

HOME EDUCATION

"The Child's First School is the Family."—Froebel

Issued by the National Kindergarten Association, 2 West 46th Street, New York City. These articles are appearing each Sunday in the Mail Tribune.

THE MEEK AS MOSES CHILD

Florence Shelby

My dear Helen: I am so glad you wrote me about little George. Yes, indeed, a child may be "too good," as you say. It is of course not exactly goodness, this giving up to others so easily, like many virtues, meekness carried to an extreme becomes a failing—an imperfection of character. Nor can you begin too early to educate your boy in this regard. It should be before he ever becomes conscious of his weakness. It is so very much harder to overcome a fault, you know, if you once get the notion that you were "just naturally born that way"—and can't help it.

I won out, but that it gave me a chance to teach my little daughter to hold her own. Hours of "talk" would not have opened the eyes of her understanding as did that little experience. Very sincerely, I tried to show her afterwards that if the man had been lovely for her to say, "Wasn't you so first, SHE?" but that that "next turn" was hers to give, not his to snatch. Again, Martha always had a way of waiting on all the children with whom she played—exactly as little George does. Who wouldn't impose upon such good nature? And it is really a problem to teach children of that type to hold their own for one would not wish to quench entirely the beautiful kindness of spirit which animates them.

I remember once going to the postoffice with one of my own little daughters. She thought it a great adventure to buy me a dime's worth of stamps at the window while I was busy with other mail. It happened that I finished before the long "line" in which she waited her turn brought her next at the window.

It is something you cannot teach George in a minute, Helen. Something, in fact, that he very likely will be years mastering. It will be a real help if you make it clear to him that he cannot suffer injury without having the wrong reflected upon those nearest and dearest to him. If you just open his eyes to the sense of justice it requires to be fair to himself—exactly the same as he would to some other boy—you have done your part. The individual must do its own growing.

Just behind her came a tall, exceedingly self-important man and instead of waiting for the child to make her purchase first, as was her right by all odds, he started to state his order over her head. Neither of them knew that I was looking on.

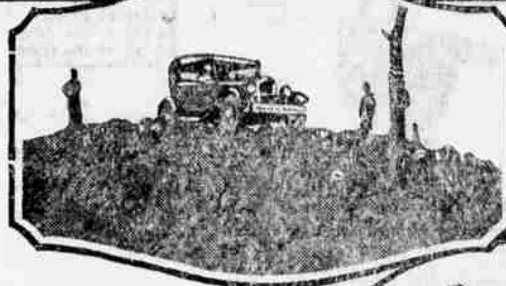
Write me again, dear, and don't crowd your little man with too many precepts. Bless his wee, human heart! Sincerely yours, AUNT MYRA.

The child was stepping meekly aside when I interposed. "Martha, you are next," I said gently but clearly and with assurance, my eye on the pompous insurer. And he waited his turn.

ON THE ROAD TO MANDALAY



(ABOVE)—THE DRIVER WITH HIS MOUNT.



(LEFT)—THE ERSKINE SIX BLAZING ITS OWN TRAIL OVER UNSETTLED GROUND.

(RIGHT)—CROSSING BRIDGELESS STREAMS WITH WATER OFTEN SUBMERGING THE RUNNING-BOARDS—ONE OF THE DIFFICULTIES THE ERSKINE SIX HAD TO OVERCOME IN A TRAIL-BLAZING TRIP FROM RANGOON TO MANDALAY.

Though "The Road to Mandalay," immortalized by Kipling's ballad, is existent in fact as the motorist is concerned, would have just been received by The Erskine Six.

The trip was a cross country run in every sense of the word. Occasionally there were narrow cart tracks to follow, but more often the Erskine blazed its own road through the jungle. For five hours at one stage of the trip, the car ploughed through soft muddy fields under a tropical sun that tested to the limit the power and cooling of the motor. In other places the caravan made slow progress through deep sand. There were streams to ford with water well up over the running boards.

One of the most trying sections of the trip took the intrepid motorists through a region of elephant grass, where progress was made at the rate of a mile in four hours. This gave way to more covered open country which could be traversed at better speed, though the roughness was a severe test on the studding.

my inheritance has made it possible to have one," she said. Mr. and Mrs. Smith and their son are now on their way to China to straighten out the business of the estate—and the Buick is with them.

DRUID STONES FOUND. BREST, France, (AP)—Thrown down by an earthquake 2,000 years ago, a series of megalithic or Druidical stones, of large size has been discovered buried on a moor near here. The stones are in a perfect state of preservation, and as the original supports also have been discovered, the monument is being re-erected exactly as it stood in the Stone Age.

NOVA SCOTIA GOLD MINES STILL GIVE GOOD RETURN. HALIFAX, N. S.—(AP) Western Canada has no monopoly on gold mining in the Dominion. Free gold is still to be had in Nova Scotia that operators have to grind against dishonest employees.

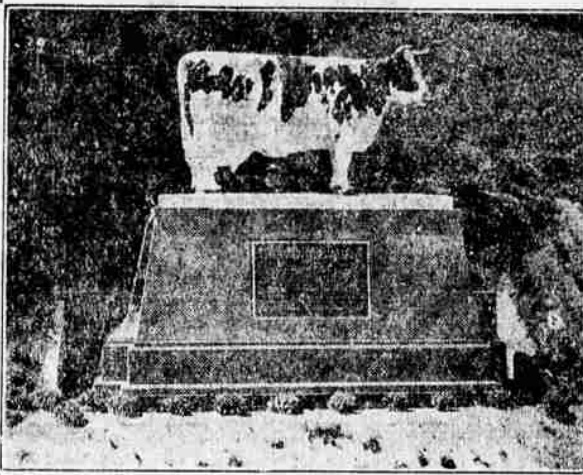
BOGOTA—(AP) A trade campaign in favor of Colombian coffee in foreign markets is to be carried out by the National Committee of

COFFEE PLANTERS. Expenses will be met from the export tax on coffee created last year. Coffee warehouses will be built as part of the plan to provide planters with facilities for marketing their product abroad.

Official figures reveal that gold production in Nova Scotia since 1862 is valued at \$26,000,000. It is estimated, however, that these figures include only half of the total output, for in early days many operators did not make returns, and others also indulged in "boot-legging." Thus they add independently thousands of celt nuggets.

In all, 967,165 ounces of gold have been produced in this province from 1,232,882 tons of ore, say the official statistics.

Monument Erected to World's Champion Milk Cow



On July 31, at the Carnation Milk Farm, Carnation, Washington, the statue of Segis Pieterje Prospect, world's champion milk cow, was unveiled with appropriate ceremonies.

She was a pure-bred Holstein, born in 1912, and died in 1925. In 1920 she set a new world record of 37,391 pounds of milk and 1,448 pounds of butter in 365 days—nearly 4,000 pounds of milk more than any other cow has ever made. The following year she again surpassed any other record except her own, her total for the two years of 72,931 pounds of milk and 2,845 pounds of butter constituting the world's two-year record.

It is estimated that during her lifetime "Prospect" produced 174,000 pounds of milk, or 91,000 quarts, or 20,250 gallons, or 87 tons of weight—equivalent to approximately 100 times her own weight. The average milk production in the United States per cow is 3500 pounds, or 1450 quarts, so that "Prospect" in her record year gave approximately as much milk as ten average cows.

The statue which has been erected on the farm where her records were made is one-fourth larger than life size, and stands on a pedestal 7 feet high and 8 feet by 16 feet base.

Santander--Goal of Yacht Race

WASHINGTON, D. C.—(AP)—Reported loss of one of the yachts racing across the ocean from New York to Santander, Spain, adds drama to an adventurous competition which has been renewed after a lapse of many years.

Probably Santander was selected as goal because the donors of the two gold cups, King Alfonso and Queen Victoria of Spain, can step down from their royal villa overlooking Santander's bay and present the trophies to the winning crew," says a bulletin from the Washington D. C. headquarters of the National Geographic Society.

The royal summer residence at Santander is, in fact, a box seat for the finish of the race. The King and Queen can watch the yachts as they sweep into the harbor, and the Spanish flag flies from the tower of the cathedral and a stunward sandy beach, the Spaniards prefer the beach, so the yacht racers will find themselves met by a crowd of eager fashionable Madrid resorters.

"Santander cannot be seen from the sea. It has been built deep within the harbor behind a mountainous peninsula which shelters the houses of 77,000 Santander dwellers from Bay of Biscay storms. It consists of the old cathedral and the San Pedro de Baza, with an undistinguished cathedral peering over its head, and the Puente de Baza, where liners and coastal steamers land their passengers, and freight boats take on and deliver from ore for Britain's blast furnaces. Santander takes a leading place among

FLINT, Mich., July 7.—What would you do if you inherited a million dollars?

Hundreds have asked themselves this question, or one differing from it principally in the amount involved. But a comparatively few of all the hundreds ever have an opportunity to see just what they would do, by actually inheriting the money.

Mrs. Dorothy Pearl Smith of Peoria, Ill. is one of the few, and her story reads like a fairy tale. When she was a little girl in Kansas, years ago, her mother suddenly disappeared and efforts to find her were futile. Dorothy Pearl, eventually married Edward Smith of Peoria and established her own family, the whereabouts of her mother remaining a mystery all through the years.

A short time ago a firm of New York attorneys notified Mrs. Smith that her mother, on her death-bed in Shanghai, China, had penned a will leaving her entire fortune over a million dollars to Dorothy Pearl. When the necessary documents had been exchanged, Mrs. Smith received the first draft against her inheritance—tangible proof that the fantastic tale was true.

And the first thing Mrs. Smith did was to visit the Buick dealer and purchase a Buick brougham, paying for it with the first expenditure from her legacy. "I have always wanted a Buick, and

AMERICAN CARS WIN WAY

WORLD MARKETS YIELD TO THEIR LEADERSHIP



Unloading crated American cars on the watercraft at Rotterdam, Holland, 1928 is by far the greatest motor export year ever known.

Overseas buyers are finding American motor cars—the best double American price—the best value in the world," says J. E. Draper, general export manager of the Hudson Motor Car company. "Despite high ocean freights, adverse propaganda and prejudiced and even hostile tariff laws at many points, American built cars are increasingly dominating the world markets they show unmatched value. "The rapidly increasing foreign field developing that Hudson-Essex will actually ship a greater number of cars' export this year than the company built all together in 1919. Although the expenses of freight, creating taxes and customs charges often exceed the cost of the finished car in Detroit, the American built car is still a better buy for

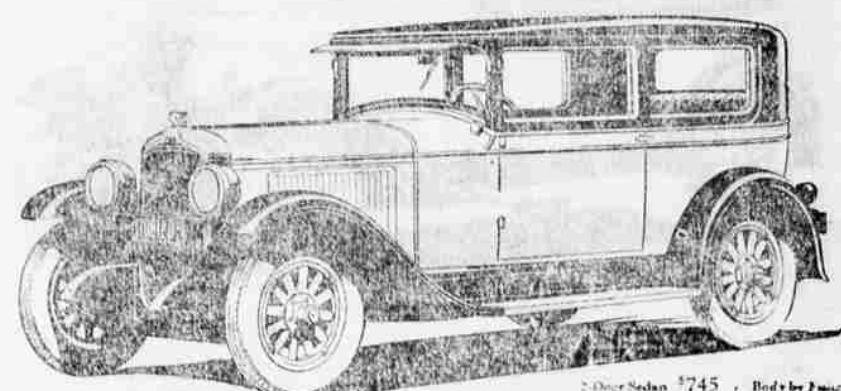
quality and price than the motor products of any other country.

"If Hudson buyers are typical, ten people will buy motor cars today in overseas lands to one who could afford this luxury ten years ago, largely because of the American efficiency in large scale production. "This export market helps the American buyer, for the added volume makes possible lower prices to him. Consider what quality features a car like Essex has today. A balanced Super-Six chassis. Balloon tires large enough for a car on parant however. A stiff rugged steel body. Four wheel self-energizing brakes. Complete car equipment. Colorful lacquer finishes. "Today in the British Isles Essex leads all American cars in sales. Hudson-Essex were among the earliest of American cars exported and today command a position of leadership."

ness of sales, frame and body welcomed with a demonstration of outstanding accomplishments. In members of the National Club in Indianapolis. on their arrival in Mandalay and the feet crashed throughout. The Erskine Six, however, was placed first and second in the Mandalay-Mandarin race results.

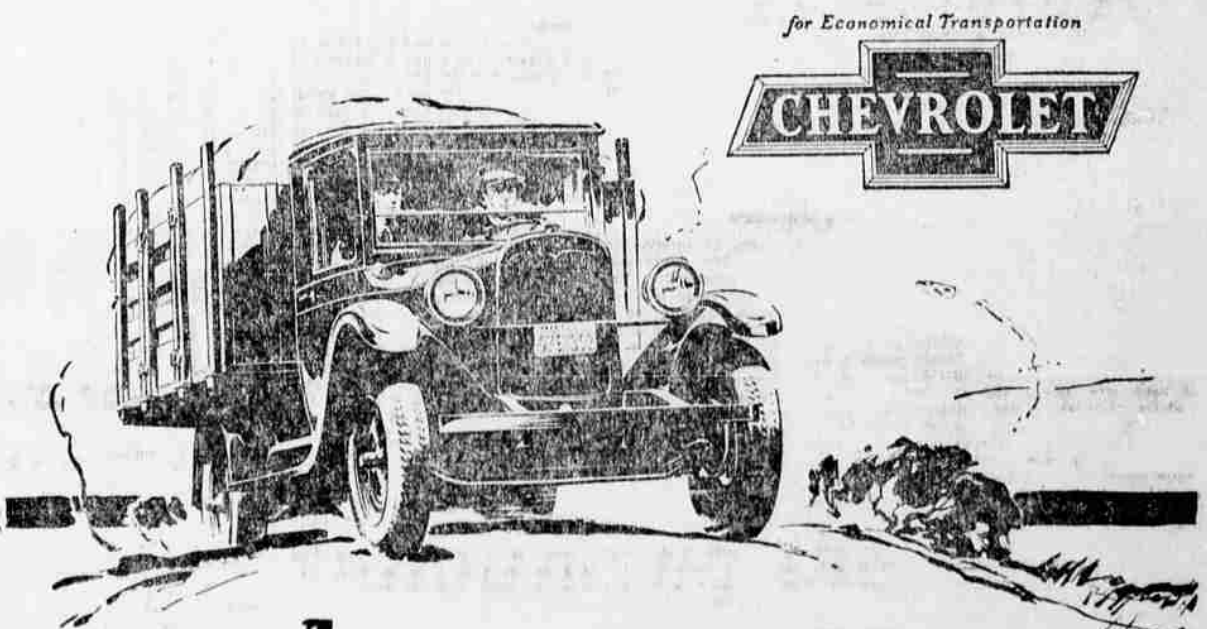
QUALITY

that is winning new thousands every week



Pontiac Six has long served as an outstanding example of quality—of materials, of design and of workmanship. No other six so low in price offers bodies by Fisher—with the high-grade coachwork and materials which the Fisher emblem represents. None other offers a 186 cu. in. engine — together with the stamina and long life for which Pontiac is famed. And none other enjoys the advantages of being built in the world's most modern automobile plant. Why not learn what such high quality of materials, design and construction means to a motor car? Why not drive a Pontiac Six today?

SANDERSON MOTOR CO. So. Bartlett and 8th Phone 1385 ROBINSON MOTOR CO., Ashland, Ore. PONTIAC SIX PRODUCT OF GENERAL MOTORS



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