

Union Chiefs Say Nothing Can Stop Strike On Sunday

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charged Chairman Barton was not giving the unions a fair hearing, after he had attempted to introduce the names of seven roads which he said violated orders of the board. The chair ruled against the evidence. "It is not our purpose to sit here and listen to discussion going back into the history of other decisions, or the merits of decisions that we have rendered," the chairman said. "If you want to be heard on that, you may be heard at another time and place."

"I want to call your attention to the fact that Mr. Hooper just finished asking that identical question of Mr. Sheppard and Mr. Sheppard replied to it," Stone retorted.

"Violations of schedules by these different roads have been going on for months, and that has led to the frame of mind that you find these men whom I represent in."

"If we cannot find redress in this board, then I want to know where the 80,000 engineers can find relief. If we are to be prohibited explaining the feeling of our men, then I do not see that there is anything more for me to say."

Reads Names of Roads

Stone finally was permitted to read the names of the seven roads, on motion of Walter L. McMeekin, labor member of the board. The first two were the Atlanta, Birmingham and Atlantic and the Missouri and North Arkansas, both of which are in the hands of receivers.

"Don't you know our decisions were overruled by the Federal courts on those roads," Chairman Barton and Mr. Hooper interrupted in unison.

"Then to carry it to a logical conclusion, all a road needs to do is to go into a receiver's hands, and the transportation act is null and void," Stone replied.

The other five roads named by Stone as violating the board's decisions were the Denver and Salt Lake, Arizona and New Mexico, Nevada Northern, Detroit and Mackinac and Peoria Railway Terminal.

Other Violations

Stone then attempted to read a list of 33 roads on which he said wage reductions had been placed in effect in violation of the Transportation Act, but Chairman Barton interrupted with the observation that they were all short lines and not parties to the present dispute.

"They are under the jurisdiction of this board, however," Stone retorted.

"Anyway, as I understand it, the trend of your argument is criticism of the board," said Mr. Barton.

"I beg your pardon," Stone replied. "I said nothing of the kind. I said the action of the carriers had inflamed the minds of the men as the result of which the strongest strike vote ever polled by this organization was had. That is what I meant to infer."

By adjournment time this afternoon the board had finished its questioning of the chief executives and the railroad representatives were on the program for the evening session beginning at 7 o'clock.

Situation Unchanged

After the day hearing, Mr. Cashen in a statement to newspaper men, said: "Nothing transpired at the day meeting to change the situation so far as a settlement is concerned."

It was decided, the board announced at the convening of the night session, that no further representatives of the union would be called upon to testify. Mr. Hooper announced that the board considered it had sufficient information from the labor chiefs, although they might be recalled for some additional questioning.

T. Dewitt Cuyler, chairman of the Association of Railway Executives, acting as spokesman for the rail officials, then presented a summary of events leading to the present crisis so far as the railway executives were concerned.

Property Loss In Florida Enormous Following Storm

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children in this section were rescued by a band of forty volunteers and carried to safety in the highlands of the city. All the dwellings in the Palm metto section were completely demolished and it is feared that some of the rescuers may have perished as boats brought into play were swept out from shore and wreckage later gave mute evidence.

ENTIRE WATERFRONT OF ST. PETERSBURG WIPED OUT

Jacksonville, Fla., Oct. 26.—The entire water-front of St. Petersburg was wiped out by the gulf storm yesterday, the worst gale the city has ever experienced, according to a message received by the Times Union tonight from Thomas W. Parkins, of St. Petersburg, deputy license collector of Pinellas county.

Parkins said he had travelled in an automobile from St. Petersburg to Brooksville to send the message. Passagria was reported as wiped out, he said. His telegram follows:

"Came from St. Petersburg to Brooksville in Ford car; only means get connections. This city badly damaged and observations coming through county 90 per cent citrus fruit gone. Reports say 10:30 a. m. Passagria absolutely wiped out. Entire St. Petersburg waterfront wiped out. All previous storms no comparison. Town in total darkness for at least three days."

STORIES OF RESCUES OF MARDOONED PERSONS COME IN

Plant City, Fla., Oct. 26.—Stories of heroic rescues of persons at Tampa marooned as a result of the gulf storm which flooded a large portion of the city began to filter through improvised communication systems to this town today. Plant City, some 22 miles north of Tampa, and itself badly dealt with by the storm, is now serving as an outlet for Tampa with the outside world.

Plant City, throughout the day has maintained uncertain telegraph communication with north Florida, while messages destined for Tampa and St. Petersburg are being conveyed by automobile which ply roads strewn with fallen trees and telegraph and telephone poles.

Resorts Wiped Out

The numerous beach resorts around Tampa, St. Petersburg and Clearwater suffered severely from the storm, according to advices reaching here. The term "wiped out" is frequently used in describing the plight of Clearwater Beach, St. Petersburg Beach Passagria and other seashore resorts in the vicinity of Tampa.

The students of Southern College at

Clearwater Beach are said to have evacuated their quarters early yesterday and sought refuge in Clearwater.

High Flood Waters

The high water is said to have reached the second story of fashionable residences along the bay side drive of Tampa. This section felt the full force of the overflowing gulf waters. Notable among the rescues of residents in this section was that of Mrs. C. W. Greene, wife of a leading merchant. She was finally rescued from her home by a boat after having been marooned for twenty hours.

The Tampa Tribune, which printed a four page edition here this morning planned to again publish here tomorrow morning and during the day its reporters essayed trips to Tampa.

GALE ATTAINS VELOCITY OF 100 MILES PER HOUR

Fort Myers, Fla., Oct. 26.—(Via Punta Rassa, Cable Station).—The fiercest gale this section has known in several years raged here for 36 hours beginning at midnight Monday and attaining a maximum velocity of 100 miles an hour. Transmission service was prostrated while the property loss for Lee county, is expected to total well over a million and a half dollars. Reports from Sanabel and Captiva Islands were to the effect that water covered the entire islands. Estero Island, near here, on which two beach resorts are located, was badly damaged, the casinos, cottages and other buildings being wrecked.

Local railroad officials said this city would be without transportation service for three days. The highways to Fort Myers are almost impassable. The majority of the houses in Punta Rassa were either badly damaged or washed away.

President Presents His Views On Race Question

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of the black man and made the North realize the difficulties of the community in which two greatly differing races are brought to live side by side. I should say that it has been responsible for a larger charity on both sides, a beginning of better understanding; and in the light of that better understanding perhaps we shall be able to consider this problem together as a problem of all sections and of both races, in whose solution the best intelligence of both must be enlisted.

World Race Issue

"Indeed, we will be wise to recognize it as wider yet. Who will ever take the time to read and ponder Mr. Lothrop Stoddard's book on 'The Rising Tide of Color,' or, say, the thoughtful review of some recent literature of this question which Mr. F. D. Lugard presented in a recent Edinburgh review, must realize that our race problem here in the United States is only a phase of a race issue that the whole world confronts. Surely we shall gain nothing by blinking the facts, by refusing to give thought to them. That is not the American way of approaching such issues. Mr. Lugard, in his recent essay, after surveying the world's problem of races, concludes thus:

"Here, then is the true conception of the interrelation of color, complete uniformity in ideals, absolute equality in the paths of knowledge and culture, equal opportunity for those who strive, equal admiration for those who achieve; in matters social and racial a separate path, each pursuing his own inherited traditions, preserving his own identity and race, pride, equality in things spiritual; agreed divergence in the physical and material."

Social Separation

"Here, it has seemed to me, is suggestion of the true way out. Politically and economically there need be no occasion for great and permanent differentiation, for limitations of the individual's opportunity, provided that on both sides there shall be recognition of the absolute divergence in things social and racial. When I suggest the possibility of economic equality between the races I mean it in precisely the same way and to the same extent that I would mean it if I spoke of equality of economic opportunity as between members of the same race. In each case I would mean equality proportioned to the honest capacities and desires of the individual.

"Men of both races may well stand uncompromisingly against every suggestion of social equality. Indeed, it would be helpful to have the word 'equality' eliminated from this conversation; to have it accepted on both sides that this is not a question of social equality, but a question of recognizing a fundamental, eternal, and inalienable difference. We shall have no real progress when we develop an attitude in the public and community thought of both races which recognize this difference.

Political Aspect

"Take the political aspect. I would say let the black man vote when he is fit to vote; prohibit the white man voting when he is unfit to vote. Especially in regard to the self respect of the colored race. I would indicate in it the wish to improve itself as a distinct race, with a heredity, a set of traditions, an array of aspirations all its own, out of such racial ambitions and pride will come natural segregations without narrowing any rights, such as are proceeding in both rural and urban communities now in Southern states, satisfying natural inclinations and adding notably to happiness and contentment.

Equal Education

"On the other hand I would insist upon equal educational opportunity for both. This does not mean that both would become equally educated within a generation or two generations or ten generations. Even men of the same race do not accomplish such an equality as that. But there must be such education among the colored people as will enable them to develop their own leaders, capable of understanding and sympathizing with such a differentiation between the races as I have suggested—leaders who will inspire the race with proper ideals of race pride, of national pride, of an honorable destiny, an important participation in the universal effort for advancement of humanity as a whole. Racial amalgamation there cannot be. Partnership of the races in developing the highest aims of all humanity there must be if humanity, not only here but everywhere, is to achieve the ends which we have set for it.

"I can say to you people of the South, both white and black, that the time has passed when you are entitled to assume that this problem of races is peculiarly and particularly your problem. More and more it is becoming a problem of the North; more and more it is the problem of Africa, of the South Seas, of the Pacific, of the South Seas, of the world. It is the problem of democracy everywhere, if we mean the things we

say about democracy as the ideal political state.

"The one thing we must sedulously avoid is the development of group and class organizations in this country. There has been time when we heard too much about the labor vote, the business vote, the Irish vote, the Scandinavian vote, the Italian vote, and so on. But the demagogues who would array class against class and group against group have fortunately found little to reward their efforts. That is because, despite the demagogues, the idea of our oneness as Americans has risen superior to every appeal to mere class and group. And so I would wish it might be in this matter of our national problem of races. I would accept that a black man can not be a white man, and that he does not need and should not aspire to be as much like a white man as possible in order to accomplish the best that is possible for him. He should seek to be, and he should be encouraged to be, the best possible black man, and not the best possible imitation of a white man.

Reservoir of Ignorance

"It is a matter of the keenest national concern that the South shall not be encouraged to make its colored population a vast reservoir of ignorance, to be drained away by the process of migration into all other sections. That is what has been going on in recent years at a rate so accelerated that it has caused this question of races to be as I have already said, no longer one of a particular section. Just as I do not wish the South to be politically entirely of one party; just as I believe that is bad for the South, and for the rest of the country as well, so I do not wish the colored people to be entirely of one party. I wish that both the tradition of a solidly Democratic South, and the tradition of a solidly Republican black race might be broken up. Neither political sectionalism nor any

system of rigid groupings of the people will in the long run prosper our country.

Attitude of South

"With such convictions one must urge the people of the South to take advantage of their superior understanding of this problem and to assume an attitude toward it that will deserve the confidence of the colored people. Like-wise, I plead with my own political party to lay aside every program that looks to lining up the black man as a mere political adjunct. Let there be an end of prejudice and of demagoguery in this line. Let the South understand the menace which lies in forcing upon the black race an attitude of political solidarity.

"Every consideration, it seems to me, brings us back at last to the question of education. When I speak of education as a part of this race question I do not want the states or the nation to attempt to educate people, whether white or black, into something they are not fitted to be. I have no sympathy with the half-baked altruism that would overstock us with doctors and lawyers, of whatever color, and leave us in need of people fit and willing to do the manual work of a workaday world. But I would like to see an education that would fit every man not only to do his particular work as well as possible but to rise to a higher

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plans if he would deserve it. For that sort of education I have no fears, whether it be given to a black man or a white man. From that sort of education, I believe, black man, white man, the whole nation would draw immeasurable benefit.

Compete for Service

"It is probable that as a nation we have come to the end of the period of very rapid increase in our population. Restricted immigration will reduce the rate of increase and force us back upon

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our older population to find people to do the simpler, physically harder, manual tasks. This will require some difficult adjustments. In anticipation of such a condition the south may well recognize that north and west are likely to continue their drafts upon its colored population and that if the south wishes

to keep its fields producing and its industries still expanding it will have to compete for the services of the colored man. If it will realize its need for him and deal quite fairly with him, the south will be able to keep him in such numbers as your activities made desirable.

Have You A Nest Egg?

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