

**Senior Adults Newsletter
November 2025
Christ Covenant Church**



Coram Deo

**THE 3 PASTORS
By Pastor Bruce Creswell**

A highlight of the senior community is our **Fall Retreat**. You know what I am talking about if you have been on one! After each retreat for the last twenty years, repeatedly the response is, "This has been the best retreat, we've had!" and that includes 2021, when it rained every day non-stop!

Some may not know the story behind our **Fall Retreat**. It was in 2001 when it became a regular event on the senior adult calendar. Thinking about how we as seniors can encourage each other and forge stronger friendships was a determining factor in a yearly retreat.

Building on previous retreats, we added several new features. Along with the morning service we added an evening service, giving an increase opportunity to hear the Word of God as well as worshipping together twice a day. Instead of looking for a new place to stay each year, we limit it to two primary places: mountains or beaches. It was a compromise for those who preferred the mountains and for those who preferred the beach. We had a wonderful seaside resort, but when it changed hands so did the accommodation for senior adults and so we found a new one in its place. However, the current beach location has increasingly become more challenging for our folks to get around. So, until we find a new beach location, we will return to the mountains.

Our threefold focus on our retreat centers around teaching, facilities, and fellowship. We try to be proactive in planning the retreat the year before to keep our focus on track.

Let's look at each of the **3 focuses**:

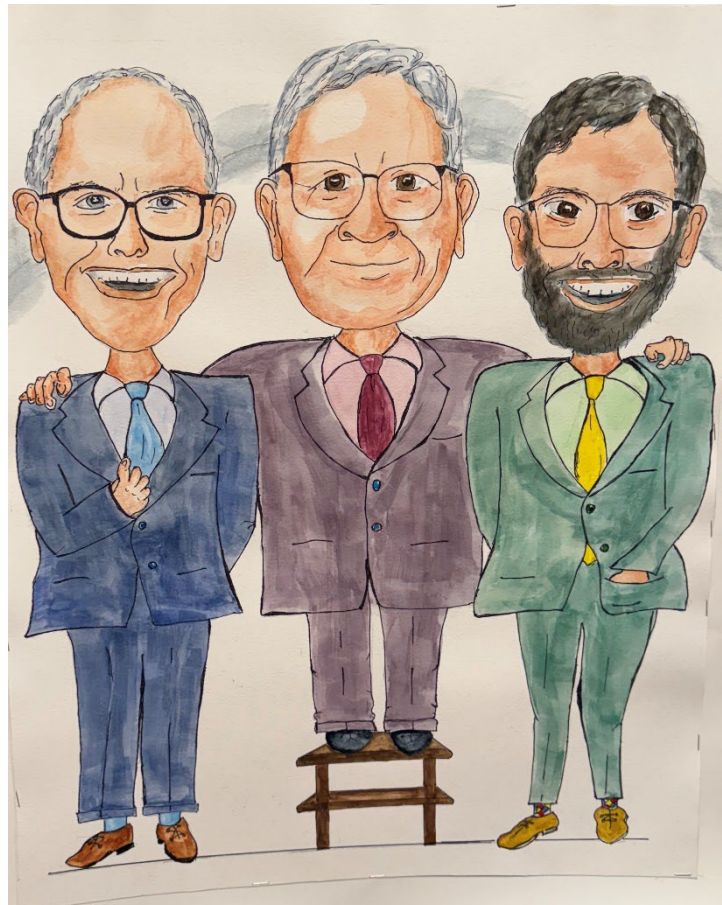
First, our focus is on having a good speaker each year. The Lord is good in giving us godly men who can unfold the Word. It is amazing how He gives His servants the very Word we need to hear whether it be from the Minor Prophets, the Major Prophets, the Psalms, the life of Christ, the attributes of God, creation, the Christian life, the life and works of C.S. Lewis, Church History, and the list goes on!

Second, we focus on having facilities that are in reasonable driving distance and are affordable. That alone limits our choices. The buildings need to be handicap-accessible, clean, and close and easy to walk to. Another concern is our meals; they are tasty and edible and served to us

hot. It is also important that the facility is friendly and inviting and is accommodating to senior adults. Such has been our experience with **Bonclarken**. They have hosted us for over twenty years and have been most accommodating. Our stay has always been enjoyable.

Third, we focus on fellowship. With this stage of our journey in life not only can isolation and loneliness increase, but our bodies, as Paul calls them, “our tents,” are slowing down and increasingly groans! Thus, the need for encouraging one another, praying for one another, caring for one another grows more important. Scholarships have graciously been made available to help as needed. One of my delights is to watch those playing board games, card games, working puzzles, and playing bells (introduced this year) after the evening service. The other joy is seeing folks enjoying snacks and engaged in conversation. Fellowship takes place from morning till night and is organic and strengthens the cords of friendship and the caring atmosphere of the senior community.

Our retreat this Fall is a case in point. Our own senior pastor, **Kevin DeYoung**, showed us how God builds His Church through the centuries. For many of us this was all new territory of learning. Our stay at **Bonclarken** provided us with rest and comfort and good food along with great weather. Our fellowship was encouraging, engaging, and enjoyable, and topped off with an entertaining musical trio, **“The 3 Pastors”!** Yes, “This has been the best retreat, we’ve had!”



Drawing by Steve Sperry

Senior Adults' Retreat 2025:

Bonclarken Conference Center



What a View!

Trip to Ridge Haven PCA Camp.



Bell Game in Action.



Lunch in Flat Rock.

More pictures next month....



Fox Carved from a Tree near Jumping Off Rock.

SENIOR ADULTS' NOVEMBER LUNCHEON

You're invited! Please join the senior adults' community for a time of fellowship, good food, and interesting speakers.

Friday, November 7

Social time: 11:45 am / Lunch 12:00 pm / Community Life Center (CLC) 1&2

Speaker: Dr. Charles Edwards, Memory & Movement Charlotte

Menu: Pork Loin with cranberry sauce, gravy, baked sweet potato, green beans

Cost: \$7 per person (payable at the luncheon, cash please)

This month Dr. Charles Edwards will speak about the non-profit he founded.

Memory & Movement Charlotte is a nonprofit medical practice that redefines care for people living with Alzheimer's, Parkinson's and related conditions. We recognize the critical role of caregivers throughout each patient's journey and provide clinical diagnosis and treatment, support and education every step of the way, for both the patient and their caregivers.

Please RSVP on the link by Friday, Oct. 31st.

<https://www.signupgenius.com/go/60B0444AAAF2EA2FC1-59805332-copy#/>

Annual Christmas Dinner

FRIDAY, DECEMBER 5, 6:00 PM

Will Keyton, Asst. Pastor, Sovereign Grace & Special Music by Jim Wright

Reservations can be made Sundays, Nov. 2 – 23, or until filled. Please bring \$18.00 per person cash payment (preferred) to Lucille Ruths.

Your payment is your reservation. This event sells out quickly!

**Don't miss this annual special time together.
Yes, we will have "The Twelve Days of Christmas"!**

DRESS IS FESTIVE.

Don't forget to set clocks back ("fall back") one hour on Sunday, November 2!



Daylight Savings Time Change

HYMN HISTORIES

By Peggy Dear

WE GATHER TOGETHER

No one knows who the author of this hymn was, but we can trace it to the Netherlands in the first quarter of the seventeenth century. The Dutch were praying for freedom from the Spanish oppression. One Dutch city after another had been captured and sacked by the Spanish armies. Many citizens had been exiled.

But a few years later, the Spanish overlords were being driven out. Night was ending: the dawn was coming. This hymn was written to give thanks for the victory that was almost in sight. For these Dutch believers, "*the wicked oppressing*" were the Spaniards, who would "*now cease from distressing*." There was no doubt that God should receive the glory for the victory.

Life is often like that. The victory may still be around the corner, but that should not keep us from giving thanks. For Holland, a golden age of prosperity - of world exploration, of artists like Rembrandt and scientists like Leeuwenhoek - was only a few decades away. And blessings like these are merely a foretaste of what God has for us in the future.

WE GATHER TOGETHER

*We gather together to ask the Lord's blessing:
He chastens and hastens His will to make known:
The wicked oppressing now cease from distressing,
Sing praises to His name: He forgets not His own.*

*Beside us to guide us, our God with us joining,
Ordaining, maintaining His kingdom divine:
So from the beginning the fight we were winning:
Thou, Lord, wast at our side, all glory be Thine!*

*We all do extol Thee, Thou Leader triumphant,
And pray that Thou still our Defender wilt be.
Let Thy congregation escape tribulation:
Thy name be ever praised! O Lord, make us free!*

Translated by Theodore Baker (1851-1934)

A graphic with the words "Book Review" in a white, serif font, set against a background of a wooden bookshelf filled with books. The graphic has a blue border.

HISTORY OF ATLANTA

by Andy Ambrose

When the “beep and creep” traffic mode arrives at the malfunction junction of I-85, I-75, and I-20 in **Atlanta**, most drivers utter something similar to “this is awful!” This “Gateway to the South” connector near the Varsity Restaurant, North Avenue and Georgia Tech is how most people identify with **Atlanta**.

This book details **Atlanta’s** amazing history from the genesis of **Terminus**, a modest wide spot in the road at the end of a railroad line to the international city it is today. **Terminus** was re-named **Marthasville** in honor of the governor’s daughter and changed to **Atlanta** in 1837 as a bow to Western and Atlantic Railroad. In addition to being a huge railroad hub, **Atlanta** has a rich Indian heritage with the Creek and Cherokee Indians, two bitter enemies who lived north and south of the Chattahoochee River.

Growth was aided by state lottery which provided free farmland, sometimes as much as 200 acres. Ferries to navigate the Chattahoochee were vital for the growing commerce and many roads were named after the ferries such as Johnson Ferry Road. **Atlanta** had only two slave markets, but by 1850 20% of the population was African American who had no rights at all. Cotton was king, and the largest industrial employer was Atlanta Rolling Mill which made railroad tracks for the booming rail lines.

The Civil War was disastrous for **Atlanta**, the south’s primary manufacturing center. Sherman’s devastating shelling and burning resulted in 5,000 buildings being destroyed. The city had \$1.56 (yes, that’s correct, less than two bucks!) in Confederate money at the end of the war. Kennesaw Mountain (elevation 1800 feet), near Marietta, was a fierce battle where Sherman lost more than 3,000 troops.

Reconstruction was rapid because many property owners rebuilt with their own hands. Carpetbaggers were a tangible problem, however. Sadly, the “Jim Crow” laws pushed by the ruling Democrats were devastating for the African Americans and virtually eliminated their basic rights. Business wise, while cotton was king, there were so many key developments: The Atlanta Constitution had the widest circulation of any newspaper in the country; Fulton Bag and Cotton Mill (1864) employed more than 3,000 and had over 100,000 spindles; Auburn Avenue evolved into a major market place for African Americans; horse and mule trolley cars were electrified in 1891 and there were 11 railroads operated from **Atlanta**. Most importantly, Coca Cola became **Atlanta’s** gift to the world.

Public education progressed slowly and in 1870 Boys’ High and Girls’ High were established and these two schools were the standard bearers for six decades. There were no compulsory attendance laws until five decades later, and there was no funding for African Americans. Even by 1940 only ½ of eligible students attended school. Georgia Tech was founded in 1888 with 140 students and 10 faculty members. Only one degree was offered, Mechanical Engineering and in 10 years Civil and Electrical Engineering were offered. Columbia Seminary in Decatur arrived in 1927.

Municipal services were almost non-existent in the 1850–1900 time frame. Only 1/3 of property owners had access to home water. Sewer lines were antiquated. Only 15% of the roads were paved.

Educational opportunities were extremely limited, even in the 1900–1950 time frame. In 1940 only 1/3 of eligible African Americans attended school and their funding was completely inadequate. Even the residential zoning was done by race. Free textbooks were not available until 1920. Class sizes averaged 45!

Defining positive moments during 1900-1950 were plentiful. Candler Field, a 2-mile auto racetrack, was converted into an airfield, and today the racetrack is known as Hartsfield, the world's busiest airport, serving 80 million passengers/year. The first public housing in the USA was Techwood Homes in 1935. By 1930 there were 820 passenger trains every day in **Atlanta**. Downtown became less congested by the construction of elevated viaducts which were unique at the time. Radio station WSB (750 a m) was the first radio station in the south.

Negative defining moments, however, were in abundance. The KKK had grown to 15,000 members even in 1923. There was a major race riot in 1926. Fulton Bag and Cotton Co. had 3,000+ employees, but 12 % were child labor, a practice stopped in 1935 by the Fair Labor Standards Act. In 1920 42% of the **Atlanta** work force was women, mostly in cotton mills. In 1913 the infamous Leo Frank trial and lynching occurred in Marietta. The depression era saw 65,000 on welfare, a devastatingly high number. Welfare payments for whites were double those of black recipients.

The accelerated use of automobiles was the forerunner of the urban sprawl that we see today. Urban sprawl developed rapidly with the 50 incorporated cities in the 5 core counties, resulting in an average commute of 35 miles, the longest in the nation.

The Motto, "A City Too Busy to Hate", propelled **Atlanta** into a golden fifty-year era 1950-2000. WWII had ended the depression, and the hardship rationing of gasoline, sugar, coffee, meat and tires was history. Bell Aircraft Plant employed 30,000 during the war and high employment continued with the arrival of Lockheed in Marietta. Hartsfield exploded with Delta and Eastern Air Lines as their headquarters. The Ford assembly plant arrived in 1950, followed by GM in 1951.

Hartsfield was also the first airport to incorporate instrument landing. Buford Dam was built which resulted in numerous opportunities for recreation at Lake Lanier. The totally biased poll tax was eliminated in 1945, and African American policemen were hired in 1948. Business wise, by 1954 there were 1200 national corporations in **Atlanta**. The Braves and Falcons provided a huge boost in 1965. MARTA was surely needed and was an immediate success, carrying 155 million or more passengers per year. Coca Cola flourished because the Feds exempted the sugar rationing in Coke during the war, propelling Coke sales after the war to record highs. CNN is still **Atlanta** based and the 1988 Democratic Convention, the 1994 Super Bowl and the 1996 Olympics were contributing factors to **Atlanta's** growth.

All was not rosy, however, as **Atlanta** struggled with racial issues. Martin Luther King, the great pioneer of racial justice, won the Nobel Peace prize, but not one elected official greeted him upon his return. Public housing consistently was placed in existing minority areas and inner-city poverty rate remained high. New interstate highways helped with congestion, but urban sprawl was still unchecked and a basic nightmare. Segregation leader, Lester Maddox, was a hindrance and the 1958 Temple blast brought shame, manifesting the hate which still existed.

Landmarks are numerous and my two favorites national treasures are The Varsity (1928) and the Fox Theater (1929). A Georgia Tech drop out founded The Varsity when hot dogs were 5 cents, and on the first day of business, there were 300 customers, and years later there were 150 car hops! The Fox Theater is almost 100 years old but exhibits interesting architectural features. A must visit!

Submitted by Hugh Wise, October 2025, book available from Atlanta's Visitors' Center

SENIOR STORIES

It isn't possible to overstate the vast history, experiences and spiritual wisdom represented by Christ Covenant's Senior Adults.

While we have 79 actual **Senior Life Stories**, 14 **Senior Writings** sharing other specific memorable life experiences, **12 Favorite Bible Verses** and their significance to the writer, there are over 400 seniors within Christ Covenant's Senior Adult Community.

There are no "ordinary" lives and every one of us has a life story. **Would you consider submitting your own "Senior Story"** to encourage one another, or just help us to know each other better, realizing how much we have in common?

Life Stories are printed front and back, single or double spaced so, if possible, try to keep your story to two pages. It can also be hand-written if you prefer. Help is available if you are not comfortable writing your own story if you provide the information below.

The following prompts may help to organize your thoughts:

- 1. *Where were you born? Interesting facts about your family.***
- 2. *Main events in your life – education, jobs, military service, churches, etc.***
- 3. *Skills/talents/hobbies you want to share.***
- 4. *How did you come to know the Lord?***
- 5. *What experiences or Scriptures helped you grow spiritually? Do you have a life verse?***
- 6. *What would you like to say to the next generation?***

Your **Senior Life Story, Writing or Favorite Bible Verse**, and/or questions about "**Senior Stories**" may be sent to **Patty Marion**, at pattymarion@runbox.us or given to **Patty** before or after Sunday School class. It will be added to all future **Senior Story** binders, as well as included in an "**Addendum**" handout periodically distributed to those who already have **Senior Story** binders.

***"And even when I am old and gray, O God, do not forsake me.
Until I declare your strength to this generation,
Your power to all who are to come." Psalm 71:18***

Submitted by Patty Marion

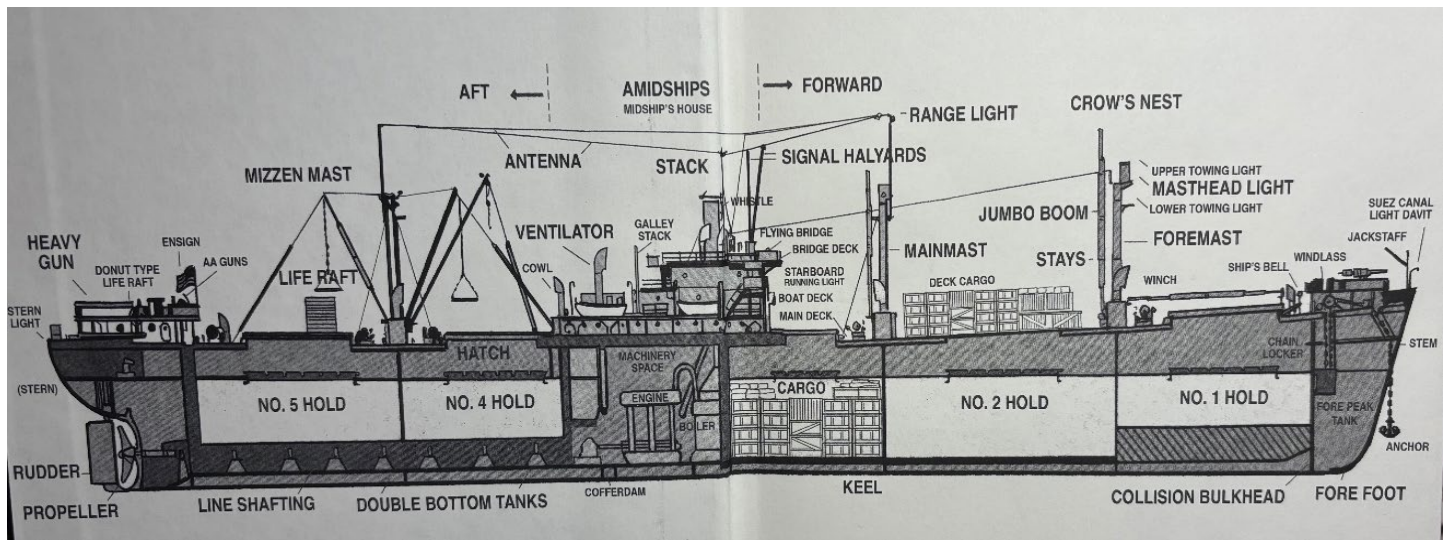
Book Review

LAUNCHING LIBERTY

The Epic Race to Build the Ships that Took America to War

By Doug Most. Simon and Schuster, 2025.

Mr. Most has written a readable and interesting account of the building of the famous **Liberty** ships from 1941 until 1944. Before the United States entered World War II, Germany was waging submarine warfare against the English merchant fleet. They were successful to the point of threatening the national survival of Britain. The United States under the presidency of **Franklin Roosevelt** saw the necessity of helping England with new cargo shipping capacity while preparing America for a war that seemed soon to envelope it.



This is the story of how our country went from very limited ship building capacity to the creation of numerous shipyards. Between the beginning of 1941 through 1944 nearly 2,000 **Liberty** ships were built and put in service. The ships were based on a standard design suggested by the British, perfected and refined, then placed in production; they were all simple and standardized so they could be built quickly. A **Liberty** ship was some 400 feet long, consisting of 250,000 parts in 9,000 categories. Initially and also traditionally such ships would be constructed in probably eight or nine months. But with the urgency of the need and with determination and innovation the construction eventually achieved an average time of 44 days. At the height of construction in 1944 there were 18 shipyards with 171 slipways producing **Liberty** ships!

The book explains how this was achieved; the account is fascinating. Techniques from **Henry Ford's** assembly line were studied and adapted to ship building. The various shipyards also engaged in competition to see who could work the fastest and win the competition.

A key person in this narrative is **Henry Kaiser**. **Kaiser** led in the building of the Hoover and Grand Coolie dams, then went on to plan and implement the construction of totally new ship building facilities to achieve the goals set by the government. **Kaiser** had no knowledge or experience in ship building, yet seeing the need for more shipyards, he took the initiative and quickly identified new locations that could be used. The author focuses on one example of the creation of a new shipyard at Richmond, California. In 1941, Richmond was a small town on the eastern shore of San Francisco

Bay. **Kaiser** saw a “...barren mudflats on the waterfront at the Port of Richmond...across the bay from San Francisco, and he snatched them up.” (p68) Construction began immediately eventually resulting in “**Thirty buildings, four shipyards... twenty-seven shipways. Nine hundred acres of boggy tideland had been transformed into a sprawling, round the clock construction project.**” (p198) This construction was completed in about three months! When **Kaiser** found the US steel industry could not keep up with the demand for the **Liberty** ships, he built his own steel mill. When he found his workers could not access healthcare at their work locations, but had to travel great distances to get treated, he established medical facilities and hospitals near the shipyards. He was a pioneer in the healthcare insurance industry originating a company that still exists; **Kaiser Permanente** that today has 13 million members and 300,000 employees.

Though the **Liberty** ship was a relatively ugly and slow cargo ship, it filled a need and was essential in the war in both the Atlantic and Pacific theaters. When the allied troops landed on the beaches of Normandy on June 6, 1944, approximately two hundred **Liberty** ships were there. **Liberty** ships carried war material; armored tanks, jeeps, guns, bullets and bombs, stacked high in the cargo holds.

Mr. **Most** writes with a simple easy to read narrative with short chapters. A completely enjoyable book.

Submitted by Chris Williams, November 2025

RISK AND DIVINE COMPANY By Steve Sperry

In early Spring of 1989, I was checking my road map to verify my planned route. We had just crossed into Southern Utah on a long trip from Slidell, Louisiana to Salt Lake City. Before me on the road I had just turned onto was posted a large, ominous black and yellow Utah Highway Department sign: - - - **WARNING . . . DO NOT USE THIS ROAD WITHOUT CHAINS OR SNOW TIRES ON YOUR VEHICLE DUE TO HAZARDOUS SNOW AND WEATHER CONDITIONS!** I was transporting our household possessions in a 24-foot U-Haul dragging a fishing boat on a trailer. My precious wife, **Susan**, and daughter, **Stephanie**, were traveling with me in a little Toyota Tercel. We had neither chains nor snow tires. We were close to our destination and this road, with that warning sign, was to take us to Interstate 15 where a few more hours driving would expedite us strait North to our destination. I had to decide: - - - Un-hitch the trailer; turn around and continue on a longer road or stick with the route I had planned. It was cold where we stood but the sun was out, and the road surface was clean and dry. On the map it looked like there were only about twenty-five or so miles between us and I-15. Sticking to our original route could be risky. I made a decision. I decided to take the risk. Paper maps are flat. The surface of the Earth is not flat!

What brought me with my wife and daughter to that isolated wintery place of decision and risk? Well, we had earlier decided to move for my employment. And so , we rented a truck and hired a couple of stout young men to load all our stuff into it and embarked on about a fifteen-hundred-mile journey. It was destined to be an eventful trip, and we did encounter challenging circumstances along the way.

I didn't know, and never will know, how to back up a U-Haul truck with a trailer attached to it so we never stopped where backing up would be required.

I was snubbed by an impudent Interstate-10 truck-stop waitress. We stopped there for a bite to eat and noticed a friendly sign that offered "Free coffee for Truckers". I had a baseball cap like truckers have and a truck (even a rig with a trailer). When I inquired about that free coffee, she looked over the top of her glasses and asked, "**How many wheels Ya got?**" I said, "**Eight, counting my trailer**". "**Ya need ten more wheels**", she said. "**Oh**" was my bold reply.

We had to spend an extra night in San Antonio while a severed brake fluid line on the truck had to be repaired, but it gave us an opportunity to visit The Alamo.

There was a rather heated family discussion one dark night on the I-10 roadside while hundreds of cars, motorcycles, vans and giant trucks with massive chrome bumpers hurtled past us at 70 or 80 miles per hour, creating wind and deafening noise to buffet our argument as we stood yelling at each other after I had pulled us over to the shoulder. "**You have to drive as fast as the other traffic. At least the speed limit; not 50 miles per hour. You and the car are going to end up under one of these trucks!**" - - - "**Why did you have to take us on these freeways instead of other roads?**"

Susan yelled back over the tumult of hundreds of tires screaming on pavement; wind and glaring distracting headlights and taillights. "**Well, because we would like to get to Salt Lake sometime before next year; alive and with all of our stuff!**" I yelled back. Over the din, **Stephanie** hollered, "**I'm tired.**" - - - We stomped back to our vehicles, got behind our steering wheels, returned to our intense, nerve-shredding travel and stopped at the first motel we came to. Without speaking, the three of us walked in and stood before the check-in desk. - - - "**Can I help you?**" said the clerk. - - - "**I want a room for me and my daughter and another room for this Woman here!**" I stated. - - -

Laughter broke out among the three of us and the clerk. We never forgot that night. Everything went rather smoothly until we got to that big yellow and black **WARNING SIGN: AND MY DECISION TO TAKE A RISK:**

[I want you to know why I'm sharing this account about my decision to "take a risk": I was reminded of it when I heard a sermon by Pastor Kevin De Young about Ezra and Nehemiah taking risks but also relying on their Lord, but additionally, praying and initiating sensible measures themselves to enhance expectations for success and safety.]

The road was dry; the sun was out; it didn't look at all like a very long stretch of road to cover; it would save a lot of time. Based upon my decision as leader, we headed out toward Interstate 15, ignoring that inconvenient black and yellow sign. The first several miles were great. But the elevation began to increase, and the road became steeper. Soon we began to encounter sharp curves, even "S" curves. We were really climbing laboriously, and I shifted into the lowest gear. (That truck was full and heavy)! The snow piled on the roadside was at least six feet deep. We began to see icy patches on the pavement. Outside air had become very cold. There wasn't, and would not be, a place to safely turn around. There were no other cars, people, houses or rest stops anywhere. Pretty soon the road was beneath packed snow in many places, and we had to navigate narrow curves in our path with steep precipices on one side and snow-covered rock walls on the other. My dear wife was following in the car, and my dear daughter had chosen to ride beside me in the truck. I began to be mightily concerned about our situation. It became very lonely indeed! We continued on because we had no other choice and after two or three hours, driving at about ten miles per hour, we reached the summit: which I'm sure was thousands of feet higher than was that big black and yellow warning sign down below!

We gazed down upon the terrifying descent remaining for us to travel which seemed even more treacherous than the ascent we had endured. My uneasiness, verging on panic, blossomed. - - - What if the brake line ruptured again? - - - What if the weight of the truck prevented control of speed going down? - - - What if we got a flat tire? - - - What if we just got stuck and stranded with nobody aware of where we were? We had no citizen's band radio. What if? - - - What if? - - - What if? - - - As we slowly wound downward that afternoon, it was sheer, white-knuckled steering over ominous icy roadway which was life-threatening! With every frightening maneuver over steep frozen roadway and sharp turns through downward sloping curves realization of the dangerous situation I had led my

family into weighed torturously on my mind. - - - Why had I made such a stupid, proud choice back at that black and yellow warning sign? If a disaster were to happen it would be because of me as a foolish leader.

Finally, after hours of terror, we were safely down to a town, level dry road, a restaurant and i Interstate-15. We celebrated but I didn't consider myself very wise at all. I learned a lesson not to be forgotten. I had been a prideful fool having risked his own and his family's well-being just for a couple of hours' expedience. In 1989 I had yet to find the wisdom of GOD'S word. Now the proper risk-taking wisdom of Nehemiah and Ezra reminds me.

I like to believe that day in 1989 was a time when The Lord rode with and protected us despite another one of my foolish decisions.

PLANNING YOUR FUNERAL

Thursday, November 6,
6:30- 8pm CLC Chapel

Heritage Funeral Home / Weddington will be at CCC to provide insight and guidance into planning your funeral. Give your family peace by preparing now.

November Senior Ladies Luncheon


The Ladies' Luncheon will be on **Friday, November 14th at 11:15 at Trio's Restaurant**. The address is 10709 McMullen Creek Pkwy. (off Hwy. 51). **We hope you will join us. Please let Dot Branson (704-575-5955) know that you will be there!**

November Senior Men's Luncheon

The CCC "Senior Men's Lunch" will be **Friday, November 21st at 11:00 (arriving a little earlier helps us get parked and order by 11:15), at Park Place Restaurant 10517 Park Rd. Join us for a good, encouraging time gathered with your Christian brothers for great food and fellowship and Pastor Mo's devotional.**

JOY SINGERS RETURN!



Come one, come all to Joy Singers, our Senior adult choir! Rehearsals are on  Mondays, from 1:30 pm until 2:30 pm, in Room 201. For more information, please contact **Janice Barnett, director at 704-562-6562 or Pam Eash, accompanist, at 980-355-2103.**

HISTORY OF VETERANS DAY

World War I – known at the time as “The Great War” – officially ended when the Treaty of Versailles was signed on June 28, 1919, in the Palace of Versailles outside the town of Versailles, France. However, fighting ceased seven months earlier when an armistice, or temporary cessation of hostilities, between the Allied nations and Germany went into effect on the eleventh hour of the eleventh day of the eleventh month. For that reason, November 11, 1918, is generally regarded as the end of “the war to end all wars.”

Veterans Day continues to be observed on November 11, regardless of what day of the week on which it falls. The restoration of the observance of **Veterans Day** to November 11 not only preserves the historical significance of the date, but helps focus attention on the important purpose of **Veterans Day**: A celebration to honor America’s veterans for their patriotism, love of country, and willingness to serve and sacrifice for the common good.

In November 1919, President Wilson proclaimed November 11 as the first commemoration of **Armistice Day** with the following words: “To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country’s service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nations...”

In 1954, after World War II had required the greatest mobilization of soldiers, sailors, Marines and airmen in the Nation’s history; after American forces had fought aggression in Korea, the 83rd Congress, at the urging of the Veterans service organizations, amended the Act of 1938 by striking out the word “**Armistice**” and inserting in its place the word “**Veterans.**” With the approval of this legislation (Public Law 380) on June 1, 1954, November 11th became a day to honor American Veterans of all wars.

Later that same year, on October 8th, President Dwight D. Eisenhower issued the first “**Veterans Day Proclamation**” which stated: “In order to insure proper and widespread observance of this anniversary, all Veterans, all Veterans’ organizations, and the entire citizenry will wish to join hands in the common purpose. Toward this end, I am designating the Administrator of Veterans’ Affairs as Chairman of a **Veterans Day** National Committee, which shall include such other persons as the Chairman may select, and which will coordinate at the national level necessary planning for the observance. I am also requesting the heads of all departments and agencies of the Executive branch of the Government to assist the National Committee in every way possible.”

The Uniform Holiday Bill (Public Law 90-363 (82 Stat. 250)) was signed on June 28, 1968, and was intended to ensure three-day weekends for Federal employees by celebrating four national holidays on Mondays: Washington’s Birthday, Memorial Day, **Veterans Day**, and Columbus Day. It was thought that these extended weekends would encourage travel, recreational and cultural activities and stimulate greater industrial and commercial production. Many states did not agree with this decision and continued to celebrate the holidays on their original dates.

The first **Veterans Day** under the new law was observed with much confusion on October 25, 1971. It was quite apparent that the commemoration of this day was a matter of historic and patriotic significance to a great number of our citizens, and so on September 20th, 1975, President Gerald R. Ford signed Public Law 94-97 (89 Stat. 479), which returned the annual observance of **Veterans Day** to its original date of November 11, beginning in 1978. This action supported the desires of the overwhelming majority of state legislatures, all major veterans service organizations and the American people.



Dianne Britton	Nov 02
Tara Dabbs	Nov 02
Ralph McLeod	Nov 02
Mark Costello III	Nov 03
Liz Parker	Nov 03
Glenda Dabbs	Nov 04
Dick Sylvester Jr.	Nov 04
Susan Reinken	Nov 05
Jane Gray	Nov 06
Johnny Greene	Nov 06
Dale Yurkovich	Nov 08
Debbie Linton	Nov 09
Janie Up De Graff	Nov 09
Pam Eash	Nov 11
Patty Marion	Nov 12
Renee Seel	Nov 13
Bob Guinn	Nov 14
Ruth Mangum	Nov 14
Becky Harris	Nov 15
Debbie Burnett	Nov 16
Mary Newton	Nov 17
Barbara Smith	Nov 17
Judy Tyndell	Nov 18
Joe Wall	Nov 21
Carolyn Dellinger	Nov 23
Bob Glaser	Nov 24
Marilyn Frucella	Nov 25
Katrina Yates	Nov 25
Becky Shamess	Nov 26
Betty Williams	Nov 26
Gregory Harris	Nov 27
Tricia Neal	Nov 27
Sabra Romeo	Nov 27
Judy Williams	Nov 28
Jaye Hansen	Nov 29
Lu Murray	Nov 29

Terry & Beth Crimm	Nov 18
Larry & Betsy Elenbaum	Nov 20
Hudson & Deborah Barton	Nov 23
Dick & Diana Sylvester	Nov 25
Norm & Dee Petty	Nov 30

NOVEMBER SENIOR ADULT ACTIVITIES

Sunday School, Sundays, 9:00 am
 WC201/Choir Room
 Prayer Meetings, Tuesdays,
 7:00 – 8:30 pm, WC105
 Planning Your Funeral Seminar, Nov. 6, Chapel
 Senior Adult Luncheon, Nov. 7, CLC 1&2
 Ladies Luncheon, -- Friday, Nov. 14, 11:15am
 Trios Restaurant, McMullen Creek
 Men's Luncheon, Friday, Nov. 21,
 11:15 am, Park Place Restaurant
 Annual Christmas Dinner – Dec. 5

Pastor of Senior Adults and Visitation
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 Study (704) 708-6106

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