

# FARM POPULATION LESS, BUT OUTPUT CONTINUES HEAVY

By FRANK L. WELLES (Associated Press Farm Editor) WASHINGTON, July 26.—(AP)—

The exodus of workers from the farm to the city will increase rather than diminish in the future, and yet farm production will not suffer as a result.

That is the conclusion drawn by the American Research Foundation after a survey of the shifting agricultural population.

"The drift of population from the farm to the city need cause the United States no concern over agriculture's future," the foundation says, "since fewer farmers are now actually doing more work and producing greater crops."

More widespread adoption of power machinery is given as the reason a shrinking farm population is able to maintain and even increase agricultural production. Between 1870 and 1929 the average farmer's per acre increased 100 per cent and the production in dollars per man increased 419 per cent.

In colonial times 95 per cent of the economic producing population was farmers, yet they produced scarcely enough to feed and clothe their families. In 1929 the agricultural population was 20 per cent of the total, whereas today it is estimated at less than 24 per cent.

"By 1950 there probably will be 150,000,000 people in the United States," the foundation predicts, "yet they will be fed by fewer farmers than were required to feed the nation's 25,000,000 inhabitants in 1850."

The largest single development contributing to the farmers' augmented production capacity is the increasing use of trucks, petroleum driven tractors and other power machinery.

Only 11,500 trucks were manufactured in 1912. In 1929 approximately 200,000 were made and the number operated on the American farms is approaching the 1,000,000 mark.

## Scanning New Books

By RICHARD MASSOCK NEW YORK.—An Englishman has taken his fellow countrymen to task for their treatment of the long-suffering Indians and asks, in the title of his book, "Must England Lose India?"

The writer is Lieut. Col. Arthur Osburn, D. S. O., a British army officer and medical man who lived in India many years and who thinks he found the root of the trouble in that stormy country of a hundred million souls.

It lies, he believes, in the English public school system, which is not at all like the American. The cruelty with which he found the Indians treated he traces directly to similar cruelty with which the older boys cow youngsters and, Osburn says, develop to snobs.

That, he believes, they are themselves all set to become Negro-phobes when they enter the Indian civil or military service.

Indian Rule of Right India, Osburn says, is held and governed "by might and not by right."

He book is an appeal to the English governing classes "to drop a little of their stupid arrogance and racial and caste snobbery, if only for the sake of that great heterogeneous 'empire' about which they are always shouting but which they are constantly doing their very best to make unpopular and consequently insecure."

The English public school boy is a bully, Colonel Osburn charges, out of his own experience. And so, when he goes to India, he again is a bully toward the small, weak and underfed coolies and servants.

In school he has developed a superiority complex by knocking about the smaller boys and "ragging" them, an attitude condoned by school authorities until it has become a tradition.

In India he demands subservience from the natives and strikes those who can not realize without their names getting on the police lists as "seditious" characters. With the Englishman's connivance, the native police force, Osburn says, has become a corrupt band of blackmailers.

Osburn cites instances from his own experience of natives who have been beaten by Englishmen merely because they seemed to be "cheeky." He recalls the "crawling order" of one official, which required all the people of an Indian town, including women and children, to crawl on their stomachs past a certain point because a missionary was "insulted" there.

Excuses Moral Osburn also takes up Miss Katherine Mayo's statements in "Mother India."

He excuses the Indian's morals on climatic and physiological grounds. He suggests that, even without considering the poor physical condition of the tropical people and their anxiety neurosis which he attributes to oppression, their behavior is scarcely worse than that of Europeans and of English themselves.

The book is a stinging rebuke, written with sensational candor. "All we can do for the Indian," Osburn says, "is to remain as his government, is to free him as far as possible from his economic servitude, educate him to appreciate the advantages of hygiene and good order, and leave him to grow up."

South Carolina—\$65,000,000 road building program has brought work to 200 men.

# Sprightly Misses Sing to Share in \$25,000 Awards



These three girls are among thousands in all parts of the United States who are competing in the Fourth National Radio Audition, sponsored by the Atwater Kent Foundation. As winners of local auditions in their home communities they are eligible to sing next October in competition to decide their various state championships. Left to right: Florence E. Treceott, Chateau, Montana; Sarah E. Somerville, Walla Walla, Wash.; Anna Mae Wells, Hillsboro, Ore.

## Helen Kane Coming to Craterian Today

What Helen Kane started with her "Boop-boop-dee-dee" songs and coy caprices in "Nothing But the Truth" with Richard Dix about a year ago and carried on through "Pointed Heels" and "Sweetie" she rounds out into a full measure of glorious fun and music in "Dangerous Nan McGrew" at the Fox Craterian theater today.

In this riotous frolic of frisky doings in the snowy Canadian northwest, the little girl whose tiny voice packs a tremendous "It" wallop renders a rib-roking comedy performance that chases a gloom sky-high. "Dangerous Nan McGrew" is all that the name implies—the tale of a girl who sharpshoots men's hearts with her gay singing and who makes even the deepest-eyed desperados say "uncle" once she drains her battery of babbling-baby "boops" on them.

There are three Helen Kane-type songs in the production in addition to all the plots, counterplots, frills and thrills, romance and love. These numbers are "I'm Dangerous Nan McGrew," "I. O. E." and "An Come On."

"Dangerous Nan McGrew" is a fascinating story built up to overflowing with scores and scores of reverberating laughs.

GENOVA, Italy, July 29.—(AP)—The port militia is campaigning against fishermen who blast big hauls from the sea with dynamite. The law against the practice is severe and ten offenders recently were given maximum penalties.

A Valparaiso, Ind., woman was convicted 49 times in 25 years on liquor charges.

## Sparkling Comedy at the Rialto



Scene from the Paramount comedy, "Safety in Numbers," starring Charles "Buddy" Rogers.

"Safety in Numbers" is as close to amusement perfection as a talkie could ever be. It has everything—plus Mr. Rogers, who seems to have more than that.

The plot, and a cleverly-conceived one it proved to be, deals with the fortunes of a young heir to wealth who is sent to New York by his guardian uncle to be schooled in the ways of the wily world. The teachers whom the uncle wisely chose for this job are three gorgeous "Follies" girls.

The girls are pleased to refrain from vamping "Buddy" but they can't help falling for him. Neither can two other cuties whom he meets in his spirited gallivanting around Gotham. One day a group of the "Follies" comes to the girl's pent-house apartment to rehearse a new song and dance number; "Buddy" interrupts the proceedings by proposing one he wrote himself. The producer likes it and buys it from "Buddy." Meanwhile "Buddy" has fallen hard for one of his teachers. After a series of amusing adventures in which music and song play a big part, "Buddy" wins the girl.

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# FURNAS NEARING CONTEST QUOTA

That expense-paid trip to Akron, Ohio, to see among other things the world's largest Zeppelin being built, isn't a sure thing as yet, for Charlie Furnas of The Medford Service Station but his organization stands well up among the leaders thus far, according to advices just received from Goodyear.

"We must sell all the tires and tubes we can before midnight August 31," states Mr. Furnas, "for the honor of having a dealer from Medford represented among the winning towns and cities throughout the United States will not be ours."

"I'm anxious to see that big airship factory and dock which they tell me would hold the Woolworth building in New York City laid on its side, with the Washington monument nestled in beside it. The first of the ships Goodyear is building for the United States Navy, to be nearly twice the size of the Graf Zeppelin, will be fairly near completion in September and I'd like to come back and tell you about it."

The winners will also be given rides in some of Goodyear's smaller Zeppelins during a two-day victory celebration. A trip will be taken through the factory which produces more tires and tubes daily than any other plant in the world.

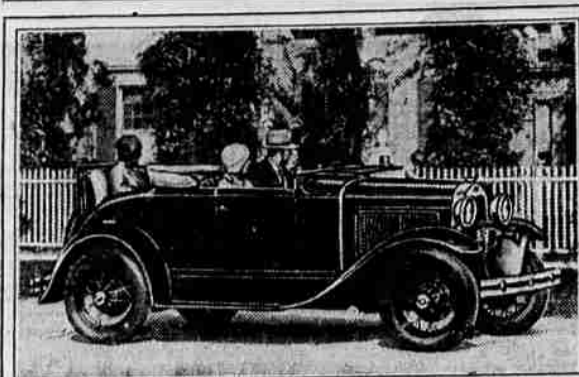
ROME, July 26.—(AP)—The government has equipped a special rescue train to serve in emergencies, such as earthquakes, volcanic eruptions and landslides. It is designated to give first aid, establish radio or telegraph communication and to reopen damaged railroad lines.

ALGHERS, July 26.—(AP)—The recent North Africa conference approved a plan to send a study commission to California to inspect irrigation and farming systems which have turned desert tracts into gardens. The proponents of the idea hope to redeem sections of the Sahara.

CHACHAROVSK, U. S. S. R.—(AP)—Stauton, a species of weed in the Amur river district, has been found to contain rubber. The stalks yield fibre and the seeds a vegetable oil.

The trend of farming in Oklahoma is toward larger and fewer farms, a survey by the Oklahoma A. and M. college has revealed.

# Ford Roadster Is Popular



THE Ford roadster is popular among those who prefer open air riding. The seat is wide and low. The top is of the quick collapsing type and may be flipped back with one hand. If desired, it may be removed entirely.

There are approximately fourteen cubic feet of luggage space in the rear deck. The deck is arranged so that a rumble seat may be installed.

# GIVE SECRET OF CHRYSLER DESIGN

Chassis and body engineers worked literally shoulder to shoulder to work out the design and produce the original new Chrysler Eight cars. Instead of periodic conferences in which at best, it is possible for one branch of the engineering staff to present only half the picture to the other branches, body and chassis engineers worked together to build up a body and chassis assembly to fit in with the modern conception of what an automobile should be.

Practically the entire second floor of our engineering building was given over to the building up of the experimental models of the new Chrysler Eight and Imperial Eight models. Both the body engineers and the chassis engineers agreed that a car to meet the desires of the public, must be much lower than have previously been made. However, this lowness to be secured without any sacrifice of ground clearance beneath the chassis or without loss of head-room in the body. Chassis engineers have always been asking for lower bodies and body engineers have been asking for lower chassis. In this case we cut out the red tape and the conferences and side by side the engineers from all departments built up these cars together, literally by hand.

So successful was the idea of having body and chassis men actually work together instead of merely talking together about their work, it will no doubt become accepted practice as far as the Chrysler organization is concerned. Not only is there no question but that all parts will function in harmony but there is a noteworthy absence of those compromises that so often result in a very much altered product from the ideal that was first conceived.

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