


BE WIISE... Winterize Before the First Freeze!

Bolmy Autumn days sometimes lull us into the thought that Winter is a long way off. But frequently a cold snap jars us into the recollection that Old Man Winter will soon be dishing out the customary freezes. Are your tires in shape, and do you have anti-freeze in your radiator and winter lubricants? It's better to be early than late in preparing your car to withstand the first freeze. That's where we can help you.

TWO WEEKS SALE ON TIRES
We Will Sell You a Tire and Give You a Tube

Is Your Car Ready for That Holiday Trip?

Dirive in soon for complete Winterizing Sericice ....Winter lubricants and greases, battery service, helpful check-ups or various equipment. Avoid the rush and get the job done now. Make that Armistice Day trip with care-free confidence.

We Have' Hot Water Heaters or Gas Heaters

## Ogle Bros.

Texaco Service Station
 Broadcasts to Include Important Contests
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WELI-INFORMED TEXANS
READ THE DALLAS HEWS!
 The Dallas 解ornimg ditus

NAME...

Eye comfort calls for LIGHT CONDITIONING


Does your lighting measure up?
$\mathrm{D}^{\mathrm{ONT}}$ guess about your lighting. Follow the new, easy-to-use Tecipes for Light Conditioning and get the kind of light engidiuation. It tells what henecei is designed for a specific lighting them. You just use a tape measure and follow directions. Sart Light Conditioning your home now

FREE! "LIGHT CONDITIONING RECIPE BOOKLET
Contains 22 tested recipes for better lighting throughout your home. Shows you how to get the best light for every seeing task. Ask for your free copy at our office today!

COMMUNITY PUBLIC SERVICE COMPANY
Youn Iriendly Eleothic Company

## IREDELL ITEMS

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a ploasure w the Katy

## mivi

by Miss Stella Jones, Local Correspondent

Hico Sunday.
Mr and Mre Henry Londer were
Mr
Mr. Clairette


## Fall SALE

Just at the Right Time for Holiday Selection

## Venetian Blinds

AIRESS READY-MADE ALUMINUM BLINDS

Immediate delivery
ON READY-MADE SIZES BELOW
$18^{\prime \prime}$ Through $27^{\prime \prime} \times 54^{\prime \prime}$
$28^{\prime \prime}$ Through $36^{\prime \prime} \times 54^{\prime \prime}$
37" Through 40" $\times 54^{\prime \prime}$
$41^{\prime \prime}$ Through $43^{\prime \prime} \times 54^{\prime \prime}$
$1^{\prime \prime}$ Through $27^{\prime \prime} \times 61^{\prime \prime}$
$28^{\prime \prime}$ Through $36^{\prime \prime} \times 61^{\prime \prime}$
$37^{\prime \prime}$ Through $40^{\prime \prime} \times 61^{\prime \prime}$
$40^{\prime \prime}$ Through $43^{\prime \prime} \times 61$

Custom-Made Sizes Available in EITHER ALUMINUM OR STEEL AT SLIGHTLY HIGHER PRICES
these may be had in various colors, such as GRAY, AZUURE, GREAM, GREEN. IVORY, YELLOUN, BLUE ETC.
WTH COLOEED TAPE TO MATCH
READY TO INSTALL
PERMITTED UNDER
FHA IMPROVEMENT LOAN
$10 \%$ OOWN -UP TO 36 MONTHS TO PAY

## Barnes \& McCullough

"EVERYTHING TO BUILD ANYTHING" HICO, TEXAS



Hico Theatre
nhuraday \& Friday-
SPENCER TRACY PAT O'BRIEN

## "THE PEPPIE ABANST OHMA

## RANDOLPH SCOTT ROBERT RYAN

## "TRALL STREET

RAY MILLAND JAN STERLING

## "RHEBAR"

## BARRY SULLIVAN <br> ARLINE DAHL <br> "NO OUEETIONS ASKED"



Fairy
Trs. Eunice My Massengale

## mesources

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## 90\% For! 10\% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions-comprising about $\mathbf{1 , 2 0 0 , 0 0 0}$ men, or more than $\mathbf{9 0} \%$-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


On June 15, 1950, an Emergency Board
appointed by the President under the
terms of the Reilway appointed by the President under the
terms of the Railway Labor Act -an Act
largely fathered by the unions themselves largely fathered by the unions themselves
-made its recommendations on certain
waze and working conditions "rules" in Wage and working conditions ("rules" in
rair road language wwich had been in dispute between employes and the railroads.
More Than $90 \%$ of Employes Accept Since then, terms equal to or better than
the Board recommendations have been the Board recommendations have been
accepted by about $1,200,000$ raiload em-
ployes - more than $90 \%$ of the total of all ployes-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 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 and Enginemen, and the Order of Railway
Conductors. These are three of the so-
called "operating" unions. Already the called "operating" unions. Already the
highest paid men in the industry, their
leaders demand still further advantages leaders demand strs.
over other workers.
In all, there are about 270,000 operating In all, there e are about 270,000 operating
employes. But not all of them, by any
means, are represented by BLE, BLF $\& E$,
 half- 132,000 to be exact-are in these
three unions. More than half-about $140,000-$ are in other unions
the Brincipally
Brotherhood of Railroad Trainmen. the Brotherhood of Railroad Trainmen.
What makes the whole situation so hard
to underatand is that these 140,000 oprating employes 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 Memseey offer these three unions the same
settement which was contained in a Mem-
orandum of Agreement signed at the White orandum of Agreement signed at the White
House on December 21 , 1950 by by four
brotherhoods and the railroads. Later brotherhoods and the railroads, later
these brotherhoods sought to repudiate
this agreement. But on May 25 , 1951, the this agreement. But on May 25, 1951 , the
Brotherioood of Railroad Trainmen signed a complete agreement carrying out tie
principles of the Memorandum Agreement
of December 2 . They have bven working
under this agreement since May 25 . What About Wages? Under the terms of the agreement, yard
engincers, firemen and conductors would
now be receiving a wage increat now be receiving a wage increase of $\$ .3$
an hour ( $\$ 2.72$ a day) and road engineer firemen and conductors would now be receiving an increase of $191 /$ cents an hour
( $\$ 1.56$ per day. Large sums of retroactive ment is carried out, will be paid promptly What About "Cost of Living" Increases? The White House Agreement includes an be geared to changes in the Govenment be geared to changes in the Governments
cost-offliving index. Two such increases
April and July, 1951 - havealready been - April and fuly, 1951 - have
paid to the $90 \%$ of railroad paid to the $90 \%$ of railroad
ered by signed agreements.
What About the 40 -Hour Week?
The White House Agreement calls for the
establishment of the 40 -hour week in prin-
ciple, for employes in yard service. The employes can have it any time after Jap
uary 1, 1952, provided the manpower sit
uation is uation is such that the rairoads can get
enough men to perform the work witt enough men to perform the work with
reasonable regularity at straight time rates. If the parties do not agree on the Wuestion of availability of manpower, the tion by arefereeappointed by the Prosident. What Else Do the Uni
Leaders Demand?
The continued quibbling of the leaders of
the three unions has to do principally with

## rules changes, which have already ben agreed to by the Brotherrood of Ralloud

 Trainmen. Of these, the principap axe called "interdivisional service," - russ The union leaders would bar progressand efficiency in the industry, and letet and efficiency in the industry, and bettet
service to the service to the public, by maintaining
situation where they can arbitrarily sop
a railroad from establishing such inter. divisional runs. The carriers propos that
if a railroad wishes to set up an inter divisional run, the railroad and the unios
should try to should try to agree on such run and
conditions which should surround its et tablishment, and if the railroud and tod
unions can't apree, the matter will be subunions can't agree the
mitted to arbitration.

Rules Can Be Arbirated The riiloads have not only offered the three unions the same rultes angred to by the BRT and covered by the White Howe mit such rules to arbitration.

The Industry Pattern Is Fised With the pattern so firmly established in
the railrond industry, it seems fair to gest that the leaders of BLE,
and ORC stop their quibling and tale action to make the railroad labor picturt noo complete. Certainly todays e0 nomic and international situation
a united front. And certainly no good nes. son has been advanced why theos thind son has been advanceatred over all otber unions should be pre
railroad employes.


March of Dimes in 1952 Must Be All-Out Double-Effort Drive



FOR BIGGER PROFITS WITH FINER PRRNTING


The Hico News Review





Preaching Service at First Christian Church Announced for Sunday


FOR SATURDAY ONLY
O'Keene Best Flour . 25 lbs . $\$ 1.85$
Sorghum Syrup . . . $1 / 2$ gal. $\$ 1.00$ Kimbell Sweet Potatoes,
No. $2^{1 / 2}$ can . . . . . . . . . 25 c
Swift Cleanser . . . . . per can 10c F. \& M. Pitted Cherries, No. 2 can 25 c
Honey . . . . . . . 5 lb . jar $\$ 1.00$ World Over Pork \& Beans, per can 10c 3 for $25 c$ Home Made Hog Lard . . . lb. 20c (Be sure to bring your bucket)
We have plenty of
Good Home Made Pork Sausage, We make ourself
lb. 48 c
H. W. Sherrard Grocery \& Market

## A Message of Importance <br> $\star \star$ * To Every Automobile Driver $\star$ * $\star$ In The State of Texas <br> HERE'S WHAT YOU SHOULD KNOW ABOUT THE NEW TEXAS "SAFETY RESPONSIBILITY LAW"

Enforcement Begins January 1, 1952. On this date, the new Safety Recponsibility Luw, as passed by the Legistaurere, goes into effect. This law was designed to protece you aginst financially irterpone. (except Federal, , sate, County and City-wwed cars).
 report to the Department of Public Safety if your car is involved in an accident where there is a death, an injury or property damage in excess of $\mathbf{\$ 2 5}$. Under the new law, a written report must be filed within ten days if your car is in an accident resulting in death, injury or property damage in excess of $\$ 100$.

3 You Don't Have to Carry Liability Insurance, But against bodily injury and property damage liability, you must be able to deposit with the Department of Public Safety security equal to the estimated damage, not exceeding $\$ 15,000.00$, to cover all claims growing out of an accident anywhere in Texas in which you or your motor vehicle were involved. If you cannot establish financial responsibility for the future, your driver's license and your motor vehicle license plates are automatically suspended.
 ance policy. If you do not now have such a policy, call your local insuran
ance counselor who will be happy to advise you concerning your needs.
 the following minimum limits of liability: up to $\$ 5,000.00$ for injuries sustained by one person; up to $\$ 10,000.00$ for all personal injuries resulting from one accident, and up to $\$ 5,000.00$ for property damage. You do not harc

This Message Prepared by Texas Department of Public Safety and Presented in the Public Interest by

## PETSICK INSURANCE AGENCY

PHONE 202 - HICO, TEX.
WE WIL BE GLLD To agsigh You In any way possibe

