

MEHAMA

By JEAN ROBERTS

Most families in this area have frozen water pipes and balky car engines to contend with, due to the unexpected cold spell.

The Ercill Wilson family piled hay on water pipes, saturated it with gasoline and set it afire to thaw them.

Mae Patton persistently warmed pipes with a kerosene lamp till they thawed. She then left the faucets drip to prevent refreezing.

Ken Golliet hung an electric bulb on an extension cord and placed it under the automobile hood to prevent freezing. Sometime in the night the bulb burned out and the car froze.

The newly installed water pump at the Women's club house is frozen, with ice all over the pump house floor. Both faucets in the club kitchen have burst.

Several logging companies are almost afraid to check on the damage the freezing weather may have done

It is reported that one outfit will have to replace a loading donkey engine. Cats and yarders also refuse to start. Discomfort in addition to freezing weather was a power failure over the weekend. People dependent on electricity were left without heat, food, or water. The Keith Phillips family with a housefull of company Sunday, had to carry water from the creek and cook on an oil stove.

Mrs. Elmer Taylor and Mrs. Alice Pooler who underwent surgery at the

Salem Memorial hospital last week are reported to be progressing satisfactorily.

Andy Spriggs is also on the sick list. Susie Teeters who is attending Oregon State visited her parents over the weekend.

Ladies Aid which met in the church basement last week plans to meet at Mill City for their next meeting which will be February 9, to observe World Day of Prayer.

Mr. and Mrs. N. W. Montgomery and family of Coos Bay and brother

Eula Monroe, visited the Harry Monroe family and Charlie Crook family over the weekend.

The next home extension meeting will be held Friday, January 2, at the Woman's club house. The county agent will give a demonstration on accessories for clothes. The meeting will be in the afternoon.

Duane Wagner was home over the weekend for a few days leave. At present he is stationed in San Francisco attending a radar school for approximately 5 more months.

K-F Presents All-New 1951 Kaiser Models



A COMPLETE NEW LINE of 1951 Kaisers, new from bumper to roof, is being announced by Kaiser-Frazer Corp. Styled distinctively in Continental fashion, the new automobiles introduce many safety advances, including the first full-length crash-padded instrument panel, greater safety glass area than any other sedan, and a balanced blending of body and chassis which provides exceptional performance and roadability. The Kaiser's new 115-h.p. "Supersonic" engine is available with a choice of conventional drive, overdrive or Hydra-Matic transmission.

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Mom & Pop's CAFE
Mill City

the Railroads RESPECT... the Labor Unions seek to 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.

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 1, 1950. Provided, however, that if as the result of government wage stabilization policy, the parties may meet annually to discuss whether or not further wage adjustments for employees covered by this agreement are justified, 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 straight time rates for the 7th day. This does not create 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 Tonnage 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. Holts
Brotherhood of Locomotive Engineers
By Grand Chief Engineer

M. T. Young
Chairman
Eastern Carriers' Conference Comm.

J. B. Stutson
Brotherhood of Locomotive Firemen
and Enginemen By President

L. P. Doornik
Chairman
Western Carriers' Conference Comm.

H. D. [Signature]
Order of Railway Conductors By President

W. B. [Signature]
Brotherhood of Railroad Trainmen
By President

Calvey
Chairman
Southeastern Carriers' Conference
Committee

EASTERN SOUTHEASTERN WESTERN RAILROADS

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LEGAL ADVERTISING

NOTICE

Personal property taxpayers are required to file an invoice as of January 1st, 1951, with the Assessor for an assessment base. Assessment must be filed on or before March 2, 1951. Penalty provided after due date.

Truck and automobiles carrying State license plates and furniture in private homes are exempt.

Furniture in Hotels, Apartments and Rooming Houses are subject to taxation.

If you have not received an assessment blank, please notify the Assessor's Office.

JOHN F. SHEPPARD,
Linn County Assessor.

Mill City Lodge No. 144 I.O.O.F. meets every Friday night. Visiting brothers welcome.

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STAYTON
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Church Activities

FIRST CHRISTIAN CHURCH

Services every Lord's day
Sunday school 9:45 a.m.
Morning worship 11 a.m.
Young People's meeting 6:30 p.m.
Evening worship 7:30 p.m.
Tuesday, 7 p.m. Jr. Teen Fellowship
Wed., 7:30 p.m. Bible study hour.
Thursday, 7 p.m. Young People.
Mr. Hugh Jull, Pastor

CHRISTIAN SCIENCE

IOOF Hall
Sunday 11 a.m.
Wednesday meeting 4th Wed. 8 p.m.

FREE METHODIST CHURCH

North Mill City
Sunday school at 9:45 a.m.
Morning worship 11 a.m.
Junior church 11:00 a.m.
Evening service 7:30 p.m.
Wednesday prayer meeting 7:30 p.m.
Phone 1906 Rev. L. C. Gould, Pastor

COMMUNITY CHURCH

Full Gospel Preaching
Sunday school 10 a.m.
Morning worship 11 a.m.
Evangelistic service 8 p.m.
Prayer meeting Tues. at 1:30 p.m.
Preaching services Wednesday and Friday 8 p.m.
Rev. Wayne W. Watkins, Pastor

GATES COMMUNITY CHURCH OF CHRIST

Sunday school at 10 a.m.
Morning worship 11 a.m.
Christian Endeavor 6:30 p.m.
Evening worship 7:30 p.m.
Walter Smith, Pastor

IDANHA COMMUNITY CHURCH

Sunday school 10 a.m.
Morning service 11 a.m.
Evening service 7:30 p.m.
Thursday prayer meeting 7:30 p.m.
Student Pastor, Rodney Toews

ASSEMBLY OF GOD CHURCH

Sunday School 10 a.m.
Morning Worship 11 a.m.
Young people's service at 6:30 p.m.
Evening Service 7:30 p.m.
Prayer meeting and Bible study, Thursday at 7:30 p.m.
Rev. W. D. Turnbull, Pastor.

L.D.S. OF JESUS CHRIST CHURCH

Detroit
Sunday school each Sunday 10 a.m. in high school building, Detroit.
Priesthood meeting 11 a.m.
Zealand Fryer, Presiding

FIRST PRESBYTERIAN CHURCH

Morning worship 11 a.m.
Music by choir.
Dr. David J. Ferguson, Preaching
Young People at 6:30 p.m., Mrs. Arthur Kreiver, leader.

ST. CATHERINE CATHOLIC CHURCH, MILL CITY

Mass at 9 a.m.
Confessions heard before Mass.
Altar Society 3d Wednesday 8 p.m., Father Carl Mai, Pastor

DETROIT CHRISTIAN CHURCH

Sunday school at 9:45 a.m.
Preaching at 11 a.m. by Leland Keithly, minister.
Youth meeting 6:30 each Sunday evening.

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