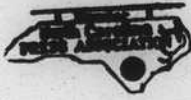


GATES COUNTY INDEX

Published Every
Wednesday at
Gatesville, N. C.,
by
Parker Brothers, Inc.



Publishers of The Hertford
County Herald, Ahoskie,
N. C.; The Jackson News,
Jackson, N. C.; Bertie
Ledger-Advance, Windsor,
N. C.; Gates County In-
dex, Gatesville, N. C.

Mrs. Starling H. Brown..... Local Manager

SUBSCRIPTION RATES: One year: \$2.00; Six months, \$1.25.

In the First North Carolina Congressional District; Bertie and Northampton Counties in North Carolina; Nansemond, Norfolk, Princess Anne, Southampton, Isle of Wight Counties in Virginia.

Beyond the Above Area East of the Mississippi River Rates are: One year, \$2.25; Six months, \$1.50. West of Mississippi River and Outside U. S.: One year, \$3.00; Six months, \$1.75.

Entered as Second-Class Matter October 23, 1932, at the Post Office in Gatesville, N. C., under the Act of March 3, 1879.

Member: N. C. Press Assn. and National Editorial Association.

Editorial

The Peanut Acreage Decrease

Farmers who showed concern when "new" areas planted peanuts as a war-time measure to meet the demand for domestic oils, will find consolation in the fact that acreage planted this year is roughly 18 percent under last year. According to the Bureau of Agricultural Economics, the decrease is almost entirely in the regions which showed the greatest increases in 1942 and 1943.

In these old established commercial areas of the peanut growing section the Bureau finds only moderate normal changes in acreage.

So, it appears that the fears of farmers who felt that new producing areas might offer important post-war competition were groundless. But while it furnishes solace for the old growers, an acreage reduction of 18 percent under a year ago—whether in new areas or old ones—does not make good reading at a time when the war is reaching full-blast proportions.

Nevertheless, it indicates either that peanuts aren't a crop that new producers can grow profitably the first year or that other crops in other sections offer advantages not offered by peanuts in those sections.

At any rate, a point that caused no little concern two years ago is apparently removed.

Hitler's Cowardice Continues

If the final decision in war was in the hands of a referee, as it is in a prize fight, this would seem the logical time for him to step into the center of the ring and stop the fight. For there is no doubt that Hitler is leaning so heavily on the ropes that he hasn't a chance to come back. The humane thing, under the circumstances, would be to end the battle and declare the Allies the unconditional winner.

But the big difference between this war and a prize fight is that Hitler has others doing his fighting for him. The tell-tale blows which the Allies are delivering may hurt Hitler's prestige, but the real pain is felt by the German soldiers and civilians who are being forced to continue fighting.

Therefore, because of Hitler's unwillingness to give up in the face of certain defeat, thousands more Allied soldiers and probably hundreds of thousands more of his own people will have to die.

Even the Germans will soon realize that it isn't courage which keeps Hitler forcing them to fight—it's the rankest form of cowardice—the fear of what will happen to him personally when he admits defeat.

Rubber Solution Permanent

One of the greatest permanent benefits our nation has derived from our war with Japan is the overcoming of our dependency on remote islands of the Pacific for our supplies of vital rubber.

When the war started, the processes for making synthetic rubber had been fairly well worked out. But had it not been for the war it probably would have been many years before synthetic rubber would have been made in quantities large enough to meet the demands of American industry. Now, however, because our life almost depended on the speed with which we could make a substitute for the rubber seized by the Japanese, we have managed to boost synthetic rubber production, in two short years, to the point where it now equals the quantity of rubber which we used to import.

Never again will we be put in the position of having to



depend on imports for our supply of this vital material, which is a great step forward in our nation's self-sufficiency.

Read the Fine Print

A comic cartoon in a recent issue of the Norfolk Virginian-Pilot, while it served its purpose, also poked a finger at us Americans who "never read the fine print."

A Japanese officer was shown presenting to his superior what was supposed to be a report from Japanese spies in America. The spy report was embodied in a standard insurance policy, the first Japanese explaining that "Americans never bother to read the fine print."

Americans are a trusting lot. We'll sign almost anything without reading the fine print. Of course, we always intend to read it all "after awhile," but how many of us ever get around to "after awhile?"

The cartoon was poking fun, but hiding data in small print has distinct possibilities.

This Week in WASHINGTON

Washington, D. C. (NWNS)— Although the American people and American business reached the biggest goal in history in the Fifth War Loan drive—a goal of \$16,000,000,000—the sale of E bonds to individuals has so far failed to reach its quota of \$6,000,000,000. Heavy corporate purchases rather than purchases by the general public were responsible for attaining the over-all quota. Since one of the major functions of the war loans is to steer excess purchasing power into the treasury, this let-down in public response is considered inflationary and indicates a lack of realization on the part of a sizable number of people of the importance of purchasing more bonds. This danger is heightened by the increasing number of people who are cashing in bonds a short time after they purchase them.

Because of the importance of reaching the goal set in the Fifth Drive for the sale of E bonds, the treasury has asked us to point out that, although the major part of the drive ended on July 8, the sale for personal savings continues as part of the drive until the end of July. Thus it is still possible to reach the goal if those who have not purchased extra bonds will do so before that date. The treasury also emphasizes that this is not a new extension of the drive. The original schedule of the fifth drive included the provision that sales of bonds for personal savings up to the end of July would be counted in the final total.

The great boom in the business of vacation resorts is believed to have considerable to do with the disappointing record on bond sales and is known to be of real concern to several of the government war agencies. Despite the campaigns to get people to confine their use of trains to necessary travel, the amount of pleasure travel is increasing at an alarming rate. In an effort to discourage this the Office of Defense Transportation recently issued an order prohibiting use of any special trains, sections or cars for any purpose other than the movement of troops, prisoners or war workers.

The Office of Price Administration is alarmed over the great use of automobiles to get to summer places, the chief fear being that, this could only be made possible by an increase in the sale of black market gasoline or excessive leniency on the part of some ration boards in distributing B and C ration coupons. As a mild method of counteracting this trend, and also to answer complaints of individuals who want to know how other people get surplus gasoline, the OPA has informed ration boards that they are not to keep ration allotments confidential and should give out information, on request, when people check up on how many coupons were given to their neighbors. If ration boards wish to, they are now permitted to publish the allotment of coupons to the drivers in their districts.

State Collects Heavy Beer Tax

The State collected \$2,828,863.37 in beer taxes for the 1944 fiscal year ended June 30, according to figures compiled by the Brewing Industry Foundation's North Carolina Committee.

This amount was secured from the following sources: License: wholesale distributors, \$16,350; bottlers, \$500; salesmen, \$1,690.02; dealers on trains, \$300; retail dealers, \$26,120.82; non-resident manufacturers, \$7,207.50; non-resident wholesalers, \$2,422.50; Excise: crowns, \$1,906,739.29; labels, \$556,709.05; and stamps, \$310,824.10.