

Burley Used In Many Brands Of Cigarettes

By F. S. SLOAN
(Special to The Democrat)

In the last 10 or 15 years burley tobacco has been a close competitor of flue-cured tobacco in many of the brands of cigarettes. All cigarette tobacco, burley or flue-cured, should be bright, thin, elastic, and of a high quality leaf, principally of the smoking type. Due to the change in the use of burley from pipe and plug tobacco to cigarette tobacco, it is very necessary to use varieties with broad uniformly spaced leaves that will normally cure bright.

The four leading varieties are: a selection known as Strain No. 5 (which was selected by the Kentucky experiment station), Judy's Pride, Kelly, and Hallie's Special.

It is no trouble to find ideal soil and ideal locations for seed beds in the western part of the state. Burley tobacco seed beds should be selected in a warm cove with a south-eastern exposure well protected from north and west winds. The soil should be a rich loamy type that will not bake after heavy rains or have a tendency to be wet natured. Each year select new beds free from diseases that affect the young seedlings. It is best to burn and bed unless there is a good leaf mold covering the plant bed site. We have found that if a sufficient leaf mold has covered the ground for a period of years, the grass is not objectionable on unburned beds. One hundred pounds of lime, or the equivalent in wood ashes for each 100 square yards will make the plants grow much faster.

Fertilizer is Recommended
Very few burley producers have used commercial fertilizers in the past. Our records show that 1 to 1 1/2 pounds of fertilizer analyzing 4-8-3, prepared especially for tobacco seed beds, will produce two to four times as many plants per 100 square yards as will unfertilized beds. The plants will be much earlier than the plants on the unfertilized beds, or on beds where a small amount of manure is used. The plant bed fertilizer that gave the outstanding results was made up as follows: Nitrogen, one-fourth acre of soda, one-fourth sulphate of from superphosphate and the potash from sulphate of potash magnesium. The fertilizer should be thoroughly mixed with the soil to a depth of 3 or 4 inches and then raked with a very fine-tooth rake.

Tobacco seed are very small and should be mixed with some material such as ashes or fertilizer to get an even distribution. One-half ounce of cleaned seed per 100 square yards which is equivalent to one tablespoonful, is the right amount of seed to get the best stand under average seasonal conditions. After the seed is sown the bed should be packed by running a light roller over it, tamping it with a board attached to the end of a short pole, or by tamping it with the feet.

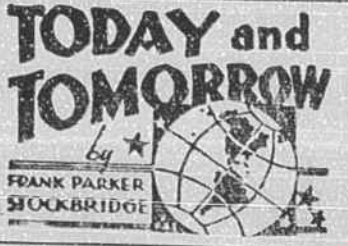
As soon as the seeds are sown and the bed tamped, a thin layer of wheat rye, or oat straw which has been thoroughly thrashed should be broadcast evenly over the bed as shown above. Twenty pounds of well thrashed wheat, rye or oat straw is sufficient for each 100 square yards. The canvas should then be placed on the straw and pegged to the ground around the edges of the bed to prevent the cloth from blowing off. The straw prevents the seed from being beaten into the ground too deeply by heavy rains and at the same time it helps keep the top of the soil moist. This enables the seed to germinate a week to ten days earlier than they normally would under average seasonal conditions. A 100 square yard bed will usually produce enough plants to set out one to two acres of tobacco.

Preparation of the Field
Soils for burley tobacco should be fertile and of a loamy type. Most of the best burley tobacco in western North Carolina is grown on soils classified as second bottom land, which is of a loamy nature; however, there are some good burley soils on the first bottom type. The clay type soils are not suited to the production of bright burley tobacco. Since the demand for bright color is so important, all fields where burley is to be grown should be of a loamy type soil. Burley tobacco will produce better quality leaf if it follows a grass sod that is plowed under early so that it can decay before the tobacco is transplanted. Generally a three or four-year rotation should be followed for the production of the best quality tobacco.

In Western North Carolina, burley tobacco can be planted around the 20th of May and should be ready to harvest from the first to the 15th of September. This is the ideal period for harvest, as the temperature about that time will yellow the tobacco properly and will cure bright. The stalk is usually split two, three, or four inches above the top of the ground and cut off at the top of the ground to get all of the leaves. The plant is then straddled on a stick which is usually 1/2 foot long. About four or five big plants are enough for one stick. In harvesting burley tobacco, the majority of the leaves on the plant should be mature and ripe. When the tobacco is ripe, the leaves have a brownish mature appearance indicating that the leaves are fully developed and ready to be harvested. Often some of the lower leaves get too ripe and burn, and many times if the top leaves are not just right they have a tendency to be green. The producer will have to judge



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CARS improved
All the new styles of automobiles for 1940 are now on exhibition. I've been looking them over, and I'm finding it hard to decide which one I'll trade in my old one for. Each of the new cars is better than any of the others, to hear the dealers tell it; but the nearest I can figure is that all of them are better cars in every way than last year's models. It would be hard for anybody to go wrong in buying any of them. The things that stand out in all the new cars are that they are all larger than the old ones, have roomier bodies, more window space, better ventilating systems, springier seat cushions and, most important of all, better headlights.

What all the automobile makers have been striving for is to make their cars easier and safer to ride in. The improvements in springs are surprising to anyone who thought there wasn't any way to put better springs under cars than the methods already in use. In my early motoring days, broken springs were something every driver expected. Now they are a rarity.

COST reduced
With all the improvements, most of the new cars cost just about the same as last year's. It costs the makers more to build a car than it used to. They pay higher wages, more for their raw materials. But the increased costs are not passed along to the buying public. On the contrary, a report I recently saw of the earnings of one of the big automobile companies showed that where they used to make a profit of \$175 on every car sold, now the profit per car is only \$35.

It costs less to drive a modern car. Gasoline costs more, mainly because of the tax, but one gets more miles to the gallon of gas. Twenty years ago I thought I was lucky to get ten miles to the gallon, on a car of the same make which now goes twenty or more miles on a gallon—and I paid nearly three times as much for the car as I could buy the same type for today. Lubricating oil sells for the same price as for years, grade for grade, and you don't use as much of it in a modern car.

I remember paying \$50 a piece for tires, which were good for perhaps 5,000 miles. Now bigger and better tires, good for 20,000 miles or more, can be bought for about a quarter of that figure.

DRIVING ease
Everyone of the new cars I have been inspecting is so much easier to drive than the old ones were that there is no comparison. They've all got the gear-shift device on the steering post, for one thing, and some have no gear-shifts at all, but a hydraulic connection between the engine and the drive shaft so that one changes speed with no effort.

Not long ago many states had laws prohibiting more than two people from riding in the front seat. The wide new cars with no gear-shift to get tangled in the feet of the extra front-seat rider do away with the danger of "three-in-front" and make five-passenger cars into six-passenger cars.

The steering mechanism of all the new cars I have examined seems little less than perfect. It no longer takes an athlete to guide a car around a sharp curve, or pull it over out of traffic in case of a blowout. A tip to motorists: put your best tire on your left front wheel. That's the danger spot if a tire goes "bang!"

SAFETY education
With all the improvements in cars

when the major part of the leaves on the plant are mature and ready for harvest. It is highly desirable to prime the lower leaves, as they ripen prematurely, and string them on sticks as flue-cured tobacco is strung for curing.

for the comfort and convenience of drivers that have been going on for the past few years, it is not surprising that the number of serious motor accidents has begun to diminish. Too many people, however, are still injured or killed on the highways.

Better roads help a lot. Better cars have done a great deal, and will do more. Four-wheel brakes were an important novelty fifteen years ago. That year the first hydraulic brakes were introduced in America. Now every car has four-wheel hydraulic brakes. Safety glass is compulsory for registration in most states. And speed laws are more rigidly enforced everywhere.

What causes most accidents is not the highways or the cars but the drivers. Too many rattle-brained kids and alcoholic adults at the steering wheel, taking chances with their own lives and those of others. Education of youngsters in the art of driving is having a good effect. The boys and girls of today are growing up to be better drivers than their parents were.

LAWS licenses
No law is any good unless it is enforced. No law can be effectively enforced unless it has the weight of public opinion behind it. There ought to be no difference of opinion about enacting and en-

forcing laws which require every driver to be licensed, and to pass severe tests of ability before getting a license to drive. It is every motorist's interest, for his own safety and perhaps for his life, to back up every effort to establish uniform driving license requirements in all states and of the authorities to penalize reckless drivers. It hurts just as much to be hit by an unlicensed driver from Florida as by one who has passed the strict tests of Massachusetts.

And the laws of some states which require every car to carry insurance against personal and property damage should be made uniform for all states.

CONTROL OF CORN WEEVILS EXPLAINED

Weevils annually take a toll of about 14 per cent of North Carolina's corn crop. They begin their attack in the field, but when the corn is harvested and stored in the barn, conditions are very favorable for the rapid increase of the pests.

E. B. Fulton, research entomologist of State College, says that carbon disulphide is the most practical material for control of corn weevils. Nothing is cheaper, more effective, or more readily available, he explained.

The first step in controlling the

insects," Fulton advised, "is to thoroughly clean the storage bin or crib and treat the woodwork with any odorless, tasteless, water-white petroleum similar to that contained in commercial fly sprays.

"Accumulations of old grain and floor sweepings from the previous crop should be completely removed and burned, or if it is to be used as feed, that is where the carbon disulphide treatment comes in.

"Sweepings may be placed in a tight bin or barrel and the chemical poured directly over it, using the fluid at the rate of three-fourths of a pint to a barrel of sweepings. The container should be covered immediately with a double thickness of

heavy wrapping paper, and tied tightly around the top. The fumes of the carbon disulphide do the work. Leave the bin or barrel sealed for 24 hours to allow the fumes to penetrate all portions of the sweepings.

Fulton pointed out that carbon disulphide is very inflammable and explosive chemical, and should be used with care. Fire of any kind, excessive heat, or frictional or static electricity should not be allowed near the containers being fumigated with the material, he said.

Campus jobs netted Williams College students \$68,000 last year

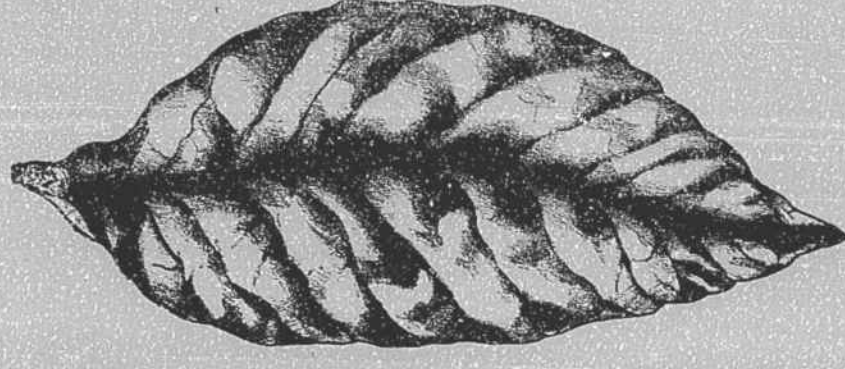
AUCTION SALE PERSONAL PROPERTY
ON SATURDAY, NOVEMBER 25, starting at 10 a. m. I will offer for sale at auction at my home, household and kitchen furniture—beds, mattresses and springs, tables, stoves, cooking utensils, farm, carpenter and drilling tools, feed-cutting knife and old-fashioned loom. Come and buy at your own price, not mine.
A. M. CRITCHER - - - Blowing Rock

QUEEN CITY Coach Company

"QUEEN of the SOUTH"

EXTENDS HEARTY CONGRATULATIONS TO NORTHWESTERN CAROLINA'S NEW

TOBACCO MARKET



The establishment of the burley tobacco market in Boone is a symbol of the enterprise and progress of the people of the Northwest and we share in the enjoyment of the achievement—believing as we do, that this venture marks an epoch in the business life of the mountain section.

We are glad to be able to go along in the vanguard of the march of progress in this region and invite the frequent use of our modern, swift and efficient transportation system, which links the mountains with the industrial sections below the hills and with the winter resorts and famed coastlands of the South Atlantic.

QUEEN CITY'S FAST, COMFORTABLE COACHES LINK NORTHWEST CAROLINA TO THE SOUTH'S EMPIRE OF INDUSTRIAL AND RECREATIONAL ACTIVITY