

WEST POINT PARK

Organize Congregationalist Church Under Rev. George B. Gullen

By Miss L. A. Ault 1461-M

Under the leadership of Rev. George B. Gullen, a Congregational Church was organized in Livonia last Sunday afternoon. The service was conducted in the Neighborhood Meeting House, of Norfolk, near Mayfield. However, a permanent site for the church is being sought in the center of the city. The Board of Extension of the Congregational Church in Detroit is working on the project. Rev. Gullen, who is pastor of a large Congregational Church in Detroit and who at one time was minister of a church in this vicinity, is assisting in the organization. His brother, George Gullen, Jr., a Detroit lawyer, is also interested in getting the new church established.

Mr. and Mrs. Darrell Ward from Akron, Ohio, were visiting with their cousins, the Edwin Johnsons, on Clarita Avenue. Mr. Ward, called by his father's death, is now on 30 day leave from Tokyo, Japan, where he is stationed.

Mrs. M. E. Ault of Mayfield Avenue was a luncheon guest Wednesday of her cousin, Mrs. Herman Keyser in Hamtramck. Mrs. Keyser, Robert Nelson, Jr., had a bad attack of flu early this week.

The George Cookes of Albion Avenue were dinner guests last Saturday evening of Mrs. Cook's parents, Mr. and Mrs. Russell Ault on Shadyside. Sunday evening Mr. and Mrs. Ault and their daughter Shirley participated in a birthday celebration honoring their son-in-law at the Cooke residence.

Mr. and Mrs. E. W. Stange called on their daughter, Mrs. William Griffith and her husband in Dearborn, last Sunday afternoon. Mr. and Mrs. Austin Ault of Brentwood Avenue were visiting with Mrs. Ault's brother-in-law and sister, Mr. and Mrs. Norman Geddis in Detroit last Sunday afternoon. The Geddis' home was recently broken into and ransacked.

Walter Pack from St. Louis, Missouri, was the Sunday guest of his sister, Mrs. Ira Wagner and Mr. Wagner Tuesday evening. The Wagners were guests at a dinner given for Mr. Pack at the home of his niece in Detroit.

Mrs. Lealle Grundy of Hubbard Avenue was hostess at a brush demonstration party last Wednesday morning. Mrs. E. W. Stange spent the week with the Judds near Grose Pointe.

Many of our folks visited the police station on Five Mile Road on one or the other of the days devoted last week. Along with them, they took their dogs to be vaccinated and receive new license tags. Mrs. Helen Butler of Hubbard Avenue was contacted to her home with flu last week.

Mrs. Marvin Addis of Shadyside Avenue is with her daughter, Mrs. Arthur Block, on Laurel Avenue, for two weeks. Mrs. Addis, who has been ill, is improved, and with her husband, expects to leave for a vacation visit to Florida after February 1.

Mrs. Ann Oman of Brentwood Avenue spent the week end with her uncle and aunt, Mr. and Mrs. George Thorne in Ypsilanti.

The Louis Gibbons were calling in Wayne Thursday evening. Mr. and Mrs. Albert Spicer of Laurel Avenue recently celebrated their 21st wedding anniversary. Mrs. Charles A. Armstrong, Mayfield Avenue, spent a few days in Detroit last week.

In St. Joseph's Mercy Hospital, Pontiac, a seven pound, five ounce

baby girl was born Thursday morning, January 25, to Mr. and Mrs. Gerald Roberts of Mayfield.

The W. S. C. S. of the Livonia Methodist Church will meet Thursday at 10 a.m. for a day of housecleaning in the church and to get the new church dishes washed.

Charles Funk, though much improved from his recent illness, is still confined to his home on Shady-side Avenue.

Mrs. Julius Walt, who has been seriously ill at her home on Farmington Road, is reported resting more comfortably.

Janet Scholtz, Shady-side Avenue, was six years old Thursday, January 25. There was a birthday cake at school, where classmates helped her celebrate, and more at home, where friends and relatives showered her with cards and gifts.

Among the local young men receiving questionnaires from their draft board last week were Stanley Chavey, Gerald Bolvard, Kenneth Houtz, and William Soos.

Mr. and Mrs. Edward Brugman and children, from Norwayne, were

visiting with Mrs. Brugman's mother, Mrs. James Simpson, Thursday evening. Mr. Brugman expects to be stationed at a training base in Arizona.

Mr. Gamble of Hubbard Avenue was ill last week.

The William Fishers of Mayfield Avenue are leaving this week for a month's stay in Florida—Their daughter and son-in-law, the Ralph Huntz family, will care for the home in their absence.

James Gallows, the house guest of his sister, Mrs. Christina Rehahn, returned last week end to his home at Reading, Michigan. Son Lee from Garden City escorted him part of the way.

Mrs. Erwin Behlings has again heard from son Don, still fighting in 23 below Korea.

The annual Valentine exchange, the next meeting of the Sunshine Sisters, will be held at the home of Mrs. Robert Diehl, on Shady-side Avenue.

Mrs. V. Reddy, a local Cub Scout leader, appeared at the last Sunshine meeting and requested that newspapers and magazines be saved for the Cub's paper drive.

The coal industry will require at least one million tons of steel to carry on its operations during 1951.

Novi News

By MRS. GEORGE WAITE

The Arthur Pounders spent the week end in Royal Oak with relatives.

The Everett Rooney entertained guests from Royal Oak on Sunday. George Hines was a business caller in Detroit Monday.

Mrs. Irma Durfee and daughter were dinner guests of the George Waites on Sunday.

Mr. and Mrs. J. S. Denke were Commerce visitors on Saturday evening.

Charles Trickey, Sr., Walter Tuck, and Dr. Bragg of Milford spent the past week fishing at Jack's Landing and stayed at Dr.

Bragg's cottage. They report 18 inches of snow with 14 degrees below zero temperatures.

Mr. and Mrs. George Hines were dinner guests of their daughter and family, the Jack Kramers of Walled Lake.

Mr. and Mrs. Charles Dayton (nee Dorothy Hunt) of Plymouth have moved into the A. MacCollum apartments on 11 Mile Road.

The Fordomate and Merc-O-Matic transmission of Ford Motor Company are assembled at Cincinnati in a huge air-conditioned room in order to maintain atmospheric conditions necessary for a product requiring rigid manufacturing tolerances.



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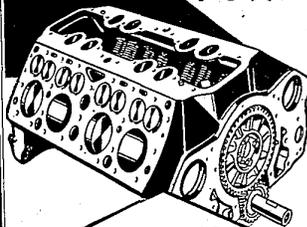
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SUN., MON., TUES., February 4, 5, 6 JOHN WAYNE

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the Railroads

RESPECT...

What is the TRUTH?

the Labor Unions

seek to

REPUDIATE this agreement!

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

... the railroads agreed to arbitrate. 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.

MEMORANDUM OF AGREEMENT

Washington, D. C.

December 21, 1950

- 1. Establish 40 hour week for yardmen with increase of 25 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.
3. Settle rules for 40 hour week and 6 day week.
4. Grant yard conductors and brakemen other rules such as daily earnings minimums, car retarder 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, Switching Lists, Air Hose (Conductors and Trainmen), Amongst 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).

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

9. Effective October 1, 1950, the basic hours of yardmen 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 (84.10) 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 by mutual agreement of the parties. 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 with Doctor Steelman on or after July 1, 1952, 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 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 and 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 differential formal agreement.

12. The foregoing will not debar management and committees on individual railroads from mutually agreeing upon changes in agreement.

Signature of Grand Chief Engineer

Signature of Eastern Carriers' Conference Chairman

Signature of Brotherhood of Locomotive Firemen and Engineers by President

Signature of Southern Railway Conductors' President

Signature of Brotherhood of Railroad Trainmen By President

Signature of Eastern Carriers' Conference Chairman

Signature of Western Carriers' Conference Chairman

Signature of Southern Railway Conductors' Conference Chairman

Signature of Brotherhood of Railroad Trainmen By President

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