

'New' Peanut Sections Show Greater Decline in Acreage Than Old, Established Areas

Rejoicing in the first "wetting" rains in many weeks, farmers of this area may be interested to learn that the acreage of peanuts grown for all purposes this year is estimated at 4,169,000 acres, according to the July report of the Bureau of Agricultural Economics.

This acreage is about 18 per cent lower than the acreage of peanuts planted in 1943. The acreage inter-planted with other crops is estimated at 925,000 acres—or about 98 per cent of the 1943 inter-planted acreage.

In all areas, acreages planted fell below the prospective acreage indicated in March, the declines being most pronounced in regions that are normally non-commercial areas, the "new" peanut sections where the greatest increases took place in 1942 and 1943.

All the "minor" peanut growing states show sharp declines; while changes were moderate in these strictly commercial sections of the old established peanut states.

Condition Below Normal

The July 1 average condition of peanuts was reported as 72 per cent of normal and compares with 80 per cent on July 1, 1943 and 74 per cent of the "10-year" average.

Stands are reported irregular in the Virginia-Carolina area and are said to be especially poor in some sections of North Carolina. The War Food Administration did not mention parts of North Carolina in particular, but farmers in this area will generally agree that lack of rain is responsible for any below average condition.

In the Southeastern states, excessive rainfall delayed planting, but warm weather with occasional showers over most of that section for the last few weeks and fairly heavy rains in some localities have been very favorable to the growing crop, with growth continuing satisfactorily in most areas.

In the Southwestern area, stands range from generally good in the south to irregular in North Texas and Oklahoma. Slight rains during the first week of July over much of the area helped the crop, but additional rain is needed there as in this area.

Sales in the Virginia-Carolina section, f.o.b. shipping point, per pound, were reported July 11 as follows: Cleaned, Virginians, jumbos 15 1-4 cents, the ceiling; fancys, mostly around 15 cents; shelled, Virginians No. 2, occasional sales mostly around 14-14 1-4 cents, a few offered higher.

Sunbury

Mrs. W. P. Crosland of Columbia, S. C., has returned home after a week's stay with her mother, Mrs. William Nixon.

Mrs. Neborne of Pennsylvania, is guest of Mr. and Mrs. George Morgan.

Mrs. O. C. Corbitt who has been spending the past two months with her husband, O. C. Corbitt of the Coast Guard of Philadelphia, has returned home. She was accompanied home by her husband who will spend a few days here before returning.

Rev. and Mrs. Harry Hill and daughter, Jean Caroline of Molden, Mass., arrived Thursday to spend sometime with his father, J. R. Hill, Sr.

Mrs. J. W. Nixon left last Wednesday to visit relatives in Roanoke and New Castle, Va.

Mr. and Mrs. Roy Parker are guests of friends at Virginia Beach.

Mrs. Henry Brooks of Rocky Mount, will spend this week

with her parents, Mr. and Mrs. C. F. Copeland.

Miss Margaret Anne White returned home Sunday after a week's stay with Miss "Jackie" Pierce.

Mrs. William Lassiter is a patient at Lakeview Hospital, Suffolk.

Miss Ruth Pierce of Elm College spent the weekend with her parents, Mr. and Mrs. Lloyd Pierce.

Mr. and Mrs. Rudolph Corbitt, Mrs. R. L. Corbitt, Mrs. J. R. Corbitt, Mrs. J. E. Corbitt, Mrs. Gatlis Gatling, Fletcher and Jimmie Corbitt attended the burial of W. G. Otwell at Woodland Sunday.

Mr. and Mrs. Ralph Copeland and children of Norfolk were guests of Mr. and Mrs. C. F. Copeland Sunday.

Mrs. William Cross and two children, Mary Anne and Frank Cross, have returned from several week's stay with relatives in Grifton and Greensboro.

Mr. and Mrs. B. L. White and Frances Lee White, Archie White of Whiteson, Claude Walker of Burlington, visited Mr. and Mrs. J. E. Corbitt Sunday.

Robert P. Jones Helped to Take Motor to Tanker

Ensign Robert P. Jones of Sunbury was co-pilot of the Naval Air Transport Service plane which transported the heaviest single item—a 10,000 pound main turbine engine rotor—ever carried by air between the United States and the Panama Canal Zone.

The generator rotor was for a tanker loaded with fuel enroute to a rendezvous with the Navy's famous Task Force 58. The ship's rotor was damaged beyond repair, with the result that the ship was disabled in the Canal Zone and delivery of vital fuel was held up. That same day, June 15, the Naval Air Transport Service picked up a replacement rotor at the Naval Air Station, Floyd Bennett Field, New York, and in less than 12 hours the rotor was delivered at Allbrook Field in the Canal Zone, where a repair crew was standing by.

After a test run, engine difficulties were still encountered, and it was found that the main turbine rotor also needed replacing. The new rotor was brought to Floyd Bennett by truck from Philadelphia, and another taken off was made, with Ensign Jones the co-pilot on this trip.

After reaching Allbrook Field that night, the officers and men supervised the unloading of the engine, and less than nine hours later, they were in the air again, rushing the damaged rotor back to the United States so it could be repaired and installed in a new tanker.

During the round trip, the Naval Air Transport Service flew 5,000 miles in 26 hours and 40 minutes, an average of better than 185 miles an hour, thereby helping to keep important fuel supplies flowing to the Navy's Task Force, and at the same time preventing a threatened serious interruption to tanker production.

A farmer may use as many pounds of fertilizer per acre as is recommended by the Agricultural Experiment Station in the year beginning July 1, announces the WFA. Crops will not be divided into A and B classes.

Jap Cave Blasted



S/Sgt. Harold Frazier, Twin Falls, Idaho, stands guard against hidden Japs while Lieut. Fred Boyer, Roseburg, Oregon, (right), inspects the ruins of a Jap cave emplacement in the coral reefs of Biak.

Negro News

By H. L. MITCHELL

"A man is a worker. If he is not that he is nothing."—Joseph Conrad.

Plan Your Work and Work Your Plans

During the next few weeks nearly every farmer will have some extra time, as the crops will be laid by. This time can be used to great advantage around the home and on the farm. The following are suggestions that may save money and material:

1. Make an inventory of all farm machinery. Collect all parts and clean and oil them so as to save from rusting
2. Collect all bags. Wash those that are serviceable and give the paper bags to 4-H Club members for waste paper.
3. Check over the barns and stables. Repair leaks and broken walls. Build and repair hog houses.
4. Clean the poultry house: Check poultry for lice and the roosts for mites. If mites are found, paint the roosts with burned motor oil. Dust the chickens for lice. Select a place for a poultry yard and sow soybeans and corn for pullets, if this has not been done.
5. Get ready for winter. Dry wood will be needed to make fires and for cooking during the busy months this fall. A great deal of time and worry will be saved if this can be done before the rush comes. A wood house or shed will serve a good purpose that will be greatly appreciated when rainy weather comes.

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6. Let's remember that farming is a year-around job, and that if each thing is done in the proper time farm life can be lived very happy and profitable.

Temporary Pastures Help Feed Stock

A number of Gates county farmers who have land that is not being farmed this year have been able to make temporary pastures by fencing in this land with barbed wire. This has made it possible for them to keep the livestock grazing and also save feed which has to be purchased.

A good example of this is seen on the farm of Paul Grice of

Eure. Mr. Grice started farming late this spring and was not able to cultivate all of his land.

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