

### BLUE FOR PORTAGE

#### Board of Trade Report on Paul Mohr Road.

#### SAYS PORTLAND IS TO BLAME

#### Negotiations for Control by Outside Influences on Small Investment—Prospect for Alaska Steamer Service—Car Wheel Factory.

Considerable interest was manifested in the Board of Trade meeting held last night. The most important matter was the report of the committee on railroad matters which had been done toward rehabilitating the Paul Mohr transportation enterprise and placing the blame for non-success at Portland's door. Chairman Austin, of the committee having in charge the condition and prospects of the Paul Mohr railroad around the dikes of the Columbia River.

I greatly regret that I am unable to report the success of the Board of Trade in completing the portage railroad, and that there are no prospects of the immediate completion of that road on any other plan. The plan this board proposed was a new one proposed to adjust, harmonize and satisfy all the conflicting interests in that property by an arrangement that should lighten all claims and vest the property in a new company. It provided a contract with both the old companies and retro all the stocks and bonds of the Columbia Railway & Navigation Company and pay off and discharge all the claims of the Central Navigation & Construction Company. This last named company had failed in its contract to complete the road, but as it had expended a large amount of money for the line and for the materials, it had a claim at least to equity which was entitled to consideration. And besides this, the construction company various persons, subcontractors, laborers and merchants, finders and millmen in this city who had performed labor on the road or furnished material for it on the steamboats that were built. These creditors were unpaid, and although most of them had no legal recourse against the road itself, as they could file no liens on it, yet they had acted in good faith towards the enterprise, and not only this, but also Mr. Mohr, thought that the reorganization of the concern should be so shaped as to provide for these unsecured creditors, and the plan adopted was to provide for them by the inclusion of claims there were charged mortgages on the rails in the track, contractors' liens on the right of way, bankers' liens on the stocks, to both the old companies and their bonds and notes, and general creditors of the construction company for merchandise, materials and services, all of which had been legally and regularly, entitled to consideration; and which, it appeared to the board, should be merged in the new deal and by funding them in a long bond to make the enterprise pay and settle up and clear off everything, as it was well able to do if the road was completed as proposed.

To carry out this idea of the board, articles of incorporation were prepared and signed to incorporate a new company, to be called the Columbia River Company, with a capital stock of \$1,000,000. For stock in this new company, the contract provided that the owners of the portage road should sell and transfer the road and all its rights, property and franchises of every description to the new corporation; that the new company should have \$500,000 first-mortgage bonds, bearing interest at five per cent, and being a first lien on all the property so received from the old company, and on all additions to such property in the way of terminals, extensions of the line and steamboats built; which \$500,000 of bonds were to be disposed of at par to the people of Portland, Lewiston and towns, subject to an option to buy, with \$133,000 proceeds of the bonds, pay off all the claims of the lien creditors, charged mortgages and bank debts, and with the remaining \$367,000 of such proceeds, to complete the portage road to Columbia, provide equipment, terminals, and one steamboat and four barges on the upper river.

To settle the claims of the unsecured creditors of the construction company (who were mostly Portland merchants and millmen) the contract provided that they should have second mortgage bonds or stock of the new company, or if they preferred to do so, to have their mortgage bonds equal to the amount of their claims, provided they would take and pay for an additional amount of first-mortgage bonds equal to their claims.

To give the bond purchasers a voice in managing the road, the contract provided they should have a bonus of \$50 stock given them each \$100 bond, and that none of the stock in the new company should ever be sold or transferred to any competing railroad company or its officers or agents; and that all the stock issued to the present owners of the road in payment of their interests should be placed in reserve for three years, subject to an option to the purchasers of the bonds, and to the Board of Trade, whereby the bond purchasers or the public could, through the Board of Trade, purchase the entire interest of the present owners of the property, the first-mortgage bonds being received at par in cash, and that from the opening of the road the freight rates by rail and connecting boats, should be at least 25 per cent less than existing rates between same points and distances, and that the river line should most any future cut in rates which competing roads might make.

Of course, there was a time limit on the execution of this plan, which would be enforced by expiration of equities of redemption under the Sheriff's sales of the property in the State of Washington. But there were ample time have carried it out and protect all the rights, equities and just claims of every creditor of the road if there had been any real heartiness financial support given it in Portland. This was the second effort to interest the business men of Portland in this important work, and it cannot be said that there were many objections and difficulties in the way of successful consummation of the plan agreed upon, or of any other plan.

A large number of people were unwilling to subscribe to what seemed to them to be a public donation after the Lewis and Clark Exposition. The apathy, if not opposition, of a strong financial element in any portage road because it might interfere with the Lewis and Goldendale Railroad, in which they had already invested considerable money.

The indifference, and lack of attention of another financial element, voiced by a lead-

### BIG SHIP AND SMALL RATE

#### MAMMOTH GERMAN VESSEL CHARTERED FOR 1903 LOADING.

#### Small Vessel Chartered for Flour Loading—Work Begun on New Tag for the Government.

#### NEW GOVERNMENT STEAMER.

Advices from New York yesterday report the charter of the German bark Alster to load at Portland in January, 1903, at \$24. The Alster is a mammoth craft of 285 tons net register, and is accordingly the largest craft yet listed for new-season loading. The vessel is now at Antwerp discharging a cargo of wheat from Puget Sound, and is in the North Pacific whether it is coming direct to Portland from Antwerp or by way of California ports. Local exporters disclaim knowledge of the charter, and regard it as a speculative venture or possibly an engagement made by Fowler & Co., New York exporters, who have announced their intention of operating in this field during the coming season. The German bark Werra, one of the smallest of last season's grain fleet, has also been chartered to load flour at this port in November or December. She is a vessel of 50 tons net register, or less than one-third the size of the mammoth Alster, and is the only vessel on the route list smaller than 100 tons net register. The Alster has never visited Portland, and a number of other ships of the same line have been here, among them being the Alsterufer, Alsterkamp and Alsterchwan, the latter being the largest of the line. Under charter to load at either Portland or Puget Sound.

Unless the Alster brings outward cargo from Europe, the rate will not prove very remunerative for her owners. Rates on oil to the Orient have fallen so low, however, that it hardly pays a vessel to carry the Atlantic in ballast to secure a cargo of oil. The rate on oil to the Orient, the Pacific before she can find another one. The British ship King David, well known in this port, has been chartered to load oil at New York in August-September at 17 cents per barrel, and to carry oil to Japan. This is 10 cents per case under the rate prevailing a year ago, and makes a difference of nearly \$10,000 in the profits of the voyage. The ship King David, freight rates are also very dull, and it is reported that the German bark Aster, now bound to the west coast of South America with cargo, is unable to secure a cargo at the market price, and will come north to load wheat.

### GOVERNOR SAVAGE HERE

#### NEBRASKA'S CHIEF EXECUTIVE AND STAFF IN PORTLAND.

#### After Witnessing Laying of Battleship's Keel in Seattle Party Starts on Its Homeward Trip.

#### GOVERNOR SAVAGE AND STAFF.

Governor Ezra P. Savage and staff, of Nebraska, arrived on the 11:10 o'clock train last evening from Puget Sound, where they went to witness the ceremony of the laying of the keel of the battleship Nebraska's keel. The party spent the night in their private car at the Union Depot. Governor Savage, who was considerably fatigued by the day's travel, retired early, before the train reached Portland, but a member of the gubernatorial staff was seen last evening and gave out the following statement:

"We were royally entertained while in Seattle, the people there doing everything possible to make our visit a pleasant one. On Saturday we were escorted to the Puget Sound navy-yard, where we saw the famous battleship Oregon and the Wisconsin, the latter being in the drydock. The party boarded the big ship, which was floated out into midstream. This was a decidedly novel experience, as most of us had never been on board of a real warship. On Sunday we lunched on the transport Warren, as guests of Captain Cannon, and on Monday we were taken to the Ketchikan Temple of Seattle, for a delightful ride on Lake Washington.

"On Friday evening we were given a sumptuous banquet at the Hotel Rainier, Grand, by the Seattle Chamber of Commerce, ex-Senator John B. Allen acting as toastmaster. On Saturday evening the party attended the Grand Theater, as guests of the Seattle Daily Times. The laying of the keel of the Nebraska was indeed an interesting ceremony, and one that will be remembered for a long time. We spent today at Tacoma as guests of the Chamber of Commerce, and were given a delightful reception. Our whole trip has been a pleasant one, and we appreciate the genuine Western hospitality that has been accorded us. This Pacific Northwest is a great country with a great future."

The party will spend the day in Portland, breakfasting at the Hotel Portland, and afterwards visiting the sights of the city. Their special car Leicester will be attached to this evening's Southern Pacific overland, the party going to Los Angeles, thence back to San Francisco, and from there to Salt Lake City, before returning to Nebraska. The personnel of the party is as follows: Governor Ezra P. Savage and wife; Brigadier-General J. W. Colby, Adjutant-General and Chief of Staff; Colonel G. E. Jenkins, Quartermaster and Commissary-General and wife; Colonel C. D. Evans, Surgeon-General and wife; Colonel Charles J. Billis, Inspector-General and wife; Colonel Samuel Medick, aid and wife; Colonel H. W. Thomas, aid and wife; Colonel C. F. Schramm, aid and wife; Colonel John E. Watkins, aid and wife; Colonel James G. Martin, aid and wife; Colonel F. E. Moore, aid and wife; Colonel I. W. Wayne, aid and wife; Colonel Frank M. Buhler, aid, attached to staff, and wife; and Thomas H. Benton, ex-Auditor of Nebraska, Adjutant-General James A. Drain, of Washington, accompanied the party to this city.

The party is thoroughly representative of Nebraska, and includes many of the leading citizens of the state. Colonel James G. Martin is in the livestock commission business, and is one of Nebraska's largest ranch-owners. He is one of Governor Savage's warmest supporters. Colonel Frank E. Moore is Mayor of Omaha according to the testimony of other, and is the best Mayor Omaha ever had. He is apt in repartee, a good-story-teller, a fine singer and an all-around "good fellow." From the number of "Colonels" one might be led to believe that the party is from Kentucky, but every member pleads not guilty. When asked whether they are Republicans, one of the visitors replied:

### CONTRACTOR JOSEPH SUPPLE PREPARING TO START WORK ON THE CRAFT.

#### Joseph Supple, who received the contract for building the new steam Government tender for the Kings Stevens and Conby, is making preparations at his boatyard to commence work. The lines of the vessel have been laid out on the floor surface, and the heavy-timbers are on hand.

#### THE BOAT IS TO BE COMPLETED IN FIVE MONTHS. THE SHIP CARPENTERS' STRIKE HAS NO EFFECT ON GOVERNMENT WORK, AS ALL EMPLOYEES WORK EIGHT HOURS PER DAY.

#### THE NEW TUG SUPERIOR, B. C. JULY 7.—The tug Superior, Captain Marchant, was lost in the harbor at 4 o'clock this afternoon. Her crew of seven were all rescued by boats from H. M. S. Sheerwater. The Superior was towing in a boom of logs and getting in the tideway, was swamped. She will probably be a total loss. The vessel was owned by Captain French.

### DOMESTIC AND FOREIGN PORTS.

ARRIVED, July 7.—Sailed at 10:45 A. M.—Steamer Columbia for San Francisco. Condition of the bar at 4 P. M., smooth; wind west; weather clear.

ARRIVED, Sailed July 4.—British ship Bistonia Hill, for Portland.

ARRIVED, Sailed July 7.—Arrived prior to July 7.—British ship, from Glasgow.

ARRIVED, Sailed July 7.—Arrived—Krompinia Will-been from New York.

ARRIVED, Sailed July 7.—Arrived—Alier, from New York for Naos and Genoa.

ARRIVED, Sailed July 5.—Malthida, from Tacoma.

ARRIVED, Sailed July 7.—Sailed—Patricia, from Seattle for New York.

ARRIVED, Sailed July 7.—Sailed—Steamer Corado, for Gray's Harbor; steamer Geo. W. Elder, for Portland. Arrived—Schooner Advent, with lumber for Seattle.

ARRIVED, Sailed July 6.—Austrian, from Boston; Carthagenian and Columbia, from New York; and July 8.—Sailed, for Montreal.

ARRIVED, Sailed July 7.—Sailed—Steamer Centennial, for Nome; steamer City of Topeka, for Skagway. Arrived—Steamer Despatch, from San Francisco; steamer Indiana, from Nome; steamer City of Seattle, from Skagway; steamer Dolphin, from Skagway.

ARRIVED, Sailed July 7.—Sailed—Schooner Charles Hanson, from Aberdeen; Bristol Bay, Alaska; schooner Charles R. Wilson, from Aberdeen for San Francisco.

### AGAINST BUCKET SHOP.

#### Decision in Kansas City Stock Brokers' Case.

#### KANSAS CITY, July 7.—Judge Hook, in the United States District Court today in handing down a decision in the suit brought by the Chicago Board of Trade against the Christie Grain & Stock Company, held that the latter is liable for the Chicago board's quotations, held against the bucket shop on almost every point. An appeal to the United States Supreme Court will be taken. In its suit filed last year the Chicago Board of Trade claimed a proprietary right in its quotations and under the new bucket shop law sought to compel grain speculators in distant states to pay for the use of the Chicago Board's quotations. The Christie Company fought the case on the ground that the Chicago Board of Trade itself was a bucket shop without standing, and further, that its quotations were public property. The case was in the form of an application by the Board of Trade for a temporary injunction. Judge Hook grants the temporary injunction. Christie's attorneys announce that a supersedeas bond would be given which would operate to stay the execution of the decrees pending appeal. With the injunction stayed it will be possible for Christie to continue trading, his quotations by secret means, as he has been doing, without rendering himself liable for contempt of court. The suit also enjoins the Western Union Telegraph Company from distributing or giving the Chicago board's quotations to the Christie Company. The decision was something of a surprise to Mr. Christie and his attorneys. It had been expected that it would be in line with the rulings of the United States Courts at Cincinnati and Indianapolis re similar business, and in one of Nebraska's largest ranch-owners. He is one of Governor Savage's warmest supporters. Colonel Frank E. Moore is Mayor of Omaha according to the testimony of other, and is the best Mayor Omaha ever had. He is apt in repartee, a good-story-teller, a fine singer and an all-around "good fellow." From the number of "Colonels" one might be led to believe that the party is from Kentucky, but every member pleads not guilty. When asked whether they are Republicans, one of the visitors replied:

**Mercury and Potash**

ONLY SERVE AS A MASK FOR CONTAGIOUS BLOOD POISON

They hide its repulsive form, and this serpent disease, stupefied by these drugs, lies dormant until the effects have worn off or treatment is discontinued, when it breaks down the mask and becomes as full of life and venom as ever. Mercury and Potash may dry up the sores and eruptions, but at the same time upon the tender tissues, membranes and nerves, finally breaking out in most disgusting sores and even destroying the flesh and bones.

Mercury and Potash cannot accomplish a radical and permanent cure. They have a palliative but not curative effect upon this treacherous snake-like disease. These drugs produce mercurial rheumatism, destroy the teeth and corrode the membranes of the stomach and bowels, causing inflammation and dyspepsia, nervousness and general derangement of the system.

S. S. S. is a Specific for Contagious Blood Poison, and the only antidote for the peculiar virus that spreads so quickly throughout the system, corrupting the blood and infecting every organ and fibre of the body.

S. S. S. destroys the serpent, and eliminates every atom of poison from the blood, it makes a thorough and radical cure of the disease, and at the same time builds up the general health. S. S. S. contains no minerals of any kind, but is a purely vegetable remedy and we offer \$1.00 for proof to the contrary.

Write us about your case and our physicians will cheerfully advise without charge. Our home treatment book will be sent free to all who desire it.

THE SWIFT SPECIFIC COMPANY, Atlanta, Ga.

I will Pay 50 cents per 100 for any quantity of these Box Ends from

**The Biggest Little Cigar.**

**Royal Bengal Cigars**

or any retail dealer on the Coast will accept them as cash

**Herman Heyneman**  
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WHAT BRINGS RELEASE FROM DIRT AND GREASE? WHY, DON'T YOU KNOW?

**SAPOLIO**

**FREE MANGO APPLIANCE FOR WEAK MEN**

Nature's Remedy—A New and successful Treatment for Weak Men—Young Men, Middle-Aged Men, Old Men. If You Really Want to Be Cured Now is Your Opportunity.

**FREE MANGO APPLIANCE FOR WEAK MEN**

Stored Electricity. Always Charged, Ready for Use.

No burning—no blistering—no skin poisoning—no charging the batteries with dangerous acids. A dry, soothing current applied direct to the nerve centers controlling the nervous system. Even the very worst cases find a cure under our wonderful MAGNO-MEDICINAL TREATMENT. All diseases that affect the nervous system or caused by impurity of the blood, are speedily and permanently cured.

For the purpose of popularizing my wonderful MAGNO-ELECTRO treatment, I am going to send to each sufferer who writes to me at once my NEW MAGNO APPLIANCE absolutely without any cost. FREE AS THE AIR YOU BREATHE. All I ask in return is that you recommend my appliance to your friends and neighbors when you are cured.

Are you a strong, vigorous, manly man? If not, write for my ELECTRO-MAGNO APPLIANCE to-day. Send your name and full particulars of your case. It matters not what you have tried, how many belts you have worn without relief, my new method will cure you.

Why suffer from WASTED VITALITY or any form of NERVOUS ORGANIC DISEASES when my MAGNO-ELECTRO APPLIANCE will restore the declining forces of the strength and vigor of robust manhood?

Cures permanently all NERVOUS and SEXUAL DISEASES—LIVER, KIDNEY and STOMACH TROUBLES, RHEUMATISM, VARICOCELE, CATARRH of the BLADDER, INFLAMMATION of PROSTATE GLAND, Spinal Diseases, Hemorrhoids, Nervous Debility, Nocturnal Emissions, Losses, Drains or any description, Weak Back, Skin Diseases, Head Pains, Neglected or Badly Treated Cases of Gleet, Stricture, Rheumatism, Pain in Back, Spinal Disease, Constipation, Asthma, Lack of Nerve Force and Vigor, Sexual Exhaustion, General Debility, Urinary Diseases, Insomnia (sleeplessness), Throat Troubles, Paralysis, Epileptic Fits, Neuritis, Lumbago, Dropsy, Piles, Bright's Disease, Catarrh, Indigestion, Lung Difficulties, Weakness, Sciatica, Gout, Varicocele and Headache.

My wonderful MAGNO-ELECTRO APPLIANCE has astonished the world. Thousands of sufferers have already been cured, why not you? No tedious waiting for renewed health and strength. My appliance cures quickly, and what is more, you stay-cured. Remember.

Write to-day and I will send the appliance absolutely free of cost. **DON'T SEND ANY MONEY**

**ADDRESS PROF. J. S. BEECH, Dept. 3, No. 40 Ellis Street San Francisco, Cal.**

### GOULDS AND COOS BAY.

#### Intimation From Chicago That is Old in Portland.

CHICAGO, July 7.—Renewed activity in completing the surveys of the proposed line of railroad to Coos Bay, with an extension probably to Portland, or, at the acquisition of options on properties at the former place that will be very valuable only in the event of the completion of the road, have started speculation as to the interest behind the proposed line. It is being pointed out that the railroad situation west of the Rocky Mountains has become so complicated that the Gould interest would profit most largely by the construction of a new line from Salt Lake to Coos Bay, and the Eastern Oregon country. Such a line would give the Goulds a route through to the Coast.

### FRIEND OF THE SAILOR.

#### Judge Hanford, of Seattle, Awards Wages to a Deserving Seaman.

Judge Hanford, in the United States District Court at Seattle, has just rendered a decision which will be of considerable interest to all seamen, who are sailors or deserters are of every-day occurrence during the shipping season. The Judge has given a judgment for a libellant in the action of an American seaman, himself practically a deserter, for wages for services on a foreign ship. Similar action has been commenced against a great many ships in Portland during the shipping season. The Judge Hanford's is said to be the first rendered in favor of the sailor. The British ship Troop was the vessel which is held responsible for the deserter's wages, and as her owners are pretty good fighters, the case may be appealed.

In the course of his written opinion Judge Hanford calls attention to the fact that the law is in the hands of the United States for the suppression of schemes and devices by sharpers, crimps and boarding-house men to cheat sailors out of their wages, and these laws, the court declares, in its own provisions, apply as well to foreign vessels as to vessels of the United States.

Michael Blake, an American citizen, joined the British ship Troop at Philadelphia. He claimed to have been put aboard the vessel without his consent, in fact, "shanghaied." On the shipping articles a signature purporting to be his appeared, and he was classed as a deserter. The articles also showed that he had been paid one month's wages in advance of the Federal statute.

Blake went with the Troop from Philadelphia to Corea, acting as second mate. From Corea the Troop came to Puget Sound and secured charters to take lumber from Tacoma to Melbourne, Australia. When the vessel arrived at Tacoma Blake left her. Having again reached American shores, he did not wait to be discharged, but returned to Philadelphia. Captain A. F. Kenney, master of the Troop, who is a resident of Tacoma, was notified by the United States consul at Philadelphia, whereupon Blake began suit, and through his attorney, A. W. Bredness, of Portland, to bring the case to the court.

### LOWER YUKON ABANDONED.

#### Big Transportation Companies Will Ship by the Upper Route.

According to advices from Dawson received from arrivals by the steamers Princess Mary, says the Victoria Colonist, the lower river is being abandoned altogether by the North American Trading & Transportation Company. That company, according to a report current at Dawson, will tie up its lower river steamer, ship all its freight into the district over the White Pass and the upper river. The Northern Commercial Company, which is an amalgamation of the two companies, Alaska Commercial and Alaska Exploration, are still doing the greater percentage of the trade, and the means they adopt shows why relative to Dawson and Vancouver houses have a declining trade with the northern district. If a retailer at Dawson needs a carload of canned goods from Simons, Ont., or a carload of brooms from DeKosh, the Victoria Colonist says he will sell to him at 10 per cent on the invoice cost, with the addition of \$6 per ton freight, or 2 cents a pound, which is the least he can get. He says that he could do so by getting the goods in Victoria at the initial cost. The business which this company does is enormous, and at least \$50,000 a month is turned over. The Ladue company and other northern companies, which, although smaller, have a very large business, also have adopted a similar arrangement with the small dealers, and this adds to the advantage they maintain over the outside dealers.

### Now a Line Down the Siuslaw.

#### EUGENE, Or., July 7.—Colonel J. A. Straight left today for the East, and it is reported that his mission is in connection with a new railroad to cross the Cascade Mountains by the McKenzie Pass and reach the coast at Florence. He has been here in company with James Archibald, of Pennsylvania, and A. E. Fitch, of New York, a lawyer and a civil engineer, the pieces of it, were introduced to the interests. They have been examining property along the proposed line.

### Sale of Arkansas & Choctaw.

ST. LOUIS, July 7.—The Arkansas & Choctaw Railroad has been purchased by the St. Louis & San Francisco, giving the "Frisco" 56 miles of newly constructed track through the Red River district, in Indian Territory. It is stated the consideration was about \$5,000,000. The formal transfer will take place July 10.

### Hopeful of Alaska's Farms.

COLUMBUS, O., July 7.—Secretary Wilson delivered the principal address at the formal inaugural exercises of the graduates of the school of agriculture at the chapel of Ohio State University tonight. Speaking of the agricultural possibilities in Alaska, he predicted that the day is not far distant when the value of its agricultural products will exceed that of its mines.

### New York Navy-Yard Will Build It.

WASHINGTON, July 7.—Secretary Moody, after consultation with his bureau chiefs, gave orders that one of the battleships authorized at the last session of Congress be constructed at the New York navy-yard.

### FILES CURED WITHOUT THE KNIFE.

ITCHING, BLEEDING or Protruding Piles. No Cure. No Pain. Irruents are authorized by manufacturers of Pile Ointment to refund money where it fails to cure any case of piles, no matter of how long standing. Cures ordinary cases in six days; the worst cases in four days. No operation. No pain. No return. Relieves itching instantly. This is a new discovery. Guaranteed. No cure no pay. Price, 50c. If your druggist don't keep it in stock send 25c. to return and we will forward you a sample. Manufactured by Paris Med. Co., St. Louis, Mo. Also sold by all druggists. Sold in cold cure, Lassive Bruns-Quinine Tablets.

### STOLEN FROM THE SHIP.

#### Relics Intended for King Edward Arriving.

NEW YORK, July 7.—There is much excitement on board the ship Attacker, moored at the Morris-Street Dock, Jersey City, owing to the arrival of the most precious thing on board—a part of an old ship's bell, bearing the inscription, "Prince of Wales, 1746," and consigned to King Edward of England. The bell, or rather the pieces of it, were intrusted to the care of Captain Scott, according to his story, by the British officials of Kingston, Ja-

### RECEIVERS FOR MATCH PLANT.

#### TRENTON, N. J., July 7.—Judge Kirkpatrick, in the United States Circuit Court, today appointed Henry C. Holmes, of Camden, and E. J. Patterson, of Plainfield, receivers for the Atlantic Match Company, of Camden.

### Medal for Professor Bell.

MINNEAPOLIS, July 7.—The London Society of Fine Arts has awarded to Alexander Graham Bell the highest honor, the Bell, who is here in attendance at the educational convention, received word of the honor. Each year selection is made of a person who has distinguished himself prominently in the manufacture or commerce. Bell is the fourth American to receive the prize. James B. Eads, Thomas A. Edison and David Edin Hughes have been selected for the honor heretofore.

### Ex-Senator Dorsey Married.

NEW YORK, July 7.—Ex-Senator Stephen W. Dorsey, of Arkansas, was married today at New York by Rev. Dr. Grace Church, by Rev. Dr. William K. Huntington. Mrs. Bigelow, widow of John Bigelow, who was financial agent of the United States Government in London 25 years, gave the bride away. After a tour of European cities, Mr. and Mrs. Dorsey will make their home at Los Angeles.

### LOST A CYLINDER-HEAD.

#### Steamer Regulator Meets With Accident Near Cascade Locks.

Honors are easy with the rival steamboat lines on the Portland-Dallas route. A few weeks ago the steamer Metlakona, of the White Collar Line, had a cylinder-head, damaging the boat and slightly injuring a passenger. Yesterday the Regulator, of the Regulator Line, underwent a similar experience with similar results. The cylinder-head of an old cylinder-head, damaged the boat and the locks, and there was a large crowd on board at the time. The steamer Dallas was sent to the rescue and the passengers transferred. The latter steamer will take the run of the Regulator today, bringing the delegates to the food and dairy convention.

### White Clothes.

I have used Pearl-ine for the last ten years. Always satisfied with it. It never turns the clothes yellow.

Mrs. Rev. R. G. J.

One of the Millions.