

Personal Mention

"Dixie Hall"

Miss Barbara Jean Pannell attended the graduation of her cousin, Rufus A. Pannell, from the University of North Carolina last week. Mr. and Mrs. Pannell accompanied her to Franklin to spend a few days here.

A. W. Reid and two daughters, Misses Pauline and Mildred Reid, have returned from a trip to Miami.

Mr. and Mrs. C. C. Daniels and their daughter, Miss Hope Daniels, of New York, arrived last Tuesday to spend the summer here. They are staying at

Mrs. Browning Goldsmith, the former Miss Lane Porter, of Pelzer, S. C., spent several days here last week visiting her parents, Mr. and Mrs. T. W. Porter.

W. H. Finley, principal of the Franklin school, left Saturday for Clinton, S. C., where he will attend the eight-week summer school at Presbyterian college. Mr. Finley was accompanied by his family.

Miss Nora Moody left last week for Nashville, Tenn., to attend the nine-week summer school at Peabody college.

Mrs. Lee Guffey left Sunday

FATHER WOULD ENJOY
A LOUNGE CHAIR

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Velour to choose
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Skidding Pulpwood
By Use Of Jeep

The following is an article by T. A. McClay, Forester
Southeastern Forest Experimental Station

"HOW effective is a jeep in skidding tree-length pulpwood logs on a farm woodland operation?" That is a question that has been studied at the Bent Creek Experimental Forest near Asheville, North Carolina, during the course of a light pulpwood thinning to improve a stand of shortleaf pine.

A one-quarter ton, four-wheel-drive jeep was used. The area on which the pulpwood was cut consisted of about two acres of pine averaging 300 stems per acre with an average diameter of 8 inches, 4 1/2 feet above ground. Eighty trees per acre were removed, leaving 220 trees per acre for growing stock. The trees marked for cutting were those with small or suppressed crowns and not judged capable of producing maximum growth in the stand. The thinning left a stand of healthy, fast-growing trees which could be expected to yield another cut at an early date.

Two local men, hired to do the felling and bucking, were especially instructed in the matter of choosing felling directions, so that jeep skidding would be simplified. Proposed skid trails were located primarily across open ground with downhill slopes, and in the shortest and most direct line to loading points. Groups of trees were felled along each proposed skid trail so that either the butt or top pointed at an angle toward the skid trail in the direction of skidding. The marked trees were topped at a 4-inch diameter.

One eight-foot and two 12-foot skidding chains with hooks on each end were used with the jeep to skid out the trees. Two or three chains hooked together were used to reach felled trees when standing trees interfered with backing the jeep up close. In this way a tree could be skidded part of the way out until a close hitch could be made to get the necessary control on turns in the skid trail.

Four-wheel drive was used at all times. The wheels were equipped with mud grip tires. The average skidding distance was 130 feet with a maximum distance of 230 feet. Although downhill skidding was faster

and more practical, the jeep performed satisfactorily on the level and could skid up a slope of as much as 10 per cent. Practically all the skidding was done downhill on slopes from level to 20 per cent, with an average of eight per cent for the entire job. The 160 tree lengths skidded ranged from 15 to 40 feet, with an average length of 30 feet; diameters of cut trees were from 6 to 12 inches, most of them being in the six and eight-inch diameter classes.

The entire skidding job was completed in ten jeep-hours. The jeep used five gallons of gasoline and a negligible amount of oil. Cost of operation, which included depreciation and maintenance, approximated 45 cents per cord.

After the trees were skidded to the road, the cutters bucked them into 5-foot lengths with a bow saw. It took them five eight-hour days to fell, limb and buck eleven cords of pulpwood. At the roadside the wood had a value of six dollars per standard cord, and, if hauled to a pulp mill twenty miles distant, it would have been worth 10 dollars per cord.

For the farmer planning to use a jeep on a pulpwood operation in his woodlands, the following recommendations are offered:

1. Mark the trees to be cut, keeping in mind that the tall, clean-barked trees with a large, healthy crown will grow fastest and should be left.

2. Work out a logging plan to find the most suitable location for skid trails. Try to skid downhill, although level or slight uphill skidding is possible.

3. Where possible, fell the marked trees so that the top or butt points at a slight angle toward the skid trail in the direction of skidding.

4. If the tree is too long or too heavy, cut it in two and make two trips. If you have several small trees, bunch them by hand and skid them out together.

5. Cut low stumps for the dual purpose of increasing the maneuverability of the jeep and increasing the volume per tree removed. (Adv.)

This is just one of the many ways that a Jeep can help to serve as that extra hired man.

MACON WILLYS CO.

PHONE 265

FRANKLIN, NORTH CAROLINA



ENGAGED—Dr. and Mrs. Howard T. Horsley, of Franklin, have announced the engagement of their daughter, Miss Frankie Elizabeth Horsley, to Joe A. Pena, son of Mrs. Maria L. Pena, of Brownsville, Texas. The wedding will take place in August.

for Nashville, where she will attend summer school at Peabody college. She expects to be away most of the summer.

Mrs. Fred L. Webb, of Nashville, Tenn., left Monday to return to her home, after spending a fortnight with her father, W. R. Rowland, at his home, Franklin, Route 3. Last week Mr. Rowland also had as guests another daughter, Mrs. A. H. Paul, and a son and daughter-in-law, Mr. and Mrs. Jack Rowland, all of Macon, Ga.

Judie Parrish, small daughter of Mr. and Mrs. Loyd Parrish, of Franklin, Route 3, is spending the week with her uncle and aunt, Mr. and Mrs. W. C. Arvey of Franklin.

Mr. and Mrs. Titus Parrish have returned to their home in Detroit, Mich., after a week's visit with Mr. Parrish's parents, Mr. and Mrs. E. H. Parrish, of Franklin, Route 3.

Mrs. C. E. Parker, returned Friday from a several days' trip to Sanford, her old home, Charlotte, and Durham, visiting relatives and friends in each city. On her return, she was accompanied by her mother, Mrs. T. S. Cross, of Durham, who will spend some time with Mr. and Mrs. Parker and family.

Miss Harriette Kinnebrew left Monday for Metter, Ga., for a week's house party and college class reunion at the home of Mrs. Gertrude DeLoach Neville.

Mrs. Phil McCollum and son, Tommie, left Monday for a visit to Mrs. McCollum's sister, Mrs. Rube Mundy at Statesboro, Ga.

Mr. and Mrs. N. P. Sloan and daughter, Norma and Jackie, have arrived from Naples, Fla., for the summer, and are at their home, "Roaring Waters", on Cullasaja.

DEFEAT ACCEPTED WITH A
VOTE OF CONFIDENCE

I wish to thank the citizens and voters of Macon County who supported me in the past primary as a member of the County Board of Education for which I was defeated.

The vote of 100% confidence which my township gave me was appreciated 100%.

I hope the new board members, which were more successful,

ful, will act not altogether for the interest of any group, but to the interest of children of Macon County and cooperate to the fullest in the building program and a school system equal to any of the counties in the western part of the state.
—CLINT MAY

THURSDAY, JUNE 17, 1948

The Franklin Press and The Highlands Maconian

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APOLOGIES TO MAR

"Then there was the bright wit who, when his mother began to learn to drive, nicknamed her 'Oh, Ma, the dent maker.'"

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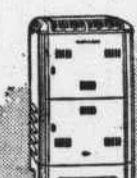
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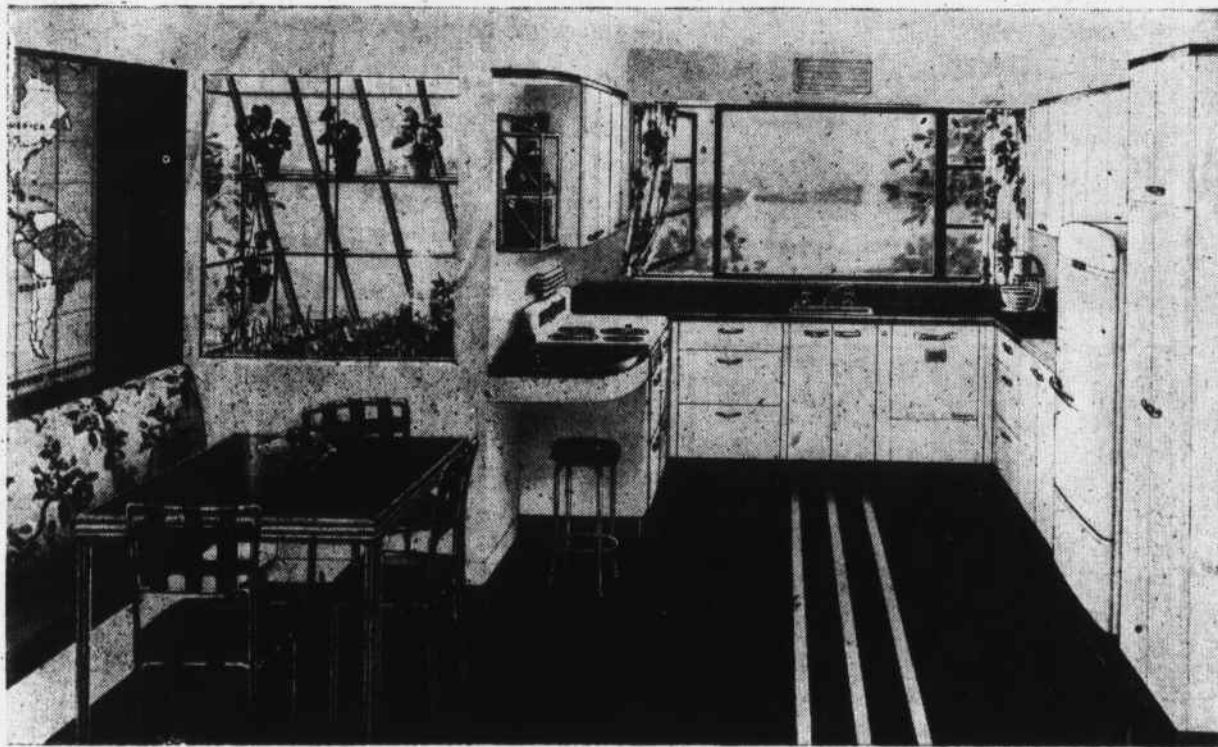
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