

What is HOME without a GARDEN

Brilliant Bloom from Annual Phlox



There is no more brilliant sheet of color obtainable in the garden than that furnished by the annual phlox, Phlox Drummondii, originally a little annual from the Texas plains made into a brilliant garden plant by the skill of the plant breeder. It has nearly all the colors of the rainbow except orange and deep yellow. Pale yellows there are. The blues, reds and purples are particularly vivid and there is a magnificent array of pink and rose shades with eyes, edgings and stripes in some of the varieties.

It is one of the easiest annuals to grow and comes into bloom very quickly. It is not particular as to soil but the richer the soil the more vigorous the plants and the longer their season of bloom. Sown in the open ground as soon as the soil is warm and thin to six inches apart. It is better to sow and thin than to transplant, as it does not stand transplanting as well as some of the annuals, although it can be handled in this manner if care is taken not to disturb the root system and it is thoroughly watered in and shaded for a day or two. It can be started indoors for an early display and is now sold in paper pots by florists for quick effect. It is, however, so easily raised at home that a fine supply may be had for a dime.

There are semi-double sorts but the single varieties are the most popular. There are large flowering kinds with imposing trusses but they are not as free flowering as the smaller types. The large flowering type is known as the grandiflora section. The smaller flowering and the best for bedding and masses of color is the nana compacta section. There are also a fringed section and star flowering section, the petals being curiously cut and pointed. These two have not the garden value of the other types but are beautiful as varieties.

A handsome strain is known as the Cecily, all the flowers having distinct white eyes.

CHRYSLER SERVICE IS STANDARDIZED

With the annual output of automobiles at the high peaks it is now reaching, the matter of service for cars in owners' hands is steadily to be regarded as of more and more importance by manufacturers.

Chrysler executives, who have always ranked service as a factor of first magnitude in their progress point out that since the great majority of new car sales are now made to people already owning cars, satisfied owners are today the best prospects for new business. Proper service is therefore classed by Chrysler as a sales function and an administrative duty as well as a mechanical function.

As a result of this factory policy, practically all Chrysler distributors are operating their service departments under a plan devised by the company and known as the Chrysler standardized maintenance system. A natural supplement of the company's famous standardized quality manufacturing policy, the standardized maintenance system was evolved by a series of exhaustive studies of every repair and service operation on a Chrysler car.

"This new plan," explains J. W. Frazer, Chrysler sales manager, "is an improved flat rate system, enabling the car owner to have his car trouble diagnosed and to know in advance exactly the nature, extent and cost of the work necessary to remedy it."

"Furthermore Chrysler service stations are supplied at frequent intervals with definite instructions on the proper procedure for all Chrysler maintenance and repair operations. They are thus enabled to perform these operations with a greater degree of accuracy and in much less time than is possible where this information is not available."

Five Oldest Methodist Bishops Retire in May

KANSAS CITY, Mo., (AP)—With a combined service record of 257 of their 366 years of life, five of the 37 bishops of the Methodist Episcopal church, who have reached the age limit, will be retired when the general conference meets here in May.

Church discipline prescribes that a bishop shall be relieved of active duty at the close of the session of the general conference nearest his seventy-third birthday.

Those retiring will be Joseph P. Berry, Philadelphia; Luther H. Wilson, New York; Wilbur P. Thirkield, Chattanooga, Tenn.; William F. Oldham, Buenos Aires, Argentine; and Francis W. Warne, Bangalore, India.

The conference will choose their successors at the Kansas City meeting. Bishops are elected by a two-thirds majority conference vote.



Many an accident has occurred because the man at the wheel refused to release his clutch.

Some people live to a ripe old age and others step on the gas.

A ten ton truck has the right of way—if you're a wise driver.

Jack—That's a fine looking horse; but what's the idea of the two saddles?

Betty—That's the rumble seat.

Thought for the husband whose wife is a back-seat driver: Airplanes of today fly too fast for words.

Motto for motorists: Pedestrians should be seen and not hurt.

In the survival of the fittest we fear the automobile will win and against the pedestrian.

It was a dark night, and after the breakdown the motorist emerged from beneath the car, struggling for breath. His helpful friend, holding an oil can, beamed on him.

"I've just given the cylinder a thorough oiling. Check."

"Cylinder?" howled the motorist. "That wasn't the cylinder; it was my ear!"

A short walk daily will help your health—if someone does not run over you.

The more worthless the dog the less likely he is to be hit by an automobile or stolen.

Some of the flivvers sure do make noise enough so the driver on the back seat cannot be heard.

Life "behind the footlights" may be glamorous, but it has nothing on life behind the headlights.

The second-hand car passes nothing but understanding.

People repair the rattle in their car but let the rattle in their head go on forever.

Bored friend (to very cautious driver): "I say, don't you find it thrilling to sit gripping the wheel while the kids on scooters whiz by?"

Without any authentic statistics or census at hand we would say that principal lines of business in the United States at this time are beauty parlors and filling stations.

One of the surest ways of being a bachelor these days is being too poor to support both a wife and an automobile.

First dog—"How'd you lose your tail? Too much wagging?"

Second dog—"No, too much automobile."

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IMPORTANT BILL FOR MOTORISTS IS REPORTED

WASHINGTON, Mar. 24.—A measure which will save the motorists of the country approximately ten times the federal government's annual expenditure of \$75,000,000 for federal highway aid has just been favorably reported to the house by the judiciary committee and favorable action is expected by that body as soon as the rules committee authorizes its consideration on the floor.

The measure is known as the Newton bill (H. R. 8927) and authorizes an amendment to the Webb-Pomeroy export act, which in effect will permit the rubber and automobile manufacturers of the country to pool their purchasing powers and purchase as one concern their annual requirements of 900,000,000 pounds of crude rubber.

Its far reaching effect is called to the attention of the 23,000,000 motorists of the country by the American Motorists' association which, with other national organizations, is sponsoring the measure. The association points out that on a basis of 900,000,000 pounds of crude rubber purchased each year, that even a one cent rise in price costs the manufacturer \$9,000,000 which of course the ultimate consumer must eventually pay.

IMPORTANT LECTURE ON THE AUTOMOBILE

The Medford Auto company asks that everyone interested in automobiles, particularly points pertaining to the upkeep and con-



Lesson No. 1
Question: Why should my cod-liver oil be emulsified?

Answer: Because I can absorb it more readily, like the emulsified fat in milk. What's more, it tastes pleasant when I take it in the form of

SCOTT'S EMULSION

YOUR RADIO and MINE

A Department Devoted to Making Radio More Understandable and More Entertaining for Everybody
By FREDERICK C. RUSSELL

BUN—YOUR RADIO AND MINE
"Early to bed" is a poor maxim for the radio distance getter.

Psychology Once Again
Selling methods in radio are undergoing a vast and interesting change, according to observers engaged in evaluating trends of the day in retailing. And what radio owner has not noticed the subtle and highly progressive plans being employed to get more of the better performing sets into the hands of the public?

One of the latest plans, and one of the most effective as well, is described as "subtle substitution." In plain English, this means installing a new and attractive receiver in a customer's home while taking away the old equipment to repair it. Of course, the radiologist becomes enamored of the new equipment while the old is out of his sight. Not only does he fail to relish the return of his own unshiny equipment, but he feels that he cannot step backward in his radio experience.

Thousands of persons who would not listen to the plan of having a new set brought up on approval while the old one remained nearby or who would not consent to a comparison between the two instruments, agree to having the old set locked over in the hope that it will produce better results. It is here that the radio dealer does much to advance the art by putting better equipment into the hands of the public. His is a subtle form of substitution, but the plan is most efficient.

In the first place, the radiologist feels that he cannot possibly get along without a set, while his old one is being repaired. Thus he is receptive to having one of the newer and better sets sent up, one understands that it is not a case of "on approval," but merely one of substitution for his own convenience.

But when the old set goes out the door usually it stays out.

Burying Reduces Static
Now and then the question of buried aerials comes up for consideration, and whenever it does the radiologist is directed to fundamentals for advice as to the feasibility of using such a system. An antenna is a wave interceptor and an electro magnetic pick-up device. As such, it is bound to pick up the undesirable electro magnetic influences as well as those which emanate from the broadcasting station. Burying the aerial does eliminate static, as well as those electro magnetic waves which are the result of induction from local interferences. But, it is important to bear in mind, signals from the broadcasting stations are reduced in like proportion.

Experiments seem to indicate that about one-fifth of static, in either or signal strength is lost by having the aerial underground.

Can You Answer These?
1. What is the best way to overcome interference with electric power lines?
2. What stations have short-wave experimental transmitters?
3. When do these stations broadcast?
4. What causes a radio receiver to pick up telephone conversations?
5. Is it advisable to install a power tube together with necessary transformers in the last stage of audio of an old set?
(Think these over, on't glance

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struction of their cars, attend a free lecture to be held in their salesroom tomorrow night at 8 p. m.
W. B. Fenton, service superintendent of the Howard Automobile company, Pacific coast distributor of Buick automobiles, will be the lecturer. Mr. Fenton, in addition to lecturing repeatedly at the Portland, San Francisco and Los Angeles shows, has spent considerable time at the Buick factory at Flint, Michigan, and the suggestions regarding service and up which he has to offer the automobile owners, will well repay for attending the lecture.
At the close Mr. Fenton will be more than pleased to answer questions.

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