

## VARYING VIEWS ON NEW BEER RULING BY TREASURY HEAD

Leaders of "Dry" Forces In Congress Predict Speedy Passage of Anti-Beer Bill

"WETS" HALE DECISION WITH SMACKING LIPS

Dismantled Washington Breweries Prepare To Start Business Again; Effect of Mellon's Order Watched With Interest; Strong Demand for Passage of Tax Measure

The News and Observer Bureau, 603 District National Bldg.

By EDWARD E. BRITTON (By Special Leased Wire)

Washington, Oct. 25.—Gloom and joy were personified on the countenances of the "dry" and "wet" forces respectively today because of the issuance of the order by Secretary of the Treasury Mellon which ends the taboo on "medicine" beer. That it is a "bad medicine" order the "drys" insist, while the "wets" on the other hand smack their lips and declare it is "good medicine" that has arrived after a delay far too long.

That the decision of the Treasury Department by which the lid on beer and liquor was tilted, gave a hard jolt to the prohibition forces is told in the gasp of astonishment that came from Representative Volstead when he heard the news, his ejaculation being: "I don't believe it." But it was true, and it means that there will be a renewal in the Senate of the fight to put across the anti-beer bill that has ceased for the past few weeks.

Breweries Getting Busy  
Two Washington breweries that have not been dismantled got busy today in preparing to brew the old time stuff with the five per cent alcohol kick while some of them had on hand ready for use some real beer with the kick that delights the beer-topper, and physicians were called upon during the day for prescriptions that would give the holders the 24 bottles in each 24 hours that is permitted under the regulations.

The effect of the order is being watched with interest. While some predict that it will hurry the passage of the anti-beer bill, there are others who say that it will increase the opposition to the measure, and that there will be a merry row in the Senate about it. Today feeling ran high and there were some warm interchanges. Senator Willis, co-author of the anti-beer bill, referred to the order of Secretary Mellon as being "outrageous." On the other hand Senator Broussard, who is a leader in the fight against the anti-beer measure, declared it to be "a courageous, just and legal act."

Senator Broussard, who is a leader in the fight against the anti-beer measure, declared it to be "a courageous, just and legal act." Wayne B. Wheeler, general counsel for the Anti-Saloon League, holds that there was no reason for the issuance of the order at this time, saying:

"The same reasons for withholding the regulations exist as have existed for several weeks past." Dr. Harvey W. Wiley, former head of the Bureau of Chemistry, temporarily blinded by cataracts on his eyes, addressing the association of official agricultural chemists here today, took a fling at the Mellon ruling, saying that "now a homeopathic physician may prescribe it in two and a half grain doses, which is going some for a homeopath." The advocates of the anti-beer bill say that in 15 days they will end the "medicine beer" business, so that those who want to raise the foaming beaker to their thirsty lips will have to hurry.

Want Tax Bill Passed

Inside and outside of the Republican party there is increasing call for the country for the passage of the revenue bill and the Republicans are being so deluged by letters that call for this that they have been forced to get busy. That largely explains the reason for the position of Senator Penrose and his followers to hold the Senate in continuous session day and night, despite the fact that the call for absenteeism is present at all sessions of the Senate, it was not possible last night to hold an executive session for lack of Republicans for a quorum. The regulars of the Republican party still appear to be dazed by the opposition of the Western Republicans to the bill and do not seem to know exactly which way to turn. The Democrats continue to hammer away at the iniquities and injustices of the measure and make efforts to get into its amendments that will aid the average citizen and have done a great service to the people. The next few days will see intensified assaults upon the administration tax bill program and the hopes of Senator Penrose for action by November 1 get smaller.

Trying to Shove Blame

The Republicans under the Penrose banner are making every endeavor possible to lead the mind of the country to the idea that it is Democrats and the agricultural "bloke" that have been delaying consideration and passage of the revenue bill and that this has been done by useless and prolonged discussion. Senator Penrose has been especially abusive in this matter, and many persons, Gerry, of Rhode Island and Jones consequently. His ill humored strictures have brought sharp replies from Senator Simmons, ranking Democrat on the Finance committee; Reed, of Missouri; Cherry of Rhode Island and Jones of New Mexico. Today Senator Simmons in the course of debate took occasion to call attention to the fact that up to date the discussion of the tax bill had resulted in very great and very beneficial changes in the measure and in the interest of the people of the United States. That the Republicans will charge unnecessary delay against the Democrats in the passage of this important measure when the next campaign comes on is certain and there is here given part of the

## SENATOR WALSH PAYS TRIBUTE TO SOUTHERN FARMER

Massachusetts Statesman Delivers Principal Address at Wilson County Fair

FIVE THOUSAND COME TO ATTEND OPENING

Tobacco Warehouses Will Close Thursday For Remainder of Week To Help Tobacco City Celebrate; Splendid Exhibits On Display; Price Cutting War By Hack Drivers

Wilson, Oct. 25.—Five thousand people came to Wilson today for the opening of the Wilson county fair and to hear Senator David I. Walsh, of Massachusetts, make an appeal to Southern farmers to stand by the traditions, which their forefathers established as religious, sober-minded citizens.

The Southern farmer, declared Senator Walsh, was an important factor in the world today. He is furnishing much of the foodstuffs for the world today, and is, better than anybody else, the Senator said, maintaining the true religious standards. Senator Walsh paid tribute to Senator Simmons, declaring that after serving with him on the Finance committee of the Senate and observing him in the Senate, he was convinced that the North Carolina Senator is one of the best informed men in that body.

While the parade was very creditable the floats were not as numerous as last year, yet those in line were prize winners that would have attracted attention anywhere.

Besides the large crowds that blocked the sidewalks along the line of march, when the procession reached the fair grounds cheers went up from the thousands who were anxiously awaiting to hear the orator of the day—United States Senator David I. Walsh, of Massachusetts. The speaking order with the din from the midway signified that the fair was on in full blast and every one proceeded to enjoy him and herself to the limit.

Many Fine Exhibits.  
The exhibits are varied and would do credit to the Great State Fair. The poultry, cattle and swine are unusually fine, some of them of the best strains as speedily as are usually found on any track. There are many household exhibits and the agricultural and industrial departments show up well.

The marshall's hall to be given Wednesday night in the rooms of the commonwealth club will be one of the features of fair week which has been looked forward to by the young people of Eastern Carolina. The exhibits are varied and would do credit to the Great State Fair. The poultry, cattle and swine are unusually fine, some of them of the best strains as speedily as are usually found on any track. There are many household exhibits and the agricultural and industrial departments show up well.

Price Cutting War On.

There is price-cutting war on between taxi and bus drivers. Heretofore, the one-way price to the fair grounds has been 50 cents but the coming of busses from Raleigh, Winston, Rocky Mount, Goldsboro and other towns to vie with the local men have forced the prices down to 25 cents and one local driver with a large carrrage made up his mind and said: "I'll be damned if I'll suffer strangers to come here and go away with all of the transfer money that is to be paid out for transportation to and from the fair this week," so forthwith he prepared a huge banner and hung it on his bus, reading: "Round trip to the fair, 25c" and then most of the others took a tumble also.

Fair Continues All Week.

On account of the Wilson County fair and poultry show which will be in progress the remainder of this week, the tobacco market will close Thursday afternoon and will not open again until Monday morning.

That is being done that every man, woman and child in the county may have an opportunity of attending the largest fair ever held east of Raleigh.

## WATER SITUATION IN DURHAM IS UNCHANGED

Durham, Oct. 25.—Durham's water situation is generally unchanged today, with the water, however, five inches lower in the reservoir at the city limits. Water consumption is being reduced to some extent but the pumps are unable to supply even the reduced needs under present conditions. The Flat river pumps are entirely idle now and the Eno river plant cannot supply enough to keep the level in the reservoir up to normal. Depressions in the Flat river valley, farther up the watershed, in many instances are dry, and while some rain has fallen, these depressions must be filled before any material quantity of water will flow into the reservoir behind the Flat river dam.

One of the largest breaks of the season was on the Durham market today. Sales extended until late in the afternoon. Averages continue good and much tobacco today is bringing 80 cents.

## VOTE MILLION FOR TWIN CITY SCHOOLS

Winston-Salem, Oct. 25.—Citizens of Winston-Salem today voted to issue bonds in the sum of \$1,150,000, of which amount \$1,000,000 will be used for schools, \$100,000 for parks and playgrounds and \$50,000 for hospital purposes. The registration was 1,836 and 1,426 ballots were cast for the proposition and 19 against. Others registered failed to vote.

## Business Section of Tampa Under Three Feet of Water

Torrential Rains And High Winds Accompanying Gulf Storm; Wire Communication Crippled And Industry Stopped; West Coast of Florida Hit By Storm

Jacksonville, Fla., Oct. 25.—The business section of Tampa is practically flooded under three feet of water as a result of the gulf storm. No loss of life has been reported, but industry is at a standstill. The entire west coast of Florida is feeling the effects of the storm, and is virtually isolated so far as communication is concerned. Tampa In Darkness.  
Tampa is without lights, telegraph, telephone or street car service, according to the reports received here by way of Plant City, about 30 miles northeast of Tampa.

Heavy rains are reported falling over the entire state. Forty miles inland from Tampa in the section around Lakeland and Plant City the truck crops have suffered serious damage. The highways are virtually impassable because of fallen trees, but so far as known railroad service has not been seriously inconvenienced. Officials of the Atlantic Coast Line Railroad, with division headquarters at Lakeland, report interruption of service south of Tampa with water three feet deep over the tracks between Punta and Boca Grande.

City Is Flooded.  
The flooded area in Tampa was described as extending from the Bay Shore sea wall to the heart of the business section, a distance of about a mile. Fashionable residences along the Bay

Shore Drive were reported badly damaged from the high water. A gain of 36 miles an hour was reported in that city.  
At Plant City the rainfall for the last 48 hours registered 4.95 inches with a wind of 35 miles an hour blowing. Railroad officials reported they were unable to communicate with any intermediate stations between Plant City and Tampa. A number of cattle are reported drowned.

St. Petersburg Hit Hard.  
No information as to the plight of St. Petersburg, 30 miles across the bay from Tampa, has been obtainable, but it is believed the area is faring very much similar to Tampa. Both cities are protected by a sea wall with St. Petersburg enjoying a slightly higher elevation.

The heavy rains throughout the State have thrown many cities and towns in darkness because of the disruption of power plant facilities. Notable among these are St. Augustine and Orlando. At St. Augustine pedestrians and property were endangered by broken live wires dangling across the streets. Three small blazes in the business section also resulted. Orlando was in total darkness and newspaper plants there suspended along with other business. The wireless station at St. Augustine

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## DAUGHTERS OPEN ANNUAL MEETING

State U. D. C. Convention Gets Under Way In Winston-Salem's New Hotel

Winston-Salem, Oct. 25.—One of the pleasing features of the opening session tonight of the annual convention of the North Carolina Division of United Daughters of the Confederacy was an address by Miss Alice Baxter, of Atlanta, vice president general, U. D. C., representing the official staff of the general association.  
More than 200 Daughters are in attendance. The sessions are being held in the new Robert E. Lee Hotel. North-west Camp, U. C. V., attended tonight's session in a body.  
Today was spent in social greetings, renewing acquaintances and greeting new faces here for the meeting. This afternoon members of executive board of the division were guests at a luncheon at the Country Club, with Mrs. H. L. Riggins and Mrs. P. A. Correll, second vice president of the division, of this city, as hosts.

The formal assembly of the convention was called to order this evening with Mrs. H. L. Riggins, and Mrs. P. A. Correll, second vice-president of the division, of this city, as hosts.  
The formal assembly of the convention was called to order this evening with Mrs. H. L. Riggins, president of the local chapter, presiding. The visitors were welcomed by the president of the hostess chapter, by Mayor Hanes, and others as follows:

Mrs. E. B. Jones, regent general Joseph Winston Chapter, D. A. R.; Mrs. Frederick Bahnsen, president of the Woman's Club; Major Z. Taylor Ryman, commander, North-west Camp, U. C. V.; John Whitaker, president Rotary Club; R. C. Haberkorn, president Citizens club; Mrs. Louise Owen, for the Woman's Auxiliary, American Legion; Dr. Everett Lockett, commander, Elks; J. L. Ludlow, chairman Colonial Dames; Miss Mary Hilliard Hinton, Daughters of the American Revolution; Mrs. Sidney P. Cooper, State Federation of Women's clubs; Mrs. W. O. Spencer, Daughters of the American Revolution.

Mrs. Thomas Hyman, first vice president of the North Carolina Division, New Bern responded to welcome addresses. Special music will be rendered at each session of the convention.

The first business session will be held tomorrow morning, following the formal opening of the convention.

## FEDERAL LAND BANK TO RETURN APPLICATIONS

Those Received After Nov. 1 Cannot Be Acted On, It Is Announced

Secretary-treasurers of the National Farm Loan Association in North Carolina have been notified by the Federal Farm Land Bank at Columbia, S. C., that application filed with the bank after next Tuesday, Nov. 1, will be returned. Applications made to secretary-treasurers up to Saturday night of this week will probably be in time it is announced. The bank already is badly behind with applications and has decided to cease receiving applications until it catches up with its work. It is not known here whether the trouble is that the bank has not machinery enough for keeping up with the applications or whether the sale of bonds by which the money is raised has not been sufficient to enable the land banks to keep up with the demands.

## MINISTER DIES FROM INJURIES CAUSED BY COW

Statesville, Oct. 25.—Rev. Robert C. Davidson, of Mooresville, died at a local hospital this afternoon at 5 o'clock as a result of being injured by a cow a week ago. He will be buried in Statesville, funeral services to be held Wednesday afternoon at 4 o'clock from the First Reformed Presbyterian church here, a number of the ministers of the Presbyterian officiating. Mr. Davidson was about 65 years old and is survived by his wife and three children. For 15 years he had been pastor of A. B. E. church in Mooresville.

## BULLA NEW WAKE HEALTH OFFICER

Forsyth County Man Succeeds Dr. E. F. Long, Who Goes To State Department

Dr. A. C. Bulla, Forsyth County Health Officer, has accepted an offer to succeed Dr. E. F. Long, as Health Officer for the City of Raleigh and Wake County, it was announced here yesterday. Dr. Bulla was elected several days ago, but announcement of the fact was withheld at his request until he could confer with his board, several members of which were away from home.

Dr. Long has accepted a newly created position in the county health division of the State Board of Health, but will remain in charge of the local department until his successor takes control. Dr. Long, who came here about one year ago from Davidson County, has found the heavy work here a strain upon his health and has several times asked to be relieved of his duties, but the Wake County Health Board has deferred action upon his resignation from time to time until a suitable successor could be secured. In his work with the State Department, Dr. Long will have charge of the installation of new health departments in counties. The State Department is now working in cooperation with more than twenty counties.

It is believed that Dr. Bulla will come here on November 1, but he is under contract in Forsyth County until December 1, and has not yet been formally released from his contract.

Dr. Bulla comes to Raleigh with the highest of recommendations. He has been Health Officer in Forsyth County since April, 1917, and since that time has declined a number of offers from other places. He has been particularly successful in effecting a marked decrease in Forsyth County in the number of cases of typhoid fever reported each year.

## FAILS TO BRING HEIRS INTO STILLMAN CASE

Justice Morschauer Denies Motion of Guardian of Stillman Child

Poughkeepsie, N. Y., Oct. 25.—Supreme Court Justice Morschauer today at White Plains denied the motion of John E. Mack, guardian ad litem for Guy Stillman, to bring all the heirs of the late James Stillman and of James A. Stillman into the divorce action against Mrs. Anne E. Stillman. Mr. Mack made the motion for the purpose, he said, of protecting the interests of Guy in the future. Justice Morschauer, in giving his decision, said he believed the interests of the child would be properly safeguarded if Mrs. Stillman should win the divorce action.

## TWO AIRMEN FORCED TO LAND IN HAMPTON ROADS

Newport News, Va., Oct. 25.—An airplane from Langley Field was wrecked in Hampton Roads at 11:57 o'clock this morning, falling in 30 feet of water. There were two men aboard the machine. All crawled out on one of the wings and fishing boats are speeding to their assistance.  
The two airmen, Cadet Flier Henry Angel and Corporal Moorehead, were taken aboard a row boat and brought ashore at Keoghinton. Neither was injured. The machine, which was later towed ashore by a launch, will be a total loss.

The airmen say that engine trouble developed while they were making observations low over the water and that a forced landing was necessary.

## START PROCEEDINGS TO IMPEACH STOKES SHERIFF

Winston-Salem, Oct. 25.—Impeachment proceedings have been started against Sheriff E. C. Shelton, of Stokes county, as a result of his conduct here during the Forsyth fair, when he was arrested in an intoxicated condition and was creating what the court termed a nuisance. Case will probably be heard at next term of Superior court.

## PRESIDENT GREET NORTH CAROLINIANS FROM SPECIAL CAR

Chief Executive Stops at Spencer and Charlotte On Way To Alabama

MAKES SHORT SPEECHES AND SHAKES MANY HANDS

Harding Says He Thinks More of North Carolina Than He Ever Did and Tells People They Are Fortunate; Impressed By Diversified Productivity of The State

On Board President Harding's Special Train, Oct. 25.—On his way to Alabama to speak tomorrow at the Birmingham semi-centennial, President Harding today got his first real picture of the South since he became chief executive.

Most of the day, as his train traveled Southward from Washington, the President watched from the window of his car the passing panorama of agricultural and industrial development and made many comments on the accomplishments and needs of the Southern states. At several places, Southern products, including fruits and specially cured tobacco, were presented to him as an example of the section's hospitality.

Grows Greet Train.  
Some of the larger cities turned out crowds to greet the Presidential train and wherever stops were made, both the President and Mrs. Harding shook hands with as many as could get near them.

The run was made on a fast schedule, however, and the train slipped through most of the towns along the way without attracting unusual attention.

At Charlottesville, Va., a group of students from the University of Virginia serenaded the President with college yells and he presented to them three of his guests aboard the train, Secretary Weeks, of the War Department; Secretary Fall, of the Interior, and Senator Underwood, of Alabama, Democratic leader of the Senate. Mr. Underwood, a graduate of the University, made a brief speech from the rear platform, praising Mr. Harding as "the greatest man in America."

Speaks at Charlotte.  
There were several thousand people waiting to cheer the President at Charlotte, N. C., and he rewarded them with a short talk, expressing appreciation of the welcome accorded him by the South.

"I have never had opportunity before," he said, "to ride across your State in day light, and I have come to think more of old North Carolina today than ever before. You are a fortunate people. It is a great achievement to have diversified productivity, and we have noted all along today how apparently well employed you are."

The President also referred to the coming conference on limitation of armaments and asserted his hope that America would "play a big part" in the accomplishments of the conference. He declared this country would enter the conference in an absolutely unselfish attitude prepared to do everything in our power toward an agreement.

Many Crowds Cheer.  
Another crowd assembled about the Presidential car at Danville, Va., and the President and Mrs. Harding alighted to the station platform to shake hands all round. At Calverton, Va., they chatted several minutes with a group of overworked railroad employees, who greeted them when the train stopped in the yards.

During the day's ride Mr. Harding also cleared away some correspondence and talked with Secretary Weeks, Senator Underwood and Representative Almond, of Alabama, about the problem of the Muscle Shoals Nitrate plant. The War Secretary is to make a tour of inspection to the plant after the President leaves Atlanta, Ga., Thursday night to return to Washington.

The Presidential train, which left Washington at 9 a. m. is to reach Birmingham at 8:45 a. m. tomorrow. Mr. Harding will spend the entire day there and is expected to make several short speeches besides the address at the semi-centennial celebration. He will leave late at night for Camp Benning, Ga., where he is to make a two-day visit on Thursday morning, and will proceed to Atlanta to deliver an address at the Grady Monument. He will be back in Washington again Friday morning.

## PRESIDENT SHAKES HANDS WITH SPENCER PEOPLE

Spencer, Oct. 25.—President Harding and party were greeted by several hundred citizens as the special train bearing the Presidential party pulled into the Spencer yards at 6:15 o'clock this evening.

Mrs. Harding was the first to appear on the platform and stated that the President would appear in a moment. Facing the crowd, President Harding asked the name of the town, the principal industries and the leading crops. He asked particularly about labor conditions and was told that the largest shops on the Southern system are at Spencer, and that conditions are about normal.

His keen eye spied the newspaper man and he grasped his hand cordially and said, "I know all about your game."

Several minutes were spent shaking hands with interested citizens and school children, whom he greeted most cordially and bespoke his interest in schools.

## QUARTER MILLION POUNDS ON HENDERSON MARKET

Henderson, Oct. 25.—Henderson's tobacco market continues steady and the price high. Monday 220,000 pounds were offered on the floors of the six large warehouses and the average price for the entire sales of the six houses was \$24.55.

## RAILROADS REFUSE TO ALTER POSITION ON WAGE QUESTION

Strike Summary  
Following were Tuesday's rail strike developments:  
Chicago: Labor Board suggests to roads that they temporarily postpone seeking further wage cuts because the docket is so full that a decision could not be rendered before July, 1922, but roads declare themselves "powerless to take any other position" than that present one. Board announces rules and working conditions will be settled before any wage reduction petitions are considered.

Rail executives meet to discuss strike situation and labor board hearing.  
Washington: Attorney General Daugherty and district attorneys from New York, Cleveland, Buffalo, Indianapolis and Chicago complete plans "for transportation of people who travel and transportation of food and fuel" in the event of a strike.

Cleveland: Warren S. Stone, head of the engineers, announces he has instructed his chairmen they need not attend tomorrow's labor board meeting at Chicago, saying the board has misunderstood their authority and will not stand when the situation is explained.

W. S. Carter, president of the firemen and engine men, in a statement, declares press reports indicate "the whole power of the administration is to be used to defeat the strike" and that "there seems to be no disposition on the part of anyone to bring about an equitable adjustment."  
"Big Five" union chiefs ask Walker D. Hines, former Director General of Railroads, to act as their counsel in dealing with labor board, but he declined.

Cincinnati: Railway clerks will give "passive assistance" to proposed walkout by refusing to do other than their own work during it. Train dispatching orders will not be handled by the clerks by telephone if telegraphers carry out their plans to strike.

Houston: International and Great Northern situation unchanged full passenger and freight service being operated under armed guards, although strikers maintain a hands-off policy.

## LEGAL BATTLE AT CHICAGO EXPECTED

Walker D. Hines Declines To Represent 'Big Five'; Chiefs Hold Meetings

Cleveland, O., Oct. 25.—(By The Associated Press)—That the "Big Five" railroad transportation organization chiefs are expecting a legal battle when they appear before the United States Railroad Labor Board tomorrow in Chicago was indicated today when they sought to retain Walker D. Hines, former Director General of Railroads, to handle legal phases which might develop. Mr. Hines informed the Brotherhood executives that he "was not in a position" to represent them and returned to New York tonight.

Mr. Hines declined to make any general comment on the situation, or to discuss any specific points.

First Legal Squabble.  
Unless the Railroad Labor Board has changed its attitude concerning the necessity of general chambers of five labor organizations appearing at the Chicago meeting, it is anticipated that one of the first legal squabbles to be decided will be on the action of Warren S. Stone, president of the Brotherhood of Locomotive Engineers, in notifying his general chairmen they need not answer the labor board's citation. Mr. Stone announced tonight that only himself and six grand officers, in whom the authority of the organization is vested, will attend the conference.

Referring to conflicting reports in telegrams exchanged between Chairman R. M. Barton, of the Railroad Labor Board, and President Stone, regarding the necessity of general chairmen of the brotherhoods being required to attend the hearings, Mr. Stone tonight said:

Stone's Statement.  
"My chairmen are scattered all over the country from Maine to California and it would be impossible for me to get them to Chicago in time for the opening of the hearings."  
Other Brotherhood chiefs would not indicate whether their general chairmen would be present excepting W. G. Lee, president of the Brotherhood of Railroad Trainmen, who has ordered the approximately 200 general chairmen and grand officers of his organization to be present.

Says Men Will Quit.  
In a statement issued today, W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engine men, said "the men are determined to peacefully leave the service of the railroads until a satisfactory adjustment has been reached."

The five chiefs held two conferences today and discussed final plans for their appearance before the board and left late tonight for Chicago.

## SAYS ADMINISTRATION WILL ATTEMPT TO BREAK STRIKE

Cleveland, O., Oct. 25.—(By The Associated Press)—In a statement today, W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engine men, declared that "if press reports are to be taken at their face value, the whole power of the administration is going to be used to defeat the strike of the employees." Mr. Carter was director of the division of labor of the United States Railroad Administration.

## Labor Board's Suggestion That Carriers Postpone Seeking Further Wage Reduction Fails To Carry

BOARD SAYS IT CANNOT PASS ON WAGE QUESTION UNTIL JULY NEXT YEAR

Board Declares If Both Sides Would Consider Delay Necessary Before Wages Could Again Be Reduced, They Would Realize There Is No Cause For Immediate Strife Between Them Over That Point; Says Unions Crossing Bridge Before They Come To It; President Harding Expected To Announce Government's Course of Action In The Event of a Strike; Other Developments

Chicago, Oct. 25.—(By The Associated Press)—The United States Railroad Labor Board today turned to the railroads in its attempt to avert the rail strike scheduled for October 30, suggesting that the roads temporarily postpone seeking further wage reductions because the board's docket was so crowded that wage decisions for all classes of employees could not be rendered before July, 1922. The carriers, however, informed the board that they were "powerless to take any other position" than their present one.

Effort To Avert Strike.  
In a formal statement, the board informed the carriers that it would not consider any petitions for wage cuts until the questions of rules and working conditions, now before it, were fully settled. The board then unofficially let the carriers know, it was learned, that since a ruling on wages for all classes could not be handed down before July, 1922, it would like the roads formally to announce the postponement of their plans to seek further pay cuts, taking the attitude that such an announcement might avert a walkout.

Carriers Stand Pat.  
The committee of the Association of Railway Executives, which conferred with the board, announced, however, that the carriers would stand pat on their plans to seek new pay cuts on the ground that wages must be reduced before freight rates could be lowered and that since the strike was called technically in protest of wage cuts already authorized by the board, there was no necessity for the roads to take other than an inactive part in the strike controversy.

Plan New Procedure.  
Tonight board members, in discussing the statement, said that the board might take up a new procedure in rendering decisions, handing down individual rulings for individual groups of employees instead of one decision covering all of them.

It was pointed out by one member that the statement left to the board the right to render a wage decision for any one class of employees so soon as the rules and working conditions for that class had been settled, but that this procedure would stretch into months before all classes could be considered.

In this connection, a union leader declared that there were several organizations, noticeably the conductors, which had no rules questions before the board and that consequently a petition for lower wages for them might be taken up by the board immediately without the board in any way going back on its statement.

The statement was not to be looked on in any way as an ultimatum to the railroads, board members said, but was presented in the hope that it might bring about a crossing of the roads which would tend toward averting the threatened walkout.

In its communication to the roads, the board declared that if both sides would consider the delay necessary before wages again could be reduced, they would realize that there was no cause for immediate strife between them over this point.

Unions Too Hasty.  
The unions, not taking into consideration the delay, were crossing the bridges before coming to them when they called a strike, the board's statement said.

It pointed out that the carriers had repeatedly urged a quick decision on the rules and working conditions question now before the board and that it had determined several weeks ago to settle this matter before taking up anything else.

Of the 2,000 cases submitted to the board during its eighteen months existence, 1,360 still are unsettled, the statement said, adding that proper cooperation between the unions and the roads would have prevented many of them coming to the board.

Purpose of Statement.  
The Board's statement, members said, was issued tonight, the eve of the strike hearing, to determine if the Transportation Act is being violated by the unions in their strike plans, in the hope that it would result in representatives of one side or the other voluntarily offering some plan to clear up the crisis. The board itself has no definite plan, it was said, and will try in the hearing merely to bring out all the facts in the case.

A formal statement issued by the executives' committee declared that the carriers were powerless to take