

PRESIDENT RIPLEY SAYS GOVERNMENT WILL OWN ROADS

Rate Act First Step in Course That Means Final Taking Over—Pressure Will Make Railroads Willing to Sell.

(United Press Special Wire.) Chicago, June 17.—"Within five years the government will own all the railroads in America," declared President E. P. Ripley of the Santa Fe railroad, in an interview with the United Press, discussing rate regulation. "The rate regulation bill is the first step pre-arranging that result."

Ripley said he believed the bill would be introduced on the initiative of the government for the purchase of the railroads as an economic necessity. He would not estimate the amount of money that would be required, declaring that if the railroads were asked to make an estimate they would place the value of their properties considerably higher than their total capitalization.

"The railroads believe that under the new laws the government can force them to operate at a loss," Ripley said. Prosecuting expensive litigation, with other radical legislation, he believes the railroads will soon be willing to sell.

NORTHEAST SIDE WANTS 2 BRIDGES

Improvement Assn. Returns to Old Slogan; Discusses Kiernan's Proposition.

"Two bridges or none." The Northeast Side Improvement association, represented by its Broadway bridge committee, returned to its old slogan yesterday. The committee will recommend at the association's meeting on Russell street tonight that no negotiations with the O. R. & N. company for bridge rights-of-way be concluded until the Kiernan-Dunaway obstruction suit is finally disposed of.

A formal report to this effect was prepared yesterday by the bridge committee meeting in the offices of Judge M. G. Munly. The railroad cannot actually build its new bridge until the pending deal between itself and the city is concluded. The city must grant concessions to allow the railroad company to build in equal measure with the concessions in the form of rights-of-way which the city must receive from the railroad interests before material progress can be made on the Broadway bridge.

"There is no disposition to delay either bridge," states the committee's announcement. "But the present is an inopportune time to conclude negotiations, for with the Kiernan suit pending outside buyers of bonds will not take up enough of the \$2,000,000 Broadway bridge bond issue to insure the bridge's construction. Popular subscriptions will provide for the beginning of work and that much may proceed without in any way relating to anything the railroad has to give."

At yesterday's committee meeting Frank Kiernan's proposition to get out of the way with his suit if he should be convinced that the people really want the Broadway bridge was discussed. Plans were made to convince Kiernan and his counsel, Dunaway, that the people really want the bridge.

G. W. HUGHES WAS RAILROAD BUILDER

George W. Hughes, who died in this city Tuesday afternoon, while on a visit here from Spokane, was a prominent railroad builder in the northwest. The body will be shipped to Delta, Pa., where the only surviving relative, a mother and five brothers, live.

For a number of years Hughes was associated with George W. Hunt as a subcontractor and superintended the construction work of a number of miles of railroad in the Inland Empire. Mr. Hughes was in charge of the construction work on the branch from Pendleton to Wallula junction, did some work on the Spokane Falls & Northern, and contracted about 25 miles of construction on the Great Northern near Spokane.

ENGINEER GIBSON AVERTS DISASTER

(Special Dispatch to The Journal.) Pendleton, Or., June 17.—Engineer Gibson of the mountain helper service performed a daring feat last Monday morning, when he averted a wreck near Gibbon. Eastbound passenger train No. 6 was speeding toward Gibbon and had entered the last block when the Greeks who were dropping empty cars down from the coal chutes permitted three to escape from their control. The cars dashed down the steep incline out onto the main line and headed for Pendleton. The passenger train was already in the block and there was no chance to warn it.

Engineer Gibson was citing his big helper engine when he saw the runaway cars. Swinging himself into his cab he started in pursuit. The fleeing cars were far on their way toward the oncoming train and, though Gibson pulled the throttle wide open in the wild race down the track, two miles were covered before the runaways were overhauled in the very face of the passenger. Then came the race back to the station, and the helper and three cars were barely sent flying onto a sidetrack before the train came thundering in.

A delay of a minute would have meant disaster.

family residence. The remains were taken to the Masonic cemetery for burial. A number of prominent people from other cities attended the funeral. Rev. Gesssbrecht and Rev. McDougal conducted the services.

Dr. Lyon's PERFECT Tooth Powder

cleanses, preserves and beautifies the teeth, prevents tooth decay and imparts purity and fragrance to the breath.

Cusick Funeral Held. (Special Dispatch to The Journal.) Albany, Or., June 17.—The funeral of J. W. Cusick, Albany's respected banker, was held Wednesday afternoon at the

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