

BOARD WILL MAKE ONE MORE APPEAL

Final Effort to Prevent Tie-Up to Be Exerted Today.

STRIKE LAID TO FEAR

Men Declared to Believe That Lines Are Planning Further Reductions in Wages.

(Continued From First Page.)
can prevent the strike was a question on union official would comment on. Throughout the hearing today they reiterated their determination that they could not call off the strike unless a "satisfactory settlement" was reached, and they defined such a settlement as revocation of the wage cut of July 1, payment to the men of the wages they have lost as a result of that cut and a promise by the roads to seek further wage reductions or changes in rules for a stated period.

Vote Laid to Rest.
Board members declined to comment on the union meetings to be held tomorrow, but others pointed out that the general chairman, grand officers and executive committee will be in attendance have the power to call off the strike without reference to any other body.

Throughout the hearing today Ben W. Carter, president of the union, declared he did not accept the July cut, but that it alone would probably not have been enough to cause a strike.

Executives of the four brotherhoods and the Switchmen's union, after a day of verbal jockeying with the railroad labor board, declared late today no power was a "satisfactory settlement" can prevent their men walking out beginning at 6 A. M. Sunday.

Their declaration came after a day of fruitless questioning, when R. M. Barton, chairman of the board, asked each union president four prepared questions.

"Who, or what authority, in your labor organization can withdraw the order to strike or stop a strike?"

"Suppose the chief executive of your labor organization, or your executive committee, issued an order or a statement that a strike should not occur, do you not believe the strike would be prevented?"

Attitude of Leaders Asked.
"If the board shall declare a strike is not justified and should not occur and direct that the employees not strike, will that order be obeyed?"

"Will you as chief executive use your power and influence to see that the orders of the board on the matter be obeyed?"

The union chiefs, W. S. Stone of the engineers, W. G. Lee of the trainmen, L. E. Sheppard of the conductors, W. C. Carter of the firemen, and T. C. Cashen of the switchmen, declared they had no power to cancel the strike order, expressed the individual opinion that their men would not obey an order from them or the board to remain at work, and reiterated their previous declarations that only a "satisfactory settlement" could avert the walkout.

Such a settlement they said, would be reconsideration by the labor board of its 12 per cent wage reduction order of July 1 or a movement by the individual railroads to confer with the unions and set aside the board's order.

Reimbursement Also Wanted.
W. S. Carter declared a settlement should also reimburse the men for the pay lost since July 1 as a result of the wage cut.

The government contemplates injunction proceedings against the unions for violation of the transportation act was indicated by the trend of questioning, conducted by Ben W. Hooper, public representative on the board.

Mr. Hooper sought throughout his examination of the five union leaders to bring out that their strike order was not only in defiance of the government decision, but by including other and unsettled questions violated that part of the transportation act which says all disputes "shall" be referred to the board first for settlement.

Mr. Lee of the trainmen said his organization's ballot was based on the July 1 wage cut, and declared he had withdrawn from the brotherhood's joint meeting and refused to subscribe to their ballot. The language of the joint ballot, he said, implied other questions were involved.

Others Defend Ballot.
Other leaders defended the joint ballot and asserted that the other questions referred to all had to do with the frame of mind which led the employees to vote for a strike.

The question of time and one-half pay for overtime and general revision of schedules were included in the discussion preceding the strike question proper of the joint ballot, and that of the trainmen. While all union chiefs maintained that the strike vote was technically taken on the July wage cut, but admitted that the other questions would probably figure in any settlement leading to calling off the strike.

The questioning brought out that a vote against the strike had been returned on 23 roads by the conductors, on 14 by the trainmen and on three by the firemen. Mr. Cashen said the switchmen on every system voted for a strike. Mr. Stone, after a heated protest against furnishing the information "to his enemies," agreed to obtain it from his office in Cleveland.

The hearing was marked by clashes between members of the board and Stone. Mr. Stone 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.

Old Cases Are Ruled Out.
"It is not our purpose to listen to discussions going back into the history of other decisions or the merits of decisions we have rendered," the chairman said. "If you want to be heard on that, you may be heard at another time and place."

He wanted to call your attention to the fact that Mr. Hooper just finished making that identical question of Mr. Sheppard and Mr. Sheppard replied to it, Mr. Stone retorted.

"Violations of schedules by these different roads has been going on for months and that has led up 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."

Mr. Stone finally was permitted to read the names of the seven roads on which included the Denver & Salt Lake,

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BITTER BATTLE INDICATED

Colorado Governor Instructs His Rangers to Be Prepared for Any Emergency.

(Continued From First Page.)
Cleveland, Oct. 26.—(By the Associated Press.)—Warren S. Stone, president of the Brotherhood of Locomotive Engineers, in a statement made public here today, asserts that the brotherhoods "are fighting for life."

"Any way, as I understand it, the brotherhoods are fighting for life," he said.

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

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RAILWAY GUARDS AUTHORIZED

Southern Pacific Takes Steps to Protect Ashland Division.

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No violence is expected, Mr. Stewart says, but the company is preparing for all eventualities and will take no chances on damage to its property or rolling stock. Ten of the guards will be stationed at Roseburg to guard the roundhouse, repair shops and yards, and the remainder will be distributed along the line between Ashland and Cottage Grove.

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