

Rev N. E. Gresham filled his appointment here Sunday night. Mr. Charlie Brown directed and taught a study course here last week. The book "The Bible and Prayer" was studied.

There are quite a few on the sick list, namely Mr. and Mrs. I. N. Sandlin, Charlie Bostic, W. D. Kilpatrick, Mrs. Bertha Register, Mrs. Otis Parker and Mrs. Mollie Parker. We hope they soon regain their strength.

Mr. C. C. Rouse of Wilson, Miss Polly Rouse of Warsaw and Mr. and Mrs. C. C. Ivey, Jr. of Summerlin X-roads visited Mr. and Mrs. Holmes Rouse during the week end. Mr. and Mrs. David John Kil-

**NOTICE OF SALE**

Under and by virtue of that certain deed of trust dated December 22, 1947, executed by H. M. West on and wife Rachel Weston and recorded in Book 431 at page 518 of the Duplin County Registry. Default having been made in the payment of the indebtedness thereby secured and the owner of the note having demanded that the same be foreclosed, the undersigned will offer for sale and sell to the highest bidder for cash, at the Court House door, in Kenansville, Duplin County, N. C., on Monday, February 26, 1951, at the hour of 12:00 O'clock, Noon, the following described lands:

**SITUATE in the Town of Warsaw, on the South side of Bay Street and being Lots 13 and 14 as**

**PLEASANT VIEW**

Work has been started on an addition to Pleasant View church. Mr. and Mrs. J. D. Grady and family attended the Grady-Moore wedding in Raleigh Saturday.

Mr. William Carter lost a tenant house by fire Friday night. It was unoccupied.

Mr. Raymond Grady has returned home after spending some time on the tobacco market in Tenn.

Mr. H. F. Grady has taken a position with the FBI in Washington.

Mr. and Mrs. W. G. Smith and Mr. and Mrs. R. A. Oates visited Mr. and Mrs. Robert Grady Sunday.

Mr. and Mrs. J. H. Byrd and family were dinner guests of Mr. and Mrs. Graham Teachey Sunday.

Mr. and Mrs. L. J. Mewborn spent Sunday with Mr. and Mrs. Thurman Teachey.

**NOTICE OF SALE**

**NORTH CAROLINA DUPLIN COUNTY**

As administrators of Joseph Ida H. Outlaw, deceased, we will offer for sale at public for cash at the home place in Albertson Township near Outlaw's Bridge Church at 10:00 A. M. on the 17th day of February, 1951, various articles of personal property, to wit:

Household and kitchen furniture. About 30 bbls. corn. Small farming implements. Chickens. Other personal property belonging to said estate.

Advertised this the 24th day of January, 1951.

L. B. Outlaw and Gordon K. Outlaw, Administrators of the estate of Joseph Ida H. Outlaw, deceased.

H. E. Phillips, Attorney  
2-16-St. HEP

**ADMINISTRATOR'S NOTICE**


Having this day qualified as administrator of the estate of J. C. Norris, deceased, late of Duplin County North Carolina, this is to notify all persons having claims against said estate to present them to the undersigned within one year from last publication date of this notice or this notice will be plead-

**Completes Training**

George R. Dickson, seaman ret. USN, of Rt. 2, Rose Hill, recently completed recruit training at the Naval Training Center, San Diego, Calif., and is now available for assignment.

**Baptist WMS Meet**

The Magnolia WMS held their meeting in the church on Jan. 23



**You Can Have Your Cake And Eat It Too — If You Let Us Handle Your Financial Matters**

**Bank Of Mt. Olive**

"Make Our Bank Your Bank"

MOUNT OLIVE CALYPSO

**PLEASANT VIEW**

Work has been started on an addition to Pleasant View church. Mr. and Mrs. J. D. Grady and family attended the Grady-Moore wedding in Raleigh Saturday.

Mr. William Carter lost a tenant house by fire Friday night. It was unoccupied.


Mr. Raymond Grady has returned home after spending some time on the tobacco market in Tenn.

Mr. H. F. Grady has taken a position with the FBI in Washington.

Mr. and Mrs. W. G. Smith and Mr. and Mrs. R. A. Oates visited Mr. and Mrs. Robert Grady Sunday.

Mr. and Mrs. J. H. Byrd and family were dinner guests of Mr. and Mrs. Graham Teachey Sunday.

Mr. and Mrs. L. J. Mewborn spent Sunday with Mr. and Mrs. Thurman Teachey.



**See the NEW '51 DE SOTO now on display**

**YOUR FIRST LOOK** will reveal glamor that is practical; exceptionally modern... but with elegant dignity of line!

**YOUR FIRST REACTION** will be: This new model is really new and different... including a new, higher-horsepower engine!

**YOUR FIRST RIDE** will catch you unaware... it's a revelation! The result of the amazing cushioning action of De Soto's new Outflow shock absorbers!

**YOUR FIRST COMPARISON** of De Soto's extra-value features will help you realize that the new De Soto is a luxury car that you can afford! Be sure to see it soon!

**LOOK AT THE EXTRA VALUE DE SOTO GIVES YOU:**

- New "Outflow" Shock Absorbers
- Tip-Toe Hydraulic Shift and Field Drive
- Big, New, High-Compression Engine
- Big 42-inch Brakes for Extra Safety
- New Parking Brake—Easy to Apply
- Waterproof Ignition for Quick Starts
- Long Wheelbase, Full-Cradled Ride
- Featherlight, Shock-free Steering
- Big Windows for Maximum Visibility
- Self-Resistant Cylinder Walls

**NEW ORIFLOW SHOCK ABSORBERS... AWKWARD COMFORT!**

**SERVICE MOTOR COMPANY**  
MAIN STREET — KENANSVILLE, N. C.

**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. ... 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:

**MEMORANDUM OF AGREEMENT**

Washington, D. C. December 21, 1950

- Establish 40 hour week for yardmen with increase of 23 cents effective October 1, 1950, and additional 2 cents effective January 1, 1951.
- 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.
- Settle rules for 40 hour week and 6 day week.
- 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.
- 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)
- Road men to receive 5 cents per hour increase effective October 1, 1950 and additional 5 cents per hour increase effective January 1, 1951.
- 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 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 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, 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 arbitrations, 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.

*W. R. Hall*  
General Agent of Locomotive Engineers  
by Grand Chief Engineer

*J. B. Stutson*  
Secretary of Locomotive Firemen and Engineers by President

*W. R. Hall*  
Chairman  
Western Carriers' Conference Comm.

*J. B. Stutson*  
Chairman  
Western Carriers' Conference Comm.

*W. R. Hall*  
Chairman  
Western Carriers' Conference Comm.

*J. B. Stutson*  
Chairman  
Western Carriers' Conference Comm.