



WEALTH IS NO IMMUNITY

Theodore Roosevelt Will Fight Rich Malefactors Until the End of His Term.

SPEECH AT PROVINCETOWN IS HIS MASTERPIECE

In Strong Characteristic Language He Tells People That Financial Disturbances May Have Been Occasioned by Government's Policy, But it Will Not Halt.

CERTAIN OFFENDERS OF WEALTH WILL BE PUNISHED

THE PRESIDENT'S TONE IS NOT VINDICTIVE BUT HE PROMISES THE PEOPLE THAT FOR THE REMAINDER OF HIS TERM HE WILL CARRY OUT POLICY OF ADMINISTRATION REGARDLESS OF WHO IT STRIKES—QUESTION IS WHETHER PEOPLE OR THE FEW RICH SHALL RULE

PROVINCETOWN, Mass., August 20.—The laying today of the cornerstone of the Pilgrim memorial monument, commemorating the first landing, within a few feet of its base, of the Pilgrim fathers, occurred today. A big fleet of vessels and yachts in the harbor had for a background eight formidable warships. The center of attraction was Town Hill, whereupon was perched a wooden amphitheatre adjacent to the site of the monument. The Mayflower bearing the President and party, which was expected at 11 o'clock rounded the cape an hour ahead of time.

Previous to landing the President received commanders of all the warships and a committee of townsfolk. The crowd on the wharf cheered when he landed. The President entered a carriage and proceeded to the monument preceded by a band, over the route, through the town's main thoroughfares. All the way he received a continuous ovation.

The exercises were opened by prayer by the Rev. Samuel Elliott, of Boston, president of the American Unitarian Association. The Masonic ceremonies of laying the cornerstone were conducted by Grand Master Balke, of Massachusetts.

President Roosevelt was introduced by Governor Guild. As the President stepped forward to begin his address the several thousands of people who surrounded the speaker's grandstand greeted him with prolonged applause.

President Roosevelt said: "It is not too much to say that the event commemorated by the monument which we have come here to dedicate was one of those rare events which can in good faith be called of world importance. The coming hither of the Puritan three centuries ago shaped the destinies of this continent and therefore profoundly affected the destiny of the whole world. Men of other races, the Frenchman and the Spaniard, the Dutchman, the German, the Scotchman, and the Swede made settlements within what is now the United States, during the colonial period of our history and before the Declaration of Independence; and since then there has been an ever-swelling immigration from Ireland and from the mainland of Europe; but it was the Englishman who settled in Virginia and the Englishman who settled in Massachusetts who did most in shaping the lines of our national development.

The man is but a poor father who teaches his sons that ease and pleasure should be their chief objects in life; the woman who is a mere petted toy, incapable of serious purpose, shrinking from effort and duty, is more pitiable than the veriest overworked drudge. So he is but a poor leader of the people, but a poor national adviser who seeks to make the nation in any way subordinate effort to ease, who would teach the people not to prize as the greatest blessing the chance to do any work, no matter how hard, if it becomes their duty to do it. To the sons of the Puritans it is almost needless to say that the lesson above all others which Puritanism can teach this nation is the all-importance of the resolute performance of duty. If we are men we will pass by with contemptuous disdain alike the advisers who would seek to lead us into the paths of ignoble ease and those who would teach us to admire successful wrongdoing. Our ideals should be high,

and yet they should be capable of achievement in practical fashion; and we are as little to be excused if we permit our ideals to be tainted with what is sordid and mean and base, as if we allow our power of achievement to atrophy and become either incapable of effort or capable only of such fantastic effort as to accomplish nothing of permanent good. The true doctrine to preach to this nation, as to the individuals composing this nation, is not the life of ease, but the life of effort. If it were in my power to promise the people of this land anything, I would not promise them pleasure. I would promise them that stern happiness which comes from the sense of having done in practical fashion a difficult work which was worth doing.

"The utterly changed conditions of our national life necessitates changes in certain of our laws, of our governmental methods. Our federal system of government is based upon the theory of community, to leaving to each community to each state, the control over those things which affect only its own members and which the people of the locality themselves can best grapple with, while providing for national regulation in those matters which necessarily affect the nation as a whole. It seems to me that such questions as national sovereignty and state's rights need to be treated not empirically nor academically, but from the standpoint of the interests of the people as a whole. National sovereignty is to be upheld in so far as it means the sovereignty of the people used for the real and ultimate good of the people; and state's rights are to be upheld in so far as they mean the people's right. Especially is this true in dealing with the relations of the people as a whole to the great corporations which are the distinguishing feature of modern business conditions.

Experience has shown that it is necessary to exercise a far more efficient control than at present over the business use of those vast fortunes, chiefly corporate, which are used (as under modern conditions they almost invariably are) in interstate business. When the Constitution was created none of the conditions of modern business existed. They are wholly new and we must create new agencies to deal effectively with them. There is no objection in the minds of this people to any man's earning any amount of money if he does it honestly and fairly, if he gets it as the result of special skill and enterprise, as a reward of ample service actually rendered. But there is a growing determination that no man shall amass a great fortune by special privilege, by chicanery and wrong-doing, so far as it is in the power of legislation to prevent; and that the fortune when amassed shall not have a business use that is anti-social. Most large corporations do a business that is not confined to any one state. Experience has shown that the effort to control these corporations by mere state actions can not produce wholesome results. In most cases such effort fails to correct the real abuses of which the corporation is or may be guilty; while in other cases the effort is apt to cause either hardship to the corporation itself, or else hardship to neighboring states which have not tried to grapple with the problem in the same manner; and of course we must be as scrupulous to safeguard the rights of the corpora-



AS THE RUSH HOME FROM EUROPE BEGINS. The Returning Native—Gosh! I'm glad we have our return tickets at least! More money has been spent abroad this summer by Americans than ever recorded.—News Item.

BROTHER IS RULER

French Colony Leaves for Tangier Tomorrow.

TRIP CONSIDERED DANGEROUS

Sultan Has Declared His Intention to Send Deputation of Notable Moors to Tangier—Object of Mission is Unknown.

PARIS, August 20.—The government has received confirmation of the report that the Sultan of Morocco's brother has been proclaimed Sultan, and also that the Sultan has declared his intention to send a deputation of notable Moors to Tangier, but the object of the mission is unknown. The French colony at Fez, fearing an explosion of fanaticism, leaves for Tangier tomorrow. The Moroccan government has agreed to furnish an escort, but the five days' trip is considered dangerous.

Taft MAY CHANGE PLANS.

COLUMBUS, O., August 20.—Secretary Taft is much concerned over the condition of his mother, and may change all his Philippine trip plans.

tions as to exact from them in return a full measure of justice to the public. I believe in a national incorporation law for corporations engaged in interstate business. I believe, furthermore, that the need for action is most pressing as regards those corporations which, because they are common carriers, exercise a quasi-public function; and which can be completely controlled, in all respects by the federal government, by the exercise of the power conferred under the interstate commerce clause, and, if necessary, under the post-road clause, of the constitution. During the last few years we have taken marked strides in advance along the road of proper regulation of these railroad corporations; but we must not stop in the work. The national government should exercise over them a similar supervision and control to that which it exercises over national banks. We can do this only by proceeding farther along the lines marked out by the recent national legislation.

"In dealing with any totally new set of conditions there must at the outset be hesitation and experiment. Such has been our experience in dealing with the enormous concentration of capital employed in interstate commerce. Not only the legislatures but the courts and the people need gradually to be educated so that they may see what the real wrongs are and what the real remedies. Almost every big business concern is engaged in interstate commerce, and such a concern must not be allowed by a dexterous shifting of position, as has been too often the case in the past, to escape thereby all responsibility either to state or to nation. The American people became firmly convinced of the need of control

DISTRICT ATTORNEY HERE.

Gilbert Hedges Arrives From Portland—Will Spend Week at North Beach.

District Attorney Gilbert L. Hedges of the Fifth District of Oregon, arrived in the city last night on the late train from Portland. He will leave today for North Beach where he will spend a few days visiting friends and resting up.

"I have never been over to the beach," he said, last night, "and feel like taking a little outing before the summer is over. I will probably be over there about a week. No, the gambling situation is about the same. The Milwaukee Club house is closed and will remain closed. We have had two supreme court decisions on the matter and I guess it sticks this time." He had nothing to say regarding the closing of gambling in Astoria.

TALKS INCORPORATION.

RIDGEFIELD, Wash., August 20.—Incorporation of this village is looked for in the near future, as the growth the last three months has awakened the leading citizens to this action. A number of modern houses have been erected the last month, and contracts let for many more. Lots are being sold rapidly at \$100 each.

TRAIN WRECKED; NO ONE HURT.

NEWPORT, Ark., August 20.—The Iron Mountain's fast train from Texarkana to St. Louis was thrown from the track last night near Alicia by a broken rail. It is reported that no one was injured. Only the engine, a vacant mail car and a vacant coach left the track.

over these great aggregations of capital, especially where they had a monopolistic tendency, before they became quite clear as to the proper way of achieving the control. Through their representatives in congress they tried two remedies which were to a large degree, at least as interpreted by the courts, contradictory. On the other hand, under the anti-trust law the effort was made to prohibit all combination, whether it was or was not harmful or beneficial to the public. On the other hand, through the interstate commerce law a beginning was made in exercising such supervision and control over combinations as to prevent their doing anything harmful to the body politic. The first law, the so-called Sherman law, has filled a useful place for it bridges over the transition period until the American people shall definitely make up its mind that it will exercise over the great corporations that thorough-going and radical control which it is certain ultimately to find necessary. The principle of the Sherman law so far as it prohibits combinations which, whether because of their extent or of their character, are harmful to the public must always be preserved. Ultimately, and I hope with reasonable speed, the national government must pass laws which, while increasing the supervisory and regulatory power of the government, also permits such useful combinations as are made with absolute openness and as the representatives of the government may previously approve. But it will not be possible to permit

"During the present trouble with the stock market I of course received countless requests and suggestion that I should

OREGON'S POOR RECORD.

WASHINGTON August 20.—Oregon has but five representatives on the list of officers in the United States navy, a mighty small number when it is considered that the list aggregates 3432 officers in active service. The five Oregon officers are Lieutenants Percy N. Olmsted, on duty on the Boston and Franklin Wayne Osburn Jr., on special duty, Bureau of Steam Engineering; Midshipmen Raleigh H. Hughes of Portland, on duty on the Missouri; Frederick M. Perkins, of Salem, on the Nebraska, and Ernest Durr, of Baker City, on the Yorktown. When the great naval fleet assembles on the Pacific station four of the five Oregon officers in the navy will be with it, namely, Lieutenant Olmsted and Midshipmen Hughes, Perkins and Durr.

TOO FAST FOR PRINCE HENRY.

KIEL, Germany, August 20.—Many Americans who are to be guests of German yacht clubs the coming week today saw the emperor's cup won by the Wanssee Yacht Club's yacht Wanssee, which defeated Prince Henry's yacht Tilly D., by 20 seconds.

IS FINALLY DECIDED

Supreme Court Decides in Favor of Jacob Kamm.

IN THE KAMM-NORMAND CASE

Case Has Been in the Courts for the Past Three Years and Was Finally Decided Yesterday by Judge Bean—Involved Logging on Appellant's Land

SALEM, August 20.—Among the number of supreme court cases decided is the following one from Clatsop county: Jacob Kamm, appellant, vs. Alex Normand and Fred Normand, respondents; from Clatsop county; T. A. McBride, Judge; reversed. Opinion by Chief Justice Bean.

In the case just settled by the supreme court Judge F. J. Taylor, of this city, appeared for the Kamm side of the controversy, while Fulton Bros., also of this city, defended the claim of Normand Bros., the logging company. Judge McBride decided in favor of the Fulton Brothers' client but his decision does not hold good on appeal.

The case is one which involved the rights of loggers to log on streams and through other property than their own. In this instance the logging was being done in such a way that it was alleged to be injuring the Kamm property near Olney. The Clatskanie is too narrow at that place and resort was made to damming up the creek and when water enough had accumulated to let the pond go and the logs would be carried a considerable distance. But this method, "swash" logging, is said to have torn into the bank and carried away portions of it, hence the cause of the suit, which has been in the courts for the past three years.

STRIKES PARALYZING THE NORTH.

BELLINGHAM, Wash., August 20.—Strikes in Fairbanks and Nome are paralyzing that district according to Captain Croskey, of the steamer Olympia, which arrived here today from the North to load lumber of Alaska. The miners are demanding \$8 a day and eight hours a day work. As the season is so short in Alaska the employers are demanding that the men work more than eight hours a day.

MARQUIS ITO HONORED.

Receives by Receipt of Imperial Rescript.

TOKIO, August 20.—Marquis Ito has been honored by the receipt of the following imperial rescript: "We being solicitous of the maintenance of peace in the Far East, entrusted you with the management of Korean affairs and are satisfied with the new convention which was concluded by your earnest efforts."

TO AVOID CAR FAMINE

Heads of Harriman Systems Meet.

DISCUSSES DEMURRAGE

Will Try and Provide 125 Cars a Day to Handle the Wheat Crop.

ARE SECURING FOREIGN CARS

Meeting Was Held to Take Steps For Avoiding the Reciprocal Demurrage Laws Which Have Gone Into Effect—If Movement of Wheat Stars at Once Companies Will Suffer.

PORTLAND, August 20.—To avoid complications likely to arise out of the reciprocal demurrage law, which became effective August 18 a meeting of the heads of departments of the northwest Harriman lines was held this morning. The object of the meeting was to arrange for a general movement of rolling stock, to the end that the car shortage of last year be not repeated this year.

"We hope to avoid a shortage of cars this year," said General Manager J. P. O'Brien, after the meeting. "To that end we will have arranged for a large number of foreign cars to be brought around this way on their return east, and by this means we hope to prevent a congestion of traffic.

"Of course, the fact must be taken into consideration that there is an immense wheat crop to be moved, and it will depend largely upon conditions attending the movement of this crop whether we shall be able to avoid a shortage in cars. If there is a disposition to move the crop all at once, we shall be unable to cope with the situation but if things move along as they have in years past, we hope to handle the wheat yield at the rate of 100 or 125 cars a day. Now that the cars are, as a general rule, of a much greater capacity than in former years, this would amount to a large movement of wheat each day and ought, I think, to meet the demands of the season."

The fact that today's meeting was held immediately following the taking effect of the reciprocal demurrage law indicates that the Harriman lines are preparing to avoid the necessity of invoking the provisions of the act, if possible. At the present time there would seem to be no occasion for calling the law into action for there is at present a lull between the heavy shipping seasons. The trouble will come, if it comes at all, later in the year, when the enormous wheat yield of Eastern Oregon and Washington begins to seek the water level.

Today's meeting was held with a view to stirring up the different departments and getting the equipment of the various roads into action, so that when the heavy shipping season arrives the system will be in a better position to meet the situation. Arrangements for foreign cars from the south indicate that the Harriman interests are early taking measures looking to prevention of a congestion.

WORK BEGUN ON NEW RAILROAD.

BOISE, August 20.—Great interest was awakened here yesterday afternoon when it was definitely learned that work was begun yesterday on the new railroad that will place Boise on the main line of the Oregon Short Line. Two cars of material were unloaded and engineers and men began work at Mora Siding, 25 miles east of Nampa to build direct to Boise, 20 miles distant.

BOY SENT TO REFORM SCHOOL.

FREWATER, Or., August 20.—Louis Clarke, aged 14 years, son of William A. Clarke, living near this city, was sent to the Reform School at Salem yesterday by Judge Gilliland. Deputy Sheriff Joe Blakely accompanied the boy to the institution.