

Boston SHOE STORE

129 Fourth St. bet. Wash. & Alder
Opposite Circle Theatre

The New
American
Brogue



\$9.95

A snappy dark brown or gun metal calf welted Oxford; perforated vamp; wing tip; medium rounding toe; an absolute \$14 value. Specially priced, the pair. \$9.95

Young Men

Your first trip to the "Boston"—and you'll be quick to see where Portland's biggest shoe values are to be had.

COME!—TRY US!

DOCK COMMISSION ALTERS RULING ON IMPORT FREIGHTS

Freight shipments received in less than carload lots from steamers at municipal terminal No. 4, on the St. Johns waterfront, will be transported to terminal No. 2, at East Washington street, in the future for consignees, thus saving the latter the heavy expense of private haulage from St. Johns to the business district.

Assistant Secretary F. I. Randall of the commission of public docks has made an arrangement with the railroads, whereby these small lot freight shipments will be loaded in boxcars at St. Johns and switched to No. 2. This arrangement will cost the consignees \$1.35 a ton. Private hauling charges would be several times that. The \$1.35 fee will absorb all charges for the consignment from the time it is laid down from the steamer to the time it is delivered to the consignee.

This applies only to import business, Randall said today.

ASTORIA PLANS TO JOIN IN
FOREIGN TRADE CONVENTION
Astoria, Or., April 30.—H. L. Tabke,

traffic manager at the port docks, will leave Tuesday morning for San Francisco to arrange the exhibit which the Port of Astoria is to make at the coming national foreign trade convention. Astoria has been allotted a space 15 by 15 feet in the convention hall. It will be fitted up with displays of products from the local manufacturing plants, as well as pictures, maps, drawing showing the harbor, port terminals and shipping facilities. The delegates from the port commission will be B. F. Stone, J. J. Bartlett and H. L. Tabke, while the Astoria Chamber of Commerce will be represented by Frank Sanborn, C. I. Barr and others.

STEAMER ASTORIAN WILL RESUME RUN ON SATURDAY

Repairs on the fast river steamer Astorian, in the Portland-Astoria freight and passenger service of the Olympia & Tacoma Transportation company, after keeping the vessel from operation for more than a week, will be completed today and the run will be resumed with the down trip at 7 o'clock Saturday morning, according to an announcement by the operators.

New boiler pans have been installed. The steamer will be faster than ever when she gets under way again. It is said, and the running time may be clipped an hour.

The Olympia & Tacoma Transportation company will build a waiting room and ticket office on the dock just north of the Morrison bridge as soon as the commission of public docks approves of the plans already submitted. This will give the steamer one less bridge to pass through in its run up and down the river.

STRIKE CAUSES SOME DELAY IN LOADING OF STEAMERS

Somewhat delayed by the strike of union longshoremen, the steamer Steelmaker, first of the vessels of the United States Steel Products corporation's Isthmian line to touch here, will not be shifted to the Inman-Poulsen mill to begin loading its lumber until Saturday, according to the Mann-Titus company, local representatives. The Steelmaker is now loading the last of 2500 tons of sacked wheat at Columbia dock No. 1 with the labor of non-union grainhandlers and longshoremen.

After finishing at the mill, the Steelmaker will be shifted to municipal terminal No. 1 to take on a quantity of general merchandise.

The Steelvoyager, second of the Isthmian line vessels, was reported at Vancouver, B. C., this morning and will load in the local harbor in about 12 days.

ST. JOHNS CAR EXTENSION PRACTICALLY AGREED UPON

Extension of the St. Johns streetcar line to connect with municipal terminal No. 4, through construction by the commission of public docks, was practically determined upon at a meeting of the commission Thursday noon, when authority was granted C. B. Moores, chairman, and G. B. Harritt, engineer, to enter into a contract with the Portland Railway, Light & Power company for the operation and maintenance of the line after its construction.

The Oregon public service commission

recently ruled that the steamer company, in view of its financial status, should not be compelled to build the line. It was the consensus of opinion that the commission should build the extension itself. Under a tentative agreement existing between the steamer company and the commission, the city could build the line and pay for the power, while the company would operate the line at cost for the city.

OPENING OF UPPER SNAKE RIVER BEING ADVOCATED

Spokane, Wash., April 30.—At a meeting of the Commercial club, M. H. Hibbs of Granite Creek Rapids, upper Snake river, spoke on securing the opening of Snake river from the present boat terminus at Johnson's bar to Homestead, Or., 20 miles beyond, where it will connect with a railroad. He said this would open to the world the valuable gold and copper mines, also giving a large number of sheep and cattle men access to a railroad at Homestead and Lewiston, Idaho. Boats now reach Granite Creek Rapids, but three other rapids prevent navigation for 30 miles to Homestead. A committee is to investigate and recommend action.

SWAN ISLAND PROJECT IS BACKED BY BUSINESS MEN

Harbor improvements contemplated through the dredging of the west channel past Swan Island were endorsed by the Progressive Business Men's club in a unanimous resolution passed by the organization Thursday. The plan was explained at a recent luncheon.

Major Jack Hamilton, "soldier of fortune," who served with the American troops in France, was the speaker of the day, telling of the expedition as a member of the British army in 1914, when he accompanied Colonel Young, husband on the British expedition to Timor. His lecture was illustrated with stereopticon slides.

FORMER CLIPPER SHIP TO LOAD CARGO OF LUMBER

The schooner William H. Smith, an old-time clipper ship from the yards at Bath, Maine, will be in Portland in a few days to begin loading a cargo of lumber for Australia. The Smith is under charter to Dant & Russell and will load at the Inman-Poulsen mill. She is more than 50 years old. For some years the Smith was used as a barge, but last October was rebuilt into a five-masted schooner.

WEST KEATS TO LOAD HERE FOR NORTH CHINA TRADE

The steamer West Keats, third of the vessels to enter the North China service of the Columbia-Pacific Shipping company, is due in the local harbor from California Monday or Tuesday to begin loading a full cargo of lumber for North China, according to an announcement made by officials of the company this morning.

Resolutions of the board of directors of the company, passed at the company this morning, were scheduled to leave down the river at 3 o'clock this afternoon, after taking on fuel oil at the Standard Oil dock.

TO CELEBRATE FIRST CARGO LOADING IN SKIPANON RIVER

Astoria, Or., April 30.—Many Astorians will journey across the bay next Monday to participate in Warren's celebration of the first cargo going vessel to enter the Skipanon basin to load cargo. The celebration will begin at 2 o'clock in the afternoon. The operating of boats in the Skipanon was made possible by the opening of the channel by the Port of Astoria commission.

LIBERTY CREAMERY

Liberty Market, Cor. 5th and Yamhill

Saturday Only

LIBERTY BUTTER—63c
\$1.25 roll; pound.....
OREGOLD BUTTER—65c
\$1.30 roll; pound.....
STRICTLY FRESH EGGS—40c
per dozen

Positions of Ships

North Head, April 30.—Positions of ships at sea, as reported to this station at 8 p. m., April 29:
Iconium, Seattle for Yokohama, 70 miles west of Cape Flattery.
Boynton, Seattle for Panama, 93 miles south of Cape Flattery.
Santa Alicia, with bark Belfast in

low, Tacoma for San Francisco, 433 miles north of San Francisco.
Quabbin, San Francisco for Seattle, 681 miles north of San Francisco.
Tug Hercules, with drydock pontoon in tow, 245 miles from Seattle.
Claremont, Willapa Harbor for San Pedro, 89 miles south of Wallapa Harbor.
Osma, Alaska for San Francisco, 440 miles from San Francisco.

Shipping Company Officials Puzzled

Officials of the Columbia-Pacific Shipping company are speculating over the announcement received by them this morning from Struthers & Dixon to the effect that the tank steamer Quabbin, which left Pearl Harbor, April 11, would come to Portland soon to load fuel oil. The Columbia-Pacific company is local agent for the Struthers & Dixon ships, but the officials cannot understand why the vessel is coming to this harbor to load a cargo of fuel oil.

ALL ALONG THE WATERFRONT

Arriving in the local harbor one day late, Thursday morning, the Admiral Line steamer City of Tokyo left down the river Thursday evening for the return trip to San Francisco and way points.

The steam schooner Wapama and Daisy of the McCormick fleet left down the river Thursday evening and sailed for Astoria this morning laden with lumber for California.

Having discharged a cargo of fuel oil at the local harbor, the steamer City of Tokyo left down the river Thursday evening for California.

The steamer Celilo is scheduled to leave down the river from St. Helens at 6 o'clock this evening.

The Admiral Line Oriental steamer Abercrombie is scheduled to leave Westport at 6 o'clock this evening for Municipal terminal No. 4 to continue loading for the Orient.

To take on an additional amount of lumber, the steamer Shasta moved from Rainier to the St. Johns Lumber company dock this morning.

The steam schooner Wahkena of the Farr-McCormick service moved from the Cough street dock to the Peninsula Lumber company dock at 6:30 o'clock this morning.

The Green Star liner Arcturus moved from the G. M. Standifer Construction corporation yard at Vancouver, Wash., to the Northwest Steel company yard at 10 o'clock this morning, to load some scrap steel. The Arcturus will leave the local harbor immediately for Seattle to enter trans-Pacific service from Puget sound.

The Japanese built shipping boat steamer Eastern Dawn arrived at Montgomery dock No. 2, Thursday afternoon, and is loading a full cargo of flour for the food administration for shipment to New York.

News of the Port

Departures April 30
Collo, American steamer, from St. Helens, for San Pedro via San Francisco, passengers and lumber.
West Cahokia, American steamer, for China, lumber.
Aloum, American steamer, for Port San Luis, ballast.

MARINE ALMANAC

Weather at River's Mouth
North Head, April 30.—Conditions at the mouth of the river at noon, smooth, with southwest 8 miles, weather cloudy, visibility 57.
Tides at Astoria Saturday
High Water 7:44 a. m., 6:19 p. m.
Low Water 12:10 p. m., 7:44 a. m., 6:19 p. m., 2:00 p. m.
6:18 p. m., 2:00 p. m.

DAILY RIVER READINGS

8 a. m., Pacific time

STATIONS	Flow	Stage	High	Low
Unalaska	25	5.2	0.8	0.0
Ensigne	10	4.6	-0.1	0.0
Albany	10	4.6	-0.1	0.0
Salem	20	4.8	-0.2	0.0
Oregon City	12	5.6	0.1	0.0
Portland	15	5.7	0.4	0.0

(*) Rise. (—) Fall.

RIVER FORECASTS

The Willamette river at Portland will remain nearly stationary during the next two or three days, except as affected by the tide.

AT NEIGHBORING PORTS

Astoria, April 30.—Sailed, at 8:30 last night, steamer Noma City, for San Pedro, sailed at 2 a. m., steamer W. F. Herrin, for Laviota, sailed, at 2:30 a. m., steamer Daisy, for San Francisco, sailed, at 7:20 a. m., steamer Wapama, for San Francisco and San Pedro, "Cape Town," April 24.—Arrived, schooner Elise, from Columbia river.
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Tacoma, April 30.—Sailed, at 2 p. m., steamer Daisy Putnam, for Portland.
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