

Local Post Office Postal Bond Sales Given High Rating

Year's Total Is \$17,193.75
With \$5306.35 Extra
in Mail Orders

Rating post offices on sales of United States savings bonds on a per capita basis for a period of one year from September 1, 1936 to August 31, 1937, the Barrington post office ranked 99 among the second class offices in Illinois. Postmaster Leslie H. Paddock announced today. Sales at the Barrington office during this period totaled \$17,193.75, while mail orders from the Barrington territory amounted to \$5,306.35, an aggregate of \$22,500.00.

Arlington Heights, with office sales of \$15,851.25 and mail order sales of \$11,156.25, ranked 123. Carpentersville, with office sales of \$4,612.50, placed 139; Crystal Lake, with office sales of \$24,943.75 and mail sales of \$216.25, ranked 75; Dundee, with office sales of \$26,943.75 and mail sales of \$750.00 had a per capita rank of 114, and Palatine, with office sales of \$6,787.50 and mail sales of \$209.00, ranked 157.

Detailed analysis of the daily sales at each of the post offices throughout the country authorized to sell savings bonds was begun on September 1, 1936, and for the year ending August 31, 1937, showed that there was a maturity value sale of \$636,748,500, or an average sale of \$2,101,500 for each business day during the period—the first year these records were kept. Secretary of the Treasury Morgenthau has announced that the total maturity value of United States savings bonds sold through the close of business on March 7, 1938, amounted to \$1,584,462,875. This total was purchased by more than 1,260,000 investors. A record of the day's sale was set on Monday, Jan. 10, of this year, when \$10,029,775, maturity value, of these bonds were reported sold on this single day. The government to date actually retains more than 92 per cent of all the money that has been invested in savings bonds, less than 8 per cent of the bonds sold having been redeemed. The majority of the registered owners are small investors who are buying bonds out of income, purchases by individuals representing more than 85 per cent of the total amount of bonds sold. There was a sharp increase in bond sales at the Barrington office during the latter part of last year, according to Mr. Paddock, who states that while total sales for the calendar year 1937 were approximately \$5000, the total for the last calendar year was something over \$40,000, and for the first quarter of the present year, which will end on March 31, sales will probably reach \$15,000 exclusive of mail sales.

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HOME EDUCATION

"The Child's First School Is the Family"—Proebel

Issued by National Kindergarten Assn. 5 W. 40th St. New York

"Played Out—With Giving In"

By LAURA GRAY

"I can't understand my small son, Teddy," complained Mrs. Bacon to her neighbor, Mrs. Morton. "Every time he goes to play with Robert, Teddy comes back so cross, so irritable. And he can do nothing with him. He used to be such a sweet-tempered youngster."

"Robert's older than Teddy, isn't he?" asked Mrs. Morton. "Only a year and a half, but he looks three years older; he's so big and sturdy. Robert's mother and I have been taking charge of the two children on alternate days. This gives each of us every other day free."

"What a clever arrangement. But perhaps the boys see too much of each other. How do they get on when Robert comes to your house?"

"Oh, they scrap a little; I don't interfere. But this morning Teddy made a great ado about going to play with Robert. He didn't want to go."

"Well, there are some people—much as I love them—that I would not want to spend every day with," mused the neighbor. "I should say, in this case, that the older boy is wearing out the little fellow. Having always to give in—to subject one's own wishes—becomes monotonous."

"I wonder if you are right."

Next day, when 4-year-old Robert came to play with four-year-old Teddy, his mother, in the next room, was alert to note what went on.

"Let's play train!" suggested Robert, sweeping things from a small table and jerking it upside down.

"No, I want to cut out pictures!" shouted Teddy, already comfortably seated in the midst of litter.

"Oh, come on!" Robert snatched the scissors from the little fellow. "You turn now!" he cried. This magnificent condescension stopped the imminent storm of protest from Teddy. He jumped up and willingly helped arrange chairs behind the table. "Going to be engineers!" he kept repeating. "You may be engine driver after; I'm going to be first!"

The bigger boy seated himself on top of boxes at the head of the procession, and mimicked escaping steam with vivid reality. Teddy reluctantly took the seat behind. At last the steam gave out. "My turn now!" he cried.

"No, let's play something else! This is no fun!" The "steam" jumped down and wrecked the train!

The boys went into the garden. Robert rushed to the shed, took out Teddy's new tricycle and kept it the rest of the morning. How the owner longed to enjoy his new toy! He'd had very little chance as yet—the boys being almost always together.

And so the day went on, the older boy's wishes always being carried out, and the younger never experiencing that satisfaction with regard to his own. No wonder poor Teddy was worn out with giving in!

"You'll have to tidy up!" triumphantly, at the end of the day. "I always do when you come to play with me!" Robert beamed at the playroom that looked as if a cyclone had passed through it.

At last he was gone.

Half a day or even a whole day together, once in a while, would have been a good experience for these boys, but every day was too much. And we should all remember, too, that while some unsupervised play is beneficial for young children, the periods should not be overlong.

No child should be "under-dog" all the time. This is apt to establish an idea of inferiority, not easily eradicated. Neither is it good for a more vigorous child to have his own way always. He should be taught to be fair, and learn that there can be real pleasure in giving in.

Cannot All Be Admirals

The story is told how Nelson, after the Battle of the Nile, was so impressed with the bravery of a young Danish lieutenant that he said, "That young man ought to be an admiral." The opposing commander immediately replied, "If all my brave officers were admirals, I should have no lieutenants left." This incident, notes a writer in Pearson's London Weekly, has a message for all who are ambitious. We must not be discouraged, but we must do our best. The fact that we are not at the top of the tree does not mean that we are not fitted for success, but simply that we cannot all be "admirals."

Welding of Iron an Ancient Art

The welding of iron in the forge is an ancient art. Historians tell us that the process of welding was developed by the Greeks about 600 B. C. At the beginning of the present century forge welding was the only process known and it was possible to weld only relatively small pieces of wrought iron and steel. However, within its obvious limitations forge welding was developed to the point where a weld could be produced which was as strong and as good as the original piece.

Man in the Iron Mask

A mysterious individual held for over forty years as a state prisoner by Louis XIV at Pignerol and other prisons, ultimately dying in the Bastille, November 18, 1793, with his identity still undisclosed, is generally called the Man in the Iron Mask. His name was given as Marchal when he was seized, but despite the numerous conjectures and wide research that have been made, no one knows for certain who he was.

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Contents Lighting Needed to Reduce Night Auto Deaths

Declaring that 1937 motor vehicle accident figures indicate that 60 per cent of all deaths occur during the hours of darkness, John G. Leonard, vice president of the Public Service company of Northern Illinois, impressed a recent "safety clinic" with the need for adequate highway safety lighting.

Held in Chicago under the auspices of the Western Society of Engineers, the meeting brought together many outstanding safety and lighting authorities including Mr. Leonard, George W. Barton of the Chicago Motor club and Charles H. Rex of the General Electric company.

"The increasing number of auto accidents is of grave concern to those engaged in promoting traffic safety," said the Public Service executive. "During 1937, motor vehicle fatalities numbered nearly 40,000 with injuries to more than 1,500,000 and a monetary loss estimated to be in excess of \$1,700,000,000."

"Modern safety lighting would have saved nearly 5000 lives. It is the cheapest insurance public officials can buy."

"Statistics compiled throughout the country show that where adequate highway safety lighting is provided there has been a substantial reduction in night accidents."

"No one is recommending promiscuous safety lighting of county, state or national highways. Every one concerned with traffic safety, when fully acquainted with the importance of safety lighting, will further its use on highways where traffic density or night accidents make it justifiable."

Battleships Are First

Built With Blueprints

Long before the first keel plate of a warship is laid, the vessel has already cost the taxpayer many hundreds of pounds—in blueprints, declares a writer in Pearson's London Weekly. The actual first steps in making a battleship are taken several years before the shipyard workers start to build the hull.

Apart from the first originals, dozens of sets of blueprints must also be drawn up, ranging in size from a square foot of paper to a sheet 11 feet long, and 3 feet wide.

While this is being done, long and complicated schedules for material are prepared, from which the necessary metal and fittings are ordered.

Some idea of the detail involved is shown by the fact that such trifles as canvas gun covers. When these are ordered the specification gives the number of stitches per inch of canvas, and this must be strictly followed. If there is any variation when official inspectors examine the cloth, it will be returned to the makers.

All through the years of building, new plans are constantly being made to include any modifications or alterations to the originals, so that by the time the warship takes the water, every ounce of material in her is included in the filed plans. Then, should any replacements ever be required, the material for effecting repairs can be ordered within a few hours' notice.

Weather Men Grade Winds

According to the Force

Technically speaking, winds are graded according to their force. "Strong" is the term for a wind of thirty miles an hour. Fifty miles

is the speed at which gales howl. After seventy-five miles an hour they become hurricanes, and any wind falling between these two is known as a "whole gale."

The fastest "straight hurricane" ever measured was one at Mount Washington, New Hampshire, which reached the tremendous speed of 211 miles an hour, though explorers say that in Central Asia winds exceed even that velocity, observes a writer in London Answers Magazine.

Tornadoes, typhoons, and cyclones are something apart. Unless actually caught up by one a person has absolutely no conception how demoralizing they can be, for they are more devastating than any catastrophe except an earthquake. It is queer, incidentally, that more often than not earthquakes are accompanied by tornadoes.

Those who have watched them say that tornadoes start when two enormous banks of clouds traveling in opposite directions come together. A violent whirl begins at cloud level and rapidly works down to earth. The speed at which the internal whirling currents move is estimated to be anything from 300 to 500 miles an hour.

When Crocodile Weeps

Ages ago men puzzled over the weeping of the crocodile. One Fourth century bishop explains that the crocodile weeps over his victim, after devouring the body, not from repentance or sorrow, but because he regrets that the body nature of the head makes it unsuitable for his food.

\$5000 Damage Suit Filed by E. Grever

Suit for \$5000 personal injury damages was started in Lake county circuit court Tuesday by Edward Grever of Barrington against Herbert Emerson of Evanston and the North Shore Motor Express company as the aftermath of an auto-truck collision on Market street in Waukegan on January 25, 1937.

Grever, according to the complaint filed by Hall and Hulse, attorneys, was driving his car along Market street in Waukegan when at the north gate of the American Steel & Wire company plant it was struck by a truck of the express company operated by Emerson.

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