

CHARTERED FOR WHEAT

FRENCH SHIP LAENNEC TAKEN OFF THE FREE LIST.

Lighthouse-Tender Columbine Will Be Docked at St. Johns Tuesday--Dredge's Oil Burners Tried.

The French ship Laennee, which has been in port since April 19, has been taken for wheat loading, which leaves but one disengaged vessel in the harbor. The Laennee was chartered by Balfour, Guthrie & Co. and the gets 125 3/4 for carrying wheat to Queenstown or Pal-mouth for orders. As this firm has her cargo on hand, the ship will be given prompt dispatch after she gets her in-ward freight ashore. The Laennee is now at Greenwich dock completing the discharging of her cargo.

The only other free spot ship is the Rajore. She is a Britisher and naturally would not accept a rate that a Frenchman would take, so will probably remain idle until new wheat comes in. There is another cargo here awaiting shipment, but as the Rajore would want above 210 the exporter will have to look elsewhere for a carrier. Where he will get it is a question, as the Sound is bare of mileage-paid French vessels, the M. Doelline having been taken up a few days ago, and the customary supply at San Francisco is wanting, all the French ships there having cleared out some time since except two which got business at bedrock prices.

DOCK COLUMBINE TUESDAY.

Lighthouse-Tender Columbine Will Be Lifted at St. Johns.

Major Langitt yesterday morning formally notified the Port of Portland Commission that the lighthouse tender Columbine will be docked at St. Johns. The Columbine is now at Astoria. She will be brought up the river today and Tuesday will be lifted on the drydock. The contract calls for a thorough cleaning of the hull and the application of two coats of paint. The work will only require a few days.

The fact that the Government has decided to patronize the Portland dock before it has been officially tested is very gratifying to the members of the commission, who believe that it will give the dock favorable standing abroad and go a long way toward advertising it among vessel owners. Puget Sound firms bid for this work, and though one of the tenders was lower than Portland's, Major Langitt nevertheless decided to have the work done here.

Fears for the Conemaugh.

SAN FRANCISCO, May 14.—The rate of reinsurance on the overboard steamship Conemaugh was advanced yesterday to 65 per cent, and hope for her safety is growing fainter as the days go by without any word being received from the belated freighter. The American-Hawaiian liner Oregonian made a long passage, and for a time it was hoped that she had picked up the Conemaugh.

The Oregonian arrived, however, and made no report of having seen the overdue steamer. It is now 76 days since the Conemaugh, loaded with sugar from Honolulu, left Coronel. Honolulu people are much interested in the steamer's fate, and speculators at the island port are playing the Conemaugh heavily "not to arrive."

Launching of the Independence.

INDEPENDENCE, Or., May 14.—(Special.)—Over 600 people gathered on the banks of the Willamette here this morning to witness the launching of the little boat built by W. W. Skinner. The craft is 33 feet long and has a carrying capacity of 12 tons and has accommodations for 100 passengers. The propelling force is a 40-horsepower gasoline engine. The words "I christen thee Independence" were spoken by Miss Pauline Cooper, daughter of Mayor Cooper, as she broke a bottle of champagne over the bow. The little boat promises to be a success. It will ply between Independence and Salem, carrying passengers and light freight.

Changes in Buoys.

Captain Day, lighthouse inspector at San Francisco, reports the following buoy changes in his district:

It is reported that Blunts Reef whistling buoy, painted red, and marked "Blunt" in white letters, off Cape Mendocino, California, is not sounding. It will be repaired as soon as practicable.

Notice is hereby given that buoy No. 1, marking the end of Pillar Point Reef, Hillman Bay, California, heretofore reported adrift, has been replaced in its old position. Buoy No. 2, erroneously reported drifted out of position, is in its proper place.

Dredge's Oil Burners Tried.

A preliminary trial of the new oil-burning apparatus on the dredge Columbine was had yesterday and everything worked satisfactorily. The engines were turned over, but no attempt was made to do any pumping. The trial demonstrated that steam can be raised in much less time than by the old method. Monday the pumps will be set to work and the power of the dredge more accurately determined. Later in the week she will commence work on the 300-foot channel extending from below the flour mills up to the Albina ferry.

Measurement of the Alvina.

ASTORIA, Or., May 14.—(Special.)—The official measurement of the gasoline launch Alvina was made by Deputy Collector McCue today. The craft is being built by Wilson Bros. for John T. Nassa, of Cathlamet, and her dimensions are as follows: Length, 21 feet; beam, 9.3 feet; depth, 3.25 feet; tonnage, 5 tons gross, 6 tons net. She will be equipped with a 10-horsepower engine.

Domestic and Foreign Ports.

ASTORIA, May 14.—Arrived down at 2:30 A. M. and sailed at 1 P. M.—Steamer Noma City, for San Francisco. Arrived at 12:40 and left up at 2:30 P. M.—Steamer Geo. W. Eider, from San Francisco. Arrived down at 2:30 P. M.—Steamer Barnum. Condition of the bar at 6 P. M., smooth; wind southwest; weather cloudy.

Manila, May 13.—Arrived—Schooner Comoro, from Portland.

San Francisco, May 14.—Sailed—Steamer Alameda, for Honolulu; bark Haulani, for Honolulu; steamer Arctica, for Coos Bay; steamer Earline, for Coos Bay; steamer Jeanie, for Seattle; steamer San Mateo, for Tacoma. Arrived—Steamer Empire, from Coos Bay; schooner Alby Cook, from Port Gamble.

Tacoma, May 14.—Arrived—Steamer Senator, from San Francisco; French bark Turgen, from Winslow. Sailed—British steamer Ning Chow, for Liverpool, via the Orient.

Honolulu, Wash., May 14.—(Special.)—Arrived—Steamer Ostralis, from San Francisco, for Aberdeen; schooner Abbie, from San Francisco, for Aberdeen.

Liverpool, May 14.—Arrived—Locania, from New York; Oytic, from Boston; Sylvania, from Boston. Sailed—Victoria, for New York; Eureka, for New York.

New York, May 14.—Sailed—California, for New Orleans; Manana, for New York. Hamburg, May 14.—Arrived—Graf Waldersee, from New York, via Plymouth and Cherbourg. Arrived, May 14.—Sailed—Philad, for New York.

Southampton, May 14.—Sailed—St. Louis, for New York, via Cherbourg. Havre, May 14.—Sailed—La Savoie, for New York.

New York, May 14.—Arrived—Philadelphia, from Southampton and Cherbourg. Sailed—St. Paul, for Philadelphia. Arrived—Nectar, for Bremen; Kronland, for New York; Ucker, for Bremen.

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SIX YEARS OLD

SALES \$6,008,750

FIVE YEARS OLD

SALES \$4,006,580

FOUR YEARS OLD

SALES \$3,001,419

THREE YEARS OLD

SALES \$2,854,155

TWO YEARS OLD

SALES \$2,225,439

ONE YEAR OLD

SALES \$1,532,401

THE HOUSE THAT GAINED TWO MILLION IN A YEAR

We are Six Years Old, and our Sales for the year amount to Six Million Dollars, having made a gain over last year of Two Million Dollars.

No other shoe house on this earth ever sold Six Million Dollars in the sixth year of its existence.

No other shoe house on this earth ever showed a Two Million Dollar gain over the preceding year.

There is no telling what our Sales would be were we able to manufacture shoes as fast as we can sell them, but we shall do all in our power to keep up with the increasing demand for Star Brand Shoes, and with this end in view, we have just completed a new factory at Hickory Street and Mississippi Avenue, in St. Louis, with a capacity of Ten Thousand Pairs per day, where we make Men's, Boys', Youths' and Little Girls' Shoes.

We are also just completing another factory at Hannibal, Mo., with a capacity of Four Thousand Pairs per day, where we will make Women's, Misses' and Children's Shoes. This additional factory gives us a capacity of Eight Thousand Pairs daily at that point.

These factories will give us an additional capacity of Fourteen Thousand Pairs per day. With these new factories in addition to the three that we are already operating, we hope to meet the increasing demand for our shoes, as we will have a manufacturing capacity of Ten Million Dollars' worth of shoes annually.

The merchants who are trading with us know why we have made this great record. If the merchants who are not trading with us will stop and think for a minute, they will also know why we have made this great record.

We are grateful also to the people who are wearing Star Brand Shoes, and assure them that the standard of quality in the future shall be such as to merit their continued approval.

To those who have never worn our shoes we offer as the best evidence of their satisfying qualities the commendation and approval of over Three Million People who are wearing Star Brand Shoes today.

Our leading brands for men are the "Patriot," "Flynouth," and "Planet," retailed at \$2.50 to \$5.00.

Our leading brands for women are the "Mayflower," "Quaker," and "Society," retailed at \$2.50 to \$5.00.

For popular priced shoes made for service "Our Family" line has never been equalled. This line includes a neat and serviceable style for every member of the family. Retailing at \$1.00 to \$2.50.

If your dealer does not sell Star Brand Shoes write us and we will give you the name of a merchant that can supply you.

ROBERTS, JOHNSON & RAND SHOE CO.

ST. LOUIS, U.S.A.

for Liverpool; Anchor, for Glasgow; Pennsylvania, for Plymouth, Cherbourg and Hamburg; Minnehaha, for London.

Queenstown, May 14.—Sailed—Arabic, from Liverpool, for New York.

Hong Kong, May 14.—Arrived previously—Lethian, from Portland, Or., via Yokohama.

Shanghai, May 14.—Arrived previously—Totentam, from Tacoma, via Muroran.

Country Home Destroyed by Fire. PULLMAN, Wash., May 14.—(Special.)—The country home of Holman Griffith, two miles east of Pullman, was burned last night, with all contents, including the family clothing and provisions. Mrs. Griffith's sister had arrived from Palouse yesterday to visit her and brought her trunk, containing all her clothing, which was burned.

The family escaped with but scanty clothing, and lost a sum of money which was in the house. The house belonged to Mr. Griffith's mother, Mrs. Rhoda Griffith, and there was no insurance on house or contents.

Action by Union Taxpayers. UNION, Or., May 14.—(Special.)—When the Supreme Court decided that the special act of the Legislature to submit the question of the removal of the county seat in Union County to the voters was unconstitutional, upon the grounds that the county was already in debt beyond the constitutional limit, it was generally conceded that the question was settled, at least until the present indebtedness of about \$200,000 was paid off; but the people of La Grande circulated a petition under the general county-seat law, asking the County Court to submit the matter to the voters, and the County Court made such order at the April term.

Now a number of taxpayers have filed a suit in the Circuit Court asking that the action of the County Court in the matter be declared illegal and that the County Clerk be restrained from placing the question of removal upon the official ballot, and the matter will probably be taken through the courts again.

Young Man Shocked to Death. VICTORIA, B. C., May 14.—Private telegrams to the relatives here today chronicle the accidental electrocution at Ashcroft yesterday of G. Stuart Ross, a young electrician, son of H. G. Ross, a former leader in Victoria's business community. The mishap occurred at the powerhouse of the Ashcroft Water & Light Company, where Ross was expert in charge, although not yet in his 21st year.

In endeavoring to stop a large gear wheel of the pump by placing a stick of lumber through it, Ross lost his balance and fell beneath the timber in such a manner as to come in contact with the full current. Jackcrews had to be resorted to to release the body from the tremendous weight. Death was instantaneous.

Strike Paralyzes Canal System. NEW YORK, May 14.—In consequence of the steep in traffic on the Great Lakes, through business on the New York canal system is in a state of paralysis. Since the opening of state waterways only one postload of grain and three cargoes of iron ore have come through from Buffalo. Piers here devoted to loading and unloading canalboats, usually the busiest spots on the water front, are deserted except for watchmen. Many owners have turned their truck thrives out to pasture and discharged thousands of men whom they employed when the season opened.

While the strike has precipitated matters, the boatmen assert that the same conditions would likely have prevailed eventually, owing to the rate situation which was cutting into their business rapidly.

SAN FRANCISCO VETERINARY COLLEGE. Next session begins June 5. Catalogues free. Address Dr. E. J. Creely, San Francisco.