

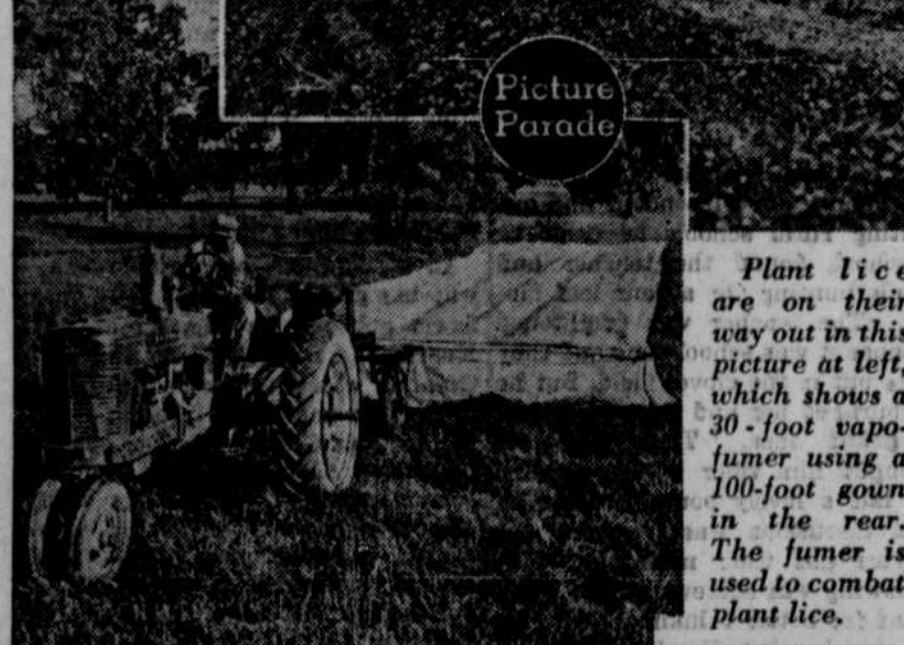
Mechanizing the Farms

With mechanization going on everywhere it is but natural that we should find this trend in evidence also on the farm. Although the farm horse is by no means "through," he is less in evidence than formerly. In a tour of the Philadelphia area several 100% mechanical farms were found, as shown by these pictures.

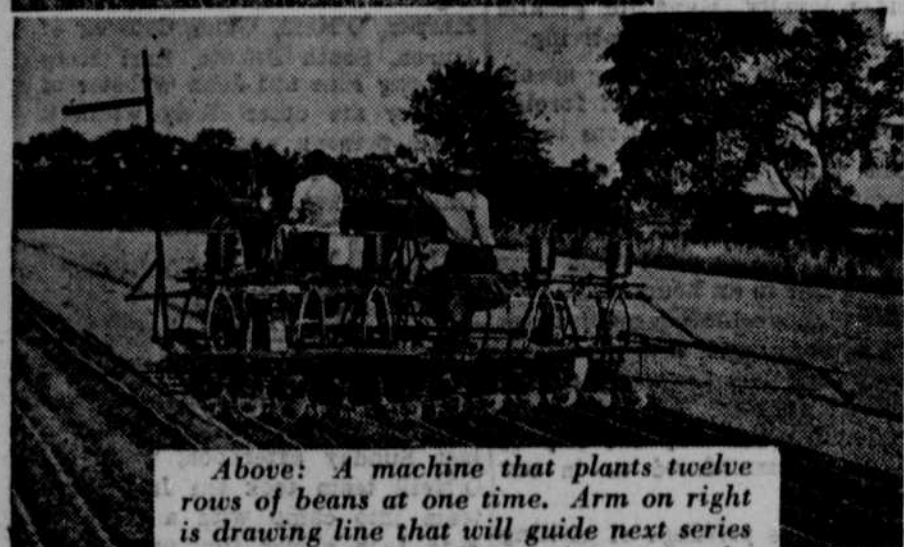
Implements, typical of a mechanical farm's equipment, in action on the 6,500-acre King farm at Morrisville, Pa.



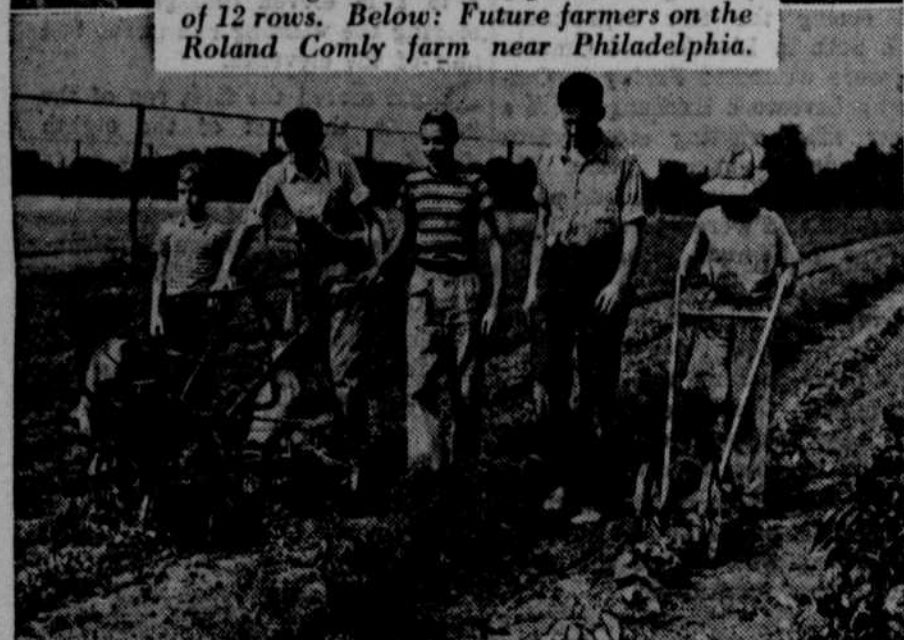
Picture Parade



Plant lice are on their way out in this picture at left, which shows a 30-foot vapo-fumer using a 100-foot gown in the rear. The fumer is used to combat plant lice.



Above: A machine that plants twelve rows of beans at one time. Arm on right is drawing line that will guide next series of 12 rows. Below: Future farmers on the Roland Comly farm near Philadelphia.



AVIATION IN FARMING! Jimmy Holsomback piloting his plane over the King Farms as he dusts the field of snap beans with rotenone, a non-poisonous insecticide. By plane, 20 acres can be covered at one time.

By way of contrast, here is a view of the 100-acre farm of Frank Baughman, in Ohio, run by horse labor. He is shown plowing for the potato crop.



Licking the cucumber beetle on King farms.

WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
(Consolidated Features—WNU Service.)

NEW YORK.—It isn't only the heat that is good news for soda-jerkers. It is an alumnus of their guild who develops a 57-passenger transport plane, gaited at 350 miles per hour, and gets an order for 40 of them, right away quick. The man from behind the counter is 36-year-old Jack Frye, president of the Transcontinental & Western Air, Inc., for the last six years.

He has been merging air companies the way he ambidextrously merged raspberry flips—up through the depression years to the status of a high-rating aviation mogul. His new plane, the largest commercial land plane ever projected, will have a flying range of 4,000 miles and a ceiling of 30,000 feet. He says his fleet of 40 of these planes could hustle 16,000 troops into Alaska in 36 hours.

Born in Sweetwater, Okla., Mr. Frye grew up and did his soda-jerking in California. He nicked each pay check for something for the kitty, to buy into aviation. His first investment was in a series of flying lessons. He and his instructor then bought a battered old war veteran Curtiss Jenny and made it the nucleus of a flying school and an aerial taxi service.

Standard Air Lines came later when two students, Paul E. Richter and Walter A. Hamilton joined young Mr. Frye in establishing it, operating between Los Angeles and Phoenix, Ariz. As one thing led to another, as they bought and merged companies, his associates moved along with him and became executives of the T.W.A. Mr. Richter shared his last notable acquisition of aviation stock, when, in April, 1929, T.W.A. took over about 70,000 shares of the Lehman Bros. holdings in T.W.A. at two points above the market.

Mr. Frye has kept right on flying as well as designing and financing airplanes, and in 1934 set up a record in crossing from Los Angeles to Newark in 11 hours and 31 minutes. Thirty-six years is young for a mogul. Last January, he married Helen Varner Vanderbilt.

COMMANDER Edward Ellsberg's new novel, "Captain Paul," the fictional narrative of the life of John Paul Jones, is another reminder of American writing for doubling in writing and fighting. We have had Gen. Lew Wallace, with "Ben Hur," "Captain King" and all his other bell-ringing stories; Maj. John Thomasen, of the marines, author of "Fix Bayonets," and many other books and short stories and one of the best writing men of the country, regardless of weight or class; and of course Maj. Gen. "Hap" Arnold of the air corps, author of the long string of "Bruce" stories.

As to Commander Ellsberg, his New Book is one of an increasing number of his imprint which get loud applause from the critics. His spectacular feat in raising the submarine S-51, off Block Island in 1925 first brought him to national attention. His first book, "On the Bottom," told the story of the S-51. Thereafter came "Pigboats," "Thirty Fathoms Deep," "Hell on Ice," "Men Under the Sea," and many short stories and magazine articles. He is now a United States naval reserve officer.

He was born in Hartford, in 1896, the son of a Russian Jewish immigrant. Young Ellsberg went to Annapolis, where he was graduated at the head of his class.

His eminence in engineering is comparable to his literary reputation. He attended the Yale School of Naval Architecture, after his graduation from Annapolis and in the World war got a fast running start into his career by refashioning interned German ships for transports. He is short, compact, square-jawed, with an outthrust jaw, and always stirred by keen intellectual interests.

NEVER an engineer, metallurgist, financier or salesman, Walter S. Tower worked up in the steel industry to a \$100,000-a-year job. As president of the American Iron & Steel Institute, he tells the New York general meeting of that organization that this country has steel enough to supply all possible 1942 demands several times over.

Mr. Tower taught economic geography at the University of Chicago and was trade adviser for the U. S. shipping board. Has a Harvard M. A. and a degree from Pennsylvania.

NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Increasing South American exports to U. S. improve hemisphere relations... 'Cost' of aiding Britain continues to rise.
(Bell Syndicate—WNU Service.)

WASHINGTON.—United States imports from the South American countries have zoomed as a result of the war, so that many of them now actually have favorable balances of trade against Uncle Sam.

The importance of this is tremendous, because the chief difficulty of expanding inter-American trade has always been that South America wanted to buy lots of our products, especially automobiles, refrigerators and other manufactured goods, but found it very difficult to sell us anything. We not only produced so many competitive articles, which aroused clamor for tariff protection by our producers, but there is the little episode of the pure food regulation, which not only kept out Argentine meat but gave it a black eye before the world.

As evidence of the recent spurt we bought from Argentina, in the first quarter of 1941, a total of \$35,512,000 worth of goods. Yet in the whole year 1940, though the war was in progress during that entire year, we bought only \$83,301,000.

From Uruguay in the first quarter of 1941 we bought \$16,797,000 worth of goods. In the whole year 1940 we bought only \$17,629,000.

That's only half the picture of the improved financial position of the South American countries as a result of the war, if we take only trade with the United States into consideration.

In the first quarter of 1941 we sold Argentina \$16,923,000 worth of goods. This was a big drop, as in the full year 1940 we sold her \$106,877,000. With Uruguay we about held our own, selling her \$2,998,000 in the first quarter of 1941, as against \$11,275,000 in the full year of 1940. The reason for the drop in our exports to Argentina was the rigid Argentine exchange and import control in the early months of 1941.

EXPECT TRADE AGREEMENT

With this improved situation, from the South American standpoint, the door is now open to a real trade agreement with these two countries, and one is now expected very shortly.

The administration is very anxious to take advantage of the present war-given opportunity. Congress has voted virtually all the money wanted by Jesse Jones, in his capacity as the greatest lender of all time, for the purpose of making sure that the United States buys all the exports that Latin America wants to sell.

Part of the object is military, part of it is looking forward to a trade war after armed conflict ceases.

Strained as she is, Japan is sending a ship loaded with all sorts of sample products to South America right now. Germany is ready to resume her old barter program with our Southern neighbors, and has done her best to keep her connections despite the blockade.

Leaving out the huge German racial groups in the South American countries, most of the people would rather trade with the United States. The governments, especially, found that the barter system did not work as much to their advantage as had at first appeared.

Uncle Sam now hopes for an era of good feeling toward him from the Rio Grande to Cape Horn.

British Aid Costs Continue to Rise

The determination of President Roosevelt to defeat Hitler, at whatever cost, has never changed. This has been pointed out in these dispatches since September, 1939. There has never been the slightest reason for any backtracking on this. It is true that the measure of "cost" involved has changed tremendously, always upward. For example in the fall of 1939 all that the President—and indeed the military experts—thought would be necessary would be to amend the neutrality act so that, if the war stretched out into years, the United States could become Britain's arsenal.

It is interesting to note how this picture has changed, always with the effect of increasing the "cost."

Early in the war the Germans had more success in hitting the British fleet than had been anticipated. When Britain lost so many destroyers, President Roosevelt met the first "ante" in the "cost." In the spring of 1940 he transferred the 50 overage destroyers to the British.

With the over-running of the low countries, and Norway, the "cost" increased enormously. As the terrific expense to which the British were put gradually cut down their available cash, the lease-lend bill boosted it further.

The next step, of course, is convoys. That is coming as surely as the necessity for giving the British the destroyers developed.

But the final element of "cost" is men, and that is coming too. It may be that they will be landed at Dakar. It may be, if the threat to Suez becomes more imminent, they will fight in that region.

NEW IDEAS for Home-makers

By RUTH WYETH SPEARS



RUBBER-COVERED wire such as is used around garages serves to make this smart lamp; which also requires a tin candy box for the base; three large and six small spools for the standard; a plug and chain socket and a brass nipple that screws into the bottom of the socket. The spools

and box may be painted before they are put together according to the directions in the sketch. You will find complete directions for making this fabric-covered bristol board lamp shade on page 12 of your copy of Book 1.

And now, here is news for all of you who have enjoyed making things for your homes described in the first six of the series of little books that have been offered with these articles. Book 7 is ready. On every one of its 32 pages is a substantial money-saving idea, and not a useless dust catcher among them. That is true of all of the books of the series. They have been planned as a service to you and every day letters testify that they are solving your home-making problems.

Book 7 will also help you to make more and more attractive

You Would Hardly Know The Old Joints Now!

Hand-painted knees are the latest feminine fad in Hollywood. Which rather suggests that in the future the lessons taught at mother's knee are going to be illustrated.

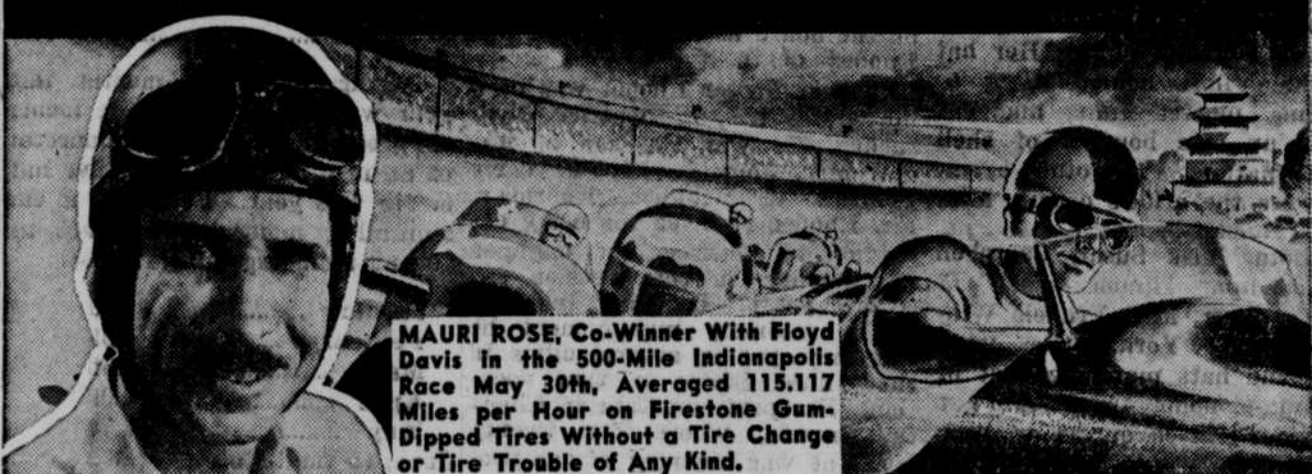
A man charged with throwing his wife down the stairs two days after their wedding, pleaded with the judge not to send him to prison on the ground that it would break up their honeymoon.

Mussolini doesn't seem to be doing so well as a Modern Seizer as he thought he could.

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