

Silver Wedding Celebrated by Monument Couple

By Millie Wilson
The home of Mr. and Mrs. Mead Gilman was the scene of a very enjoyable party last Sunday afternoon when Grace Stirritt, Goldie Round, Ruby Glenger and Leala Thompson honored Mr. and Mrs. Gilman with a Silver Wedding Anniversary party. There were about fifty guests called during the afternoon. Mr. and Mrs. Gilman received many pieces of silver in the daffodil pattern, others gave silver dollars to complete the set.
Mr. and Mrs. Dempsey Boyer gave a silver tray with a salad bowl and dressing jar and salad fork. The table was artistically

decorated with a large potted plant and silver candle sticks as the center piece.
The hostesses served cake and ice cream. Leala Thompson poured. Out of town guests were Mr. and Mrs. Tunis Round and daughter, Ireta Ann of Long Creek; Mr. and Mrs. Albert Foss of Pendleton; Mr. Rufus Bible of Fox; Mr. and Mrs. Chester Foss of Hermiston; Mrs. Clara Schmidt and daughter of Pendleton.
Luncheon guests at the Stirritt home on Sunday were: Mr. and Mrs. Herman Thompson, Mr. and Mrs. Bob Glenger, and Mrs. Mary Lippert all of Cottonwood, Tunis Round and daughter Ireta Ann of Long Creek; Rufus Bible of Fox.
Fred Shank purchased some calves from Clarence Rickard last week.

Melvin Round and Ray Hoskin are the lucky hunters of Elk so far from Monument.
Mr. and Mrs. Ray Hoskin and daughter Lucy drove to Freewater on Monday.
Mrs. Ad Moore of Heppner spent two days with her granddaughter and husband, Mr. and Mrs. Stanley Boyer. Mrs. Moore came to Monument with Mrs. Chandley, who was a guest of Mrs. Broadfoots. John Schmidt also accompanied them and is staying for a longer visit. He is a guest of Mr. and Mrs. Elmer Mattesson.
Mrs. Ida Bleakman had Mrs. May Harren as her guest last week. Mrs. Warren visited with friends in and near Monument. She also was a guest of Mr. and Mrs. Stanley Musgrave at Top.
Mr. and Mrs. Johnnie Stubblefield were hosts last week to M-Sgt. Donald Hudson, who is stationed in Anchorage, Alaska and to Darrel Floyd of Bremerton, Washington. They also visited Mr. and Mrs. Spike Miller. Hudson, Floyd, Miller and Stubblefield were all buddies when they were in service in World War II, and stationed in Germany.
Mr. and Mrs. Lewis Batty drove to Heppner to attend a Grange Banquet. Mr. Batty is a member of the Grange Insurance Representatives.
Mr. and Mrs. Clarence Rickard were attending to matters of business in Pendleton on Wednesday. Their small son, Steve spent the day with Clara Strecker.
Word has been received by friends in Monument that Claud Crouch in The Dalles is seriously ill.
Mr. and Mrs. Dave Musgrave returned this week from Michigan where they had spent the past two months visiting with relatives. Mrs. Musgrave brought word that her sister, Mrs. Anna Isom is very ill in The Dalles Hospital.
Mr. Miller took Lewis Batty's truck and spent Wednesday in John Day attending to matters of business. He was accompanied by Gib Greg.
Mr. and Mrs. Frank Steen and baby daughter of Vashon Island, Washington are guests of Mr. and Mrs. Harold Cork this week.
The H. E. C. held their regular meeting in the Grange Hall on Wednesday. It was election of officers. The following were elected: Chairman, Ouida Cork; Treasurer, Ethel Leathers; Secretary, Mary DuBosh. It was decided to sponsor a pot luck dinner on November 12 to honor the teachers and the 4-H club members. Those present at the meeting were: Lydia Capon, Reta Cupper, Ethel Leathers, Ouida Cork, Helen Brown, Mary DuBosh, Janice Cork, Clara Strecker, and Millie Wilson. The visitors were: Mrs. Day and Gail Steen.
Mr. and Mrs. Wilcox of Klamath Falls visited over the weekend with Mrs. Wilcox's brother and wife, Mr. and Mrs. Robert Croft.
Mr. Rollin Miller and Bob Hoover of Rogue River spent the weekend with Mr. Miller's son MORE MORE and wife, Mr. and Mrs. Walt Miller. The men enjoyed Elk hunting while here.
Mr. and Mrs. Homer Williams and children were dinner guests of Mr. and Mrs. Chance Wilson on Sunday.
Mr. and Mrs. Chance Wilson drove to Pringle and Bend last Friday. They returned home on Saturday.
Mr. and Mrs. Roy Cork and Miss Anita Moore drove to Seattle last Tuesday to meet their son, Roy Arlot who has been stationed in Korea. A
4-H Sewing Club. News reported by Donna Broadfoot.—The club's first meeting was held on October 16, at Charlotte Howell's house. Officers were elected: President, Bernadine Reid; Vice President, Sharon Hinton; News Reporter, Donna Broadfoot; Yell Leaders are Judy Stewart and Dina Strivalt. Refreshments of Cool-ade and cookies were served.

The next meeting will be held at Mrs. Hookers. The leader is Mrs. R. G. Davis and the assistant leader is Mrs. Howell.
Mr. and Mrs. Morrell and baby daughter visited at the home of Mr. and Mrs. Earl Barnard last Thursday. The Morrells spent the summer at the Radio Mountain Look Out. They are now returning to their home near Hillsboro.
Mr. and Mrs. Bud Engle of Cottonwood were attending to matters of business in Redmond last Wednesday and Thursday. While there they were guests of Mrs. Engle's parents, Mr. and Mrs. McWillis.
Mr. and Mrs. Clay Engle and Miss Barbara Dunrud of Molalla called on their granddaughter, Miss Janet Engle on Thursday. They were on their way to their son's Bud Engle ranch on Cottonwood.
Mrs. Volney McHaley of Kim-

berly left Tuesday for The Dalles to be with her mother and father, Mr. and Mrs. Claud Crouch.
Mrs. Boyd Hinton and daughters, Sharon and Mary Ella drove to Dayville to spend Sunday with her parents, Mr. and Mrs. Tom Thrope.
Mrs. Reta Cupper was hostess to a dinner party on Thursday. Her guests were Mrs. Day, Mrs. Gail Steen and Mrs. Janice Cork.
Mrs. Doris Capon and her daughter, Mrs. Lois Hill were attending to matters of business in Condon last Wednesday.
Dane Broadfoot who recently moved to Crescent City, California returned last Friday to join his brothers, Lindell and Carmel Broadfoot on an elk hunt.
Mrs. Frankie Lewis and her son-in-law, Don VanBuskirk of Portland surprised their relatives and friends when they drove in early Friday morning. Mrs. Lewis spent her time visiting and Don

joined a hunting party at the Theron King ranch.
Ben Hinton and Iffie Bagley of John Day were visiting relatives and friends in Monument last week.
Mrs. Anna Lesley returned to Monument on Saturday. She spent the summer visiting her children and other relatives.
A Smoker for high school and grade school children was held in Long Creek last Friday night. Monument's schools had entrants in all bouts. One of the main attractions was a pillow fight by

the girls. The Monument girls taking part were: Patsy Forrest, Isobel Leathers, and Darlene Capon. The boys who entered the fights were: Bill Montgomery, Glenn Legler, Don Gilman, Gib Breg, Jim Waldorf, Roy Lynch, Charles Roach, Danny Jones, Charles Williams. Next week a similar smoker will be held in Monument with the Long Creek children coming here.
Percy Cox and son Stanley have moved from the old Chance Wilson ranch on the Mountain to the Holmes' Apartment in town.

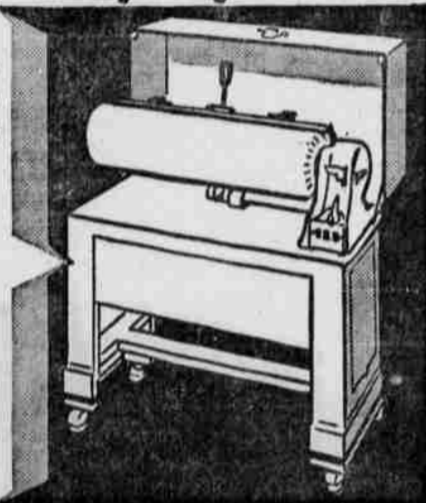
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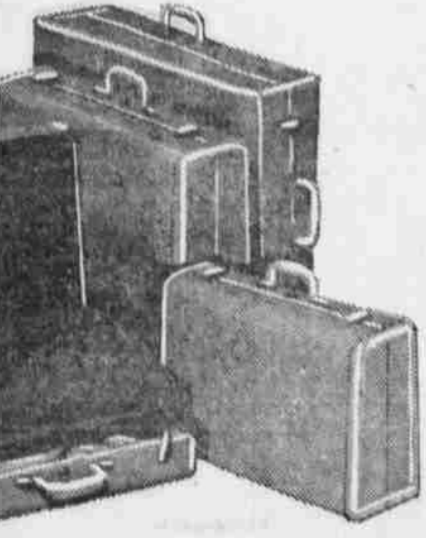


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Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employees and the railroads.

More Than 90% of Employees Accept
Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employees—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

Less Than 10% Refuse
But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employees. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employees are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

What Do the Railroads Offer?
They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement carrying out the

principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

What About Wages?
Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$.34 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?
The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?
The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?
The continued quibbling of the leaders of the three unions has to do principally with

rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.
Rules Can Be Arbitrated
The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed
With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.



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