19
Johan Poulsen	San Fran.	May 20
Roulette	Low Angeles	May 22
Numantia	Hongkong	May 23
Arabia	Hongkong	June 15
Alesia	Hongkong	July 15

Scheduled to Depart.

Name	For	Date
P. A. Kilburn	San Fran.	May 21
Coos Bay	San Fran.	May 21
Alliance	Coos Bay	May 21
Geo. W. Elder	San Fran.	May 14
Nicomedia	Hongkong	May 15
Columbia	San Fran.	May 16
Roulette	San Fran.	May 19
Johan Poulsen	San Fran.	May 20
Numantia	Hongkong	June 23
Arabia	Hongkong	June 23
Alesia	Hongkong	July 23

were hauled off the run and sent to other loading points. The arrival of the fleet yesterday marks the reopening of the lumber business for this port. While charters are low and the demand for rough lumber is falling off, dressed material and ties are in demand, and there will be plenty of business for the Coastwise fleet unless the strike of the street-car men in the Bay City reaches such proportions that all work is suspended.

Of the sailing fleet, which arrived in yesterday, all came from San Pedro, with the exception of the William Olsen and the Makawell. A large percentage of the outward cargoes will be ties, and the carriers will clear for San Pedro or Redondo. The San Francisco lumber yards are receiving little and are heavily stocked. This has in a measure divided the business to Southern ports.

During the month of April the Coastwise lumber shipments dropped to 4,230,000 feet. With the vessels in the river and those due to arrive within the next two weeks the Coastwise business for May will run close to 13 million feet. The arrival of the eight sailing craft yesterday will stimulate towboating, which has been quiet for several weeks. The steamer Oklahoma has been in the boneyard but will probably be called out today.

NO GARBAGE IN THE RIVER

Harbormaster Speler Will Issue Orders to Masters of Steam Vessels.

Harbormaster Speler will today issue orders to masters of all steam vessels in the river against the throwing of any and all refuse into the harbor of the City of Portland. This applies to all river as well as ocean going vessels and is directly in line with the regulations of the United States Government.

Garbage from the galleys of steam vessels must hereafter be placed in barrels and kept on board until after the harbor limits are passed. The deposits of garbage in the river is a nuisance, which has caused considerable trouble in times past and the action of Captain Speler is sanctioned by all shippers of this port and by people interested in keeping the harbor clear.

In the rules and regulations of the United States there is a clause which prohibits the throwing of any refuse, except in a liquid form into the navigable waters of the United States. The dumping of garbage into the harbor is also provided for by city ordinance and Captain Speler took the matter up after consultation with the heads of the city government.

Emily Reed Goes Ashore.

ASTORIA, Or., May 12.—(Special).—Eight sailing vessels, all coasters coming for lumber cargoes, arrived in today and night, all sailed up to the city front with the strong northwest wind. While coming up the harbor the ship Emily Reed went ashore on the sands. A kedger anchor was placed in the channel opposite her and she will probably be hauled off at high water.

Marine Notes.

The steamer Columbia is due to arrive from San Francisco tonight.

The steamer Alliance arrived up from Coos Bay yesterday.

The steamer Washington sailed from Rainier yesterday with a cargo of lumber.

The steamer Cascade, lumber-laden for San Francisco, will sail from Rainier today.

Arrivals and Departures.

PORTLAND, May 12.—Arrived.—Steamer Alliance, from Coos Bay; steamer Excelsior, from San Francisco. Sailed.—Steamer Washington, for Rainier from San Francisco.

ASTORIA, May 12.—Arrived down at 6 A. M. and sailed at 2 P. M.—Steamer P. A. Kilburn, for Coos Bay. Arrived at 6 A. M. and left up at 8 A. M.—Steamer Excelsior, from San Francisco. Sailed at 8:30 A. M. and returned at 12 noon towing junk Whang-Ho.—Steamer South Bay, sailed last night.—Steamer Coast Rica, for San Francisco. Sailed at 11 A. M.—Steamer Johan Poulsen, for San Francisco. Sailed at 9:30 A. M.—Steamer Ramon, for Gray's Harbor,

NINE YEARS OLD

NINTH YEARS SHIPMENTS OVER TEN MILLION DOLLARS

GAIN LAST YEAR OVER \$2,000,000

TENTH YEAR ESTIMATED TWELVE MILLIONS

"STAR BRAND SHOES ARE BETTER"

TRADE MARK

ROBERTS, JOHNSON & RAND SHOE CO.

MANUFACTURERS ST. LOUIS, MO.

NINTH BIRTHDAY DETAILED SHIPMENTS

From May 11th, 1906, to May 10th, 1907, inclusive

May 11th to June 1st	\$ 866,934.49
June	972,622.70
July	672,917.24
August	734,892.20
September	801,834.49
October	874,635.21
November	658,659.23
December	1,025,552.45
January	1,019,038.00
February	743,398.76
March	807,903.56
April	650,758.00
May 1st to 10th	197,018.84
Shipments for year just closed	\$10,026,165.35
Shipments for same period last year	8,012,296.92
Gain in shipments for 9th year	\$2,013,868.43

A GAIN NEVER EQUALLED BY ANY OTHER HOUSE IN THE SHOE BUSINESS.

Over 14,000 progressive merchants sell Star Brand Shoes. One person in every thirty-two in the United States is wearing Star Brand Shoes all the time.

The "Star" on every heel is our mark of honest shoe making.

We have seven big specialty factories, and are building three more.

Each factory makes only one grade of shoes, hence every shoemaker is an expert in his work. This explains why "Star Brand Shoes Are Better."

OUR LEADING BRANDS:

- "Patriot" Shoe for Men.
- "Society" and "Shoes for Women."
- "Mayflower" Shoes for all the Family.
- "Our Family" Shoes for all the Family.
- "Eternity" School Shoes for Boys and Girls.

THE CHICAGO

69-71 THIRD ST.

PORTLAND

Retice, from Newcastle, Australia; steamer Maverick, from Seattle; steamer Wolsey, from Coos Bay. Sailed.—Steamer City of Pueblo, for Victoria, B. C.

Seattle, May 12.—Arrived.—Ramona, from San Francisco. Sailed.—Yucatan Valdez, for Portland, Valdez.

The tug Dolphin has been sold by the Puget Sound Tugboat Company to the Southern Pacific Railway. The vessel leaves tomorrow to make a trip of 2000 miles by open sea to Guaymas.

Plymouth, May 12.—Arrived.—Celtic, from New York for Charbourg and Southampton, and proceeded.

Queenstown, May 12.—Sailed.—Etruria, for New York.

Dover, May 12.—Sailed.—Zeeland, for New York. Passed.—Bremen, for New York.

Ile of Wight, May 12.—Passed.—New Amsterdam, for New York.

San Francisco, May 12.—Arrived.—Bark Calcutta, from Shanghai; bark Lord Marlinton, from Newcastle, Australia; bark Annesie, from Newcastle, England; ship

INSTALL BLOCK SIGNALS

All Harriman Main Lines Will Be Protected by 1909.

To install automatic block signals on all the main lines of the Harriman system is the aim of W. W. Slater, chief signal engineer for the Harriman lines. To make signal lights bloom along the railway lines where none shone before is his mission. He says that within the next two years all the main Western lines of the Harriman roads will be equipped with the automatic block system, which neither forgets, misreads train orders nor sleeps at the switch.

"By the close of December, 1908," said Mr. Slater, "we will have the system from Portland to Green River,

from San Francisco to Ogden, and from San Francisco to El Paso, fully protected with automatic systems. We expect to equip 350 miles of track on the Southern Pacific and O. R. & N. lines in Oregon during the year 1907. We are carrying on the work as rapidly as possible.

"Although automatic signals cost about \$1900 a mile, we find they pay for themselves. It is money well invested. Mr. Harriman himself is strongly in favor of thorough protection by the best signal systems, and Mr. Kruttschnitt is also enthusiastic about it. These signals almost entirely do away with the liability of trainmen to make a mistake. It reduces the likelihood of wrecks to a minimum."

Improve Mount Scott Line.

The Portland Railway, Light & Power Company is improving the Mount Scott

railway by laying double tracks on all the curves, and placing the block system between Anabel and the Junction on Hawthorne avenue. At the curve between Powell Valley road and Anabel station work on the double track is now in progress. The embankment between these two points was widened sufficiently to make room for the second track. Double tracks will be laid at Firland and also at Tremont, where there are sharp curves. Double tracks at these curves will do away with many delays and also make traveling more safe.

These short stretches of double tracks mean the final double-tracking through to Lents. With nearly 15,000 people tributary to this single-track line, the cars are crowded at all times, especially morning and evening.

Pullman Official Here.

G. S. Fernald, of Chicago, assistant general solicitor for the Pullman Com-

pany, is in Portland for a brief visit. Mr. Fernald was with the Northern Pacific for a number of years and was tax commissioner for that system when he resigned to enter the Pullman Company's service.

New Mill at Montesano.

MONTESANO, Wash., May 12.—(Special).—The Montesano Planning Mill Company yesterday filed in the County Auditor's office, articles of incorporation, with capital stock at \$10,000. The directors are J. T. Durdie, I. Taylor and Chris Olson.

Only three more days in which to get beautiful new millinery from the makers and importers at mere cost of materials. The big sale at 325 Washington street, conducted by the Shaver-Whittier Co., ends Wednesday.

High 1.08 A. M., 1.55 feet; 10:02 A. M., .61 feet; 2:00 P. M., .71 feet; 7:02 P. M., .29 feet.

Tides at Astoria Monday.

High 1.08 A. M., 1.55 feet; 10:02 A. M., .61 feet; 2:00 P. M., .71 feet; 7:02 P. M., .29 feet.