

Around The Mt. Mitchell Forest Service District

By George Vitas, U. S. Forest Ranger

When ever we think of early American pioneering days, we picture a clearing in the forest, a log cabin and a settler, equally adept with plow or rifle. Not too long ago we stopped at the Pioneer Memorial State Park in Harrodsburg, Ky. to look over the old fort that was established by James Harrod and Daniel Boone in 1774. We were very much impressed by how important the forest was in the lives of those pioneers. The fort consisted of log stockade, blockhouses, and cabins. The cabins were furnished with many articles of wood—wash tubs, spinning wheels, baby cradles, butter churns, beds, chairs, stools and numerous other items. The settlers lived outside the stockade, but during Indian attacks they would come into the fort until things cooled off, then they would go back to their homesteads. It was rough, but those pioneers hung on and Fort Harrod became the "cradle of the great State of Kentucky"—the first permanent settlement West of the Alleghenies.

Another thing at Fort Harrod that impressed us very much was the big part that the women played in making it a successful settlement. The first hotel was established by a woman, a woman brought the first spinning wheel into the fort and raised the fir-

st chickens and ducks there. A woman opened the first Kentucky school there. With the woods full of hostile Indians those pioneer women helped their men and raised their families with one hand literally rocking the cradle while the other held a rifle.

But the Forestry profession has its pioner women too. Forestry and lumbering is normally considered a field—strictly for men only. But Dorothy M. Martin, of the U. S. Forest Service, recently wrote an article in the American Forests magazine in which she states that during the past 50 years, 28 women have thus far graduated from American Forestry Schools. Over half of these women have worked in Forestry an average of three years or more. The lady-foresters are few in number—the Society of American Foresters consists of 6,800 men and 16 women.

However, in a closer examination of the rouge and powder-puff department of Forestry, Miss Martin proves that the girls have done allright. Better than two-thirds have married. One lady-forester, Grace Dodge, got her forestry degree from the University of Washington in 1924 and then married a forester. In 1950 she had the pleasure of watching her son receive his de-

A TIRE THAT NEEDS NO TUBE.

The new puncture-sealing tubeless tire which was demonstrated recently to press

gree in forestry from the same school she attended. That makes three foresters in that family—Father, mother and son.

Getting closer to home; in 1930 Miss Margaret Stoughton graduated from Iowa State College Forestry School, passed her Civil Service Examination and went to work for the U. S. Forest Experiment Station in Asheville. She worked there for five years and then married Chuck Abel—a forester. Today, she and Chuck, who is a Ranger in California are busy raising trees and three daughters.

Even English girls sometimes feel a touch of sawdust in their veins. Miss Diana Smith graduated from England's University of Edinburgh. Turned down in England for Forestry, she came to America where the U. S. Forest Service put her to work at the Forest Products Laboratory in Madison, Wisc. She is doing research work on wood.

Although an employer may feel that the American girl-forester is not cut out for fighting forest fires, logging and milling, he will concede that she is doing a splendid job in forestry offices and laboratories. Besides the record shows that the girl foresters who really wanted to get out into the woods, did get out. They married foresters.

and civic officials in Charlotte, now is available for the first time to motorists in the Burnsville area George W. Roberts, store manager and dealer for B. F. Goodrich, announced this week.

Mr. Roberts recently attended a meeting of B. F. Goodrich dealers and store managers in Chalotte where he saw cars equipped with tubeless tires run over three inch spikes without losing a pound of air. He said a tubeless tire has been the goal of tire engineers since the dawn of the automotive age.

Mr. Roberts said the tubeless tire is just that—a tire that does not require an inner tube. In addition, he said, it has an inner layer of special gummy material that automatically seals punctures effectively and permanently right on the running wheel. Since the tire does not have an inner tube, he explained, it actually is easier to mount and take off than ordinary ones. Cold rubber has been added to the tread to give longer mileage.

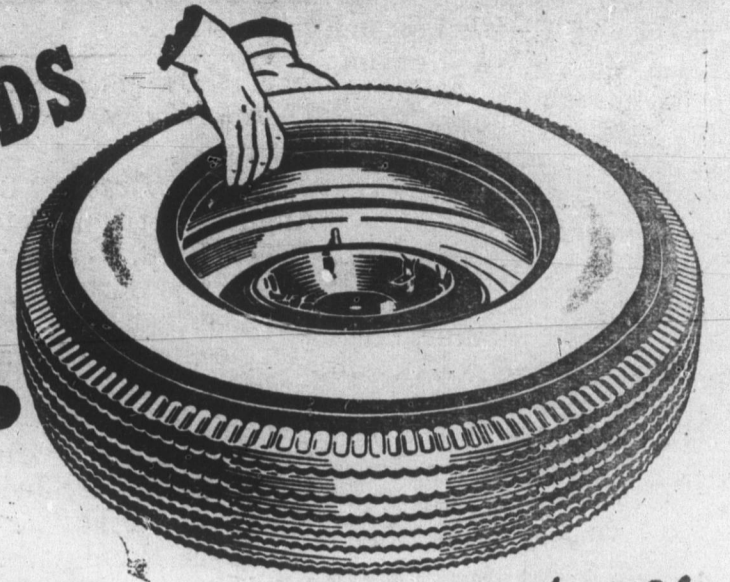
The new product has been tested under the most severe conditions during the past six year—in the laboratory, on taxi fleets, on state police cars and on a special fleet of test cars. he said.

The new tire, he said, costs less than an ordinary tire with a safety inner tube. Besides it gives an easier ride, maintains correct air pressure for months and combines safe performance at high speeds with puncture-sealing protection.

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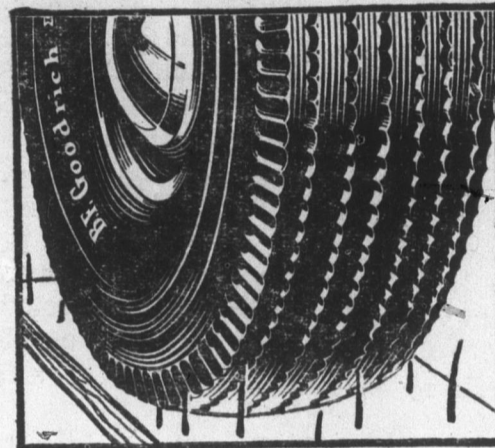
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TIRE HEADQUARTERS

the Railroads **RESPECT...**

What is the TRUTH?

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:

the Labor Unions **REPUDIATE** this agreement!

MEMORANDUM OF AGREEMENT

Washington, D. C.
December 21, 1950

1. Establish 40 hour week for yardmen with increase of 23 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. 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 men 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.
3. Settle rules for 40 hour week and 6 day week.
4. 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.
5. 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)
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). First

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 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 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.

J.R. Steelman Chairman
Brotherhood of Locomotive Engineers and Enginemen by President

M. W. ... Chairman
Eastern Carriers' Conference Comm.

S. J. ... Chairman
Western Carriers' Conference Comm.

W. B. ... Chairman
Order of Railway Conductors by President

U. B. ... Chairman
Brotherhood of Railroad Trainmen by President

Callaway Chairman
Southeastern Carriers' Conference Committee

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