

Government Asks Less Meat-Eating

All families in the nation are being asked to contribute alike in the "share-the-meat" program by holding down weekly consumption to 2 1-2 pounds per person over 12 years of age.

In clarifying the request, Dr. I. O. Schaub, director of the Extension Service of N. C. State College, said all meat slaughtered on farms for home use and that which families purchase in quantity for storage in freezer lockers should be counted in the 2 1-2 pound weekly sharing allowance.

This applies to the meat from home-slaughtered cattle, calves, hogs and sheep, since the "share-the-meat" program affects all beef, pork, veal, lamb, and mutton. All meat, whether slaughtered on the farm or commercially, makes up the total supply to be available to consumers.

Explaining the situation, Dr. Schaub said that huge amounts of meat must be supplied to the Army, the Navy, and our Allies. Civilian consumption must be held to the amount available after all of these needs are met.

If civilians were allowed to buy all the meat they wanted, their purchases alone would take 21 billion pounds of the total available supply of slightly more than 24 billion pounds. Since, Army, Navy, and Lease-Lend requirements amount to 6 1-2 billion pounds, civilian consumption must be cut to 17 1-2 billion pounds.

Dr. Schaub said a meat-rationing system cannot be worked out until early in 1943, so citizens have been

Woman's Place Is In The Home?

The old saying that woman's place is in the home may well have been true in grandmother's day, but times have changed. Today, with the manpower problem daily becoming more acute, women are leaving the kitchen and office for the assembly line to aid in turning out the huge quantities of war material needed to fight a global war effectively. A Bureau of Census survey discloses that the feminine army in the factory and on the farm is growing by leaps and bounds. Some 14,300,000 women were at work in August, a gain of 2,100,000 over August, 1941, comprising 15 per cent of agricultural employment, nearly 30 per cent of non-agricultural employment.

Nowadays women can get a job in a shipyard or in the lumbering industry. They are replacing men in railroad yards and as drivers of trucks, buses and trolley cars. The Federal Shipbuilding and Dry Dock Company recently let down the bars to eight of their number for work in the yards. At the Pennsylvania Railroad's Sunnyside yards on Long Island there are several feminine crews. A drive-away concern employs some to drive big trucks which haul Army trucks, jeeps and ambulances from Detroit to eastern cities. At the huge Ravenna ordnance plant, operated by Atlas Powder Company, more than a third of the workers are women.

asked to cooperate in the voluntary "share-the-meat" program so as to assure adequate rations for the Army, Navy and American Allies.

Reds Advance Through Field Near Stalingrad



With rifles and sub-machine guns ready, these Red Army soldiers advance through a corn field against a Nazi position in the Stalingrad area. In the furious fighting going on within the city itself, the Soviet defenders threw back an attack of 1,000 Nazis and killed more than 100 of this number. This photo was radioed from Moscow to New York. (Central Press)

Know The AMERICAS

HOW RUBBER STRAYED FROM THE NEW WORLD

Hernan Cortes and his gallant band of conquistadores relaxed one day from the rigors of conquest to watch Aztec athletes play their native game of tlachtli in a courtyard at Tenochtitlan, site of present-day Mexico City. It was not the game so much as the bouncing object the Aztecs used which excited the interest of the soldiers. This day in 1519 marked the first time any European witnessed the Indian use of rubber.

Throughout the colonial period and into the 19th century rubber development in the Americas proceeded on a small scale, enough to supply the limited demand for rubber erasers, shoes, coats, and similar articles. Wild rubber trees of the Brazilian Amazon produced the bulk, the remainder coming from Colombia, Peru, Bolivia, and Venezuela. Charles Goodyear's invention of vulcanization in 1839, and the extended use of rubber after that date for pneumatic tires, aroused world-wide interest, ultimately resulting in the transfer of rubber to the Far East.

It was Clements Markham, already acquainted with the natural

wealth of the New World through his activity in the field of quinine, who supplied the impetus for the transfer of rubber. Beginning in 1872, Markham encouraged several attempts to grow Brazilian rubber seeds in the Kew Botanical Gardens of London. None of the saplings survived when transplanted to the Far East tropics.

However, in the late 1870's, Henry A. Wickham, a young opportunist, appeared on the scene and to him the British owe the success of their endeavors. He had roamed the American tropics since 1886 and had become interested in rubber. He set to work in 1874 to gather seeds to send to England. Wickham's first few shipments failed but he did not run up the white flag. In 1876 he managed a wholesale snatch of seeds, which together with a stroke of luck in the form of a new ocean vessel lying in the Amazon River, comprised the first step in the decline of New World hegemony.

One day in 1876 the first British ship of a new Liverpool-to-Upper Amazon service sailed up the Amazon to Santarem. Wickham, in need of diversion, had dinner on board. Later, as a result of contacts established at this time, he managed to charter the Amazonas, as the ship was called, on behalf of the Government of India. Wickham himself had no funds.

He then began the laborious task of gathering Hevea seeds, using great originality to assure the success of this venture. He recruited as many Indians as he could find to collect them, while Tapuyo Indian maids fashioned baskets. Banana leaves were placed between each layer of seeds in the baskets. Wickham knew that if the seeds became rancid or too dry they would not grow. Loaded on canoes, the seeds were paddled up the river and put aboard the Amazonas.

Before reaching open sea, however, Wickham had to pass the customs at Pard—he had visions of seeing his precious cargo seized by the authorities. But again Dame Fortune smiled. Wickham had a friend, a Consul Green, who backed up his story that he had on board the ship "exceedingly delicate botanical specimens, specially designed for delivery to Her Majesty's own Royal Gardens of Kew." That proved impressive enough to get by — Wickham had already given orders to keep the vessel's steam up.

Some weeks after the arrival in London, as Wickham put it, "I saw a pretty sight—some 7000 young rubber plants growing in Kew Gardens." Soon the offspring of these seeds were planted in Britain's far-flung empire, in India and the East Indies, to prosper and eventually deal a death blow to New World production.

Today the Far East supply, 90 per cent of world consumption, is cut off by the Japanese. Experimentation and increased production point

door Martin County, offer for sale, to the highest bidder, for cash, the following described land:

FIRST TRACT: A house and lot in the Town of Williamston, N. C., bounded on the South and West by Ed Ormond, on the North by Hyman Street, on East by Martin Street and being same house and lot formerly occupied by said Sarah Hyman. Containing 1 1-2 acres, more or less.

SECOND TRACT: Adjoining George Hyman, a street, the White land and Margaret Johnson. This 10th day of Nov., 1942. B. A. CRITCHER, Trustee.

NOTICE OF RE-SALE Under and by virtue of an order of re-sale of the Superior Court, signed by the Clerk, of the Superior Court in an action entitled "In the Matter of: Edward L. Wilson et als, Ex Parte," the undersigned Commissioners will on Monday, the 16th day of November, 1942, at 12 o'clock, Noon, in front of the Courthouse door Martin County, offer for re-sale to the highest bidder for cash, the following described tract of land:

Located in Williamston Township, partly in the Town of Williamston, N. C., bounded on one side by Roanoke River and Standard Fertilizer Company, on the other side by what is known as the Watts Farm, now belonging to Griffin Brothers, on the

back by Conoho Creek, on the front by Hatton Street, Harrell property and Williamston Package Company. This description includes the farm formerly known as the Salsbury Farm except certain parcels heretofore sold by the late M. D. Wilson, 25 acres of the Watts Farm, deeded to M. D. Wilson and Perry, of record in the Register of Deeds office in Book 39, page 253, and what is known as the Piney Island land deeded to M. D. Wilson by R. L. Coburn, of record in Book V-2, page 551, and also what is known as the Hodges land on the North side of Hatton Street upon which the said M. D. Wilson built tenant houses mainly for the use of said farm excepting from the Hodges land the house and lot in the corner of Hatton and Biggs Street which the said M. D. Wilson devised to Matthew Wilson a life estate and excepting from the above description life estate of Mrs. Wilson in and to the house and garden where the late M. D. Wilson lived, which was allotted recently to the widow of the late M. D. Wilson as a part of her dower. Containing around 800 acres, more or less.

The highest bidder for said tract of land will be required to make deposit of 10 per cent of the bid at the sale.

This 5th day of November, 1942. B. A. CRITCHER, Z. V. BUNTING, Commissioners.

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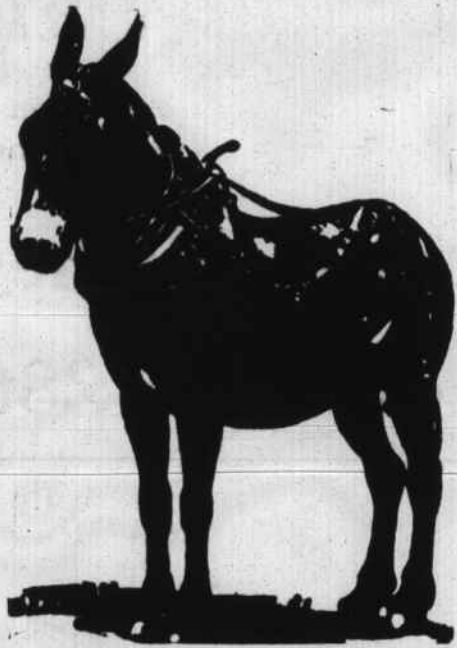
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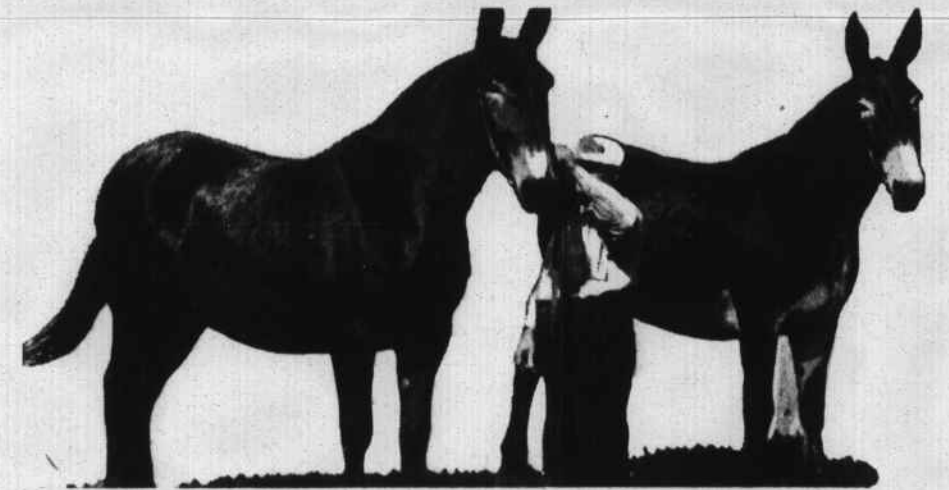
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