



NO MORE WATER TO GO TO STOCKS Control Capitalization of Railroads.

ROOSEVELT DEFINES POLICY

No Attack on Existing Securities Proposed.

HUNT DOWN ALL WRECKERS

Favors Valuation of Railroads, but Thinks Improved Facilities and Extensions More Important Than Reduction of Rates.

ROOSEVELT'S RAILROAD POLICY.

As common carriers transport mails, probably their business, whether interstate or not, is subject to Federal control. Government supervision over future issues of stock and bonds, preferably through National Incorporation. Contrary to public policy to allow railroads to devote capital to anything but transportation business, especially not to speculation. Facilities should be devoted to extensions and betterments and development of tributary country. Let railroads acquire connecting, but not parallel and competing lines. Railroads should be encouraged to make traffic agreements when in interest of general public as themselves, but such agreements should be published and subject to approval by the Interstate Commerce Commission. No criminal, high or low, will receive immunity, but the aim is not vengeance, but to prevent abuses in the future. Allow ample return on capital invested in railroads, but allow no inflation of securities. On the whole, railroad property is worth as much as the securities representing it. The real value is probably greater than the face value. Physical valuation should be made, wherever of value to the Commission, but is no sufficient measure of value. Effect of valuation and supervision of securities cannot be retrospective. Existing securities should be tested by the laws in existence at the time of their issuance. Supervision of the laws for the advantage of the investor. Better transportation facilities, additional tracks, additional terminals are more essential than lower rates. It is urgently necessary that facilities be increased. We cannot get these unless railroads can sell securities.

INDIANAPOLIS, Ind., May 30.—President Roosevelt delivered the principal address at the unveiling of a monument to General Henry W. Lawton. The speech was devoted to a discussion of the railway problem, and incidentally the President paid a warm tribute to Oliver Morton, the war Governor of Indiana.

The President arrived at 10:25 A. M. from Canton, O., accompanied by Vice-President Fairbanks, and was driven to the Fairbanks home, where luncheon was served, after which he was escorted to the Courthouse square by three battalions and a battery of United States troops, 12 companies of the G. A. R., and other organizations. The parade route of two miles was lined with cheering masses of people. Following the ceremonies Mr. Fairbanks addressed the crowd briefly. He said:

Fairbanks Speaks for Indiana. Fellow citizens, I can say but a word. I wish to express to the President of the United States that which I know is in the hearts of all of you, and that is thanks for the admirable address he has just delivered here. He came into the state this morning greeted by thousands at the state line. From Union City until he reached Indianapolis he has met with the loud acclaim of our citizens. As he leaves us tonight after the crowning event of an eventful day, he will carry with him the assurance that the great citizenship of Indianapolis is loyal to the memory of those who made illustrious the years from 1861 to 1865, and that the people of Indiana are for cleanliness in civil life and honesty in public service. My friends, I thank you and bid you good night. At the conclusion of the exercises the President and Vice-President were driven to the Crown Hill Cemetery, where the President placed on the grave of the late ex-President Benjamin Harrison a wreath of galax leaves and lilies of the valley, which he brought with him from Washington.

The train bearing the President left here for Fort Wayne, Ind., where he was to pass the night on his car. Stops were made at Anderson and Muncie. Tomorrow the President will make an address at Lansing, Mich.

Welcomed by Whole City. The President and Vice-President were met at the depot by a large reception committee in carriages, at the head of which were Senators Beveridge and Hemenway and Representative Overstreet, members of the President's party. Mayor Bookwater, Chairman New, of the Republican National Committee; Chairman Taggart, of the Democratic National Committee; James Whitcomb Riley, Meredith Nicholson and other officers of the G. A. R. and other organizations. Following the luncheon began the march to the courthouse grounds for the unveiling ceremony. Solid banks of people gave the President an enthusiastic greeting. At the courthouse grounds, elaborate arrangements had been made to seat several thousand people, including the veterans of the G. A. R. The streets surrounding the monument were packed with people for many squares. On the platform were Mrs. Lawton and her three daughters. Governor Praries President. The ceremonies began with the invocation by Rev. Dr. Lucas. James Whitcomb Riley then read his poem, "The Home

NEVIUS' SLAYER LANDED IN JAIL

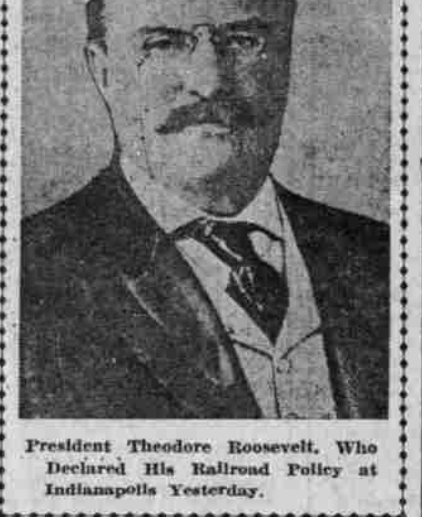
Police Confident They Have Right Man.

H. COLLINS UNDER ARREST

Bad Bruise on Head and He Carried Automatic Gun.

TAKEN IN BARR HOTEL

Fits Motorman's Description of Thug Who Held Up Rose City Park Car Monday Night and Brutally Murdered the Conductor.



President Theodore Roosevelt, Who Declared His Railroad Policy at Indianapolis Yesterday.

H. Collins, suspected of being the murderer of Conductor C. L. Nevius and who wounded Motorman Hull, of the Rose City Park carline last Monday night, was arrested in the Barr Hotel last night by Patrol Driver Graves. The man answers the description given by Motorman Hull. He has a welt on the side of his head, where Hull says he hit the robber with a rock. Collins had in his possession a .38-caliber Colt's revolver, the same kind of a gun that was used in the murder. The man was taken in custody at 11:45 P. M. and taken to the police station. He was questioned, but refused to talk and was locked up on a vagrancy charge. His room was searched, but nothing was found that would associate the man with the crime. One of the most suspicious movements of the man is the hours he has been keeping ever since the murder. He never left his room in the daytime, going out only at night. In stature and figure he answers the description given by the motorman and companion of the murdered conductor. He is about 5 feet 10 inches in height, is 32 years old, but might be taken for 25. He has a fair complexion, blue eyes, and dark hair. He is a native of Ohio, and was born in the town of ...

DEEP SNOW IN COLORADO

Mountains Were Yesterday Covered With a White Mantle.

Heavy Downpours in Texas.

BEAUMONT, Texas, May 30.—The heaviest rain in the history of this city has been falling since last night. The city is flooded with water, which in some places is four feet deep. Streetcar service is suspended on some of the lines. The Southern Pacific tracks are washed out 30 miles west of here, temporarily stopping traffic upon the main line.

FLIMSY PLATFORM BREAKS

Bishops and Priests Injured at Cornerstone Laying Ceremonies.

WILKESBARRE, Pa., May 30.—At the laying of the cornerstone of St. Mary's Greek Catholic Church this afternoon a temporary flooring collapsed, precipitating about 60 persons into the cellar, 12 feet below. Ladders were secured and with the aid of the police the injured were removed from their perilous positions. Some were able to walk to their homes, while others were removed to hospitals in ambulances. The accident, it is said, was due to insufficient bracing beneath the new floor. Bishop Hoban, of Scranton, Pa., escaped with a severe jolting. The priests injured were: Father C. Spony, rector of the church, bruised and injured about the body; Father Gabriel Spony, of Perth Amboy,

CRISIS REACHED IN GRAFT CASES

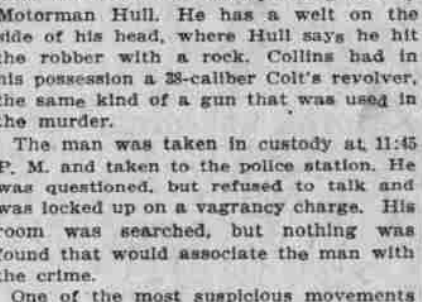
Heney Denounces Attack on Motives.

CALHOUN'S DESPERATE MOVES

Seeking Aid of Powerful Men to Escape Stripes.

PROMISES OF IMMUNITY

Better to Let Confessed Bribe-Takers Go Than Unconfessed Bribe-Givers—Prove Wealth Cannot Corrupt the Courts.



Secretary of War W. H. Taft, Who Spoke to Miller's Convention on American Insular Policy.

SAN FRANCISCO, May 30.—In a statement issued at a late hour tonight, Assistant District Attorney Francis J. Heney, head of the graft prosecution, outlines the policy of the men who have made possible the indictment of nearly a score of San Francisco's wealthy capitalists, denounces as malicious falsehoods the charges which have been made that the prosecutors are influenced by political motives, and openly charges that some of the most powerful financial interests of the country have been brought into the battle on the side of the alleged bribe-givers. Mr. Heney declares that the greatest crisis in the graft exposure is now at hand and the greatest crisis in the history of the city goes side by side with it.

Calhoun Seeks Aid of Wealthy.

He charges that President Patrick Calhoun of the United Railroads has sought the aid of the wealthiest bankers and merchants of the city to free him from the clutches of the prosecution and prevent his having to pay the penalty for all his alleged crimes. A meeting was held a short time ago, he says, at which Calhoun called together a number of the heads of the largest San Francisco banks and sought their aid through a thinly veiled request for backing in the carrying on of the car strike. The powerful influences which have been set at work to injure the prosecution, Mr. Heney says, have succeeded in hampering the prosecutors to a certain extent, as they have raised a sentiment of doubt as to the real motives behind the investigation, and he calls upon the citizens of San Francisco to give their fullest assistance to the work that is still to be done. Admitting that the 15 confessed bribe-takers on the Board of Supervisors have been promised immunity from prosecution, Mr. Heney declares that this step was essential to the carrying out of the work at hand. He states that every effort to gain legal proof of the corruption and bribery failed until the confessions were secured from

RAILROADS GAIN BY NEW RATE LAW

Bryan Wants People to Share Profits.

NO REBATES AND NO PASSES

Railroads Keep Proceeds and Fight Reductions.

WRONGS OF PHILIPPINES

Revives Parallel With British Tyranny Over Colonies—Gives Southern Democrats Timely Hint About Sectionalism.

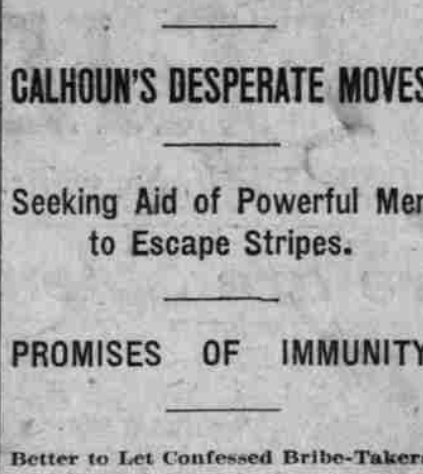


W. J. Bryan, Who Spoke at the Jamestown Fair Yesterday.

NORFOLK, Va., May 30.—The anniversary of the passage by the Virginia House of Burgesses, May 20, 1775, of Patrick Henry's famous resolution condemning the British stamp act, was celebrated as Patrick Henry day at the Jamestown Exposition today, with William J. Bryan as the central figure of attraction. Mr. Bryan delivered an address in the convention hall upon the exposition grounds before 3000 people upon the theme, "Taxation Without Representation is Tyranny." The exercises opened with singing of the "Star-Spangled Banner" by a chorus of 350 school children, followed by an address by President Tucker of the Exposition Company upon the career of Patrick Henry. Following a reading of the original stamp-act resolution, Dr. Phillip A. Fitzhugh, of New York, great grandson of Patrick Henry, was introduced. The audience arose and cheered Henry's venerable descendant. The singing of "Yankee Doodle" by the children was followed by "Dixie," which called forth great applause. Mr. Bryan dwelt in American rule in the Philippines, declaring that we are making laws for the government of the Philippines under which we would not live ourselves. He compared the American rule of the Philippines to the British rule of the American colonies prior to the Revolutionary War. He said that while he had frequently said in the North that the black man was taxed in the South without representation, he had likewise said that the white men of the South are themselves living under the same laws which they made to affect the negroes. The speaker discussed Federal ownership of railroads, but said after all he wondered if more was not to be gained for the people by discussing and fighting the corporations. Continuing, Mr. Bryan said: "What is the effect of our new rate law, which is so hard to get? There are two effects so far. One is, it stopped rebates. That is good. The other is, the pecuniary effect? Why, the railroads keep the money they paid to the favored shippers. What was the other effect? It stopped passes. What did that do? It gave the railroads the money that the people used to have that rode on passes. So far we have increased the revenue of the roads and that is all that the law has done so far, and when the various states said: 'Well, now that we have given you this advantage by stopping rebates and passes, we will reduce the rates and make you divide with the people,' and in some of the states they have reduced the passenger rates. The railroads in some cases are so ungrateful for what has been given them that they go into the courts to try to keep the people from having the benefit of the 2-cent rate law. Struggle With Corporations. All over this land we have seen the struggle between the people and the corporations, and see today upon the railroad question. In 1896 the Democratic platform declared for railroad regulation. It did so in 1899; it did so in 1904, but my friends, after ten years of effort on our part we had to wait until a Republican President had to take the lead upon the subject, and then he has given us his life to get his bill through the Senate or House. At last, in order to make a Republican measure, the President was forced to compromise with the representatives of the railroads in the Senate. I think if I am allowed to talk on taxation, I ought not to forget the taxation this country is bearing today because we do not regulate the corporations as we ought to regulate them. When I find a man who is constantly talking against Government ownership of railroads, I believe he is doing it from his own interests. Well, we have reached that question, but we have not reached that question, but we have reached the question of our railroad management, and I have sometimes felt tempted to suggest that the man who spends his time talking about the Government ownership of railroads could better spend his time in protecting the masses from the greed of corporations of today. Mr. Bryan expressed appreciation of the kind things said about him in his introduction and said he was proud to be the son of a Virginian. "I know there is no distinction," he said, "equal to being a son of Virginia, but a grandson comes next to it." South and the Presidency. Alluding to a reference by ex-Congressman Lusk, who introduced him, to Senator Daniel as a candidate for the Presidency, Mr. Bryan said: "I don't know whether my good friend expected me to use this occasion to join in the nominating of the candidate for President or not; I will say this, that I join with him in the admiration he has expressed for Virginia's great son and statesman, and I have said time and time again that sections should not control the selection of our candidates. In fact, two years and a half ago I seconded the nomination of

THE GRAND ASSAULT OF THE REACTIONARIES

ROOSEVELT POLICIES



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