

HOME EDUCATION

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

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EXCHANGING A RAINY DAY INHERITANCE

May Whitcomb

Marion stood, a disconsolate little figure, her nose pressed to a white button against the window pane, watching the steady splash of the rain in pools outside. "Oh, Mama," she said, "I don't like the rain. I can't play. I can't do anything. Why does it have to rain?"

Mother, busy with Baby, glanced up sympathetically and said, "I don't like the rain either, dear, but perhaps it will stop before long." Somewhat comforted by her mother's sympathy and understanding, Marion watched and waited for the rain to stop, but it kept on and on. No occupation was suggested other than the usual "Run and play with your tops," which did not appeal, and by nap time Marion and Mother were both irritable and out-of-sorts.

"And I can't blame her," said Mother to Aunt Nell that afternoon when she dropped in. "Rainy days always make me miserable and blue and Marion must have inherited it."

"Well," said Aunt Nell, wise in experience gained from rearing a large family, "possibly it's inherited, though I doubt it, but you might be able to help her overcome such a handicap—and it will be a handicap if she grows up feeling that a rainy day must be a gloomy, disagreeable day. I used to try and plan something a little unusual for rainy days when the children were small. Sometimes we kept a few special tops for such days, or I had little surprises for them. I'll tell you, I'll start Marion off with a rainy day box!"

Mother was dubious, but agreed it was worth a trial, and a few days later Marion received a large parcel. Removal of the outer wrappings disclosed a box, securely tied, and pasted across the top

with a rainbow label marked, "Do not open until it rains." During the two sunny days which followed the mysterious package remained unopened, and for the first time Marion could remember she was happy to find it raining on the morning of the third day. At last she could open the package!

After breakfast the box was opened, disclosing more packages—four of them, all bearing rainbow labels. Marion pulled out the top one and Mother read the note which said:

"After breakfast open me— I'll keep you busy, just you see!"

Inside Marion found a shiny, new pair of scissors, many packages of bright magazine pictures and a large square of muslin to spread on the floor or table to catch the scraps. Marion wanted to open the other packages at once, but Mother explained that the note on each one told just when it was to be opened—some at eleven o'clock, another after lunch, and the fourth after nap time. Their contents—a picture book, bright-colored beads and strings and a soap bubble outfit—kept the child busy and she was glad to help Mother by amusing the baby with her strings of beads.

Thoroughly convinced of the value of the plan, Mother told Marion at tea time that they would put the new toys back in the box and keep them for rainy days. The next rainy day box. Another day Mother made tiny sandwiches for her doll's tea party. Magazines with pretty pictures were saved for it and a scrap book started—and gradually rainy days were looked forward to as a cozy play time rather than "days when you can't do anything."

GREAT DEMAND FOR FRIGIDAIRES

"With its mammoth plants operating overtime, Frigidaire Corporation is making heroic efforts to meet the unprecedented demand for electric refrigerators. All records for compressor shipments were broken in March," says A. B. Cunningham, of the Peoples Electric Shop, local dealer. "Orders received during the first week in April alone were sufficient to tax the factory capacity for several weeks. The Frigidaire payroll is the highest in its history and the corporation is experiencing a period of the greatest popularity its products have ever enjoyed," continued Mr. Cunningham.

"The organization exceeded its sales quota for the first quarter. March shipments were fifty per cent ahead of the month preceding and 35 per cent ahead of the same month last year. During March a total of 1070 refrigerators of finished products left the factories for all parts of the world. Units crated for export were 50 per cent more in number than during the same month of the preceding year.

"Prospects for April indicate still more broken records," says E. G. Biecher, president and general manager. "We have already doubled scheduled production of our popular models. March orders and shipments were ahead of forecasts and as a consequence April shipments will be the greatest in our history.

"The introduction of the new Frigidaire cold control, through which the user can obtain any necessary temperature for domestic making has contributed greatly to present phenomenal conditions.

"More than 25,000 of these cold control devices have been ordered as special shipment for machines in the field. It is not merely a temperature adjustment for the food compartment but it is primarily a device for controlling freezing speeds in the freezer and ice trays and is capable of producing near-zero temperatures in the freezing compartment at the turn of a handle.

"The average user will put more things in an electric refrigerator than she will in an ice box. For this reason we have felt that a cabinet with a storage compartment of five cubic feet was the smallest we should build for general use. But there has been a long and insistent demand for a smaller household model, which we have been forced to supply with a four cubic foot cabinet. This is a beautiful unit, equipped with the cold control, self-sealing ice trays, and other exclusive features which have helped to make Frigidaire the choice of the majority. In refrigerating results it equals any of our highest priced models."

'NERVOUS SYSTEMS' IN BANK VAULTS, LATEST

NEW YORK.—(AP)—The largest financial institutions here and throughout the country are solving the problem of safety by installing "nervous systems" in their gold vaults. Finely strung wires, heavily insulated, are embedded in the concrete walls of the vault. These cannot be disturbed or broken without setting off an alarm.

The new building of the New York Life Insurance company adopted the system after consultation with engineers of the treasury department and the Federal Reserve banks.

Coming Attractions

To the Rialto "Sutherland's Children." Corinne Griffith's latest picture, will be the attraction at the Rialto theatre tomorrow.



It is an intimate study of a twentieth century working girl of the native middle class, who has ultra-modern ideas on the subject of matrimony. Hobby determines to convert her husband into a lover and her manner of bringing about this relationship forms an absorbing story.

At Hunt's Craterian S. S. Van Dine, the mysterious author of the most successful series of detective stories, is seen on the screen for the first time in "The Canary Murder Case," his famed mystery story, at Hunt's Craterian Wednesday. The exact manner in which the author appears when the picture is shown on the screen will not be revealed. However, he has famous companions, for the cast of "The Canary Murder Case" includes William Powell, as Philo Vance, the super-detective; Louise Brooks, James Hall, Jean Arthur, Charles Lane, Lawrence Grant and Gustav von Seyffertitz.

Tom Mix at the Rialto Today

Riding Tony, his wonder horse, Tom Mix gallops to the screen of the Rialto theatre today only, in "The Drifter."

Tom participates in many thrilling stunts. These thrills include Tom's courageous ride on the wings of an airplane, the pilot of which seeks to shake him off by dartsdevil stunting; his flight to keep possession of a mysterious white mule, the only living being which knows the way to a hidden mine; and his face-to-face encounters with a gang of desperadoes who secretly are a band of narcotic smugglers.

"The Dummy" at Hunt's Craterian

A mixture of comedy and melodrama is the new all-talking picture, "The Dummy," at Hunt's Craterian today. Most of the talking dramas that have so far appeared upon the screen have used the stage-play technique. "The Dummy" is real-

GETTING THE FACTS



by a motion picture that talks. The action is unlimited in scope, fast and concrete. And the voice recording is the equal, if not the superior, of any that has been done thus far.

FOUR COMPANIES DISPENSING ETHYL ON PACIFIC COAST

LOS ANGELES, April 21.—Time, which has a habit of flying, flies especially fast in the "automobile game," and just as motor vehicles cut down the hours and miles in accelerated transportation, so do they rapidly drop into the limbo of forgotten things once their mechanical features are antiquated by new inventions.

This, according to automobile men, has been especially true since the advent of the now universally accepted high-compression head motors as stock equipment for most of the 1929 model cars.

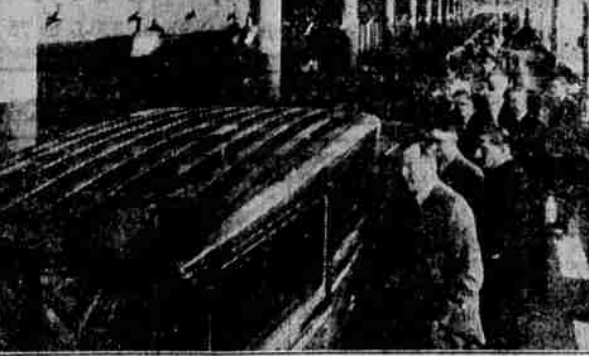
It is this fact, primarily, which has caused the immense increase in gallonage of Ethyl gasoline, according to statisticians who have checked the comparative gallonage of white and "red" fuels. Because gasoline blended with anti-knock Ethyl fuel are specifically demanded by owners of advanced cars, the ratio of demand for Ethyl is rapidly approaching the 50 per cent mark, it is declared.

Another fact responsible for the heavy increase in Ethyl demand, it is declared, is that auto owners, finding Ethyl so superior in their new high-compression cars, are having their older cars adjusted for advanced spark so that Ethyl in the low-compression cars may turn carbon into power.

Indicative of the increased demand for Ethyl on the Pacific coast is the announcement, made last week, that another big oil company—the Standard Oil company—will hereafter sell Ethyl fuel. This brings the total to four companies dispensing Ethyl on the Pacific coast: Union Oil company, Associated Oil company, Richfield Oil company and Standard Oil company.

Thus, at all points from Canada to Mexico in the west, Ethyl anti-knock gasoline is available at all stations serving products of these four major Pacific oil companies.

The city of Duisburg, Germany, will celebrate its eight hundredth anniversary as an incorporated town this month.



Subscribing to the overwhelming activity at the huge Western Durant factory, newspapermen from the metropolitan papers in the San Francisco Bay region last week inspected the Oakland, Calif., institution to gather information for their readers. The delegation is shown above in the delivery yard with Norman De Vaux, vice-president and general manager of the Durant organization in the west, and below in the Durant body plant. De Vaux, who personally took the visitors through the factory, is shown above, the fourth from the left.

EIGHTEEN TYPES FORDS AVAILABLE

Ford dealers have never had such a complete and well-balanced line to offer to their prospects as they now possess in the Model A cars and Model AA trucks.

Full production of the line was recently achieved for the first time when all of the 18 different passenger and commercial car types designed for the Model A and the Model AA chassis came off the assembly line at the Rouge plant.

At that time the Ford Motor company announced that its manufacturing schedule had been balanced to provide for a steady output of entire line of cars.

During the first weeks of March the rate of world production was maintained at approximately 8000 cars and trucks a day.

The 18 different Ford body types have been designed to cover virtually every transportation need. Among the passenger cars are the two open types, the roadster and phaeton. The standard closed car line consists of the Fordor sedan, Tudor sedan, sport coupe, business coupe, cabriolet, town sedan and the chauffeur-driven town car. The other two-passenger vehicles are the taxicab and the station wagon.

The commercial vehicles consist of the Model AA truck, express, panel and platform bodies, the latter also available with stake, stock rack and grain sides; the light delivery pickup with either closed

cab or open cab; the panel delivery and de luxe delivery.

Each type, except commercial cars, is finished with variety of color combinations.

CHRYSLER NOTED FOR EASE OF OPERATION

"Gone are the days when the motorist returned from a spring outing, hot-cramped and arm-weary, eyes strained and blood-shot. Today, the car driver reaching the end of a journey steps from his car as free from fatigue as any traveler leaving a Pullman," says Mr. Henry of the local dealers.

"It has been primarily due to the engineering features designed and pioneered by Chrysler experts, that little or no physical effort is needed to drive and manipulate the controls of a modern automobile. Just the day before yesterday, the automobile driver who desired to turn

a corner at right angles, threw himself upon the huge steering wheel. With both hands he swung the front wheels in the direction he desired to go. When he desired to shift gears, he used all, or most of the strength of his left leg to push in the clutch pedal, while his right hand and arm yanked upon the lever supposed to control the gear shift, sitting on a cramped compartment permitting little leg or shoulder room. Chrysler has led in remedying these conditions. Chrysler automobiles since their inception have been noted for ease of operation under all road condi-

tions. "The Chrysler 65 has proved the favorite with women because of the ease with which it can be operated at all speeds, on the open highway or in crowded city traffic. Absence of vibration, noticeable in this car. The body impulse neutralizer with which it is equipped and the seven-bearing counter-weighted crankshaft are other features which eliminate the vibration. The ease with which Chrysler 65 steers is due to the pivotal steering gear and the small diameter wheels of the car. "The immediate response of the

silver dome type engine to the slightest acceleration, and the manner in which the internal expanding hydraulic four-wheel weather proof brakes act at the least play of the brake pedal, permit the Chrysler 65 to hold its own in the heaviest traffic with utmost safety. "These features, which are but a few, either have been originated or developed by Chrysler engineers. They have made history in the automobile industry and contribute to the popularity of the Chrysler 65 with a great army of motorists the world over."



CHRYSLER '75' ROYAL SEDAN, \$1536 (Wire wheels extra)

A demonstration will prove Chrysler performance leadership

Drive a Chrysler—"75" or "65"—and you cannot help but understand why Chrysler successfully maintains its performance leadership.

No other car—regardless of price—offers the remarkable combination of features which make Chrysler's unmatched performance possible.

To try out a Chrysler in traffic is to gain a thrilling new conception of how eager, fleet and smooth fine-car acceleration can be—what infinite safety has been attained in Chrysler's weatherproof internal-expanding 4-wheel hydraulic brakes.

To open the throttle wide on the broad highway is to feel the exhilaration of steady, effortless high speed.

To negotiate a steep grade or a winding hill is to relish the satisfac-

tion of boundless energy and power, ever at your command.

Yet it is only logical that Chrysler should give such performance. If you were to have a motor car engineered-to-your-order, you would unquestionably insist on every one of the advancements in design and construction which, together, endow Chrysler with its masterful performance.

6-cylinder high-compression engine of Chrysler "Silver-Dome" principle. 7-bearing counter-weighted crankshaft. Crankshaft impulse neutralizer. Iso-therm Invar Street pistons with tongue and groove rings. Rubber engine mountings.

CHRYSLER '65'—Six body styles priced from \$1040 to \$1145. CHRYSLER '75'—Nine body styles priced from \$1535 to \$2145. All prices f. o. b. factory. Wire wheels extra.

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DURANT mechanical superiority, one of the great traditions of the industry, will be reaffirmed during Durant Record-Making Week. In all parts of the West, hundreds of officially-observed performance records will give positive proof of Durant's leadership. On the roads and grades you travel, under western climatic conditions, all types of tests will be made—high gear climbs, speed runs, economy tours, getaway tests and low gear runs. PERSONAL PROOF can be yours. We invite you to take the wheel and learn how easily the Durant Sixty

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