Mr. Hines Declines to Represent Brotherhoods.

Ex-Director-General of Roads Declares He Is Not in Position to Act for Unions.

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 railroad labor board tomorrow in Chicago was indicated today when they sought to retain Walker D. roads, to handle any legal phases, Mr. Hines told the brotherhood executives that he "was not in a position" to represent them and returned to New

Unless the labor board has changed Unless the labor board has changed its attitude concerning the necessity of general chairmen of the 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 W. S. Stone, president of the Brotherhood of Locomotive Engineers, in notifying his general chairmen they need not answer the board's citation. Only Seven Are to Attend.

Mr. Stone announced tonight that only himself and six grand officers, in whom the authority of the organization is vested, will attend the

Referring to conflicting reports in telegrams exchanged between Chair-man R. M. Barton of the railroad labor board and President Stone regarding the necessity of general chairmen of the brotherhoods being requested to attend the Chicago hear-ings. Mr. Stone said:

"My chairmen are scattered all over the country, and it would be impossible for me to get them to Chicago in time for the opening of the hear-ings."

When asked how long he and his equitable adjustment and this is where grand officers expected to remain in Chicago, Mr. Stone replied that he could not answer.

Railroad Trainmen, who has ordered the approximately 200 general chairment and grand officers of his organization to be present and with whom he will confer in Chicago tomorrove the sundered that the other of an angular content of the Brotherhood of London he will confer in Chicago tomorrove the presentation to be present and with whom he will confer in Chicago tomorrove the sundered that the other of the sundered that the sundered that the sunder of the sunder

"The 'open shop' propaganda of ROAD WORK CONTRACTED employes that there was a conspiracy on the part of 'big business' to de-atroy labor unions, if it were possible

mouth of Bear creek, in Crook county, to a connection with the Central Oregon highway somewhere near Millican. This road is to be built in exployes to the enactment of the Commission of the results of the transportation act was to increase the supposed valuation of the railroads from less than \$13,000,000,000,000 to almost \$15,000,000,000,000 and upon this inflated value the interstate commerce commission was required to fix a freight and a passenger rate that presumably would give to railroad owners a return for their investments of between \$15 and 6 per cent. Any man connected with the railroad business should know that such an increase in capital charges could not be incurred without disaster, either to the corporations or to the employes. They knew that if these railroads upon this great inflation of capital investment were to earn \$5\cdot or capital investment or the end. way employes must suffer in the end.

way employes must suffer in the end.

Board Make-up Discussed.

Title III of the act creates a railroad labor board made up of three factions' the railway employes are represented the railway corporations are represented and the 'public' is represented the railroad corporation and three 'representatives of the railroad corporation and three 'representatives of the public, then all that would be necessary to destroy the standard of living of railroad employes would be to create a public opinion so that the representatives of the public would unite with the representatives of the public would unite with the representatives of the public would unite with the representatives of the railroad corporations and thereby establish a two-thirds majority against labor on the labor board.

"A vast number of railroads, not content with the wage reduction, brought about by decision No. 147 or fident of Early Construction.

content with the wage reduction, brought about by decision No. 147 of the labor board, have demanded re-

the labor board, have demanded revision of wage agreements that would destroy rules in effect for many years Nothing has alarmed the men to a greater extent than this seeming determination to abrogate rules, until announcement is now fraged that another wage reduction will be insisted upon.

Bustractions Are Reviewed.

"At the meeting of all of the general chairmen in Chicago in July insiructions were issued to the chief executives of the organizations to endeavor to get some understanding with the proper representatives of the railroad corporations so that peace could again be restored. Notwithstanding efforts extending over 60 days, the only reply obtainable from the accredited representatives of the railroad corporations was that they would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the rules of employment intact and would not agree to leave the county's half of the road. In case a contract for the other work, approximately 15 miles, is awarded at once, a sufficient portion of the bonds.

"When the ballots were counted and it was l

whelming majority of the railroad employes had voted in favor of a strike the general committee, reluctant to resort to a strike, adopted a resolution instructing the chief executives again to get into communication with the proper representatives of the railroads in the hope that there might be some satisfactory adjustment of all these matters in controversy. This was matters in controversy. This was done, and at a meeting of the presidents of the railroad corporations in Chicago on October 14 a committee was appointed to meet the chief executives of the organizations, at which meeting the chief executives used every effort to persuade the railroad presidents to adopt some conciliatory attitude. In reply the chief executives were told that the railroad presidents had that afternoon passed a resolution that they

Delay in Asking for New Reduction Is Refused.

ROAD CHIEFS STAND PAT

moon passed a resolution that they would proceed immediately to secure another wage reduction. This was reported to the committees of general chairmen, when they set the date for the strike and asked for approval of Lines Declare That They Are "Pov erless to Take Any Other Position" Than Announced.

the press that any influence is being used upon the railroad corporations. What is to be done between now and October 30, no one knows. There seems to be no disposition on the tions questions, now before the

TUESDAY'S DEVELOPMENTS IN RAILWAY STRIKE SITUATION.

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 their present one. Board announces rules and working conditions will be

present one. Board announces rules and working conditions will be settled before any wage reduction petitions are considered.

Rall executives meet to discuss strike situation and labor board hearing, which begins today.

Washington—Attorney-General Daugherty and district attorneys from New York, Cleveland, Buffalo, Indianapolis and Chicago complete plans for transportation of "people, 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 hearing at Chicago, saying the board has misunderstood its authority and will not want them when the situation is explained. authority and will not want them when the situation is explained.

W. S. Carter, president of the firemen and enginemen, in a statement, declared 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

seems to be no disposition on the part of anyone to bring about an equitable adustment."

"Big five" union chiefs asked Walter D. Hines, former directorgeneral of railroads, to act as their counsel in dealing with labor board, but he declines.

Cincinnati—Railway cierks will give "passive assistance" to proposed walkout by refusing to do other than their own work.

Houston—International & Great Northern strike situation un-

changed, full passenger and part freight service being operated under armed guards, although strikers maintain a hands-off policy.

part of anyone to bring about an board, and that it had determined

the chief executives, which approval was given.

"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 em-

ployes. Not one word comes through

STATION EMPLOYES STAY IN

Strike Declared Target.

Mr. Carter also stated that "if press reports are to be taken at their face the whole power of the administration is going to be used to defeat the strike of the employes," adding: "Not one word comes through the press that any influence is being used on the railroad corporations."

Mr. Carter's statement, in part, follows:

"A source of irritation which has resulted in an upheaval among railroad employes is the general attitude of the railroads and of "everybody else," including the administration, that upon labor must rest the entire burden of getting back to "normaley,"

"The 'open shop' prepaganda of "MONEY CONTRACTION The contraction with the Brotherhood of Clerks "would not be bound to remain on strike after they had received a settlement acceptable to them, even though those who assisted them in making their strike successful had received no settlement and were still on strike."

It added that final action by the bortherhood would be determined after the railroad labor board renders its decision.

the part of big business to deroy labor unions, if it were possible
achiev that purpose.

Propaganda Use Alleged.

Timmediately upon return of the

(Continued From First Page.)
the Old Oregon trail through that county in the coming years. Incidentally the commission reminded the
county of financial agreements which

fident of Early Construction.

several weeks ago to settle this mat-

ter first.

A statement issued by the execu-tives' committee declared that the carriers were powerless to take any other position than that of seeking further wage cuts.

Decision Declared Target. "Railroad executives are not aware

of any present dispute between them and their employes," said the state-ment. "The strike vote was taken solely against a decision of the labor board reducing wages by 12 per cent last July.

"The railroads have determined to seek to reduce rates, and as a means to that end to further reduce wages. But the carriers have expressly de cided to proceed in accordance with

"The railroads wish it expressly understood that they would deprecate a strike, but that their first obligation is to the public to render adequate service at reasonable rates.

"The issue is clear. If present "Immediately upon return of the country of interest agreements which railroads to private control leading the commission expects the country to railroad presidents and others hired tulfill.

A survey was ordered from the propaganda to convince the public mouth of Bear creek, in Crook country, that the high rates were caused by the high waves of the propagand to convince the public mouth of Bear creek, in Crook country, that the high rates were caused by the propagand to convince the public mouth of Bear creek, in Crook country.

The board's statement to the carrier of the country to prove the public mouth of Bear creek, in Crook country. The board's statement to the carrier of the country to prove the public mouth of Bear creek, in Crook country.

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employes on rules and working con-ditions shall be completely disposed of as to any particular class of em-ployes before a hearing is had on any question of wages affecting said class of employes in any carrier cov-ered by decision No. 147 (165 class A. railroads)."

STRIKE ACTION IS DENOUNCED San Francisco Industrial Associa-

Rules Decision Put First.

"It is the judgment of the board hat as a matter of procedure it could be unwise, and as a matter of

policy, unjust, to discontinue consideration of rules and working conditions and enter into a prolonged hearing of an application to reduce wages at this time.

cannot hasten a wage reduction by applying for it at this time. . .

Strike Effects Denied.

tion Adopts Resolutions. SAN FRANCISCO, Oct. 25 .- (Spe ial.)—The directors of the San Fran-isco Industrial association, denounccisco Industrial association, denouncing as a challenge to the power of the government of the United States the attempt to call a nation-wide railroad strike and demanding that there be no temporizing with those defying the mandate of the labor board today adopted resolutions calling upon Governor Stephens and Mayor Rolph to use all the state troops and police at their disposal to keep the roads open and the trains running.

Any strike, the resolution declared, will cause irreparable hardship and

ent to President Harding, the labor board and the interstate commerce commission and will be presented to Governor Stephens and Mayor Rolph.

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ago, more than 2000 cases involving disputes between the carriers and employes have been filled with the board. More than 700 have been disposed of . . The board has been deinged with minor disputes which would not have been sent here had the carriers and their employes cooperated in the establishment of adjustment boards, as provided in the transportation act.

justment boards, as provided in the transportation act.

"Three questions of paramount importance have been before the board, the wage increase of 1920, the wage reduction of 1921, and the adoption of new rules and working conditions.

"The two wage controversies were disposed of . . The board has been justly urged by the carriers to complete its consideration of the Course to Be Announced When Time Arrives.

complete its consideration of the rules and hand down its decision. U. S. ATTORNEYS MEET

> Daugherty Declares President Will Act-Department of Justice Is Ready for Walkout.

WASHINGTON, D. C., Oct. 25 .- Anuncement of the course to be fol lowed by the government in the event of a railroad strike may be expected from President Harding, it was in-dicated today by attorney-General Daugherty. 'It will thus become apparent that the employes, who are protesting against a further wage cut, are cross-ing bridges long before they can pos-sibly get to them and that carriers

Daugherry.

The president, he said, would no doubt "say what he had to say when the time came." Those responsible for the situation would have to take the consequenses, he added.

"The board .". is not affected by the threat of a sirike It adopted several weeks ago a policy of making everything secondary to consideration of rules and working conditions, but . . . even with the greatest diligence, it will require considerable time to complete the decision of rules.

The consequences, he added. While maintaining his disbelief that a general strike would materialize, Mr. Daugherty declared the justice department was prepared to act "judiciously within the law" to prevent a tie-up of the transportation facilities.

Plans Not Discussed.

Plans Not Discussed.

cision of rules.

"In view of the above considera-tions it is the purpose of the board that the submission of carriers and He did not discuss specifically the department plans, explaining that the government might use one method in one section, adopt another course in another and use all of its legal weap-ons in a third.

Discussing the country's attitude toward a possible strike, he declared it his opinion that "the American peo-ple have no patience with this situa-Conferences with the district attor-

neys from New York, Chicago, Cleve-land, Buffalo and Indianapolis were completed today, Mr. Daugherty said, adding that they had a full knowl-edge of the department's prepara-Six or seven district attorneys in western districts are to meet within the next few days in a western city to

Coal Prices Will Advance November 1

Coal prices will advance November 1st. The special summer prices on Utah and Wyoming coals, which we announced on August 1st, will advance \$1 per ton November 1st. In the meantime we will accept orders until November 1st at our present prices, which are as follows:

Diamond Coal Briquets \$14 Delivered in Bin

King Utah Screened Lump (delivered in bin) \$15 King Utah Screened Nut (delivered in bin)......\$14 Rock Springs Screened Lump (delivered in bin) \$15 Rock Springs Screened Nut (delivered in bin) \$14 Newcastle Domestic Lump (delivered in bin).....\$12 Australian Lump (delivered in bin).............\$15 (Usual extra cartage charge for deliveries to Heights and Suburbs)

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sake of your bank accountgotoyour Heating Engineer and see ARCOLA today.



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out of the bowels, and you have a well, playful child again.
Millions of mothers keep "California Fig Syrup" hands. They know a teaspoonful today saves a sick child tomorrow. Ask your druggist for genuine "California Fig Syrup," which has directions for bables and children of ail ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.—Adv. syrup .- Adv.



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