



Pasture Renovation Pays Big Dividends Better Grass, Legumes Build Production Power

"Punch-drunk" pastures can be put back on their feet by a renovating program that will build up their milk and beef producing power.

Killing out the old grass and growing alfalfa-ladino-brome grass mixtures doubled yields of forage in Wisconsin tests, the middle west soil improvement committee said. The old grass yielded 1,600 pounds of forage per acre, carrying some 200



A renovating program for "punch-drunk" pastures will pay off in their milk and beef producing power.

pounds protein! The new alfalfa-ladino-brome grass seeding yielded close to two tons and 800 pounds of protein per acre. To get these better grasses and legumes, lime and fertilizers carrying phosphate and potash were needed to build the soil's mineral nutrient content.

Completely killing the old grass involves thorough fall working of the field. On heavy sod, cross-cut the field with disc to cut the sod into chunks. Then dig the field twice with the field cultivator, working around the slope the second time. Just before freezing, dig the field to leave it rough. Lime and potash can be broadcast before the field is worked or can be put on at seeding time.

Then, next spring, seed the higher producing deep-rooted legumes and grasses. A field cultivator and spike tooth harrow in tandem will leave a good seed bed.

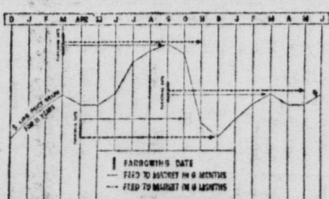
Beef Demand to Remain At High Level, Report

The demand for beef as one of the best preferred foods in the household shopping list will probably remain strong for some time, as full employment at good wage seems to be in the picture for this country. Breeders of foundation stock, growers of feeder cattle and finishers of feed-lot beef are directly concerned with the expansion of the beef industry to meet this growing demand, says Charles A. Burmeister of the U. S. agriculture department.

Burmeister says that statistics of the cattle industry show that producers have been and are now building up their breeding herds.

"The present beef breeding herd of the country is the largest on record, while the 1950 crop is apt to exceed that of 1949 by 800,000 head. Much of this gain in numbers will be in beef type calves," he said.

Market Trends



The above graph charts the annual trend in hog prices, month by month throughout past years, based on records over 11 non-war years. The solid bars indicate hogs fed to market weight in six months, broken bars, hogs fed to same weight in eight months. It is a clear illustration that pigs farrowed in March and fed out in six months caught the top of the year's market. But similar pigs, if fed out in eight months, reached market in November, well below the yearly average.

Dairymen Lose Millions Because of Low Quality

Every year the dairy farmers of the United States suffer heavy financial losses because too large a proportion of the milk and cream they market is lower in quality than it should be. It is estimated conservatively that they could add millions of dollars annually to their income simply by giving attention to those factors that promote high quality of product, dairy specialists report.

Everybody reads newspapers but NOT everybody reads circular advertising left on their door step.

Tomorrow, Fri., Feb. Second



Today's Indications Point To An Early Spring

Joint High School

(From Page 1)

transported to the present high school building. Since there are twelve classrooms in this building they can easily be accommodated. We would need ten elementary teachers in Maytown—two each for grades four, five and six (these students would come from all parts of the township) and four teachers for grades one, two and three (these students would come from the Maytown area). One teacher, therefore, would be required to teach a combined room, of grades one and two. It is reported that forty new homes are to be built at the Marietta Transportation Depot. Should this happen, our school population may increase to even greater extent than is now anticipated. Students at Maytown (remember they include grades four, five and six from all parts of the district) would have many educational advantages they do not have now. They would have modern classrooms, better lighted, more sanitary and easier to heat, temperature and ventilation controlled, modern decorated rooms, a hot lunch at noon, an art room, a shop for elementary manual training, a kitchen for elementary home-making, a library built for them (not for adults), a stage for assemblies, music, entertainments and plays, a gym for exercise and a playground large enough to accommodate all students. No district in Lancaster County would have more ample elementary facilities. It will be an elementary program of which you can be proud

and which will be adequate for many years to come.

All this depends, of course, on the building of a joint high school in this area. No agreement has yet been signed and no commitments have been made. It is expected that a high school for 800 students would have to be built. That would cost nearly one million dollars. It would be built by the state and rented to the local joint district for a forty year period. Increased state appropriations would pay more than half the annual rental charges. The capital cost of such buildings would be paid by the participating districts on the basis of actual real estate values as determined by the State Tax Equalization Board and the operating costs would be paid on the number of students enrolled from each district. Should a high school be built, East Donegal would be responsible for about 40 per cent of the capital costs. That would be about \$400,000, to be paid off over a period of forty years. It is estimated that interest, overhead and amortization charges will total less than 5 per cent, or about \$20,000 per year. Under present law the state will pay one-half of our present reimbursement fraction (.64) or about \$6500. In addition to this appropriation, an increase in pupil appropriation is also made, amounting to about \$7,000, on the basis of our present enrollment. Deducting these two amounts from the \$20,000 will leave the net cost to you taxpayers of \$6,000 to \$6,500 annually—about two mills each year. In other words, two mills would pay our share of a million dollar high school for our district,

provided it is a joint high school. The above mentioned appropriations do not apply for any single district. The law was made to encourage larger high schools, to eliminate small units and to provide larger attendance areas.

According to present plans, the joint high school would be located opposite the old Union Schoolhouse on the Henry Brubaker farm and would be called the Donegal Joint High School.

We are now meeting in joint sessions with the school boards of

Mt. Joy and Marietta. Tentative agreements have been drawn up, and are being checked by our board solicitor. An architect will be selected to do preliminary planning—this is an item that will be paid by the federal government.

Now let us suppose that we do not join with Mount Joy and Marietta in building a joint high school. Our physical plant needs are still with us. We'll need a two classroom addition at Florin and a three room addition at Maytown. General purpose rooms should be added at

both these schools. Our high school is crowded—our agriculture shop and our homemaking departments are downtown. Our cafeteria is too small for efficient service. Our auditorium - gymnasium is unsuitable for many purposes. It is small and the seating is uncomfortable. Ventilation is always a problem in warm weather—were you ever there at commencement? We estimate it will cost—

\$50,000 to add an addition at the Florin school.
\$75,000 to add rooms at Maytown.

\$200,000 to add shops, cafeteria and auditorium at the high school.

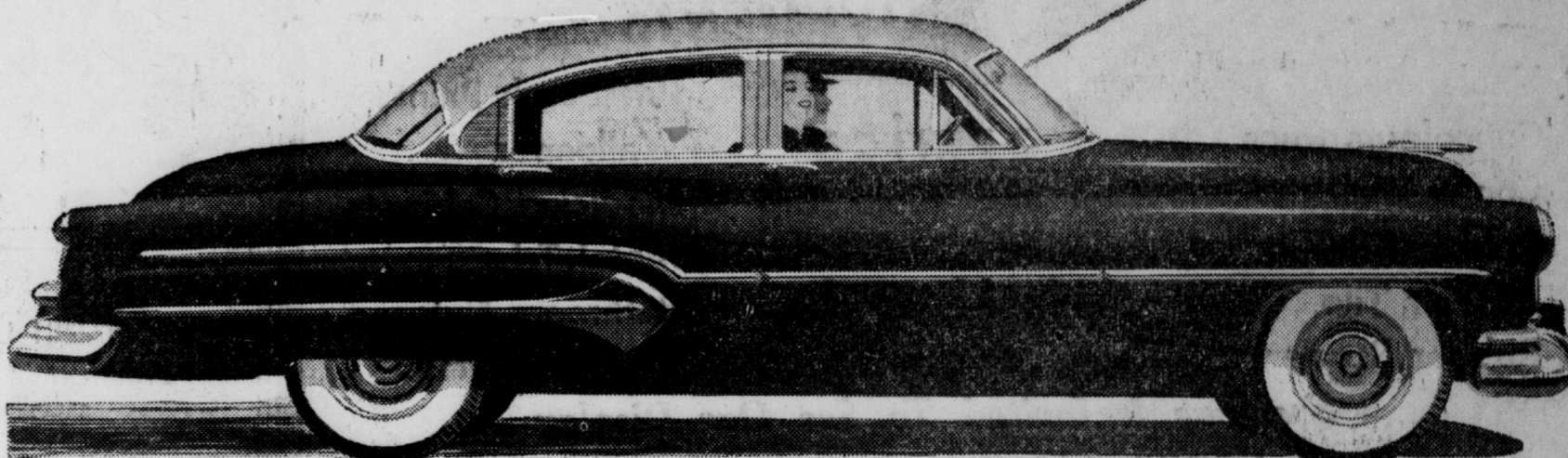
That's \$325,000 total. To amortize this debt over a forty year period at 4 percent (less than the state figure of five percent), will require \$13,000 per year—or a tax rate increase of four mills plus. You see, if we build for ourselves alone we must finance it by issuing local bonds and we get no state subsidy for building purposes. We must finance it by ourselves. And we shall

still have our old grade school building and inadequate high school building.

We hope you will give our educational problems some serious thought. They must be met as economically as possible and at the same time we want to give our children the best education possible. We, your school board representatives, believe that we are doing the only thing practical under the conditions.

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NEW 1951 OLDSMOBILE "98" HOLIDAY SEDAN

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NEW! SMOOTHER HYDRA-MATIC

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than-ever "Rocket Ride." New Oldsmobile Hydra-Matic Drive* is even easier to operate! But best of all, the brilliant new gas-saving "Rocket" Engine gives flashing performance at minimum gasoline costs. You are cordially invited to come in and see the great new "Rocket 98" Oldsmobile for 1951!

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the Railroads **RESPECT**...
the Labor Unions **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. On and after 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 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).

- Agreement embodying principles applicable to yardmasters to be entered into for benefit of yardmasters.
- 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 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.
- 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.

- 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. B. Stinson
Brotherhood of Locomotive Engineers
by Grand Chief Engineer

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

J. B. Stinson
Brotherhood of Locomotive Firemen
and Enginemen by President

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

R. O. ...
Order of Railway Conductors by President

W. J. ...
Brotherhood of Railroad Trainmen
By President

W. J. ...
Chairman
Southeastern Carriers' Conference Committee



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