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Morning Oregonian

A Fascinating Story
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AGAIN AT HOME

Roosevelt Returns to Washington.

President Takes a Stroll Up the Track at Pittsburg.

PEOPLE SHOW PLEASURE

Avenues Are Lined and the Applause Is Outspoken.

MANY OFFICIALS AT THE DEPOT

President Makes a Brief Address at the White House and Then Joins His Family for the Evening.

The trip just completed by President Roosevelt has been in some respects the most remarkable ever taken. By rail, he traveled 14,000 miles, and not five minutes' delay occurred on the entire tour. Stage trips covering several hundred miles were also made. During the two months he was out, the President made 255 speeches. His health was perfect at all times.

WASHINGTON, June 5.—President Roosevelt returned to Washington tonight from his memorable trip of over two months throughout the West. He was given a hearty reception by the people of the Capital City, who lined the sidewalks as his carriage, escorted by the battalion of High School Cadets, was driven to the White House. The President cordially responded to the greetings given him, and repeatedly stood up in his carriage and waved his hat and bowed his acknowledgments. He looked the picture of health.

There was a large gathering of officials at the Pennsylvania Railway station when the President arrived. Promptly at 7 o'clock the train bearing the President and his party rolled into the station. There was a shout of "Welcome home!" as Mr. Roosevelt made his appearance on the platform, and it continued while the President was in or about the station. The President spent a few minutes in exchanging greetings with the assembled officials. He talked longer with Postmaster-General Payne than any of the others, the latter throwing his arms about the President and apparently whispering to him.

En Route to the White House.
The President, accompanied by Captain Cowles, in full uniform, then entered a carriage and with his party was escorted by a battalion of High School Cadets, along Pennsylvania avenue to the White House grounds. At the entrance to the White House grounds the cadets halted and the President and his party passed them in review. The avenue was lined with people, and the applause which greeted the President on every hand was outspoken and cordial. The fire engines of the city were stationed at the intersecting streets on the avenue, and the tolling of their bells added to the welcome to the President.

While the review of the cadets was taking place, a large crowd of people repaired to the rear of the White House, where the Marine Band gave a concert in honor of the arrival home of the Chief Executive. They expected that the President would appear for a moment to acknowledge the greeting home that had been given him, and in this they were not disappointed. The band played "The Star-Spangled Banner," and then as the President appeared on the portico struck up "Hail to the Chief." The President made a brief speech to the gathering, saying: "My friends and neighbors, I thank you very, very much for coming here to greet me this afternoon, and I have appreciated more than I can say the welcome back home that I have received today. I have been absent over two months, and I have traveled many miles. During that time, one thing has struck me, and that is the substantiality of the American people. One can travel from ocean to ocean and from Canada to the Gulf of Mexico, and always be at home among one's fellow-Americans. I thank you again, my friends, and now I am going to my own folk."

Secretary Hay called at the White House shortly after the President's arrival tonight, but remained only a few minutes. The President spent the evening with his family.

Trip Home Without Incident.
The run from Pittsburg to Washington was without incident. None but necessary stops were made, and the only speech the President made was at Altoona, where he addressed a large crowd. Crowds were at the stations by which the train ran, and warmly cheered every appearance of the President on the platform of the car.

The trip just completed has been in some respects the most remarkable ever taken. Mr. Roosevelt and his party traveled over 14,000 miles on railroads, and several hundred miles in stages. Not five minutes' delay was occasioned during the whole trip on account of train conditions, and the schedule adopted by Secretary Loeb before the party left Washington was carried out with military precision. Rarely was the train late in reaching its destination, notwithstanding that it passed through the flooded district in Iowa. The health of the President and his party, too, was remarkable. Not one member of the party was seriously ill and few calls were made on the physician on the train.

Loeb Congratulated on his Work.
During the 62 days that the President spent on the road, he made 255 speeches, and had it not been for Secretary Loeb's firmness he would have made nearly double that number. From the day the President left Washington, requests began to pour in for changes in his programme and for additional addresses, but Secretary Loeb in almost every case said "no." The successful manner in which Mr. Loeb managed the trip was very pleasing to the President, and he warmly congratulated his secretary on the successful outcome of it. The other members of the party also gave Mr. Loeb a vote of thanks for the able manner in which he had conducted affairs. One of the remarkable features of the trip was the nonpartisan spirit displayed

In the reception of the President every way. Democratic, as well as Republican Mayors united in extending him a welcome, and while at Springfield, Ill., ex-Vice-President Stevenson rode in the carriage with the President. The crowds were orderly and friendly, and gave the secret service men little cause for alarm. These men were under the command of Frank Tyree, who is detailed at the White House, and the able manner in which they performed their tasks was the subject of general commendation.

SHAKES HANDS WITH TRAINMEN.

President Takes a Stroll Up the Track at Pittsburg.

PITTSBURG, June 5.—The train bearing President Roosevelt and party arrived here over the Pennsylvania at 8:24 this morning, seven minutes ahead of time, and departed for Washington 15 minutes later. During the stop here the President got off the train and walked the platform and took a stroll some distance up the track, stopping here to shake hands with the railroad employes. On account of the hour of the President's arrival, there was quite a large crowd of people at the station, many coming in on trains from the suburban towns to their daily employment. The crowd started to cheer after the President had returned to his car, and this brought them to the rear platform, where he bowed and said: "I am happy to be with you. Happy to get back from my trip. Good luck to you all." After the train pulled out he waved good-bye.

LARGE CROWD AT ALTOONA.

Roosevelt Makes a Short Address From the Platform of His Car.

ALTOONA, Pa., June 5.—President Roosevelt's special train arrived in Altoona on time, at 11:30 P. M. today. A large crowd had assembled at the station to welcome the distinguished traveler. The President came out on the platform of his car and said: "I have a journey across the continent from the Atlantic to the Pacific and now am back again. The thing that pleased me most was the substantiality of Americans. Wherever he goes, East or West, the President of the United States is at home among his fellow Americans."

Speaking of the long trip, Colonel W. W. Stone, of the Postoffice Department, who was with the party, said: "It was the most successful excursion ever made. We have made a 14,000-mile tour by rail without a mishap, without accident, without even a hot box."

IN CLASH WITH COURT.

Hawaiians Speaker's Request for Documents Is Refused.

HONOLULU, June 5.—(By Pacific cable).—Today developed a clash between the Speaker of the House and Circuit Judge George D. Gear, growing out of the litigation instituted recently to test the constitutionality of the county government act passed by the last Legislature. The journal records of the House were introduced on the evidence in the Circuit Court, and today Clark Mehalah, of the House, acting under the instruction of Speaker Beekley, made a demand for the immediate return of the records. Gear informed the Sergeant-at-Arms, who brought the letter, that he would not heed the communication, as it was discourteous, and that the record would remain in the custody of the court.

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FIND NEW FRAUD

Postal Inspectors Cause Two Arrests.

GOVERNMENT IS WORSTED

Officials in Conspiracy With Mail-Pouch Men.

SCHEME NETS THEM \$8000

Rural Delivery Sacks Were Sold at Ninety Cents, and Clerks Received Forty for Their Influence in Securing Contract.

A new scandal is attached to the regime of A. W. Mächen, ex-superintendent of the free delivery service. Thomas W. McGregor, his appointee as chief in charge of the supplies for the free delivery service, has been arrested on a charge of conspiracy to defraud the Government. McGregor and his assistant, C. E. Upton, are alleged to have entered into an agreement with a Baltimore mail-pouch manufacturer to secure him a contract at 90 cents per sack, providing they were paid 40 cents. The deal is said to have netted them \$8000.

WASHINGTON, June 5.—As a result of the sweeping investigation of affairs at the Postoffice Department, Thomas W. McGregor, clerk in charge of the supplies for the rural free delivery service, and C. Ellsworth Upton, of Baltimore, one of McGregor's assistants, were arrested today on the charge of conspiracy with Charles E. Smith, of Baltimore, to defraud the Government in the purchase of the leather pouches furnished the rural carriers throughout the country. Their cases make seven in all since the investigation began. Other arrests are expected later. The story of today's arrests is best told in the following official statement, given out by Fourth Assistant Postmaster-General Bristow this afternoon: Thomas W. McGregor and C. Ellsworth Upton were arrested this afternoon on warrants sworn out in Baltimore by Inspectors Simons and Sullivan, charged with a conspiracy with Charles E. Smith and others to defraud the Government in the purchase of pouches from C. E. Smith, of Baltimore. The complaint sets forth that McGregor and Upton agreed with Smith to obtain for him orders for many thousands of leather pouches which as a result were sold at 90 cents per pouch; the actual value was less than 50 cents, Smith was to pay to them the difference between 90 and 50 cents per pouch. It is said at the department that the ac-

tual number of pouches which were purchased exceeded 20,000, for which the Government paid 90 cents each, or \$18,000 in all. Smith, it is alleged, received and retained of this for his own use \$10,000, while the remaining \$8000 was paid to McGregor and Upton. The Government could have bought the entire number of pouches from the manufacturers for \$5,000. McGregor was the clerk in charge of rural free delivery supplies, and Upton was one of his assistants. Inspector Sullivan is from the St. Louis division, and Simons from the Kansas City division of Postoffice Inspectors.

Promoted by Mächen.

McGregor has been in the postal service since 1891. He came here from Nebraska as a messenger, and subsequently was promoted to a clerkship, and finally was appointed by Mr. Mächen to take charge of the supply work of the rural free delivery service. Mr. Upton is a Baltimorean, and has been in the postal service for 13 years. Both the men arrested are married. They were taken into custody at the post-office shortly before the close of office hours. Upton asked to be taken before a Commissioner at Baltimore instead of in this city, because of his wider acquaintance there and better opportunity for securing bail. Accordingly he was taken to that city by two Postoffice Inspectors shortly before 4 o'clock this evening. McGregor was taken to the office of United States Commissioner Taylor and released on a \$5000 bond. He waived a preliminary hearing.

Under Surveillance for Weeks.

McGregor has been under the close surveillance of the inspectors for weeks, and has been subjected to a close examination for several hours a day during part of that time. The inspectors said that today they completed the evidence they wanted before taking action. Postmaster-General Payne was notified of the arrests on his arrival by Mr. Bristow this evening, and they had a short conversation on the subject. The Postmaster-General was indisposed today, and did not reach the department until 2 o'clock. He omitted the usual 4 o'clock interview with the newspaper men, which has become his daily custom since the inception of the postoffice investigation, and sent word that there was nothing to give out, but when interrogated as to future developments responded: "One can never tell what the morrow will bring forth."

Upton Locked Up at Baltimore.

BALTIMORE, June 5.—C. Ellsworth Upton was locked up in the central police station tonight, and is held for the United States authorities. Bail was refused by the local police officials.

END IS NOT YET

Missouri Flood Continues to Rise.

ST. LOUIS NOW FEELING IT

Many More People Driven From Their Homes.

SEVERAL LARGE LEVEES BREAK

Men and Women Work in Water Up to Their Waists to Anchor Their Homes—No Lives Have Yet Been Lost.

Buildings along the river front at St. Louis were abandoned yesterday, and the river is expected to go still higher today. Several Illinois towns on the Missouri are under water, and the people are going about in boats. Crops and farming lands were greatly damaged yesterday by the breaking of levees. The people had been warned in time to escape.

ST. LOUIS, June 5.—The terrific force and the destructive magnitude of the great flood that is sweeping down the Mississippi, steadily increasing in volume, surrounding and demolishing barriers of protection, and greedily lapping at property and reaching for lives, as it restlessly extends farther and farther beyond the ordinary river confines, and many being felt in St. Louis and vicinity to a great extent. At 7 o'clock tonight the stage had reached 34.2 feet, a rise of seven-tenths of a foot since 7 o'clock this morning. Governor Forecaster Dowds tonight issued a bulletin predicting a stage of 35 feet by tomorrow noon, 36 feet by five o'clock, and 37 feet on Monday.

The Mississippi north of the mouth of the Missouri is rising still, but the rapidity of the rise has been diminished because of the breaks in the levees. The great Big levee, which extends from Hannibal northward, broke today, and the angry waters went rushing through the crevasse to devastate thousands of acres of fertile farming lands. No reports of loss of life have so far been received.

Towns Are Under Water.

Later in the day the flood forced a passage through the levee at Madison, Ill., just north of St. Louis. This levee is 15 miles long, and for days men have been busy at work endeavoring to strengthen it. West Granite, a town of 2000 people, is located in a depression between the levee and a railroad embankment. Ample warning had been sounded, and many inhabitants had sought safety when the deluge came. It is believed all escaped, but the town is under water. Like the ancient city of Venice, the streets of Venice, Ill., almost opposite St. Louis, are waterways, and the inhabitants go about in boats. In St. Louis the buildings along the river front are practically being abandoned, as the first floors are over a foot under water, which stands tonight two feet deep on the top of the steamboat levee.

Forced to Abandon Homes.

In South St. Louis fully 100 families living near the mouth of the river Desperes were forced to leave their homes today by the advancing waters, and many families living in houseboats fled to land for shelter. Men, and in some cases even women, worked to their waists in the waters with ropes and wire cables, anchoring their homes to the railroad tracks and to the trees on high ground. Wagons were backed into the river up to their beds and furniture loaded in. A Burlington switch engine, having on board a switching crew of four men, topped from the undermined track into five feet of water north of the Merchants' bridge today. The men swam ashore. The interrupted train service has very materially improved, although more or less delay attends their running. Expecting that the different roads are carrying passengers by detoured routes, regular service has practically been resumed.

Another break occurred at midnight in the levee at West Granite and 50 families living in the vicinity were forced to flee for their lives. The entire town is now inundated. The situation on the East Side of the river is now reported as very critical.

RAILROAD IS UNDER WATER.

Immense Dike at Booneville Is in Danger. BOONEVILLE, Mo., June 5.—The "Katy" tracks from Kingsbury to Franklin Junction are under water, and the immense railroad dike leading from the end of the bridge here to Kingsbury, a half-mile, is in immediate danger. Precautionary measures prevented what might have been a very serious wreck. Last night a Santa Fe special of six Pullman cars, containing a party of Eastern tourists, arrived here, en route to New York. A ballast train was sent to test the track ropes and wire cables, anchoring their homes to the railroad tracks and to the trees on high ground. Wagons were backed into the river up to their beds and furniture loaded in. A Burlington switch engine, having on board a switching crew of four men, topped from the undermined track into five feet of water north of the Merchants' bridge today. The men swam ashore. The interrupted train service has very materially improved, although more or less delay attends their running. Expecting that the different roads are carrying passengers by detoured routes, regular service has practically been resumed.

Conditions Serious at Hannibal. HANNIBAL, Mo., June 5.—Although the river has dropped four inches since yesterday, conditions are still serious at Hannibal. No attempts have been made to start up the various manufacturing plants which were shut down Wednesday. The devastation is worse than ever in the path of the flood. All the trains between Hannibal and St. Louis on the Burlington road have been annihilated.

Dynamite on Trains Explodes. PLEASANT, Mo., June 5.—Two cars of giant powder on the southbound freight train were blown up about five miles from Phoenix. So far as known now, the only persons injured were Engineer Chambers and Fireman Ship. They will both recover. No details have been learned regarding the damage to the track.



ANDREW W. MÄCHEN, WHO HAS BEEN ARRESTED FOR FRAUD IN POSTOFFICE DEPARTMENT.

WASHINGTON, June 5.—(Special).—Andrew W. Mächen, who was indicted today, charged with having taken a share of the profits on the Government contracts in connection with the new rural delivery boxes in Toledo, O., man, who was made superintendent of the free rural delivery service some years ago, and who came into prominence as early as 1893, when he entered the Postoffice Department. Mächen was Postmaster of Toledo when he was only 24, and after becoming connected with the general department he did great work, particularly in his reorganization of the postoffices of New York and Chicago. Two years ago he went to Cuba, where he placed the postal system on a good basis. His ability, and, hitherto, his honesty, had been beyond question. Mächen began his career as a private secretary with the Lake Shore Road.