

TORREON IS JUST 'MIDDLE WESTERN' TOWN IN MEXICO

WASHINGTON, D. C.—Torreón, focus of both federal and revolutionary armies in Mexico, is described in the following bulletin from the Washington, D. C., headquarters of the National Geographic Society.

"In contrast to most of the important towns of Mexico," says the bulletin, "Torreón has no evidences of age—no churches built by the padres who followed Cortés, no solid forts or dwelling houses dating back to conquistadores who pushed northward among the Indians. For Torreón, like many a city of the American west, grew up like a mushroom when two railways crossed, on its site some forty years ago, and the great Mexican Laguna cotton district developed at its doorstep.

A Major Distributing Center

"The comparison with cities of the United States is closer still. Torreón, seems to have borrowed the spirit of the Yankee railroad men who were in at its birth, and has had more of an atmosphere of bustle and development than almost any other Mexican town. The city is of great importance as a mercantile and distributing center. From its great quantities of dry goods, groceries, hardware and machinery find their way into the surrounding country.

"Most important to Torreón is the Laguna cotton district to the immediate north which stretches for a hundred miles east and west and seventy-five miles north and south. Ninety per cent of Mexico's cotton is grown in this small area. In Torreón some of this cotton is made into textiles in large mills. Among its other manufacturing enterprises are soap factories, breweries, brick plants, and one of the republic's largest factories for making rubber from the guayule plant which grows in the desert regions nearby. Much silver and copper ore from the mountains to the south and west is smelted in Torreón.

Site Level as a Table

"The site of Torreón is as level as a table. At the edge of the city flows the Nazas river, in some seasons a sizable stream. The hilly desert country begins close to the south of the town; to the north stretch level plains.

"Torreón is always a strategic center in Mexican revolutions, since it is a railway junction of consequence, and lies midway between Mexico City and important border gateways. To the north-west lie Juárez and El Paso, and to the northern Porfirió Diaz and Eagle Pass. Through Monterey to the east, railway lines also connect with Laredo and Matamoros.

"The town lies in the southwestern corner of the state of Coahuila and in many ways is more intimately concerned with the adjoining state of Durango to the west than with the hinterland of its own state to the east. For some years Torreón has been closely approaching Saltillo, capital of Coahuila, in size, and now probably ranks in magnitude, as it certainly does in business transacted, as first city of the state. It is situated about 250 miles south of the 'Big Bend' of the Rio Grande river, which marks the closest United States territory. It is nearly 600 miles south of El Paso by rail, however. When the United States forces under General Pershing entered Mexico in 1916 in pursuit of Villa, they struck deeply into the republic toward Torreón but stopped short of that town, at Parí.

Baseball Supplies Bull Fighting

"A traveler notices the American influences in Torreón in its wide streets and the American goods in its stores. He realizes that the influences have struck deeper when he finds that the favorite sport of the boys of Torreón is baseball. Good teams are maintained, and play a series of games each season with teams from the border towns.

"There is usually a considerable foreign element in Torreón. The hotels are often filled with American mining engineers and executives and commercial travelers, bound to or from the mines and cities farther south. In addition there is a large colony of German importers and merchants. In the past, Torreón was a center for Chinese, but since the massacre of 1911 when, in the course of a revolution, several hundred Chinese were killed or driven out, few are to be seen in the town.

"A former American resident of Torreón declares that its artisans and laborers seem to be mischievous by avocation. When Americans wish to give a dance they recruit an orchestra in a few minutes from the nearest boot-blacks, taxi-drivers, barbers and bartenders. Dwellers in Torreón find the heat intense in summer, and they seldom know freedom from dust because of the almost constant winds and the dry region surrounding the city. Globe-trotters who have fought the grit of Bagdad, Cairo, and Teheran give Torreón the palm as the dustiest town in the world."

COACH TYPE BODY POPULAR THIS YEAR

"In 1929 the year in which the coach type of body will come into its own as a comfortable and finely finished car model? There are important indications pointing that way," says U. S. Armstrong, local agent.

"Hudson-Exeac has opened the trend with what its designers regard as marked improvements. Both Essex and Hudson coaches are much larger and roomier than ever before. Outside lines are

New Officials Richfield Oil Co.



James A. Tabot

At the annual meeting of the Richfield Oil company of California in Los Angeles recently, James A. Tabot was chosen to be the newly created position of chairman of the board of directors and C. M. Fuller, president, to succeed Mr. Tabot. All other officers were re-elected.



C. M. Fuller

Both officials are well known in the petroleum business and have been with the Richfield Oil company of California for many years.

TAMMANY BRAVES STEP SOFTLY IN A COSTLY WIGWAM

By Lorena A. Hickok (Associated Press Staff Writer) NEW YORK—(AP) In a new setting where an unfamiliar magnificence contrasts some of the humbler warriors to go about unceremoniously and on tiptoe, Tammany hall has been engaged these days in the exhilarating business of selecting for itself a new big chief.

It was a typical Tammany pow-wow, this process of choosing the successor of George W. Olvany, who stepped off the throne on account of ill health. The participants, observers were led to believe found it a thoroughly inspiring event—combining the most enjoyable features of a social occasion and a first rate mystery play. It afforded grand opportunities for the exchange of fat cigars with red hands around them. And there was lots of whispering, head nodding and head wagging and conversation out of the corners of mouths.

The crowd was the same. Substantial gains, well rounded contours and derby hats. They looked like twin brothers in uniform. These Tammany braves. And they looked exactly as a novice expects Tammany braves to look.

But the setting—well, they're all very proud of the new wigwam down on Union Square. And they'll get used to it eventually.

There's the big reception room on the second floor, for instance, through which they file when they go to see the big chief.

It has a polished, waxed floor, an oriental rug with white fringe on its ends and an utter and embarrassing lack of ash trays.

Then there's the place where they stop to tell their routine business to the big chief.

Down in the old wigwam on Fourteenth street Richard Crocker and later "Charlie" Murphy used to sit behind a glass partition. In plain sight of everybody. Everyone had the privilege of watching the big chief.

But here in the new wigwam the chief is behind a glass partition.

An in the quarters about to be vacated by "Chief" Olvany—besides plenty of rich carpeting and chaste expensive electric light fixtures—there's a shower bath.

On the whole, "the boys" seem to get more real, honest pleasure out of that shower bath than out of anything else the place.

The other day, before the deadlock had become so decided, one of the confident henchmen of a certain district leader remarked, half in swagger and half in awe, "It's me who'll be takin' a bath in there next July."

They hold the secret sessions in a conference room on the third floor. The entrance is from the bathroom, which has rose shaded lights. It has a pure white valved ceiling and here are plenty of ash trays—the kind they have in hotel lobbies, with weighted bases so that they can't tip over.

Incidentally, after the meetings, the privileged lieutenants who are allowed above the ground floor have been known to stampede with the reporters up the narrow iron stairway into the place and stand in little huddles in the center of the conference room, gazing about admiringly.

CANADA GRAIN FIELDS ON SHORTER RAIL ROUTE

WINNIPEG—(AP) The Hudson's Bay railway, now being constructed by the Canadian government, will shorten effectively the distance between the grain fields of

HOME EDUCATION

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

Issued by the National Kindergarten Association, 8 West 40th Street, New York City. These articles are appearing each Sunday in the Mail Tribune.

UNDERSTANDING THE CHILD'S VIEWPOINT

Elsie F. Kattack

Mrs. Brown walked with an air of determination. She was on her way to Mrs. Jones' bridge party. In the hand she dragged her little five-year-old boy, John. John was crying softly. As they neared their destination, Mrs. Brown gave him a little shake and said, "Stop your crying now or I'll tell your father when we get home, and he'll punish you for acting like a baby."

Under a threat of punishment, Joan stopped but he looked sullen and defiant.

Mrs. Jones opened the door. "How do you do, Mrs. Brown, and here is John." Then seeing the tell-tale tears on his face she said, "Crying? What's the trouble?"

His mother answered for him. "O, he didn't want to stay out of kindergarten, just because his teacher insists on their coming every day, unless they are sick. And it's perfectly silly because what they learn in kindergarten isn't of any importance. I had him come with me because I don't want to hurry home after the game, to be there when he bothers me in kindergarten. He's been fussing and crying all the way. It's queer what an influence that teacher has had over him. He thinks what she says is just right even about a little thing like staying out of school."

"The very best!" chorused a number of the women—but not Mrs. Williams.

Mrs. Brown turned to her. "I leave it to you, Mrs. Williams, if it isn't unreasonable of that teacher to demand perfect attendance. You were a teacher once. I am sure you will agree that it isn't important when the children are so young."

She called back in her chair awaiting Mrs. Williams' approval. It was not, however, forthcoming. Mrs. Williams paused a moment and then spoke.

"What I'm going to say may sound 'preachy,' but it is the answer to your question," she said, smiling gravely. "The idea of the afternoon's work may not be of any great importance, but there are moral lessons back of it, you see, that are of infinite importance. There is a lesson in obedience to the rules of the school

pleasing and the interior atmosphere is one of beauty as well as utility. Upholstery and finish is of standard comparable with that of the best cars in the line.

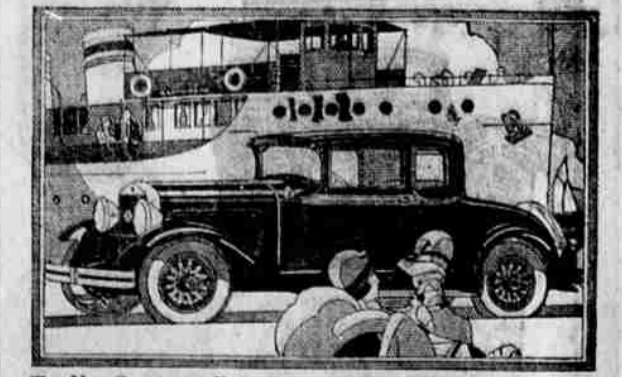
"The divided front seats—a distinctive coach feature—are fully shaped and deeply padded all over. The man examining the cars finds the—) fine, comfortable individual chairs. An adjustment permits the driver to move his seat back or forth to the position most comfortable for him. So simple and easy is the mechanism that he can make this change as he sits in his seat.

"The right hand forward seat has a construction which permits the passenger there to shift it forward several inches—thus he need not arise to permit other passengers to leave or reach the rear seat.

"The coach—or two-door sedan as some makers call it—has had a remarkable history. Hudson introduced it several seasons ago as a utility enclosed car to sell at the price of an open car. At the time all closed cars averaged about twice the price of open ones—but Hudson-Exeac erased this differential. Hudson created not only the coach idea for the name coach as well and retains the name today.

"Despite the great variety of body models now available the coach is the largest selling model with nearly all makers. It is particularly popular with families who have small children—for they can be safely seated in the rear compartment and cannot open a door and fall out. Coachy remains, too, the lowest priced of enclosed cars.

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from Edmonton to Liverpool by way of the St. Lawrence and only 4182 miles by rail to Churchill. The shorter haul and consequently lower costs and quicker delivery, is expected to give Canadian wheat farmers an advantage in the world market.

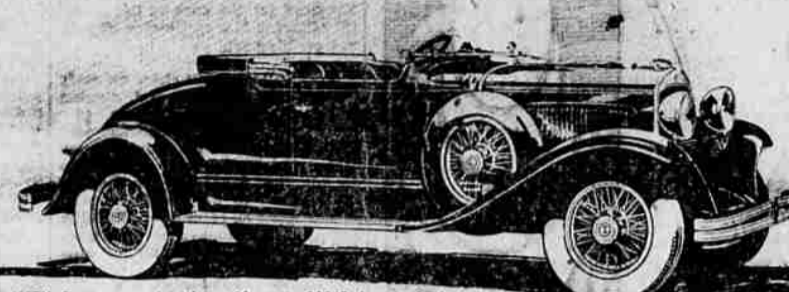
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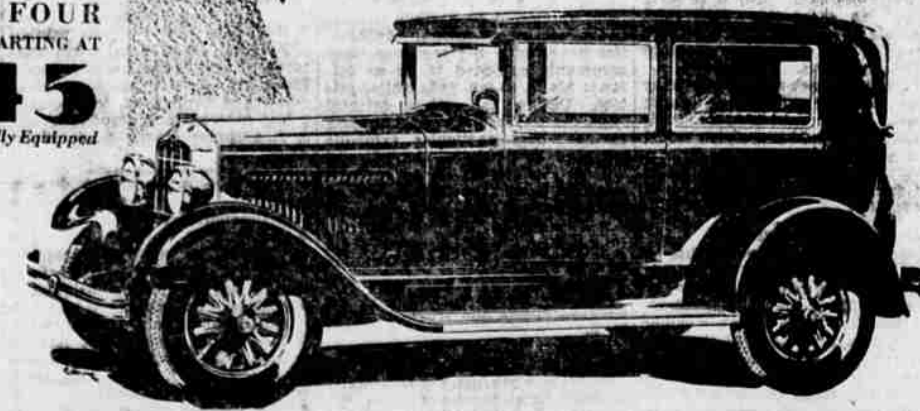
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