

THURSDAY, APRIL 2, 1964

AGENT TELLS WHAT TO DO

Ips Beetles In Trees Weakened By 1963 Fires Pose Threat For Woods

By BENNY FULCHER  
Assistant Agricultural Agent  
Fred Whitfield, extension forest management specialist, and I recently took a close look at the "Lake Bay" and Pinebluff "Disaster" fire areas. Here I will attempt to summarize our findings and give some comments about them.

As previously pointed out, the insect of primary concern is the Ips Engraver Beetle. These small beetles range in size from about one-sixteenth to one-quarter inch long. They range in color from a reddish-brown to nearly black. An aid in recognizing these beetles in the Adult Stage is the concave or shovel-shaped rear end which bears a number of tiny blunt spines.

**Pitch Tubes**  
Trees infested with Ips will usually have numerous pink whitish or reddish brown pitch tubes on the trunk. However, in trees of low vigor, as many in these fire areas are, pitch tubes may be lacking and the earliest signs of attack will be reddish boring dust in the back crevices and in spider webs at the base of the tree.

will be infested. This will cause difficulty in seeing the pitch tubes or in cases of low vigor, make it very difficult to see the reddish boring dust. In this case you may look for trees with a faded or lemon color top, which will later turn a reddish color. The top may also appear to be wilted.

**Spray To Use**

The Ips that are now in most of the trees went in last fall and have over-wintered there. These trees which are recognizable as described above should be cut and removed immediately. Saw-log size trees should be peeled or sprayed with an insecticide. Pulpwood size trees should be sent to mills immediately. Trees too small to be used should be cut and sprayed with one-quarter per cent gamma isomer benzene hexachloride in No. 2 fuel oil or burned. Taking this action immediately will greatly reduce the risk for the remaining trees that have been injured by the fire. This action will catch many of the overwintering beetles before the new brood emerges.

**Cooperative Spirit**

Last year the forest industry representatives in the area worked very close with landowners to salvage as much of the damaged timber as possible. This in itself was a tremendous aid to the landowners and very helpful in the control of the insect, and helped reduce further losses caused by the insect. I urge a continued cooperative spirit on the part of the landowners and the forest industry representatives in order to further reduce these losses.

We express our thanks to both the landowners and the industry for their efforts and assistance in helping with them program.

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Home  
Demonstration

The Little River Home Demonstration Club No. 1 met in the home of Mrs. Everett Haywood for its March meeting. Mrs. John Kanoy, president, called the meeting to order and opening song was "All Hail The Power." Mrs. Haywood then gave devotions.

Mrs. Jack Morgan, assistant Home Economics Extension agent, gave a very interesting lesson on "Wall and Wall Finishes." Many advantages and disadvantages were pointed out. Members also contributed their own experiences in wall finishes.

We were glad to have our club represented by Mrs. Mary Christian at the Drapery Workshop at the American Legion Building at Carthage March 17. We are looking forward to seeing the Drapery she made at that time.

Mrs. Colin Smith, Mrs. John Garrison and Mrs. John Kanoy were elected to represent our club in Community Development. We are eager to have the first meeting of this group and learn how we may improve our community.

Mrs. Garrison, who is our International Relations leader, read an interesting and inspiring piece on "Why Seek Ye The Living Among The Dead."

Refreshments were served. Mrs. Charles Frye will be our hostess for April and we invite anyone interested to meet with us.

—Mrs. Everett Haywood

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Open competition is the super-proving ground Ford uses to test its specially modified cars and its ideas to the ultimate. Every time Ford goes to the races—win or lose—you always win. We always learn something that helps us build a better car. In one weekend we had two of these "laboratories" running—the half-mile NASCAR stock car track at Bristol, Tenn., and the punishing 5.2-mile road course at Sebring, Fla. Here are the results:

BRISTOL 250-MILE STOCK CAR RACE: FORDS 1st AND 2nd

This tough, tight half-mile oval revealed a new dimension in Ford V-8 power and underscored Ford's superior handling as Fred Lorenzen passed the checkered flag nine seconds ahead of Fireball Robert's charging Galaxie and a full lap ahead of the third place Plymouth.

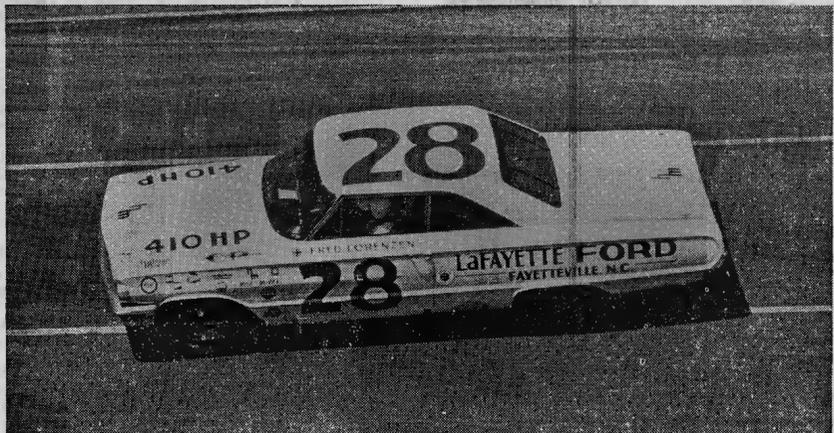
SEBRING 12-HOUR ENDURANCE RACE: FORD-POWERED COBRAS 1st, 2nd AND 3rd IN GRAND TOURING CATEGORY

Through 12 endless hours these incredible little V-8's ground down the world's finest road cars. They broke six years of Ferrari domination by outrunning and outlasting every one of the famous Italian GT production cars. At the 10 p.m. finish only three special prototype entries were still ahead of the flying Cobras—and there were five Cobras in the top ten.

SEBRING STOCK CAR RACE: 1st, FORD; 2nd, FALCON; 3rd, CORTINA

Run the day before Sebring's big one, this 250-kilometer contest for international stock cars proved the total scope of Ford's total performance. The entry list had just one big Galaxie, one compact Falcon, three English Ford-line Cortina GT's, and they finished just that way, 1, 2, 3.

Yes, the total performance laboratories ran full bore in one weekend, applying the acid test of open competition to our cars and engines. We're convinced—and we have the records to prove it—that there's no better way to make cars better, fast. All you have to do to convince yourself is to drop in at your Ford Dealer's and take a test drive; he's got cars that can talk for themselves, loud and clear!



Surefooted Ford handling was a big factor on the Bristol half-mile oval.



Ford power gave Cobra the GT victory at Sebring... and the world point lead.



Three kinds of Ford-built cars—Ford, Falcon and English-built Cortina—finished 1-2-3 in the March 20th 250-kilometer stock car test on the Sebring circuit.

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