
No
Von Duprin

*Self - Releasing Fire and Panic
Exit Latch*

Has
Ever Failed
To Operate
In An Emergency

VONNEGUT HARDWARE CO.
INDIANAPOLIS, IND.



The
Von Duprin
Magazine

Volume 13 Number 7
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VONNEGUT HARDWARE CO.
Indianapolis, Ind.

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To be able to put the best of yourself into making something is one of the real joys of living.

That is the reason for the keen satisfaction we get out of making the genuine Type "B" **Von Duprin** devices. There is a real thrill in being able to build as well as possible, in knowing no restriction on the quality of materials or workmanship, in realizing that these devices are made to satisfy men who know and appreciate quality—and who understand that, in any device on which human life may depend, nothing less than the best is good enough.

The **Von Duprin** Magazine is sent to you with our best wishes and with the sole request that you consider the editorial content for what it is, the opinion of one man only, the editor.

Von Duprin Magazine

VONNEGUT HARDWARE CO., Publishers

VOL. 13 OCTOBER, 1932 No. 7

The British writer who says that no laws are enforced in the United States ought to come to our town and leave his auto parked beside a fire plug.—*Mobile Register*.

The case is reported of a small boy who says his prayers in his sleep. We are reminded of the man who said Grace in his sleep, his wife's name being Amelia.—*Punch (London)*.

Italy has shelved its only two battle-ships. Mussolini will probably take the place of both of them.—*Wichita Eagle*.

Neighbor: "Why are you painting one side of your car green and the other red?"

Speed Maniac: "It's a great idea. You should hear the witnesses contradicting one another."—*The Broadcaster*.

John N. Willys, auto maker, says America is pulling out of its depression. He might have said we are in

that peculiar state where the foot hovers uncertainly between accelerator button and brake pedal.—*Pittsburgh Post-Gazette*.

After becoming partially civilized a Kongo tribe got heavily in debt and took to the jungle again. We can understand that impulse.—*Florence (Ala.) Herald*.

It is remarkable how much patience a man can have with a woman, if he isn't married to her.—*Short Furrows*.

An employer says labor wouldn't be satisfied with the five-day week. Maybe the movement eventually will be for a five-day week-end.—*Greenville Piedmont*.

The deflation has hit Hollywood a terrible blow. Some of the biggest moguls now have only one yes-man.—*Indianapolis Times*.

How the women do impose on husbands who are "handy" around the house.—*The Broadcaster*.

As a restraining influence, "conscience" gets a lot of credit that really belongs to cold feet.—*Short Furrows*.

ANOTHER boyhood myth was exploded when we read recently an article in *Travel* by Charles J. Carter, an American magician who has travelled widely in the Orient and studied the work of the native magicians.

There is, for us, no longer anything supernatural about the great Egyptian magic-workers; the tricks of the Orient are as easily explained as are those of an American stage magician; the Hindoo "fakir" is just a faker. As Mr. Carter says: "Conjurers everywhere work their mysteries by dexterity and misdirection and by recourse to the science of mechanics, chemistry, etc."

The famous rope trick, in which a coiled rope is thrown in the air, unwinds and becomes rigid, while a boy climbs to the top, only to disappear, is a myth, according to the author. Although you hear about it in many parts of India, he was unable to induce any fakir to do it, despite an offer of a thousand pounds, which must be a sizeable fortune to an Indian magician.

Another famous Indian trick, in which a mango tree grows under a cloth after the "magic seed" is planted, is very easily explained. It is merely sleight of hand work and

could be performed by any capable magician.

And so on through the mysterious occurrences which have fascinated boys and men for all the years that American travelers have been touring the Orient. Every one is simply explained, though some are difficult of execution and take considerable apparatus.

What a drab world it is getting to be.



PRESENT employment conditions are creating a reversion to more primitive ways of living, and of earning a living, and for the life of us, we cannot make up our mind as to whether this is a good thing, or a bad one, for the country.

There is something satisfying about the thought of men working with their hands to wrest a living from the ground—yet a tractor is far more efficient.

A magazine article is written by a man who has solved his own individual problem of making a living by going out on a small farm, despite a complete lack of previous experience. The author thinks that we might solve a lot of problems in this country

if more men took up the millions of acres of waste land and became farmers for a living. Then another article explodes the theory of that one by showing how a mere four thousand men, working with the best machine equipment and the best seed and soil knowledge, can raise all the wheat used in the country—and do it working only one-third of the year. That is, of course, the more efficient way to grow things to eat.

We read of a new gold rush in which many men, literally thousands of them, are making a hard living panning gold by hand, all through the western gold fields. That is a hard living, but it is still a living. Yet certainly that is far from the ideal way to get gold out of the ground and streams.

The world is getting back to barter in place of buying with money. A Cincinnati furniture manufacturer is holding his trade in the pecan belt by taking payments in pecans which he then sells. Some editors of small town newspapers are conducting large departments for the listing of various foodstuffs to be traded for clothes and other "store goods." The merchants of Bremen, Germany, have set up a corporation for international barter-

ing, through which they hope to match import goods against export goods of similar value, both transactions being with the same country and the exchange of money to be made between the seller of one and the buyer of the other in the other country. And if this seems awkward, as it is, remember that the great International Harvester Company has been taking wheat as part payment on machinery, the Krupp Works of Germany trade machinery for Danish cattle, and the United States Farm Board has traded wheat directly for Brazilian coffee.

All this seems needlessly clumsy, yet it does keep business going after a fashion.

Some man, somewhere, will sometime produce the answer to all these things, will solve the problem of making an abundance of goods become so easy and simple of distribution as to cover the needs of the people. And when he does, he will, we believe, become the world's most valuable man.



"Stop reaching across the table, Junior! Haven't you a tongue?"

"Yes, sir, but my arm is longer."—
Colgate Banter.

Winter vs. Doors

The exterior doors of a building wage constant conflict with the elements during the winter months—a conflict for comfort or discomfort, for easy or difficult operation, for drafty interiors or pleasant ones.

There are two important aids in this fight which we are prepared to supply.

One is the *Von Duprin* threshold, which is strong, and—thanks to its patented construction—keeps out the drafts which commonly slide in under the door. Made of extruded bronze, it adds materially to the appearance of the doorway, and will last for many years of hard service. The cost is surprisingly modest, quality considered.

The other one is the *Von Duprin* Astragal Compensating Device, a mechanism which permits anyone to adjust the gap between doors without overlapping astragals, making the doors weathertight, yet free in action. The adjustment is made in a few seconds, the only tool required being a special wrench supplied with the device.

Complete details of either device on request.

VONNEGUT HARDWARE CO.

INDIANAPOLIS, IND.

THE WHOLE IDEA

Hon Duprin latches are designed and built with one idea constantly in mind—that, without absolute certainty of action at all times, a panic device is totally useless.

Unless you are sure the device will work when it is vitally needed, it is worse than a mere sham, for it creates in the minds of the occupants a wholly false sense of security.

Hon Duprin devices are so carefully designed, so sturdily made, so thoroughly inspected, that, once they are properly installed, you can be absolutely sure that they will operate properly, even under the heavy demands of emergency operation.

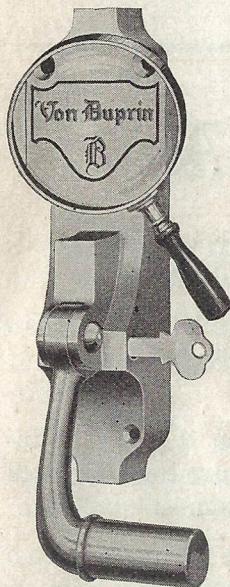
Incidentally, this same careful, thorough workmanship also brings a freedom from upkeep expense which cuts down the cost of operation to the very minimum.

For utter safety, for the greatest possible economy, we suggest that you specify **Hon Duprins** by name, as an item separate from the finishing hardware. In that way you make for clean, open competition, since all reputable dealers can secure these devices at the same fair prices.

VONNEGUT HARDWARE CO.

Indianapolis, Ind.

Listed as Standard by Underwriters' Laboratories



Note the new method of dogging the cross bar down—a direct drive into the lever arm at both ends of cross bar.

For Your Protection

The new **Von Duprin** shield, shown above, has been developed for your protection.

It is used only on genuine Type "B" devices, which are the finest and the most carefully made on the market. Other grades of **Von Duprins** still carry the old trademark. This shield is

worth looking for whenever panic devices are installed under your supervision. It insures that your specifications for Type "B" devices are being carried out; *your building owner is getting what he is paying for.*

See that the new shield is on every device sold to you as a genuine **Von Duprin** Type "B."

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MOST picturesque among the host of trades developed by the motion picture business is that of the stunt man, that hardy fellow who steps in and takes the place of the star whenever an airplane is to be crashed, a racing automobile turned over; or a few sharks knifed under water.

Two things about stunt men are surprising to the layman: first, that they are not killed on the first assignment they take; and, second, that they take tremendous risks for small pay.

Obviously, there are hidden safeguards which protect the stunt man in many of the things he does—a piece of piano wire too fine to photograph, ground softened by liberal applications of ground cork or tan-bark, cameras slowed down so that, when the picture is projected at normal speed the action appears faster than it was. But, in spite of all the possible safeguards, the life of the stunt man must frequently depend on his quick thinking, perfect bodily control, and accurate muscular timing.

If an airplane is sawed and filed in its vital parts so that it will crack up effectively when landed even at slow speed, the man who takes it aloft and

comes down to a crackup in a tree, against a house, or even on bare ground takes a tremendous risk, regardless of how good a pilot he may be. If a man has to jump out of a supposedly stalled automobile an instant before a fast train hits it, he has to time the jump to a tiny fraction of a second. A second too early and he takes the thrill out of the picture; a second too late and his creditors will not worry him any more.

For all of these things the stunt man receives from twenty-five to one hundred dollars, or more if the stunt is particularly hazardous. The record price, so far as we know, was three hundred and fifty dollars—and for that money Bill Jones had to turn over in a racing automobile actually going sixty-five miles an hour.

These men are in the game, apparently, because they love the thrill of it, not because they are well paid. They tell a story in Hollywood of two stunt men who were riding along a mountain road in an old car which they owned together, when they began arguing about which one could stick longest in a car going down the side of a mountain. They bet one dollar, and without further ado the driver turned the car down the side

of the mountain. While a picture company on location a thousand feet below watched in horror, the car took the mountain in great jumps until one man went flying through the air and landed in a tree. The other stuck for a few seconds longer, but was thrown out an instant before the car turned over and burst into flames.

And stunt men call that sport!



WHENEVER it seems to be the time for us to do our weekly worrying over things that are none of our business, we often work on the question of why more people who are in a hurry don't use air transportation.

Not that we have anything against the railroads. We would like to see them prosper as never before, but they are going to do that when the time comes, hauling freight, not passengers. To your editor, at least, the air seems the logical place to ride if you have far to go and want to get there quickly.

When you can go from coast to coast in a little over a day, in a comfortable ship, at the same cost as you can make the trip by train, there would seem to be only one rea-

son for staying on the ground—the question of safety.

It is only a few years ago—forty or fifty—that the railroads' safety record about equaled that of the airlines today, and the loss figure is low almost beyond belief. People who didn't hesitate at all about taking a train trip forty years ago still have the idea that air travel is dangerous, an idea which is psychological rather than factual.

Actually, today, air travel on the better lines is so completely safeguarded that one wonders, not that they have had so few accidents, but that they have any.

To begin with, telegraphic reports from the stations along the route are received before the ship leaves the airport, and the safeness of the weather conditions are vouched for by both the pilot and a ground manager—or the ship stays on the ground. Then, when the modern air liner goes aloft, its pilot is almost constantly in touch by radio with the stations on his line. He is guided by a radio beacon which hums into his ear, automatically telling him whether or not he is on the direct line to his destination. After nightfall he has

the additional guidance of great signal lights and illuminated landing fields to keep him on the pathway and to bring him safely down in case of emergency. We are told that on some lines the ship is never out of gliding distance from an emergency field.

Try one ride—and you'll probably become an addict.

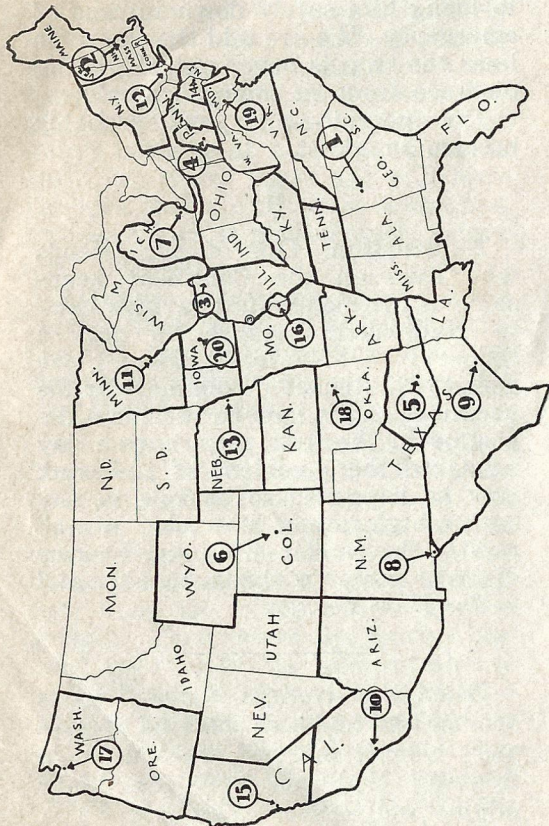


Explanation. One of our friends who lives on the Continent keeps some of his money in a savings bank in Nantucket, because he gets a higher rate of interest there. (He goes to Nantucket in summer for his vacation; that's how he became a depositor in the first place.) One day he asked the president of the bank how he happened to be able to pay such a high rate of interest. "Waal," replied the banker, "you see, I never did take to readin' the financial page."
—*The New Yorker*.

When the average husband looks around him and sees the kind of men most women married, he can't help thinking that his wife has done mighty well.—*Short Furrows*.

Hon Duprin

Distributors Territorial Map



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