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BULL'S EYE NOTES

by Sam Mallon

The Junior Rifle Club will meet at the small gym for a short business meeting and will then proceed to the Medford Armory to fire in the Cal-Ore Postal match. Our first scheduled match is with Klamath Falls, ten shots sitting and ten shots prone. All Club members competing and the ten high scores comprising the two teams. There are five Clubs entered in this competition, making a very interesting program.

Nancy, the only girl in the Club, had high score again last week in the National Postal match. Brenner and Buddy Squire are making good progress, shooting consistently in the forties.

Keith Williams still has a few tickets left for the spotting scope so let's do our stuff. We need this scope more and more as we progress and enter competitions, for without a spotting scope it is impossible to make corrections during the actual firing.

Remember: 7:00 p.m. sharp at the small gym, then after a short business meeting, we will go to the Armory and shoot.

Mr. and Mrs. Milton Houston, of Applegate, were Sunday dinner guests of Mr. Henry Maury and his sister, Miss Sally Maury.

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LION AROUND—

The Lion club met at the Ranch House Tuesday night. There was a large turnout, the food was good and so was the entertainment so consequently every one had a very enjoyable evening.

Lion President Art Rupp, Secretary Ray Whorton and Zone Chairman, Don Burelson gave reports on their trip to Portland. They reported they learned a lot on the workings of Lion men. The evening's entertainment was not reported. Lion Dick Isaac reported that everything was set for the big meeting next week. It will be held at The Dardanelle in Gold Hill and fried chicken is on the menu all you can eat. Dick did a nice job on this and didn't even charge interest. All Lions' planning on attending this affair we ask to contact Lion Bill Abbott and inform him so he can estimate how many are going. Don't forget your wives go on this also. Lion John Wisely gave report on the March of Dimes' standing. We are just half way to our goal so you people dig down and mail your contribution to John Wisely, March of Dimes, Central Point. Remember every little bit helps and we don't want it said Central Point didn't make their goal.

Lion Howard Jewett gave a talk on his trip to Portland. He said he compared our new school with others built and being built in the state and he states ours is as good and better and will compare with any of them. This should make the people of our fair city very proud.

The speaker of the evening was Howard Dean. He gave a very interesting talk on the thirteenth donut. For you who don't know what the thirteenth donut is, it's the

little extra we do for others, this is just one of the services of the Lions. Well, that's all for this week and all you Lions who are not coming to the meetings, are missing a lot of swell times. Don't forget the big dinner next Tuesday, Feb. 6th. See you then.

Friday night Mrs. Mary Moore was made happy when her granddaughter and family, Mr. and Mrs. V. A. Rose and two daughters, Barbara and Kathy, and their girl friend, Patty Edwards, arrived from Big Bar, California, for a short visit. On Saturday they went to Klamath Falls to visit Mr. Rose's mother and also care for some business matters.

39 YEARS AGO

Nov. 14, 1912

One of the most delightful affairs of the season was the reception given by Mrs. J. P. Hearst at her home last Wednesday afternoon at which forty guests were in attendance. The rooms were decorated with autumn leaves and red berries and the same colors carried out in the table decorations.

Dr. Paul T. Rutter

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A musical program was one feature of the afternoons entertainment and among the numbers a beautiful piano solo by Mrs. Arthur C. Babson. Miss Francine McNassar sang three solos charmingly as she always does, and Mrs. McKillop entertained with a very pleasing solo. In receiving, the hostess was assisted by Mrs. Arthur Babson, Mrs. L. Hatfield, Mrs. W. H. Norcross, Mrs. H. Farnham, Mrs. F. J. Taylor, Mrs. Guy Tex, Mrs. H. R. Stearns, Mrs. C. C. Perkins, Mrs. H. W. Davidson and Mrs. G. E. Fox assisted in the serving and to make the occasion a pleasant one for those in attendance.

All report a very pleasant time and the hostess and those who assisted are to be congratulated upon the success of the afternoon.

Mrs. Dow have direct telephone service with Table Rock, Willow



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Japan and China want Oregon dairy stock for their farming districts. Japanese dairymen are now negotiating with Portland breeders to secure stock here and recently a high official of the Chinese Department of Agriculture left commissions in Portland for the purchase of dairy cattle to be shipped to that country during the winter.

In our item last week referring to the removal of John A. Perl's undertaking outfit from this city it seems that we made it appear that

Mr. Perl did not solicit any further business from this locality. This was not the intentions of Mr. Perl in discounting his office and he will still give his prompt attention to any cases where his services are desired and has simply consolidated this office with his Medford establishment.

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the Railroads

RESPECT...

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REPUDIATE...

this agreement!

What is the TRUTH?

At various states in the present dispute with the brotherhoods of railroad operating employees

... the railroads agreed to arbitrate. The union leaders refused.

... the railroads accepted the recommendations of President Truman's Emergency Board. The union leaders refused.

... the railroads accepted the White House proposal of August 19, 1950. The union leaders refused.

Finally an Agreement was signed at the White House on December 21, 1950. Now the union leaders seek to repudiate the Agreement.

The railroads stand ready to put the terms of this Agreement into effect immediately, with back pay at the rates and date indicated. The Agreement is given in full below.

(2)

8. Agreement embodying principles applicable to yardmasters to be entered into for benefit of yardmasters.

9. Effective October 1, 1950, the basic hours of dining car stewards shall be reduced from 225 to 205 hours per month; no penalty overtime to accrue until 240 hours have been worked, the hours between 205 and 240 to be paid for at the pro rata rate.

Effective February 1, 1951, overtime at time and one-half shall accrue after 220 hours have been worked. The basic monthly salary to be paid for the 205-hour month shall be the same as that now paid for the 225-hour month. Except that four dollars and ten cents (\$4.10) shall be added to the present monthly rate effective January 1, 1951.

10. In consideration of above, this agreement to be effective until October 1, 1953, and thereafter until changed or modified under provisions of Railway Labor Act. Moratorium on proposals for changes in wages or rules until October 1, 1953, as follows:

No proposals for changes in rates of pay, rules or working conditions will be initiated or progressed by the employees against any carrier or by any carrier against its employees, parties hereto, within a period of three years from October 1, 1950, except such proposals for changes in rules or working conditions which may have been initiated prior to June 1, 1950. Provided, however, that if as the result of government wage stabilization policy, workers generally have been permitted to receive so-called annual improvement increases, the parties may meet annually to discuss whether or not further wage adjustments are justified. Employees covered by this agreement are to be included in addition to increases received under the cost of living formula. At the request of either party for such a meeting Doctor Steelman shall fix the time and place for such meeting. Doctor Steelman and the parties may secure information from the wage stabilization authorities or other government agencies. If the parties are unable to agree at such conferences whether or not further wage adjustments are justified

MEMORANDUM OF AGREEMENT

Washington, D. C.
December 21, 1950

1. Establish 40 hour week for yardmen with increase of 23 cents effective October 1, 1950, and additional 2 cents effective January 1, 1951.

2. Set aside 40 hour week agreement until January 1, 1952, and establish 6 day work week for yardmen. Effective with the first pay roll period after 30 days from the date of execution of the formal agreement, yardmen required by the carrier to work on the 7th day to be paid overtime rates except engineers who shall receive guarantees where they do not now exist. On and after October 1, 1951, three months' notice to be given of desire to go on 40 hour week. Provide for consideration of availability of manpower and 4 cents per hour if and when the 40 hour week actually becomes effective.

3. Settle rules for 40 hour week and 6 day week.

4. Grant yard conductors and brakemen other rules such as daily earnings minimum, car retarder operators and footboard yardmasters as recommended by Emergency Board No. 81.

5. Settle following rules:
Initial Terminal Delay (Conductors and Trainmen)
Interdivisional Runs
Pooling Caboose (Conductors and Trainmen)
Reporting for Duty
More than One Class of Service
Switching Limits
Air Hose (Conductors and Trainmen)
Western Differential and Double Header and Tonage Limitation (Conductors and Trainmen, all Territories)

6. Road men to receive 5 cents per hour increase effective October 1, 1950 and additional 5 cents per hour increase effective January 1, 1951.

7. Quarterly adjustment of wages on basis of cost of living index (1 point to equal 1¢ per hour. First adjustment April 1, 1951. Base to be 176).

(3)

they shall ask the President of the United States to appoint a referee who shall sit with them and consider all pertinent information, and decide promptly whether further wage increases are justified and, if so, what such increases should be, and the effective date thereof. The carrier representatives shall have one vote, the employee representatives shall have one vote and the referee shall have one vote.

11. If the parties cannot agree on details of agreement or rules they shall be submitted to John R. Steelman for final decision.

The usual protections for arbitrators, miscellaneous rates, special allowances, and existing money differentials above existing standard daily rates will be included in the formal agreement.

** The foregoing will not debar management and committees on individual railroads from mutually agreeing upon changes in rates, rules and working conditions of employees covered by this agreement.

J. B. Steelman
Brotherhood of Locomotive Engineers
by Grand Chief Engineer

M. Fanning
Chairman
Eastern Carriers' Conference Comm.

J. B. Steelman
Brotherhood of Locomotive Firemen
and Enginemen by President

L. D. Dorman
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