

COURT UPHOLDS
MEDICAL BOARDExaminers' Refusal to Grant
License to Dr. A. F. Ne-
miro Is Sustained.

Action of the state board of medical examiners in refusing to grant a license to Dr. A. F. Nemiro to practice medicine in the state of Oregon was sustained by Judge Cleland in the circuit court this morning. In a decision dismissing the appeal of Nemiro, who asked for a writ of mandamus against the board, Judge Cleland said the board of examiners is clothed by law with the power and discretion of marking examination papers of applicants, and unless there is clear proof of abuse of discretion and arbitrary use of power the board's action cannot be set aside. The judge said that the board of examiners is clothed by law with the power and discretion of marking examination papers of applicants, and unless there is clear proof of abuse of discretion and arbitrary use of power the board's action cannot be set aside.

The evidence wholly fails to convince the court that the board committed error, said Judge Cleland, and the appeal should be dismissed.

The rules of the board require that applicants shall sustain an average grade of 75 per cent before a license can be issued. Nemiro received an average of 68.8 per cent. A score of the most prominent physicians and experts of Oregon were called during the trial, opinion being about equally divided in favor of Nemiro and against him. The trial occupied several days, and the question of whether or not the examiners acted with prejudice to the applicants was argued at length by the experts.

SON'S WEDDING IS
A HAPPY CLOSE TO
OUTING IN AFRICA

(Continued From Page One.)

Gould and Vanderbilt weddings, but it did not have to do with the gorgeous decorations and other trills to attract attention. The mere presence of the former president of the United States at the ceremony was sufficient to make the wedding an event of more than ordinary interest and to attract thousands of curious people to the vicinity of Fifth avenue Presbyterian church.

Dignified Decorations.

The church was handsomely, but not extravagantly decorated and all appointments were rather simple but dignified. The bride, radiant in her beautiful white satin gown with trimmings of old lace, was assisted by her matron of honor, Mrs. Snowden Andrew Fannestock, an intimate friend of the bride and herself a bride of only a few weeks. The bridesmaids, five in number, were Miss Ethel Roosevelt, second daughter of ex-President Roosevelt; the Misses Harriet and Janette Alexander, daughters of Mr. and Mrs. C. B. Alexander, and cousins of the bride; Miss Jean W. Delano, a daughter of Mr. and Mrs. Warren Delano, Jr., and Miss Jessie Millington-Drake of Paris.

Eleven Dupont Irving, a great-grandnephew of Washington Irving and the bridegroom's most intimate friend, acted as his best man and the ushers, most of whom were former classmates of Mr. Roosevelt at Harvard, were Francis Roche, John W. Cutler, Hamilton Fish Jr., E. Morgan Gilbert, Fulton Cutting, Elliot Cutler, Grafton Chapman, George Roosevelt, Munroe Roosevelt and Kermit Roosevelt. Of the three latter, the first two are first cousins of the bridegroom and Kermit, his brother, who accompanied ex-President Roosevelt on his hunting trip to Africa.

Negro Servants Attend.

The ceremony was performed by the Rev. Henry M. Sanders, a great uncle of the bride, assisted by Dr. Gordon Russell of Cranford, N. J. The church was well filled during the wedding ceremony, but by no means overcrowded as only members of the two interested families, their relatives and friends had been invited to the church, excepting a number of persons who had been part of the Roosevelt establishment at the White House, when the father of the bridegroom had been president. Several of the former negro servants of the Roosevelt household were interested spectators at the ceremony. Ex-president Roosevelt cordially shook hands with them at the church door after the ceremony. The wedding was followed by a reception at the house of Mrs. C. B. Alexander on West Fifth-eighth street, which was attended by many hundreds of guests, among them men and women of note and social distinction.

Childhood Friends.

The bride, who made her social debut only two years ago, is the granddaughter of Mrs. Henry M. Alexander, who was Miss Susan M. Brown, a niece of Charles B. Alexander of New York, of Mrs. John J. McCook and of the Rev. Miffland Alexander of Allegheny, Pa. Her mother was Miss Grace Green, a daughter of Mr. and Mrs. Albert Green of Ohio. Mrs. Alexander obtained a divorce from Mr. Alexander some years ago. The bride is also a granddaughter of the late Theron R. Butler, who is highly educated and a general favorite in society. She and her young husband were friends from childhood.

The young Benedict, Theodore Roosevelt Jr., is the eldest child of the ex-president by his second wife, who was Miss Edith Carey, and half brother of Mrs. Nicholas Longworth. He graduated from Groton school in 1905 and entered Harvard university in the fall of that year. His father being then president, the young man attracted unusual attention, which, being extremely modest, he sought to escape as much as possible. Following his father's example, he went in for a strenuous life and although somewhat under weight, obtained a position on the freshman football team. He never became a member of the varsity team, but played on his classmate's with remarkable pluck. In his junior year he was duly initiated as a member of the Alpha Delta Phi and his father was present at the hazing which formed part of the initiation ceremonies.

Early in 1908, before being graduated, Mr. Roosevelt terminated his college work and in the following autumn began life as a wage earner in a carpet mill at Thompsonville, Conn. He rapidly worked his way up and is to be the agent of the Hartford corporation in San Francisco. Aeronautics is his favorite recreation.

COUNCIL VOTES ON
VACATING STREETS
NEXT WEDNESDAY

(Continued From Page One.)

gone on record as in favor of the vacation, and to the vacation of the

east side blocks," said Councilman Conson. "I have never believed that the railroad intended to do the right thing by the city, and I do not favor ending the deal on the railroad's proposal."

East side organizations are now standing firm in opposition to vacating the blocks desired by the O. R. & N. company. They would like to see the matter of street vacations divorced from the Broadway bridge deal.

Plays Game of Checkers.

"The O. R. & N. company is playing a game of checkers, figuratively speaking," said one of their members this morning. "Kiernan and Dunaway, with their obstructionist suit; C. K. Henry, with his tube theory; the councilmen who favor street vacation instead of franchise; the company itself with its disregard of the referendum in proceeding with the plan at the intersection of Oregon and Adams streets, are all pawns in the game."

"When one move is made, another is made ready. When one move fails, another is used to counter the advantage. The idea is to prevent by subtle means the building of the bridge, to obtain control of the waterfront, to monopolize the shipping of the city, and only wide-awake, energetic effort upon the part of the city's people will beat the railroad's game."

City Attorney Grant declared this morning that he will not issue the complaint against the O. R. & N. company, desired by Councilman Lombard, which charges obstruction of the public streets. He said he thought it would be better to enjoin the railroad company from further work.

Both Councilman Lombard and State Senator Dan Kellner for the Pacific Business Men's club asserted they were not satisfied with such procedure. Their attorneys are expected to report a definite plan for compelling the administration to issue the complaint, through action in the state courts.

TEX RICKARD GOES
TO RENO TO BUILD
A FIGHT PAVILION

(Continued From Page One.)

made up his mind whether to remain in San Francisco Tuesday night and take the train for Nevada Wednesday morning or to start east Tuesday night.

RENO DRAWS COLOR
LINE AT SPRINGS

(United Press Leased Wire.)

Reno, Nev., June 20.—Because Reno is inclined to draw the color line Jack Johnson has not yet been able to reserve training quarters here. C. S. Laughton, manager of Laughton's Hot Springs, where it was announced the negro would go, today announced that Johnson could have no accommodations there. He notified W. O. Thomas, who is engineering Reno's big fight, that the negro would not be welcomed.

"We gave notification that we would not have accommodations for Johnson, because we believe the establishment of the Johnson training camp here would hurt the business of the resort," Laughton said.

The management of Moena springs, the resort where Jeffries has secured quarters, notified the negro several days ago that he could not have accommodations there.

Rick de Bernad, proprietor of a roadhouse two miles west of Reno, wired that Johnson and Jeffries today that either fighter could use his place. "Rick's," as the place is known, is considered here as Johnson's last chance for suitable quarters.

The color line always has been drawn tight in Reno. Old timers relate that a black face was never seen here in early days, and up to four years ago a colored hotel porter was the only negro in the city.

Reno is eagerly awaiting the coming of Tex Rickard. The city is confident the fight will be held here, and will not go to any other Nevada city.

RENO BUSINESS MEN
TO MEET TODAY TO
DIG UP FIGHT FUND

(United Press Leased Wire.)

Reno, Nev., June 20.—The Business Men's association today called a mass meeting for this afternoon to devise plans for securing for Reno the Jeffries-Johnson fight. A committee will be appointed to meet the fight promoters, who are speeding toward Reno for the purpose of selecting a site for the battle.

The city was thrown into a state of wild excitement by the arrival of a large delegation from Goldfield with a guarantee of \$200,000 if the fight were taken to the city.

Reno is preparing to meet this with a counter proposition and the meeting this afternoon is regarded as the test of the money ability of Reno's business men.

All the state authorities have said that the fight will not be interfered with in Nevada. Acting Governor George D. Payne said today: "I know of no reason why the Jeffries-Johnson fight could not be held in Nevada upon compliance with the laws."

CHURCH FEDERATION
INDORSES GILLET

(United Press Leased Wire.)

Los Angeles, June 20.—Representatives of the Church Federation of Los Angeles today mailed to Governor Gillett and Attorney General Webb copies of resolutions commending them for their action in preventing the Jeffries-Johnson fight.

The resolutions were passed in mass meeting yesterday at the Temple auditorium. Both officials are commended for their "stand for order and decency within the state," and the hope is expressed that the officials of other states where the promoters may endeavor to take the battle will take similar action.

Dr. John Willis Bear, president of Occidental college, during an address to the meeting, characterized the governor's action as "strenuous, although tardy."

Yacolt State Bank Opens.

(Special Dispatch to The Journal.)

Yacolt, Wash., June 20.—The State Bank of Yacolt is today opened for business. The officers of the new bank are: President, C. F. Hendrickson, also president of the Scandinavian American bank of Portland; vice president, Anton Eckerstrom, cashier of the Scandinavian bank; cashier, C. Jorgen Olsen, late of Fargo, N. D.

COMAN SUCCEEDS
ADAMS AS AGENT
OF S. P. & S. ROAD

(Continued From Page One.)

a corresponding position with the Western Pacific. While we are sorry to lose Mr. Adams, we are very glad to secure the services of Mr. Coman, not only because of his knowledge of the transcontinental and Portland terminal situation, but because of his excellent standing in the community."

Mr. Adams also had charge of the freight and passenger departments of the Oregon Electric and United Railways, but it was not stated this morning whether these departments would come under the personal supervision of Mr. Coman or not. This matter will be arranged at a later day. The respective departments are in charge of assistant freight and passenger agents at present, under the personal supervision of Mr. Adams.

Stevens Will Appear.

These appointments will be made by President John F. Stevens of the Oregon Trunk, who was recently elected president of both the Oregon Electric and the United Railways, and Mr. Stevens is now in the east on business.

Mr. Coman is very popular among railroad men and patrons of the railroad and will succeed a popular man, Mr. Adams having a very large circle of friends and acquaintances on the Pacific Coast.

Mr. Adams' headquarters will be at San Francisco. The Western Pacific is the new Gould line, running from San Francisco to Salt Lake and completing the Gould transcontinental system.

He will have charge of the freight traffic over a distance of 1000 miles and the position is looked upon as one of the most important on the Pacific coast. Mr. Adams will leave here in time to step into his new office July 1.

BURGLARS BLOW SAFE

(Continued From Page One.)

when the burglars worked the combination with a stick of dynamite. The noise and shock of the explosion

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent of the North Bank road.

W. E. Coman who becomes general freight and passenger agent