

WILLIAM LOVELL IS MASTER MECHANIC

First Assistant Engineer of Bear Is James Healy's New Successor.

P. HANSON FILLS VACANCY

Waterfront Troubles Succeeded by Old Normal, With Longshoremen Working Like Trojans Picking Up Delayed Schedules.

William T. Lovell, first assistant engineer on the steamer Bear, has been appointed master mechanic of the San Francisco & Portland Steamship Company and of the N. & N. river lines, succeeding James F. Healy, who resigned May 1.

It is intended that Mr. Lovell shall enter on his new duties next week, as he went south yesterday in his accustomed berth on the Bear and will return on the steamer Rose City. Because of the appointment, P. Hanson, first assistant engineer on the Rose City, succeeds Mr. Lovell on the Bear and C. J. Nolan, second assistant on the Bear, goes to the Rose City as first assistant, George Holmes, third assistant on the Bear, being advanced to second assistant on that ship, with his successor yet to be named.

Mr. Lovell's promotion follows 15 years service with the line. While holding the berth of first assistant, he has papers as chief engineer. For a time he was in the O. W. R. & N. line in the days when Reuben Smith was one of the executives. His deep experience began under Chief Engineer Jackson, of the Bear, when the latter was head of the "black gang" on the old steamer Columbia, and has been with Mr. Jackson much of the time since. His father, W. G. Lovell, was one of the original locators of the O. W. R. & N. line through the Blue Mountains between Pendleton and Huntington.

In spite of strike troubles, the Bear got away for California ports yesterday only four minutes after 2 o'clock, her usual sailing hour. About 1,200 tons of cargo and fully as much had been discharged between Wednesday morning and the time she was being handled. The ship did not shift from the dock, as is frequently done in gathering California cargo, but took on every pound of freight ready for her there. Longshoremen worked with a will to get her away on schedule and 17 checkers were employed, 10 of them not having been members of the union over which the tieup resulted.

BEAVER BRINGS HEAVY LIST

Liner Carries Nearly 300 Travelers and Fair Cargo.

One passenger arriving at 2:15 o'clock on the steamer Beaver from California yesterday probably received more attention than any other, being a prize English bulldog, dubbed Ott, in honor of A. Ottlinger, general agent of the "Big Three" fleet. The animal is reputed to compare with any of the breed in the California kennels of the Crocker family, though lighter. Purser Thershill was so taken with the canine that he reluctantly affixed a charge thereon for transportation of \$2.50.

The ship landed 299 passengers, among them being Judge V. E. Shaw, of the appellate court at Los Angeles, who was accompanied by his daughter, Miss Ethel Shaw, who is to visit here for a short time. Mr. and Mrs. E. T. Sullivan, of Buffalo, N. Y., also arrived. Mr. Sullivan is a shipowner and timberman of the Eastern region. J. C. Pettijohn and wife, of Salem, returned from the south, where Pettijohn is a well-known hopman, and they made the round trip on the Beaver. Ed Lyons, manager of the Northern Pacific Terminal Company, accompanied the ship from Astoria, and says with such weather conditions it beats the best run by railroad. The steamer brought 1,000 tons of cargo, including 10 cars of oranges, but other perishables were limited, as it had been expected labor troubles here might interfere with their discharge.

DOLLY VARDEN IS REPORTED

Canoeist Files Charges Against Skipper of Launch.

A. E. Wells, of 52 East Twelfth street North, is the author of a written complaint sent to Harbormaster Speler to the effect he and two companions in a canoe were almost run down near Ross Island Sunday by the launch Dolly Varden, which is alleged to have passed while making about 12 miles an hour, and the complaint sets forth that the pilot of the launch was not keeping a lookout, but was conversing with passengers. Harbormaster Speler declined to take action in the matter on the ground that disobedience of the navigation rules are acts to be dealt with by the Federal authorities. He referred the accusation to Collector of Customs Burke.

ANOTHER CANOEIST MISSING

Harbor Patrol Unable to Confirm Story of Accident Sunday.

Information has been given the Harbor Patrol force that a man named Cooper, of Oregon City, is missing, also his canoe, and it was thought his disappearance might be connected with the reported capsizing of a canoe near the mouth of the Willamette Sunday and the supposed drowning of its occupant. Mariners, operating daily between Portland and Columbia River points, have been asked to keep a watch in the vicinity, but they have been unable to give any information. Another report is that a woman offered false information bearing on the case on the assumption that the person in the canoe was her husband and that he had \$5000 on his person.

NEW CHANNEL CUT RAPIDLY

Tongue Point Crossing Project May Be Ended Speedily.

Official reports to M. Talbot, manager of the Port of Portland, are that the dredge Columbia, digging a new channel on Tongue Point Crossing, is making an average headway of 300 feet a day, removing material for a width of 200 feet and 20 feet deep. It was estimated when the Columbia was ordered there that she would require 30 days for the work, but Mr. Talbot says the sediment is of such a character that the machine can complete the undertaking in ten working days. She was unable to open all

of Monday owing to a heavy Northwest wind.

News From Oregon Ports.

COOS BAY, May 7.—(Special).—Loaded with 1,300,000 feet of lumber the schooner Adeline Smith sailed for San Francisco Wednesday. The gasoline schooner Randolph was released from the sand bar in the Rogue River Tuesday and after unloading cargo returned to Coos Bay today. The Randolph suffered little damage but lost a lifeboat while ashore. Captain Anderson is loading for a return trip to Wedderburn. Edward Skog, a nephew of Captain Peter Olson, of the gasoline schooner Rustler, has been given command of the new Olson boat Roamer, soon to go into commission. Steam schooners Nann Smith and Redondo are due from San Francisco and San Pedro tomorrow.

ASTORIA, Or., May 7.—(Special).—The steamer Edgar H. Vance arrived tonight from Grays Harbor with lumber and goes to Linnton to finish. The tank steamer Catania has arrived with oil for Portland. The steamer J. B. Steison sailed today for Alaska with cargo from Portland. The steamer Paraiso sailed today with cargo for Coos Bay and San Francisco.

The gasoline schooner Ahwaneda arrived during the night from Newport with dairy products. The steamer Roanoke sailed today and the steamer Bear sailed this evening for San Francisco and San Pedro. The freight steamer Alliance, from Coos Bay and Eureka, arrived early this morning.

The five-masted schooner W. H. Marston, which arrived yesterday from Valparaiso, left today for St. Helena to have a new mizzenmast stepped. She will then shift to the Inman-Poulsen mill to load lumber. The steamer Francis H. Leggett sailed this morning for Grays Harbor, where she is to take on lumber for California. The steamer Jim Butler sailed tonight for California with lumber from Knappaon.

TILLAMOOK, Or., May 7.—(Special).—The Sue H. Elmore arrived today and will probably sail tomorrow with about 2000 cases of cheese.

Marine Notes. G. L. Blair, general manager of the San Francisco & Portland fleet, who has been here for more than a week, intends to leave for Astoria Tuesday on the steamer Beaver, accompanied by Mrs. Blair.

Chief Engineer Bell, of the steamer Canino, has written that she was due to leave Balboa for San Francisco today with cargo and passengers and it is probable she will be returned to the northward run by the steamer Linnet. To work coal the Royal Mail liner Glenroy shifts today from Linnton to the bunkers and will sail before night for the East and Europe. The tug Radshire, of the name fleet, leaves Seattle at 3 o'clock this afternoon for Portland, and the Sudmark, of the Hamburg-American, is to depart from Seattle for Copenhagen at noon.

Towed by the tug Ononta the schooner W. H. Marston arrived at St. Helena yesterday afternoon, where a crew of 10 men, who she will be dispatched for San Francisco. The Shasta sails today with a full load. Talkin on the last of her load of pling and lumber at the North Pacific mill yesterday. The British steamer Colusa, of the Grace line, departed for Mexico, Balboa and South America last evening and is to call en route at San Francisco.

All of her grain cargo not being ready the German ship Ossa, berthed at Young dock, will be delayed in finishing until Monday. Albert Senn has succeeded T. B. Jones as master of the steamer City of Eugene.

Stevedores have started loading lumber aboard the British tramp Strathalbyn at Inman-Poulsen's and she will get away next week for China. District Forecaster Beals expects the Willamette to rise slowly here today and remain stationary for a day or two. There was a depth of 10.7 feet above zero at 8 o'clock yesterday morning, the highest rise seven-tenths of a foot in 24 hours.

MARINE INTELLIGENCE

Steamer Schedule.

Table with columns: Name, From, Date. Lists various steamers and their routes.

ALASKAN SERVICE

Table with columns: Name, For, Date. Lists Alaskan service routes.

ALASKAN SERVICE

Records at the office of United States inspectors of steam and sailing vessels are on the following vessels expire this day:

Table with columns: Vessel, Date. Lists vessel inspection dates.

Movements of Vessels.

PORTLAND, May 7.—Arrived—Steamer Beaver, from Los Angeles and Coos Bay. Sailed—Steamer Alliance, from Eureka and Coos Bay; British steamer Colusa, from South American ports via San Francisco. ASTORIA, May 7.—Sailed at 6 A. M. steamer Roanoke, for San Diego and Los Angeles. Arrived at 8 and left up at 7 A. M. steamer Alliance, from Eureka and Coos Bay. Arrived at 8 and left up at 8:30, steamer Beaver, from San Francisco and San Pedro. Left at 8:30 A. M. steamer Paraiso, for San Francisco. Sailed at noon, steamer J. B. Leggett, for Grays Harbor. Sailed at 10 P. M. steamer Jim Butler, for California via Knappaon. Sailed at 10 P. M. steamer Paraiso, for San Francisco.

DIALECT SINGER HEADS BILL AS APPLAUSE-WINNER.

With several acts on a good programme at the Orpheum this week competing for headliner honors, Lillian Shaw probably is the leader in the matter of applause-winning. She is dialect-singing comedienne. At the start she is German, in the middle she is Italian and at the last she is Jewish. Inasmuch as she grows increasingly better, a big encore is accorded her, which she devotes to a tired wife specialty with a baby carriage that brings down the house.



LILLIAN SHAW.

Maverick, from Portland. Arrived—Steamer Canino, from San Diego. Arrived—Steamer Olean, from Portland. Sailed at noon, steamer Nehalem, for Portland. Sailed at noon, steamer Northland, for San Pedro. San Pedro, May 7.—Arrived—Steamer Saguaw, from Portland; steamer Celilo, from San Diego. Manila, May 7.—Arrived previously, steamer Tacoma Maru, from Seattle. Yokohama, May 7.—Arrived previously, steamer Panama Maru, from Seattle. Port Said, May 7.—Arrived—Steamer Siam, from San Francisco, for Copenhagen. Seattle, Wash., May 7.—Arrived—Steamer Olean, from Seattle. Seattle, Wash., May 7.—Arrived—Steamer Olean, from Seattle. Seattle, Wash., May 7.—Arrived—Steamer Olean, from Seattle.

NEW LINE IS PROJECTED

LUMBER FROM WILLAPA HARBOR WILL BE CARRIED TO N. Y.

Following Announcement of Projected Improvements, California Firm Makes Its Plans Public.

ABERDEEN, Wash., May 7.—(Special).—Following the news from Washington that the United States Government comes the statement made by Edward Christensen, of the firm of Sudden & Christensen, of San Francisco, who has been in the city nearly a week and who left for Willapa Harbor this morning, that Sudden & Christensen will establish a line of lumber-carrying steel steamships between the port, Willapa Harbor and New York Bay, upon the opening of the Panama Canal.

Mr. Christensen has been interesting lumber manufacturers of Aberdeen in the project and has received sufficient encouragement to make his enterprise sure. He left here after giving out the news as absolutely certain.

SCHOOL PLANS ADOPTED

COUCH AND SHATTUCK BUILDINGS TO BE TWO STORIES HIGH.

Two Swimming Pools and Gymnasium Will Be Built in Basements and Alarms Will Be Installed.

A preliminary programme of plans and specifications for the proposed Couch and Shattuck school buildings was adopted by the School Board yesterday substantially as recommended by E. A. Naramore, superintendent of schools.

The Couch school probably will be located within 10 or 15 feet east of the west end of the chosen site in order to preserve the arches on the east end of the property. The building will be two stories and basement, built so that a third story may be added. The walls will be of tile and brick, with the simplest form of fir will be worked out in the interior. The flooring will be made of maple. In addition to the offices, rest rooms and an assembly hall to seat not more than 800, there will be 24 classrooms. Two of the classrooms will be constructed so that they may be converted into open-air rooms. At the suggestion of Director Plummer, two swimming pools and a gymnasium will be built in the basement. Mechanical clock, gong and fire alarm systems will be installed. It was decided to carry out the same general plan of construction at the Shattuck school. The main entrance to the Shattuck school will be on the park blocks, with a playground on the east end of the block facing on Broadway.

The Government has just sold 43,000 cords of cedar lumber for shingles from the Willapa National Forest. The shingles manufactured by the Willapa Shingle Co. in the weather, would cover 2 1/2 square miles of roof.

TUNEFUL OPERETTA TO BE SUNG BY LINCOLN STUDENTS

NIGHT AND TOMORROW.



SUMMER SCHOOL PLAN IS SHAPED

More Buildings but No More Teachers Will Be Used Than Formerly.

INSTRUCTORS ARE ASSIGNED

Season Extends From June 29 to August 7—Review Work of Failed Subjects to Constitute Chief Study Course.

The School Board yesterday elected the principals who are to serve in the respective school buildings during the coming summer school session in Portland. The Board also outlined a general plan for the organization of the schools, suggested by City Superintendent Alderman.

More buildings will be utilized than formerly, but the districts will be grouped in such a way that no more instructors will be required than last year. Only the shady side of the buildings will be used. The following instructors will serve in the respective districts:

Principal A. R. Draper and six teachers in the Lead School will serve the districts ordinarily covered by the West Side schools; Principal W. A. Pettys and three teachers in the Peninsula School will accommodate the pupils in the Portsmouth, the Buckman, Kerns, Green districts; Principal Hugh Boyd and five teachers in the Albina Home-stead school will accommodate the Woodlawn, Highland, Vernon, Thompson, Shaver and Kennedy districts.

Principal A. N. Cannon and four teachers in the Holiday School will accommodate the Rose City, Park, Fernwood, Irvington and Elliot districts; Principal E. J. Hadley and four teachers in the Hawthorne School will accommodate the Adams, Adams-Glencoe and Sunnyside districts; Principal L. A. Reed and four teachers in the Clinton Kelly School will accommodate the Stephens, Vernon, Thompson, Woodman, Woodstock, Sellwood and Llewellyn districts.

Principal E. A. Wiley and four teachers in the Montavilla School will accommodate the Mount Tabor, Gregory Heights, Jonesmore and Hudson districts; Principal T. J. Newbill and four teachers will accommodate the Leota, Woodmere, Creston and Hoffman districts; C. E. Cleveland, Mrs. Allevia Alexander and W. T. Fletcher will act as principals of the Boy's Trade School, the Girls' Trade School and the Lincoln High School, respectively.

The principals will teach as well as supervise the buildings.

VANCOUVER TO HEED CALL

Good Road Boosters Are Organizing for Friday, May 22.

VANCOUVER, Wash., May 7.—(Special).—Friday, May 22, which has been designated by Governor Lister as "Good Roads Day," will be appropriately observed in this county. An organization already has been started by the Vancouver Commercial Club to organize the entire county.

The good roads committee of the club has secured the hearty support of the County Commissioners. The various district road supervisors will have direct connections for all points East. Unsurpassed dining-car service; compartment-observation cars.

Bolivia is the second largest producer of tin in the world.

If It Doesn't Cure Your Rheumatism

FREE -Your Money Back

"Medical Advice on Rheumatism" is a booklet which explains to you the nature of rheumatism, how to prevent it, and how to cure it. It is a booklet which you will find of great value. It is a booklet which you will find of great value. It is a booklet which you will find of great value.

Penney Bros. Telephone: Bell, E. 287 Home, B-2426 379 EAST MORRISON STREET

TEA GARDEN SYRUP advertisement featuring an illustration of a child and a box of syrup. Text includes: 'All the Children Like', 'HEALTHFUL, DELICIOUS—AT YOUR GROCERS', 'SAVE THESE COUPONS FOR FREE PRESERVES', 'Pacific Coast Syrup Co., Portland, Or.'

Great Northern Railway Summer Excursions advertisement. Text includes: 'To the East and Return', 'May 16, 18, 19 and 20', 'Chicago and Return \$72.50', 'JUNE 1st AND DAILY THEREAFTER TO SEPTEMBER 30th', 'New York \$108.50, Boston \$110.00, Philadelphia \$108.50, Washington, D. C. \$107.50, Detroit \$91.50, Chicago \$72.50, Denver \$75.00, St. Paul, Minneapolis, Duluth, Winnipeg, Kansas City, Omaha and St. Joseph \$60.00', 'CORRESPONDING REDUCTIONS TO OTHER PORTS', 'Final Return Limit October 31st', 'Stoppers Allowed Going and Returning', 'Tickets Good Going One Round, Returning Another Ride on the'

ORIENTAL LIMITED advertisement. Text includes: 'Through standard and tourist sleeping-cars to Chicago in 72 hours, making direct connections for all points East. Unsurpassed dining-car service; compartment-observation cars.', 'See America First', 'GREAT NORTHERN RAILWAY', 'National Park Route', 'H. DICKSON, C. P. & T. A.', 'Telephone: Bell, E. 287, A. 2358', 'CITY TICKET OFFICE, WASHINGTON STREET'

SALEM BEER advertisement. Text includes: 'Why drink water when you can get SALEM BEER', 'the most popular beverage on the Pacific Coast?', 'SALEM BEER is brewed in one of the most modern plants on the Pacific Coast. It is aged in steel class-lined tanks. It is conveyed by modern pipe line system direct to the bottle house, bottled under pressure and therefore never comes in contact with the air from the time it leaves the fermenting tank until the bottle is opened by the consumer. The consumer is absolutely assured a beer of ideal effervescence, snap and purity.', 'A trial will surely convince any one of the excellence of Salem Bottled Beer.', 'The family trade of Portland is supplied by the firm of PENNEY BROS.', 'Telephone: Bell, E. 287 Home, B-2426 379 EAST MORRISON STREET'

"HEART SONGS" COUPON advertisement. Text includes: 'HOW TO GET IT ALMOST FREE', 'Clip out and present six coupons like the above, bearing consecutive dates, together with our special price of 98c. The books are on display at', 'THE OREGONIAN', 'MAY 8', '6 COUPONS AND 98c Secure the \$2.50 Volume', 'beautifully bound in rich Macaroni-cover stamped in gold, artistic layout design, with 18 full-page portraits of the world's most famous singers, and complete dictionary of musical terms', 'OUT-OF-TOWN READERS WILL ADD 1c EXTRA FOR POSTAGE AND HANDLING', '"HEART SONGS" The song book with a soul! 400 of the songs, treasures of the world in one volume of 500 pages. Chosen by 20,000 music lovers. Four years to complete the book. More than 100,000 of this unique volume have already gone into the home at the retail price of \$2.50 per volume. Every song a gem of melody.'