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WOMAN OF MIDDLE AGE IS THE WHEAT QUEEN OF KANSAS

SURLETTE, Kas. (AP)—A middle-aged woman of 58 is proving that there's money to be made in wheat farming, with or without farm "real-estate."

They call Mrs. Ida Watkins the "wheat queen" of Kansas primarily because her farm illustrates an application of big business methods to agriculture. She has adapted metropolitan factory methods to her 4,500 acres near here to earn that title.

A cattle queen of Oklahoma before she came to Kansas to raise golden fields of grain on a large scale, Mrs. Watkins, a widow, will see her 29 years of farming culminated this year by the largest crop she has harvested.

And this woman who is showing the way to the wheat farmers of the west is no white collared executive. She directs the work of her farm, aided by the lessons her years of experience have taught her, and when the harvest comes, she personally supervises the great task.

She is systematic and business like in the management of the farm. She keeps accounts of all operations. Only the most modern farm equipment is used. She pays her employees for the time they are hired, rain or shine. Tractors work day and night.

Her business shrewdness has been demonstrated more than once to her financial advantage. Last year she had 2,500 acres in wheat and when 50,000 bushels were harvested, she decided she wouldn't sell any of it for less than \$1 a bushel. She waited and with profit.

When her husband died in 1902 she was left with a ranch with 1650 head of cattle. Assuming charge, she operated the ranch for eight years profitably before she was lured to Kansas by the prospect of great profits in wheat. She bought some land for \$3,500 and in the first year harvested a crop which brought her \$8,800. The acreage was increased to 280 in 1923 and in four years she sold \$28,000 worth of wheat from that tract.

This year she expects to harvest 75,000 bushels.

Mrs. Watkins' farm is a show place during the harvest season. She employs scores of men who work in three shifts of eight hours a day.

such to complete the gathering of grain in a minimum time.

Mrs. Watkins has her own philosophy about farming and it contains no cry for farm relief. To the contrary, she avers there is no more profitable business in the midwest than farming, and believes that wheat farmers will find relief in cooperating in growing and marketing their crop.

"Hard work, mixed with common sense, never starved to death on a Kansas farm," she oftentimes has said, and a study of her own profits indicates the basis for her statement.

"They call me the wheat queen," she smiles. "Well, if I'm queen of anything, I'm queen of hard work."

Friday in America,
Saturday in Europe,
Back Home Sunday

Floating landing fields for trans-Atlantic air transportation in use within the next five years is the confident prediction of Edward R. Armstrong, consulting engineer, the du Pont corporation.

Mr. Armstrong has designed a seadrone which, he says, will be put into immediate use.

A series of eight of these large floating islands, strung across the Atlantic at intervals of 275 miles, he says, will remove the hazard from ocean flying and make it possible to leave the United States by airplane Friday, spend Saturday and Sunday in Europe and return to New York in time for the opening of business Monday. He continues:

"This is not the idle dream of an optimistic imagination. Five years at the least should see the system of air transportation in complete operation. In fact, the first seadrone, now under construction, will be placed in operation between New York and Bermuda next year. When it is thoroughly tested, construction will begin on drones for the trans-Atlantic route."

Not is the seadrone a walling infant financially. It has the support of a prominent group of business men, many of them being active in the du Pont and General Motors corporation. The cost of building this first of the series will be between \$1,500,000 and \$2,000,000—less than that of some of the first-class land airports and about 10 per cent of the cost of the largest passenger liner.

A seismograph is a device for measuring the shocks and undulatory motions of earthquakes.

An Arkansas flying school requires students to construct and work in three shifts of eight hours a day.

FRENCH TOWN, TORN BY WAR, NOW TURNS TO PASSION PLAYS

WASHINGTON, D. C., July 27.—Nancy, France, which still bears the scars of the famous Battle of Nancy of the World War, is resuming La Passion a Nancy (The Nancy Passion Play) this summer, says a bulletin from the Washington, D. C. headquarters of the National Geographic Society.

"Nancy, with more than 100,000 inhabitants, is an important junction point of railroads running from Paris eastward and from northern Europe to the Mediterranean. It lies due east of Paris about the same distance as New York City is from Washington, D. C."

Once Capital of Lorraine
"Nancy began its long, eventful history as the site of the palace of the Dukes of Lorraine in the twelfth century, but the traveler is not long in the French city before he is aware that Stanislas Leszynski, former king of Poland and father-in-law of Louis XV, was the moving spirit in developing the city. The taxi cabs from the railroad siding into the Rue Stanislas, a wide thoroughfare which nearly bisects Nancy. Near the center of the city the thoroughfare passes under the Porte Stanislas, an old arched gateway, and several blocks beyond, terminates at Stanislas Square where a bronze statue of the Duke reposes.

"Nancettes" and some travelers aver that the Square is one of the most beautiful in Europe. In two corners monumental fountains play while here and there are gateways and balconies of grill work by artists of the eighteenth century. The Square is surrounded by a theater building, a military club, the Grand Hotel, and the Hotel de Ville. The latter now is a combination museum and art gallery. Its hallways are hung with paintings by leading European artists, and in some of its rooms are displayed tapestries, furniture, glass work and statuary that have figured in Nancy's history.

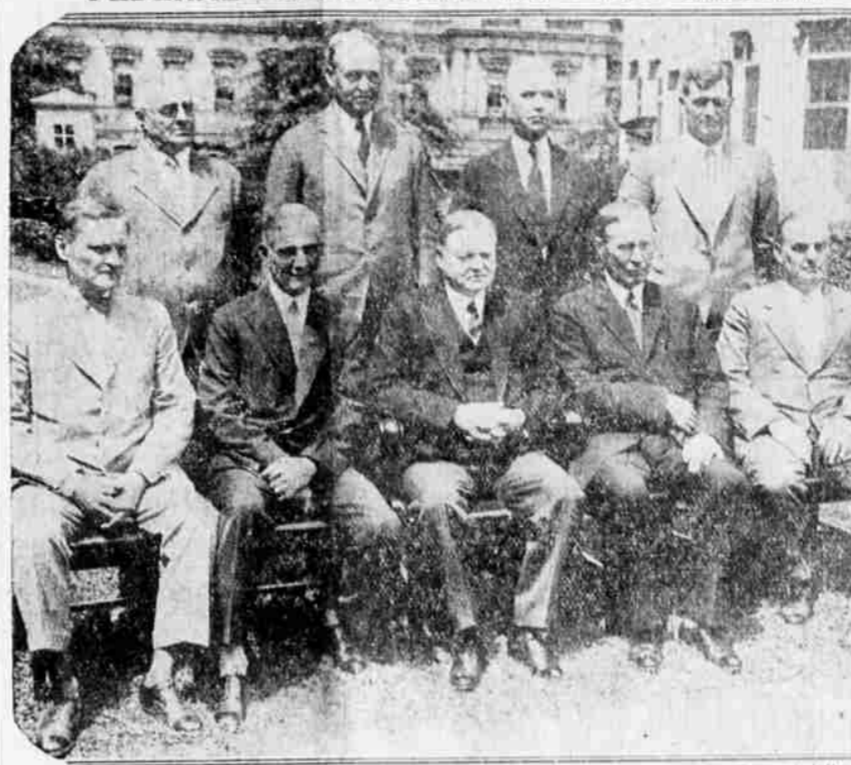
Ornamental Gateways Recall Early Walled City
"Within a stone's throw of the Square, the traveler passes thru the Nancy Arc de Triomphe and into a maze of narrow winding streets which pass buildings the way the old walled Jamestown, Virginia, was first settled. This por-

tion of the city was once surrounded by a high wall, of which only a few gates remain. At one of these gates Charles the Bold perished when he attempted to take the city.

"Near the site of the old northeast wall, the Place de la Carriere is one of the old town's few open spaces. The Place is entered through the Arc de Triomphe. Just inside on the right is the Palace of Justice. At the other end of the opening are the Government and the Ducal Palace, the latter dating three years before the discovery of America.

"The Promenade de la Peloniere, a large parkway bordering the old town on the northeast, is another feature of the city that owes its existence to Stanislas, and is but one of many shaded spots where the people of Nancy spend their summer evenings. The Botanical Gardens can be reached in a few minutes' walk from the Promenade while the Cours

FEDERAL FARM BOARD AT FIRST MEETING



Members of the newly organized farm board as they met for the first time in Washington. Left to right, sitting: James C. Stone of Lexington, Ky., vice chairman; Arthur M. Hyde, secretary of agriculture and ex-officio member; President Hoover; Alexander H. Leggo, chairman, and Charles C. Teague of Los Angeles. Standing: William F. Schilling of Northfield, Minn.; Charles S. Wilson of Wall N. V.; Carl Williams of Oklahoma City and C. E. Denman of Farmington, Mo.

Leopold, a narrow parkway on the southwest of the old city, runs the length of the old wall site.

"Nancy owes much of its development to the railroad junction, but throughout the city there are tobacco factories and textile and weaving mills. Each year the University and numerous schools of the city, as well as the Nancy Thermal, whose waters are sought by sufferers from rheumatism, gout and arthritis, bring many visitors.

"Wherever the traveler may find himself in Nancy, he is seldom out of sight of a church tower or steeple. The guide points to this edifice as the place where Marie Antoinette once prayed at the altar, and that edifice as the place of burial of an important

member of a European royal family. In the same tower, he points out the St. Epyre Church in the old town as the site of a church, in the tower of which 100 Burgundian officers were hanged in 1477 because they took the life of a Chamberlain of Lorraine.

"During the World War Nancy fared somewhat like Metz whose church spires can be seen from the hills about Nancy, and St. Mihiel where the American troops defeated a German army. Nancy residents were so accustomed to hearing shells and witnessing the devastation of their city by enemy gun fire that within a few minutes after the city towsie war ended that the enemy had ceased bombardment, children emerged from their underground shelters and had their kites in the air."

"The demand for sun and air brought the idea out in the open. In Venice, on the Lido, smart society found that it could be both smart and comfortable, lying around the beaches all day in pajamas."

"The latest costumes are the overalls, printed or plain, with hats of rough straw or cotton fabric. And the logical answer to men's plus fours, the stylists believe, are the long duck or crash trousers cut sailor fashion and worn with a sleeveless tuck-in shirt and pirate sash at tennis or sailing.

WOMEN'S TROUSER MODE CHEERS UP COTTON GROWERS

BOSTON, July 25.—(AP)—Trousers for women are becoming an ally of the cotton industry in a fashion world which has continuously decreed short skirts during the past few years.

Bloch pajamas, overalls and trousers cut sailor fashion with a pirate sash are 1929 mode in the evolution of trousers which began with the bloomers worn by the daring few during the bicycle craze.

No widespread is the use of such garb becoming that the style advisory board of the National Association of Cotton Manufacturers suggests in its monthly report issued today, that women throughout the country will don pajamas for house wear, and even work and lawn use, within a year.

"The present vogue for trousers had its beginning in the bloomers worn with bicycling costumes," the reports sets forth. "At that time there was a loud outcry against disappearing femininity, breaking up of the home, subservience of men, etc."

"But the entrance of women into the field of war work was a different story. It was considered a noble duty to discard feminine frivolity. The farmerette appeared, women donned overalls in factories and uniforms were almost general."

"Trousers for women during the period between 1923 and 1924 meant men's knickerbockers, worn for any possible excuse. The idea was there to stay. So fashion decided to capitalize it.

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GOOD MOTORISTS TO GET REWARDS IN CONNECTICUT

HARTFORD, Conn. (AP)—Carrying the pocketbook or spanking it has been commended by experts to be a most potent means of rewarding or punishing good or bad deeds.

Robbins H. Stoeckel, motor vehicle commissioner, has this in mind when he proposed to a 1929 legislative committee that the careful, inoffensive driver be "noticed" as much as the careless, habitually trouble-making one.

So the legislature enacted a law, said to be the first of its kind in the country, through which the Connecticut motorist who is "good" will be rewarded, by the pocketbook and the motorist who is "bad" will be punished via the same route.

The state gives official sanction, and provides an official basis for a plan that has been used by insurance companies for many years—giving low or basic liability rates to drivers who rarely or never rates of those who figure too frequently in police or civil courts.

All but "perfect" drivers will be classified. The "perfect" will have the basic rate. Those who make minor infractions of traffic laws will go into class A, and their insurance rates will leap 10 per cent. Class B will hold the "many-accident, many law-breaking" drivers, with rates 25 per cent above the basic. Class C—the "habitual offender and the drunken driver"—will be rated 50 per cent over the basic. Insurance companies will work out the rates. Mr. Stoeckel will provide the classification lists.

"Truths About the Meter" is the title of an interesting and educational booklet being mailed by the Southern Oregon Gas corporation with their monthly bills.

The booklet explains in an understandable, non-scientific way, exactly how the gas meter works. Probably everyone has at one time or another wished they could read their own meter. How to read your meter is a simple and easy thing to do if you follow the instructions.

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ranges of pulling power—six forward speeds—do the trick. There's an efficient gear ratio for every road and every load!

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