

POWER EFFICIENCY WILL MEET NEEDS

Industrialization of Farming, Cooperative Marketing to Solve Problem

BILLINGS, Mont. (AP)—Twenty years hence less than one-fifth of the world's present farm population will be following agricultural pursuits and production will be ample.

Such is the prediction of Thomas D. Campbell, premier wheat producer of the world and America's foremost exponent of industrialized farming.

"Hired men will do more work and earn more," explains Campbell, who is farming 100,000 acres on a Montana Indian reservation. Of this acreage 25,000 acres are in wheat, 5,000 in spring wheat and 15,000 in flax. The remainder is summer fallow.

Skilled labor on the farm ultimately will bring as much as skilled labor in the city, Campbell believes. Such a situation exists on his farm.

"Modern farming is 50 per cent engineering," he continues. "Industrialization of farming, together with cooperative marketing, will do more to solve the farmers' problems than any other plan so far suggested. I feel cooperative marketing is inevitable, but it will never be a success until at least a majority of all of the different crops grown in this country are under control of some central head."

Born on a farm in North Dakota, Campbell learned in the school of experience the lessons he since has applied with spectacular success. Graduating from the University of North Dakota, he immediately engaged in farming. In 1918 he entered into a contract with the government for the leasing of grain areas in 10,000 acre lots on Indian reservations.

Campbell's farm is operated like an enormous factory. "Three efficiency counts. For the past seven years he has averaged 40,000 acres a year in crops. Every part of the great Campbell farm is mechanized. Fifty tractors lead the fleet to power-driven machinery. Skilled mechanics operate the equipment. Rigid cost accounting is applied to every operation. The cost of producing wheat on the Campbell farm is less than \$1.00 an acre, or about one-half what it ordinarily costs under prevailing methods in this section.

With headquarters in Hardin, he has five separate units, each with its full equipment of machinery, its manager, several foremen and crews of men.

A whole section, 640 acres, is plowed, disced, seeded and packed in one day of 16 hours. It is possible to plow 1,000 acres, or harvest 2,000 acres, in a single day. Gasoline consumed on the farm amounts to as much as \$500 a day.

Fifty men during the eight work-

FORMER CANTON CHIEF INDICTED



Former Chief of Police Lemuel of Canton, O., is the fifth man to be indicted in connection with the murder of Don Mellett, crusading editor. Lemuel is shown shielding his face as he was being taken up the jail steps by Sheriff Ed Gibson. Below is a closeup of the former chief, whose arrest followed the story told by Floyd Streitenberger, former detective, Pat McDermott, Ben Rudner and Streitenberger have been sentenced to life imprisonment, while Lou Maser, who was the first to "confess," awaits trial.



TOPICA, Kan. (AP)—A few grains of the 125 million or more bushels of wheat now being harvested in Kansas will enter nearly every loaf of bread to be baked in the United States during the next year.

Kansas wheat, because of its high protein content, is demanded by millers in all parts of the country for mixing with flour made from the softer wheat grown in other climates.

The Sunflower state enjoys a climatic advantage that is conducive to production of wheat with a high percentage of protein. South of Kansas the growing season is too warm to give this advantage, while north of Kansas the winters are so short that spring wheat, containing less protein than winter wheat, alone can be raised. The "winter wheat belt" is thus situated principally between the southern and northern borders of Kansas, which are 200 miles apart. It extends eastward so as to include more than two-thirds of the state, which is 400 miles long from east to west borders.

"The Wigwag" is suggested as a name for Chicago's proposed \$15,000,000 auditorium. Are the skyscrapers running things in Chicago, too?

It's a dry country, but you can take all the hops you want.

Heavy Trade In Grain Expected At Astoria Port

ASTORIA.—The recent rains throughout the Pacific Northwest have done much to carry the bumper grain crop past the danger point and the outlook for a heavy yield and a large cereal business at the Port of Astoria terminals this year continues excellent. W. H. Nelson, traffic manager, told the port commission in a report on his recent trip through the inland Empire.

Mr. Nelson attended the meeting of the Pacific Northwest Advisory Board of the American Railway Association at Spokane and the meeting of the Northwest Grain Dealers Association at Lewiston, Ida. He also met with a number of other port representatives in Portland for the purpose of discussing means of influencing the steamship lines to bear a large proportion of dock charges at North Pacific terminals.

The traffic manager expects that the cereal business of the Port of Astoria will be more active this year than since 1924, and may possibly exceed the traffic of that year.

Sues Police For Photo, Fingerprints

BERLIN (AP)—The exclusive right to her finger prints is claimed by a Frau Baumann who was recently arrested on the charge of having been an accessory to a swindle committed by her fiancé. Before arraignment she was taken to police headquarters where she was photographed and her finger prints were taken.

The case was quashed on technical grounds. Now Frau Baumann has brought suit again police headquarters for the restitution of her photograph which is adorning the rogues' gallery and her finger prints, to which, she claims, she has the sole right of possession. This unique case will be threshed out in the next session of the high court of Berlin.

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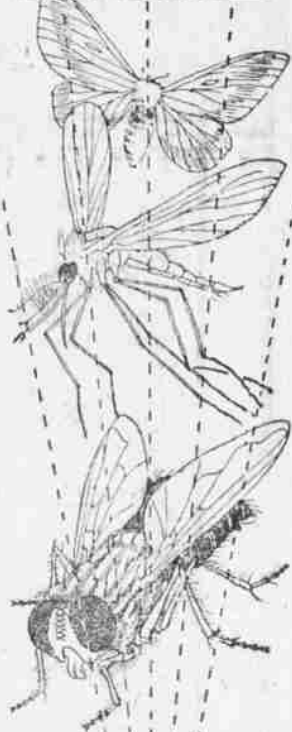
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STUDENTS CHOOSE AVIATION
CHICAGO—Trans-Atlantic flying has given aviation such impetus that for the first time aerial engineering is more popular than radio engineering in technical schools. H. C. Lewis, technical educator, reports. Sixty per cent of aviation students in Chicago schools, he estimates, are farm boys.