

GOVERNMENT OWNED ROADS FORE- SEEN BY RAILWAY PRESIDENTS

M. & ST. L. AND SANTA FE DE-
CLAIRE NATIONALIZATION IS
INEVITABLE — MELLE'S
STATEMENT LACING.

LONDON, June 26.—Newman Erb,
president of the Minneapolis & St.
Louis, Denver & Salt Lake, Ann Ar-
bor & Tennessee, Alabama & Georgia
railroads, in an interview here, said
he believed government ownership of
railroads in the United States is
inevitable.

Mr. Erb said:
"What I am going to say here I
have already told President Wilson.
And when I addressed the President,
I spoke for and I now speak for, vir-
tually every practical railroad man
in the United States—that is to say
every man interested in the owner-
ship of railroads.

Nationalization Sure, He Says.
"The nationalization of railroads is
as sure now as taxes. I was greatly
interested in Charles S. Mellen's
statement before the Interstate Com-
merce Commission, but the only
trouble with that statement, as also
with all other statements given out
by interested persons, is that it only
scratches the surface of the whole
truth.

The hue and cry against these rail-
roads has certainly been justified in
some instances but the reason for the
evils increasing has been overlooked.
Up to ten years ago the men identi-
fied with the management of rail-
ways were without exception large
owners of the railroad's capital.
When money was spent for new
equipment, for increasing the mileage
or for improvements, the heads of the
roads used due precaution for the
simple reason that it was largely
their own money they were spending.

Blames Bankers' Control.
"But a new era began with the be-
ginning of the twentieth century.
Men who did not own a dollar's
worth of stock were elected to im-
portant executive bodies, and it was
no longer their own money spent.
Extravagance was therefore to be ex-
pected.

"Far be it from me to suggest that
J. P. Morgan made one cent illegali-
ty out of his firm's handling the New
Haven's finances, but the Morgan
firm did make huge sums in commis-
sions as the fiscal agents of the road
—and that is the devilish hole every
railroad man in the country is in to-

day. There is only one place to go
for money now—the banks.

Desire Nationalization.
"What Mellen did, virtually every
railroad president has to do—or go
broke. For no road in the United
States today can pay expenses and
be independent without outside fi-
nancial assistance. That's why the
old order of railroad men are praying
for the nationalization of the
roads.

"It is my great hope, and I know
there is not a man of my acquaint-
ance in the railroad world who does
not share my views, that the adminis-
tration will act promptly. The longer
the roads are compelled to contin-
ue under private ownership the
greater must become the differences
between income and outgo, with the
eventual result that our securities
will be down to a point that will
spell ruin to the hundreds of thou-
sands of shareholders."

Ripley Foresees U. S. Ownership.
CHICAGO, June 26.—E. P. Ripley,
president of the Aetna, Topeka
& Santa Fe Railroad, is certain that
government ownership of railroads in
the United States is not far in the
future. In a statement here, Mr.
Ripley said:

"The present condition of things
cannot stand. It is bound to fall.
"The condition under which private
individuals furnish all the cash,
all the money, and the government
assumes all the management without
any responsibility—that arrangement
cannot last.

"What else is there left but gov-
ernment ownership?
"That is my conclusion. And I am
able, I think, to take an impartial
view of the outlook of the trend.

Politics Greatest Peril.
"I am getting on in years. I am
not a large holder of railroad secu-
rities. I am not a candidate for office
of any kind, political or railroad.
My business life is pretty well spent.
I may stay around a few years more,
but not many. I have, as every good
citizen has, the interest of the coun-
try, its prosperity and its future at
heart.

"We have never in this country
been able to keep our politics and our
business separate.

"The only case where the govern-
ment did anything well was the dig-
ging of the Panama Canal. And the
first step was to take the control of
the whole district and absolutely di-
vorce it from politics."

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dark basement steps, you can real-
ize what a convenience it is to have
an Electric Light Switch at the
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When planning your new home
or the remodeling of your present
home, don't forget the switch on
the basement stairs, or the switch
to light the second floor lights
from the first floor.



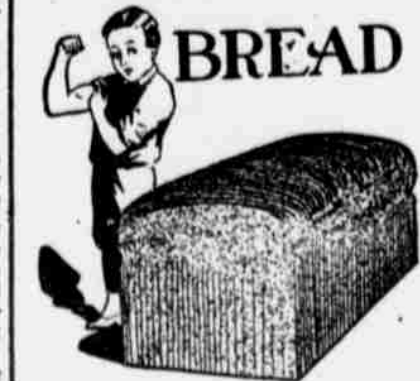
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THE RAINFALL IN PANAMA

No Bad Slides Have Resulted in
Canal From Heavy Downfall

(By Associated Press to Coos Bay Times.)

PANAMA, June 26.—Although the
rainy season has been on for more
than a month, the saturation of the
earth has not increased the Cucaracha
slide which the dredges have
been racing to overcome. It is es-
timated that the dirt is now being
removed twice as fast as it slides in
the channel, and that a level of
rest for the slide may soon be reached.
The depth of the channel is
now over 38 feet and with a width of
more than 200 feet it was more
than sufficient to accommodate the
Panama Railroad steamship Allian-
ca, of 4000 tons, which was the first
ocean liner to pass through the canal,
without mishap. Even a 10,000-ton
ship would have no difficulty, but
the canal is not yet ready for the
bigger warships.

PLANTS IN PANAMA

Over 7000 Different Varieties in
Canal Zone—Latest Named.

(By Associated Press to Coos Bay Times.)

PANAMA, June 26.—Prof. Henry
Pettler, of the Panama Department
of Agriculture, has discovered a new
species belonging to the natural or-
der of leguminosae, or the bean
family, on which he has conferred
the name *Gothalsia isthmica*, to
perpetuate the name of the canal
builder in botany.

Colonel Gothals had a number
of children named after him, but
this is his first honor of the botanic
order. The leguminosae family, in-
cidentally, knows no limit. Before
Prof. Pettler's identification of this
new member, it already had upwards
of 7000 species.

Woley Cathartic Tablets are a
specially good little regulator that
keeps your system in perfect work-
ing order. No biliousness, no con-
stipation, no distress after eating,
no greasy, gassy taste. A stout
person who uses them constantly
will really feel thinned out and
more comfortable as a result of their
action. Children love it. Refuse
any substitutes. Contains no opiate.
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Drug Store, local agency.

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BAND BOOSTER PROGRAM OUT

Arrangements Perfected for
Entertainment Next Wednes-
day Evening at Masonic

Plans for the Booster Trip Concert to
be given at the Masonic Opera
House next Wednesday evening, July
1, by the Coos Bay Concert Band,
and the leading musical talent on the
Bay, were completed today.

The program was arranged under
the direction of Mrs. Wm. Horsfall,
Jr., and will be one of the best that
has ever been presented by Coos Bay
musical talent.

The concert is the first of a series
to raise funds to send the Coos Bay
Concert Band on a tour this fall and
this coupled with the fine program
offered, should attract an audience
that will pack the house.

The program, which will be ren-
dered under the direction of Mrs.
Horsfall, is as follows:

1. Coos Bay Concert Band, Robert
N. Fenton, Director; Overture,
"Stradella".....Plotow
2. Male Quartette, "Good Bye".....
Tosti
3. Euphonium, "Le Barbier de Se-
ville".....Rossini-Painpare
Charles S. Kaiser.
4. Soprano, "At Painting".....Rogers
"A Song of Waiting".....Wright
Mrs. Charles Stauff.
5. Piano, "Valse de Concert, Op. 2
No. 1".....Wieniawski
Clara Isabel Myren.
6. Male Quartette, "I'd Like to Go
Down South Once Mo".....Parks
Benjamin B. Ostlund, Alexander
Martin, Herbert Lupton, Roy E.
Miller.
7. Reading, A. Hamlet, Act I, scene
2.....Shakespeare
B. "Old Ace".....Bret Harte
8. Piano, "To Spring, Op. 43, No. 6
Perl Riley Ballinger.
9. Baritone, A. "Beloved It Is
Morn".....Aylward
B. "If I Were King".....Brainard
10. Band, Selection, "Lucia di Lam-
mermoor".....Donizetti
Accompaniments played by Mrs.
William Horsfall, Jr., on Hardmann
piano, courtesy of Wiley B. Allen
Company.

R. O. Graves, G. W. Kaufman and
Arthur McKeown compose the special
committee directing the booster
trip.

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difficulties by day or night.