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THREE CENTS

THE GLENDALE DAILY PRESS IS THE ONLY MEMBER OF THE AUDIT BUREAU OF CIRCULATION IN GLENDALE. In the interest of advertisers the Press is forbidden to credit free copies to circulation. Advertisers in the Glendale Daily Press get what they pay for—paid circulation among the people day by day.

GLENDALE GROWTH
OLD BY BUILDING PERMITS:
August to date \$ 931,693
August, 1922. . . 394,204
Year to date. . . 6,665,664
or Year, 1922 6,305,971

Our City Comment & Discussion

by MASON



Delay in announcing the new location for the United States postoffice is a great many business deep concern. If attention to the location on South Brand street is not expedited, the mat-
ter will probably have settled by this time. It is better to put the delay than to the postoffice so far away from the center of business.

mentioned in this column before, if the old high school building could be secured by a civic center, one of the buildings could be leased to the postoffice. It is recognized that the delay is of paramount importance in its settlement of the civic center to be abandoned.

Asks to us as if this civic proposition is one which have the hearty support of voters. If this is true we suggest to the high officials that they arrange one of the buildings to office authorities and when center should be assured, use could be transferred to.

high school will, according present plans, be moved to a new plant by November 1. One of the buildings will be a domestic science building make a wonderful postoffice body could complain of its. With the main office here and branch offices in the eastern and southern of the city, the people's would be well taken care

have not looked into the legal phase of the matter to any extent, but as far as we know there is nothing to the way of this plan being out.

postoffice department must use by now that the business interests of Glendale are taken into council in the of the proper location for in Glendale office. We are opinion that the proposition med by us will be readily by them.

T STANDARD BROKEN BY AUTO

Street light did not see the car coming, so it was broken at a point where it enters and. Walter Secher, 1433 San place, Los Angeles, was the automobile, and he sound his horn. The car was shaken up and the auto was damaged. The accident place at the corner of and Riverside.

THE WEATHER

San Francisco: Fair tonight and moderate northwesterly.
Southern California: Fair tonight and Sunday except cloudy in morning; westerly winds.
Northern California: Fair tonight and Sunday with northerly winds.

LIST IN BASEBALL

National at Pittsburgh—
.....110 020 000-14 1
.....002 000 000-2 6 1
Sherdell and Alsmith; Anderson and Gooch.
National at Philadelphia—
.....030 110 002-7 12 0
.....001 010 000-2 11 2
and E. Smith; Ganser, Bettel.
National at Brooklyn—
.....111 020 000-5 13 4
.....100 003 020-6 8 4
McQuilian and Snyder; Taylor, Henry and De Berry.
American at Boston—
.....000 000 001-1 4 5
.....000 112 110-6 10 0
Walberg and Brugg; Ferguson and Pleinich.
American at New York—
.....000 010 000-1 3 0
.....100 201 020-6 8 0
and Ruel; Hoyt and Hoff-

QUAKE AND FIRE DESTROYS YOKOHAMA, JAPAN

Italy Questions League of Nations' Power to Intervene

BLOCKS ALL ACTION FOR MEDIATION

Representative Requests Delay Until Rome Can Be Advised

QUESTIONS COMPETE Greece to Defend Herself If Appeal Fails, She Declares

[By Associated Press] Antonio Salandra, the Italian representative, announced today to the Council of the League of Nations that he received no instructions from his government and asked that the session be adjourned until he could hear from Rome. In the meantime he said he wanted to inquire whether the council was competent to take up the question in view of the fact that it already was before the council of ambassadors in Paris.

The Italian bombardment of Corfu has caused a profound impression throughout the world, particularly at the allied capitals and at Geneva, where the league of nations is in session.

Italy announced that the occupation of Corfu probably would be the limit of Italian action to enforce sanction.

Greece announces that if her appeal to the league of nations fails of relief, she will defend herself against Italian invasion.

The Greek minister of foreign affairs declares that Italy's occupation of Corfu can only be regarded as "a hostile act."

Italy has notified Greece that Corfu will be evacuated if the Athens government meets Premier Mussolini's demands for satisfaction for the assassination of General Tellini's boundary mission.

Italian reserves in England are notified to be in readiness for service.

Great Britain indicates she may intervene actively in the situation if Italy refused to accept settlement by the league of nations and her fleet is held within easy access of Corfu.

ANTHRACITE MEET ADJOURNS WITHOUT RESULT TILL SEPT. 5

[By Associated Press] HARRISBURG, Pa., Sept. 1.—The conference of anthracite operators and miners' representatives was re-convened at 10 o'clock today to resume consideration of Governor Pinchot's peace settlement plans, adjourned at 11:07 a. m., until 2 p. m. next Wednesday.

ROME PLEASSED AT SUCCESS IN CORFU INCIDENT

[By Associated Press] ROME, Sept. 1.—The Italian government has officially announced the occupation of Corfu probably will be the limit of Italian advances for enforcement of sanctions and that there consequently probably will be a short breathing spell.

There is an air of satisfaction in Rome that the government has been firm and prompt in its action.

Telegrams pour in upon Premier Mussolini from all kinds of patriotic clubs and associations, praising the government for its decisive course.

In some quarters, it is urged that Greece make a quick settlement to avoid an increase in the amount of Italian reparations which would be caused if armed occupation were necessary.

Admiral Solari, commanding the Italian troops at Corfu, has addressed a proclamation to the people of the island outlining the cause and nature of the occupation, which he says is of a temporary and peaceful character.

It will remain so, the statement asserts, unless the attitude of the people obliges the commander to take special measures.

The proclamation is similar to Premier Mussolini's statements to the Greek representatives abroad. In this Mussolini, declaring that the Greek government had replied to "the just demands of Italy" in terms substantially a complete rejection, asserted that by the occupation of Corfu, Italy had "no intention of committing an act of war and was only seeking to safeguard her prestige and manifest her unshakable determination to obtain the reparations due her in conformity with custom and international law."

Mussolini's decision that the Greek reply could not be accepted has been received everywhere with greatest enthusiasm.

SPEED TRAPS MAY BE KEPT IN GLENDALE

Police Chief Fraser Is Non-Committal on the New Motor Act

PLANS OWN SYSTEM While Not Prohibited, Evidence Cannot Be Used, He Says

The speed traps may be maintained in Glendale, according to a statement made this morning by Chief of Police Fraser.

If they are, however, the evidence gained through the traps, cannot be used against motorists who are caught, states the chief.

"The new amendment to the state motor-vehicle law does not prohibit the use of the trap, but it does forbid the evidence gained by the use of the trap being used for prosecution purposes.

"Perhaps the traps will be maintained and perhaps they will not. I am not at liberty to state just what method will be carried out."

ITALIANS BLAME GREEKS FOR THE CORFU ATTACK

Naval Units Are Headed for Southern Adriatic Waters

[By Associated Press] ROME, Sept. 1.—The Greek authorities at Corfu were blamed today by the Italian government in a semi-official statement for the necessity of the firing at Corfu yesterday.

The statement said that the Italian admiral did not fire until he had given the Greek authorities time in which to effect the evacuation of refugees and other civilians from the old fortress. This statement estimated the number of wounded at ten.

It was necessary, said the statement, "to fire with small caliber guns against the fortress at Corfu following the refusal of the Greek authorities to hoist a white flag after they had been requested by the Italian authorities to do so, according to the customs of international law, and ten persons within the fortress were wounded."

GLENDALE TEAM TO PLAY ON HOME LOT NEXT SUNDAY

Tomorrow on the home diamond at Park and San Fernando, the Glendale team plays the fast Wm. Lane company team for the week-end attraction.

\$931,693 IS AUGUST BUILDING

Final Total Achieved in Closing Hours of the Month

For August—\$931,693. August, 1922 was \$394,204. August, 1923, was \$537,489 greater in building permits than was August, 1922.

All of which shows that this little town "do more."

"If you don't believe we are really traveling," said "Van," the grumpy building superintendent of Glendale, "all you have to do is to look back and compare figures. Keep your weather eye open for September. I'll be the best ever, for Glendale building is up and 'rarin' to go. We, in this office, were not all optimistic when we began working here, but we've changed. We expect bigger things every day and seldom are we disappointed."

Here's something else to think about—This year's total to date—with four months to go—is \$359,693 in excess to the entire year of 1922. It amounts to \$6,665,664. Entire year of 1922, \$6,305,971. Surely these figures spell something. The next four months should carry at least \$1,000,000 each, for there are some mighty big things in prospect in this here town. Here are a few—

A \$350,000 hotel for California and Brand, a \$500,000 hotel for the corner of Glendale avenue and Broadway, a \$1,250,000 theater building on Brand, between Wilson and California, another theater building on the corner of Jackson and Broadway to cost \$250,000, beside numerous other business blocks and hundreds of dwellings.

Things look good for a ten million dollar year.

The daily average of permits issued during August was \$30,054. The daily average for 1922 was \$17,276. Some difference—but even at that Glendale thought she was doing something gigantic in 1923.

STAGE SET FOR LEGION BOUT MON.

Chalmer D. Day Estimates 1000 Attendance at Press Building

THE CARD SCHEDULE

Montana - Hackenschmidt Match to Be Star Event of Night

With the stage all set for the Legion premier fight show, to be staged Monday night in the Press building auditorium, 333 North Brand boulevard, sport fans are anxiously waiting for Glendale's big Labor day event.

Commander Chalmer D. Day, who is putting out the card, estimates that 1000 ring devotees will be in their seats when Capt. W. A. Laver sounds the going for the curtain raiser which is scheduled for 8 o'clock sharp.

The two grapplers will go on the mat for the best two out of three falls with a time limit of one hour and 30 minutes. Police Sergeant Kearns will referee the bout.

Local interest, however, is centered on the semi-final, a four-round bout between Johnny Myers, Glendale's fighting fiend, and Arizona Wildcat, Burbank favorite. They will weigh 150 pounds, Johnny, who has been working out in the high school gymnasium is in the best of form. The Myers-Wildcat go, as well as the other boxing events, will be refereed by "Chick" Watson, local fighter.

The boxing matches were made by Lester Marston, a member of the boxing committee of the Glendale legion post, under whose auspices the show will be held.

Advance sale of tickets is reported going on briskly and the S. R. O. sign is in readiness.

Judges for the events will be H. M. Bennett and Joe Holzman. Detective Sergeant Royal will be the announcer.

MATTISON B. JONES CONGRATULATES THE GLENDALE PRESS

"I am glad to find the Glendale Press installed in the fastest growing section of the fastest growing city in the United States," Mattison B. Jones dropped in to the Press office to offer his congratulations upon the recent move to North Brand boulevard, before leaving today for a short vacation at Big Bear lake and Seven Oaks. Mrs. Jones will remain in Glendale as she is not fond of mountain resorts. Mr. and Mrs. Jones returned two days ago from Hermosa Beach.

SCIOTS INITIATE 17 MEMBERS AT MEETING

Preliminary to Big Ceremonial Meeting Is Held

Preliminary to the big ceremonial meeting of Glendale Pyramid No. 39, Ancient Order of Sciots, seventeen new members were admitted into the organization at the regular meeting held Friday night in Odd Fellows hall, with Toparch Arthur Dibbern presiding. A large number of applications for membership were also read.

The big ceremonial will be held next Friday night in the auditorium of the new Press building, 333 North Brand boulevard. Elaborate plans are being made to entertain all of the Pyramids of Southern California at that time. Wires and personal letters of invitation have been sent out.

There will be a get-together meeting of officers and committees on Thursday night to complete final arrangements for the big event.

The Sciots' band, of which Scot Willers is director, was on hand last night and furnished some excellent music. The Sciots declare they are going to have the finest band in Southern California.

One of the features of the affair next Friday night will be a big parade that will precede the ceremonial.

The membership drive being conducted by five teams headed by Sciots Kiefer, Jellison, Murdy, Shattuck and Gilhuly has developed into a hot contest and the prize hung up by Scot Bennett for a chicken feed for the team bringing in the most applications for the week ending August 31, was won by Gilhuly's team and they are all looking forward to some extent. Toparch Dibbern has extended invitations to eleven of the Pyramids in Southern California to participate in the activities and the parade, which is scheduled to begin at 7 p. m., September 7, will be one to be remembered in Glendale.

The meeting adjourned until 7:30 p. m., September 6, when the officers and members of all committees are requested to meet in the Glendale Press hall to complete final details for the big doings on the following night.

THOUSANDS CROWD SHIPS FOR SAFETY

Tremblor Rocks All Japan and Communication Ends

CABLE INTERRUPTED Meager Reports Indicate Loss in City of Million People

[By United Press] SAN FRANCISCO, Sept. 1.—The Japanese city of Yokohama is on fire, following a terrific earthquake crash, according to a wireless dispatch received here today by the Radio Corporation of America from the Japanese naval radio station at Iwaki.

The radiogram describing the fire was received by the Radio Corporation from Tomoka, where is located the Japanese connection of the American Corporation, the station of Iwaki.

The message said: "A conflagration subsequent to a severe earthquake is general throughout Yokohama. Practically the entire city is in flames, with many casualties."

The city of Yokohama is one of the finest seaports of Japan and is recognized as the port city of the city. It is the center of western business and social activities in Japan. The population amounts to nearly a million. It is situated on the east coast of Honshu, on the bay of Tokio, 17 miles from the imperial capital.

OSAKA, Japan, Sept. 1.—According to information reaching the railway station, all railway lines entering Tokio have been disconnected within a radius of 100 miles of the city.

Reports indicate that the earth shocks have been most violent in the districts surrounding Mount Fuji, which is a dormant volcano. Mount Fuji is about 60 miles southwest of Tokio.

An earthquake shock lasting over six minutes was felt here at noon today. Telephonic and telegraphic communication with Tokio has been interrupted. It is feared that the shock has had a serious effect in Tokio and that great damage has been done there, in Yokohama and in Yokosuka.

The shock stopped all the clocks here. The Tokaido railway line has been seriously damaged in several places.

COMMUNICATION WITH JAPAN IS LOST
SAN FRANCISCO, Sept. 1.—The Radio Corporation of America announced here at 9:20 a. m. that connection with Japan had been lost. The last word from Japan received shortly before that was said that apparently all land lines in the northeastern section of Japan were down.

The Radio Corporation station which connects the United States is located at Oka, 144 miles northeast of Tokio. It is connected with the means of a land line. The Telegraph company said it was making an effort to reach Japan by way of Manila and Shanghai.

TOKIO MAY ALSO BE IN QUAKE TRAGEDY
NAGASAKI, Japan, Sept. 1.—A naval wireless message received at Sasebo from Funanashi says that there have been repeated earthquakes accompanied by a severe rainstorm in Tokio today. Another message reports that fire has broken out in Yokohama and that the inhabitants are seeking refuge in the ships in the harbor.

WOMAN BITTEN BY BULL DOG
Mrs. J. H. Kline, 633 West Anderson street, was bitten by a bulldog said to be owned by the occupants of the home at 500 West California, Friday, according to police department records. The master Hobensack was instructed to pick the animal up and for observation.

ENDICOTT JOINS IN GOOD BU...
J. A. Endicott has purchased a share of real estate and declares that business in is splendid and he has a better at this time of

DAMAGED

EDITORIALS

Truths in Epigrams

For a good poet's made as well as born.—Jonson. Death hath so many doors to let out life.—Beaumont and Fletcher. Herostratus lives that burned the temple of Diana; he is almost lost that built it.—Browne. Seasoned life of man preserved and stored up in books.—Milton.

AN UNENVIABLE RECORD

The law enforcement committee of the American Bar association has made a report. This is the result of long investigation. It is far from flattering in its nature. The report declares, and demonstrates, that the situation in this country in respect of crimes of violence, is worse than in any other civilized country in the world.

That there should be a radical change in procedure is an opinion that is becoming fixed in the minds of observers. The public looks disapprovingly on the spectacle of guilty men being acquitted on technicalities that have no merit. It also withholds endorsement from the practice of encouraging long delays.

After a long time, perhaps a period of months, the person will come to trial. The same testimony that caused him to be bound over will be adduced.

If a judge at a preliminary hearing were given discretion, these unnecessary trials could be eliminated. Punishment could be made swift. Evidence might warrant the detention of one accused, for future trial.

The law, as applied, gives the criminal all the advantage. He feels that he is safe in breaking the law, and the appalling aggregate of crimes, shows that he is right.

COMMUNISM DEAD IN RUSSIA

Col. William N. Haskell, back from Russia after long service with the American relief, says that communism is dead in that country. It ought to be dead there. The experiment that substituted it for government resulted in failure tragic beyond description.

In returning in part to the hated so-called capitalist methods of transacting business, leaders of the bolsheviks have been quoted as saying that the change was due to expediency alone, that it was to be temporary, and that in the future, when they gathered sufficient strength, they would force their ideas upon all the world.

WATCHING THE PARADE

It was a year ago, or perhaps more, when I first met the British soldier. He was in charge of an outlying post for a motor-bus company. He was a stranger, marooned in a very dirty and incredibly dark hotel, the sole visible staff of which was a pasty-faced fat man.

LITTLE CHILDREN

The surf beating on the sandy beaches called so loudly to two little girls at the children's home at Arlington, that a veritable spell was cast upon them. In their awakening minds they beheld a picture of the great ocean, and they longed to feel the touch of it.

WIRE HERE AND 'HATE' TONIGHT AT GLENDALE

'Hate', there is provided screen material for the most critical of movie-goers. It is full of thrilling situations, involving characters of vivid interest, whose clashing objectives make a drama without a dull moment.

'Hate', which opens tonight at the Glendale Theatre, is a Maxwell Karger production for Metro, adapted by June Mathis from a story by Wadsworth Camp. It is a story of that strata of society which is just beyond the pale—of an ex-gambler and a pretty little show girl whose attentions she has accepted.

There are organizations that undertake to give the inmates of these institutions an occasional outing. Truly a noble philanthropy. It would be well were there more of it; so much of it, that no child yearning to see the white-caps break and the waves roll in, should be denied so simple and wholesome a joy.

Women cited to appear to answer charges of violating the traffic laws have a habit of ignoring the summons. This is not believed to be doing them justice, as they might achieve triumphant vindication by coming to the bar.

A subscriber asks the derivation of the word 'temblor.' Information touching the subject is not at hand. The term is in common use in the western part of the United States.

If a young man thinks that a girl's piano practice is music—that is love. It's easy to get all the credit you want when you don't want it.

COMMON SENSE IS MORE USEFUL THAN COMMON.

DEATH OF THE 'DEATHLESS'

By ESTELLE LAWTON LINDSEY From where I sit—to filch an expression from our famous friend and writer, Idah McGlone Gibson—I see numerous strange emotional phenomena.

Practically everybody believes in it, but always with the sly mental reservation that the emotion that today enralls him may tomorrow cease to titillate and that this cessation will prove that it was not love.

Man believes in undying love, five minutes after a new love has hit him, in spite of the fact that the last love that transported him to temporary Elysian Fields lasted less than five months.

For 14 years now I have been watching 'undying' love take the court, knocked out by the ravages of the years, the attrition of daily contact, the worship of diverse fetishes or the acrobatic quality of the love emotion in individuals.

But I've known few men or women who did hold fast by a belief in undying love. For this phenomenon I believe romanticists and the deep disappointment of historical characters are chiefly responsible.

The story of Franz Ferdinand of Austria and the Countess Chotek, the world holds them today. They loved each other; yes, but the true test of the lasting quality of that love would have been its duration without the hope of a crown or the denial of its right by the court circle.

DATE CULTURE TO BE SHOWN

A lecture, illustrated by motion pictures, on the date culture in Coachella valley will be given in the high school auditorium, beginning at 8 o'clock next Tuesday evening. W. L. Paul, secretary of the Associated Chambers of Commerce of the Coachella valley, will lecture as the film is being run.

This film, according to Frank Echols, of the firm of Roberts & Echols, and Harry L. Howe, through whose auspices the picture will be shown, will show the date culture from the preparation of the ground to the trees to the 'finished product.' It is interesting to the extreme, these gentlemen declare.

This illustrated lecture will be free to the public and everyone in Glendale is invited to attend. The program consists of two hours of instructive entertainment.

Verdugo Woodlands Plaintiff Seeks to Enjoin Tax Collection. A third supplementary complaint in connection with the levying of certain taxes in Municipal District No. 6, has been brought against the Southern California Gas company by Winifred F. Marr.

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P. E. BUSES TO OBEY NEW LAW

All Pacific Electric buses are to comply to a complete stop at every railway grade crossing, instructions to this effect having just been issued by D. W. Pontius, vice-president and general manager of the company.

Stoppage of motorbuses is made compulsory by the new ruling of the motor vehicle act, section No. 135, which provides that such vehicles, school buses and trucks carrying explosives shall bring vehicle to full stop before crossing railroad tracks at grade any road.

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SCHOOL BUILDINGS ARE DELAYED BY MATERIAL

When questioned in regard to progress of new buildings being constructed for city schools, Business Manager Black was conservative in stating that the only ones which he felt reasonably sure would be ready for the opening, September 17, would be the Columbus Avenue building, and the class rooms at Glendale Avenue.

PENDROY'S FUR SHOW IS POPULAR

Mr. and Mrs. Earl Pendroy believe in taking time by the forelock and on Thursday afternoon made an advance showing of beautiful furs and fur-trimmed garments with the manufacturer present to give information in regard to them, and also living models to display them.

VERDUGO WOODLANDS PLAINTIFF SEEKS TO ENJOIN TAX COLLECTION

A third supplementary complaint in connection with the levying of certain taxes in Municipal District No. 6, has been brought against the Southern California Gas company by Winifred F. Marr.

CITY PRINTING

RESOLUTION NO. 2029. A RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA, ORDERING CERTAIN IMPROVEMENTS TO BE MADE ON PORTIONS OF COLUMBIA STREET, RAYMOND AVENUE, AND TENTH STREET, AND OF CERTAIN STREETS INTERSECTING SAID PORTIONS, AND TERMINATING THEREWITH, IN THE CITY OF GLENDALE.

CITY PRINTING

RESOLUTION NO. 2090. A RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA, ORDERING CERTAIN IMPROVEMENTS TO BE MADE ON PORTIONS OF COLUMBIA STREET, RAYMOND AVENUE, AND TENTH STREET, AND OF CERTAIN STREETS INTERSECTING SAID PORTIONS, AND TERMINATING THEREWITH, IN THE CITY OF GLENDALE.

CITY PRINTING

RESOLUTION NO. 2068. A RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA, ORDERING CERTAIN IMPROVEMENTS TO BE MADE ON PORTIONS OF COLUMBIA STREET, RAYMOND AVENUE, AND TENTH STREET, AND OF CERTAIN STREETS INTERSECTING SAID PORTIONS, AND TERMINATING THEREWITH, IN THE CITY OF GLENDALE.

ANNOUNCING A Special Display of FLOWERS and the Mausoleum. LITTLE CHURCH of the FLOWERS and the Mausoleum. SUNDAY and MONDAY. The Public Are Cordially Invited. Forest Lawn Memorial Park. Glendale Ave. and San Fernando Rd.

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GLENDALE, CALIFORNIA, SATURDAY, SEPTEMBER 1, 1923

(5)

WATCH YOUR STEP, MR. GLENDALE MOTORIST

NEW VEHICLE LAW GOES INTO EFFECT TODAY WITH MANY IMPORTANT CHANGES

Motorists of the Glendale Press Family, and Others, Are Warned to Read Carefully the Provisions of New Statutes and Obey Them

35 MILES PER HOUR ON COUNTRY HIGHWAYS

Changes in New Law Are Made to Curb the Road Hog—the Fellow Who "Owns the Earth"—and to Protect All Who Travel the Highways

Better watch out, Mr. Motorist. Remember, this is September 1—the day when the changes in the new motor vehicle law go into effect. These new provisions are more drastic than those which have been in effect up to this time. They have been changed because some motorists persist in usurping the rights of other drivers—because some hogs of the road persist in disregarding the rights of others and having, so far as possible, their own way.

Notwithstanding the fact that this is supposed to be an age of advancement when folks should consider, at least in a limited degree, the rights of others, and when some small attempt should be made at applying the Golden Rule, the lamentable fact remains that the "road hog" does exist. So long as he lives and breathes, stringent laws must be put into effect and enforced.

For the benefit of the readers of the automobile section of the Glendale Press, a list of the various changes in the motor vehicle law has been compiled and is herewith given:

One instance in which the limit has been raised is in the maximum speed on county roads outside of cities. This has been increased from 30 to 35 miles an hour. As a rule there is comparatively little travel between cities and the increasing of this limit is considered a wise move.

1—Right of Way Rule—Vehicle on right has right of way unless vehicle on left enters intersection first. Any vehicle exceeding speed limit forfeits right of way.

Exceptions to right of way rule: (a) Vehicle on public highway has right of way over vehicle entering from private road or drive. (b)

(Continued on Page 6.)

SEASON FOR DOVES OPENS TODAY

Dove season opened today. Reports from the various sections in which doves are to be found show that good sport along this line may be expected.

San Fernando and Antelope valley will, without doubt, be among the most popular dove hunting sections. They have been in the past and they should continue so. Both places are easily reached. They are close to home and the roads are good.

CYLINDER HEAD GASKET IS IMPORTANT

The most important gasket used on the engine is the one between the cylinder and its head. Frequently this is damaged in the removal of the head when scraping carbon or grinding the valves, by prying off the head with a screw driver, which disturbs the position of the asbestos filling or the metal binder. The seal formed by the gasket should be carefully broken.

The gasket can be separated from either the cylinder head or the block by using a thin-blade knife or a hack-saw blade that has been ground. Insert the blade and carefully work it around the surface. This should be done with the cylinder head bolts backed off a few turns. Another method of breaking the gasket seal is to loosen all cylinder head bolts one or two turns and then run the engine for a few seconds. The explosion pressure will usually free the head, but in doing this it is first necessary to drain the water from the cooling system.

It sometimes happens that there is a leak between the cylinders or valve ports. To test for this trouble, cover the surface of the cylinder head and the block with a thin layer of white lead, fit the gasket, tighten it down and run the engine under full load so the maximum compression and combustion pressure is obtained. If leakage exists, the removal of the head will show black streaks at the points where the charge has been getting between the gasket and the machined surface. Trouble of this nature demands a careful examination of the cylinder block and head, and invariably if the gasket is perfect, burred surfaces will be found which do not permit the gasket to seat properly. The cylinder bolts or studs are frequently responsible for the leak in the gasket, as they are very apt to throw a burr around the top of the threaded hole. When this happens the gasket can not be compressed except at this one point and it then becomes necessary to slightly countersink the hole, to remove the burr.

In applying the gasket, the best method seems to be to shellac the gasket to the cylinder block—if shellac is to be used at all—and before replacing the head, to thoroughly cover its upper surface with heavy grease, which is very effective in stopping water leaks and prevents the head and gasket from sticking, facilitating head removal without damaging the gasket.—Automobile Digest.

LOCATING SQUEAKS

Squeaks are sometimes a hazardous undertaking to locate. A body resting on the frame unevenly will in most instances cause a cracking sound. By placing strips of leather between body and frame (preferably where body bolts pass through frame) this often overcomes this noise. A rubbing or rattling noise can most frequently be attributed to the edges of doors rubbing against their frames.

Another annoying noise which often occurs is a sharp, dry squeaking coming from spring shackles, bolts, brake rods, cleaves, pins, steering cross tube connections, etc. Many owners and drivers become discouraged in their attempt to obliterate such squeaks. Examine rollers or grease cups attached to spring bolts, etc., to determine that same have free passage. Probably some of the above connections are too tight or paint may be keeping the lubricant from reaching the vital points. Squirt a superfluous amount of oil around all moving parts. See that brakes are released completely and free from dragging.—Automobile Digest.

Who Is The Road Hog And Why? Do You Find Yourself In This Mirror?

The new amendments to the motor vehicle law of California went into effect at 12:01 o'clock this morning. They are now in force and the wise motorist will familiarize himself with the new provisions, and obey them.

What are the reasons for these changes? Why, in fact, do we need any vehicle laws at all? Why can we not travel the streets with simply a set of rules to go by—without laws that say, "You shall do this," and "You shall not do that?" Why can we not treat the other fellow who is piloting a machine as we would have him treat us? Why is there any need at all for motor vehicle legislation?

The answer comes back with unmistakable emphasis—the road hog.

The Road Hog! What constitutes a road hog? What are his attributes, his actions, his intentions?

The road hog is a fellow who disrespects the rights of others; who tries in every way at every point, night or day, to "beat the other fellow to it," regardless of who rightfully has the right of way. To the extent to which a motorist usurps the rights of other drivers—to that extent is he a road hog.

The road hog is a driver who has entirely forgotten that there is any such thing as road courtesy. He will run you down; he will slip into an opening into which another driver is preparing to enter; he will crowd another to one side in turning an intersection; he will cut the button in his desire to make speed and thereby endanger the property and lives of other motorists turning the intersection at the same time; he will endeavor to pass a machine on the road when he knows beyond a doubt, that

ANNUAL MODELS ARE NOW OFFERED

The practice of offering annual models does more to slow up the progress of the automobile than any half dozen other unfavorable factors. It may seem superficial to speak of helping the progress of the automobile, in view of the present enormous production; but bear in mind that unless the average car owner is saved the enormous and unnecessary annual depreciation on his car he will be obliged to look to a more economical form of transportation. Many car owners are already finding that it is less expensive in the long run—and more convenient in many respects—to motor in hired cars.

All motordom is now on the eve of the announcements of the 1924 models. Sales slow down because buyers are reluctant to get "stuck" with "last year's models." In the used car market, sellers are made to take heavy losses, based upon fictitious depreciation created by the impending announcement of the manufacturers. Thirteen million car owners stand to lose an amount aggregating at least a billion dollars within the next six months, simply because of a notion that new features on cars must be offered with annual gusto!

With a little forethought new features could be added to cars as needed, and so devised that at comparatively small cost they could be added to the older models. Motorists would not be obliged to wait several years for new features, as they have had to do this year, and depreciation would be based entirely upon actual wear of cars.

The process of making radical changes annually does not actually stimulate sales, because it brings the average motorist closer to the realization that there is something fundamentally wrong. Every time he buys a new car he experiences the feeling of taking a "flier," and wonders how long such an economically wrong process can last.

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POLISHING REFLECTORS

Owing to the high finish applied to lamp reflectors, extreme care should be taken in polishing them, as it is an easy matter to scratch this highly polished surface. A little powdered dry rouge applied with a chamolite is the most effective and safest way to clean reflectors. When badly tarnished, moisten the rouge with alcohol and apply as before, then polish the surface with dry rouge. In doing this always use circular strokes.—Automobile Digest.

HOW TO QUIET HOOD-PAN NOISES

The pan under the engine is a unit which is capable of making considerable noise if it is not properly fitted and rigidly secured in position. If it is permanently attached looseness is not likely to develop, although it is possible for some of the bolts to work loose and allow the pan to vibrate against the frame or engine. Pans which are detachable are much more likely to become noisy from lack of tightness of the holding devices. Strips of leather or anti-squeak packing should be inserted at the points of rattle to deaden the sound.—Automobile Digest.

ACCESSORIES PLAY IMPORTANT PART

In the spectacular advancement of motor car production and ownership, accessory manufacturers, large and small, have played a very important part, until today comfort and true enjoyment of motoring has attained new heights.

Time was, and not so many years ago, that the motor car manufacturer produced a chassis with a body on it, still leaving much to be added by the purchaser. Today, the car is complete, except for a considerable number of articles that come more under the heading of refinements and custom-built necessities.

However, the motorist of today wants all the equipment and devices that will tend to increase the enjoyment of motor travel whether for business or pleasure. His recourse is to the modern motor supply house, where his every want can be filled quickly.

To mention the things that have brought greater comfort and utility to the motor car would necessitate a long list, but here are some of the items not listed as regular equipment on the majority of new machines that the owner wishes:

Wind deflectors, tonneau windshields, rain and sun visors, bumpers in front and rear, spotlights, rear view mirror, tire covers, trouble light, skid chains, gear shift lever extension, motorometer, cigar lighter, theft locks, etc. A complete line of everything necessary for the auto priced right, may be secured at the Western Auto Supply company, Glendale branch, 205-7 South Brand.

The desire for more conveniences and increased comfort is ever present, and the alert manufacturer of equipment is constantly working on devices that will meet the wants. In fact, many accessories have gained such nationwide popularity that the manufacturers have adopted them as standard equipment.

The accessory manufacturer has demonstrated in more ways than one that he has greatly aided in the advancement of motoring.

L. A. TRAFFIC HEAVY MONDAYS

[By Associated Press]

LOS ANGELES, Calif., Sept. 1.—A study of traffic conditions in Los Angeles has convinced officials of the Los Angeles Street Railway company they are worse on Monday than on any other day of the week, and they are wondering why and whether similar conditions prevail in other cities. R. B. Hill, superintendent of operation for the railway, advanced the theory that traffic conditions were worse Mondays because of accumulated business caused by the Saturday holiday and Sunday. At the same time, he said his study also showed that Saturday afternoon and Saturday night ran Monday a close third and second in the matter of traffic congestion. He stated his company handled an average of 1,000,000 passengers a day.

OLD MECHANIC SAYS:

"You can't sit by, durin' this excitement over four-wheel brakes, and figure that it doesn't make any difference to you. With cars around you stoppin' promptly because of double brakin' equipment it's up to you to keep your old two-wheel brakes in the best shape possible. "Just because your brakes lock the wheels is no reason to be satisfied. Maybe you would ease 'em up a bit with better results. The point about four-wheel brakes is that they are not supposed to lock the wheels, thus preventing sliding, which is both an ineffective and costly way of stoppin'. Adjust your brakes so that they take hold instantly, but do not grab. Have your emergency set for grabbin', for you will want that to hold the car with locked wheels when parking. "Get into the habit of jackin' up the rear wheels and testin' to see that both brakes work alike. Study the layout of the brake rods, note where the adjustments are made and where they should be oiled. The more you know about your brakes the better luck you'll have in this transition period. "Stop your best" should be your byword."

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A Handy Accessory Reserve a small space in the tool box for a bar of ordinary laundry soap. This material can be shaved off with a pen knife and the chips kneaded into putty to be used as a temporary repair for leaks in gasoline or oil lines.

DO YOU ENJOY ANGLING FOR BASS? IF SO, BE SURE TO TAKE THIS TRIP

Jaunt Suggestion This Week Calls for Quite a Few Miles of Travel, But the Results Secured Will More Than Repay the Angler

STATE'S BEST BASS FISHING IS AVAILABLE

The Motorist-Fisherman Should Make His Headquarters in San Diego and Make Trips to the Different Lakes From There

There are dozens of motorists who feel that they have seen Southern California. Possibly they have, but still there may be some little hidden canyon or sheltered nook that is well worth visiting. To the visitor to this section these weekly suggestions will probably be very welcome. The aim in presenting these trips is that the Press may be of service to its readers.

The trip suggestion this week will be down San Diego way. In considering this jaunt the motorist should remember that it takes about five hours to motor to San Diego, from which point it takes a greater or lesser time to reach any of the fishing points mentioned. The motorist could make the trip south on Saturday afternoon, returning to Glendale Sunday evening.

There are a few lakes or reservoirs in the region of San Diego that are reputed to furnish the finest bass fishing in this section of the country. These are dams belonging to the city of San Diego, and they are called Murray, Morena and Sweetwater reservoirs. All of these reservoirs have been stocked with eastern large-mouth black bass, and there are some folks who say that the finny creatures in these "old swimmin' holes" provide as fine bass fishing as any in the world, although that may be taking in a little too much territory. There is no doubt, however, but that there is some real sport wrapped up in these lakes.

To fish in any of these lakes any time of the year the angler has only to secure a permit from the keeper in charge of the reservoirs, the charge being very small. At each of the reservoirs camp sites are provided which are maintained

(Continued on page 7)

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33x4 1/2		25.50
34x4 1/2	16.00	26.00
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ELIMINATION OF GRADE CROSSINGS IS DEMANDED BY POPULAR SENTIMENT

The Campaign for Safer Driving Conditions Throughout Southern California, Started by Auto Club, Is Receiving Real Support

"GRADE CROSSINGS MUST GO," — DIRECTORS

Public Has Taken Up Club Cry with the Result That Grade Crossing Is Loing Its Grip—Regardless of Cost It Must Go

Popular sentiment demanding the elimination of dangerous grade crossings from the highways of Southern California, has congealed in action just taken by the board of directors of the Automobile Club of Southern California, saying that "grade crossings must go!"

A rigid and extensive investigation into the grade crossing problem has been conducted by the Auto club in preparation for this final action, and in this investigation it is shown that more than 200 persons have lost their lives at grade crossings during the last year and a half.

It is determined that nothing will be left undone now in order to bring about an immediate solution of the problem.

As an immediate measure of precaution, it is recommended that all trains slow down at grade crossings to 15 miles an hour, or to such speed as may insure full control by the motorman. This is to be effect from the present date until highways and railroads are separated.

Furthermore, it is strenuously recommended by the motoring organization that no more permits for grade crossings on principal highways be granted.

But underlying the entire action taken by the club is a current denoting the necessity for immediate action and no delay involving red tape or long futile discussions.

It is also urgently recommended that the campaign of educating motorists to be careful in approaching crossings be extended in the most effective manner possible, and in this the Automobile club pledges its cooperation, as well as to the California railway commission for putting into effect the policy not to grant further permits

for grade crossings on principal highways.

In regard to the cost of elimination of grade crossings work, it is recognized that the responsibility does not rest entirely with the railroads, and that the entire separation cost cannot fall altogether on the railroads with any fairness. The club recommends that the cost be equitably apportioned between the railroads, the counties and municipalities, involved, together with the state of California in such cases where state highways are concerned.

It is further recommended that a competent engineering commission investigate existing conditions, determine which crossings shall first be separated, and then recommend a manner of separation and estimation of cost.

It is pointed out that so long as the grade crossings remain, the number of accidents will increase with the growth of traffic throughout Southern California. It is admittedly true, according to club officials, that many of the accidents are caused by mistakes or carelessness of automobile drivers. But although the club directors grant this, they are determinedly in favor of eliminating opportunities for mistake in order to cut down the death toll to a minimum, believing that it is not necessary that every time a mistake is made that death should result.

But it is tersely pointed out that grade crossing accidents are not all due to carelessness. A dangerous condition exists, and that is all there is to it.

Observations made by the Auto club engineering experts show that a majority of the most dangerous crossings can be readily and economically separated. In some instances, both the railroad tracks and the highways have been graded to meet on a high level, and in examples of this kind, one could be raised a bit more and the other lowered a bit more, in order to eliminate the crossing on the same level.

It is pointed out by the Auto club that practically every other community in America, and particularly those of northern California, has already eliminated ten grade crossings for every one that has been eliminated so far in Southern California!

Letters outlining club resolutions are being sent to all public organizations interested in grade crossing elimination. This part of the state is living in pre-historic days so far this kind of safety measures are concerned.

WATCH YOUR STEP, MR. GLENDALE MOTORIST

(Continued from page 5)

and unobstructed for a distance of 300 feet.

5—Overtaking and Passing—Give two feet clearance and sound horn if outside business or residence district.

6—Turning at Intersections—In turning to right, keep close to right hand edge of curb or road. In turning to left, pass close to and around center button.

7—Parking—Prohibited on highway outside of business or residence districts. Prohibited in front of driveway to public or private garage or within 15 feet of fire hydrant or entrance to fire station.

8—Loads on Passenger Vehicles—Loads on running boards may not extend beyond line of hub caps on left side nor more than six inches on right side.

9—First Aid Information—In case of accident stop, give all necessary aid, take injured persons to physician; give your name and address.

10—Report Accidents—Motorists must report to police department accidents resulting in injury to or death of any person.

A FEW TIMELY TIPS FOR DRIVERS

If the "other fellow"—
Speeds up when you are trying to pass.
Indicates left when turning right.
Passes without blowing his horn.
Takes up most of the road.
Drives with headlights out of focus.
Smokes you out in traffic.
Sneaks into the parking space you select—
Let it be a vision of what others would think of you if you didn't try to drive sensible all ways always.
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MOUNTAIN TRIPS IMPROVE ESSEX

After 14 round trips from Los Angeles to Big Bear and return in 14 consecutive days, the N-Durance Essex is still running as well as ever. Charlie Holdson, (Endurance Charlie), declares that he is gaining weight and feeling better every day. The first four or five days of this wear-down test were the hardest for him to bear, but as soon as his muscles became accustomed to the constant swinging of the wheel, he settled down to what might be termed his "second wind."

Mr. Holdson reports to the Koolley Motor company, 230 North Brand, local Essex dealer, that the roads are in good shape. Charlie is enthusiastic over them, having been used to more rough going than anything encountered in the San Bernardino mountains. To the novice, however, the roads seem to go up and down as much as forward. Starting from San Bernardino, at an elevation of 1100 feet above sea level, the road quickly rises through Waterman canyon to 4800 at the summit.

A comparatively level stretch runs from the summit to Lake Arrowhead, where the barometer registers 5000 feet. From Arrowhead to Big Bear, several grades are encountered where low gear is necessary. It is harder to travel from Big Bear to Arrowhead than it is in the opposite direction, for the grades are steeper and the road is rough in spots, making traction difficult.

From Big Bear to Redlands, the down trip is again easier than the up trip. Dust is getting heavy on the sun-baked slopes of Clark's grade, and ceaseless travel keeps it stirred up. Chuckholes become filled with fine dust that flows like water, seeking its level and splashing when the car wheels hit it. This causes motorists who are not looking for this condition to get jolted unmercifully.

No one need fear the trip who will use a few precautions: See that your brakes are in good shape before starting; use the motor for all down grades, either second or low gear according to the pitch; don't force your motor to "lug" on up-grades—the gears were made to use. Take your time, blow your horn and keep to the right.

UP HILL PSYCHOLOGY

Psychology plays such an important part in hill climbing that a driver can often get over a particularly steep portion of a hill by not watching the road so closely. His speed, being very much reduced, precludes the possibility of danger from not closely watching. By looking over the side of the car and straight down at the road surface the effect is the same as driving on the level—and it helps the driver to operate the machine correctly without registering his fear on the accelerator. It is a well-known fact that if a driver has managed to climb a particularly steep hill in "high," any hill, if only a little less steep, will be unusually easy for him to tackle. It is the mental attitude more than the actual grade that helps him to do the right thing, and thus give the motor every chance.
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FOR UPHOLSTERY OR CURTAINS

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You Are Reading This; Why Would Not a Prospective Customer?

DO YOU ENJOY ANGLING FOR BASS?

(Continued from page 5)

mountains are at their prettiest and the spots that are passed through by one who takes this trip are second to none in the country. Permits for fishing in this reservoir camping spots all the way. During this time of the year the hills and must be secured from the keeper of the dam, Henry de Ford, which costs 50 cents a day per person and \$1.50 for boat. Any moving lure brings results in this lake. In the evening a bucktail or a dark fly tied to a No. 4 hook is best.

Morena dam is reached eastward via Descano and Buckman Springs leaving San Diego via Broadway to Fourth, to University, following the highway to Imperial valley, which is paved for a distance of 35 miles, after which the road for the remainder of the distance is decomposed granite and is in remarkable measure as it offers excellent fishing as well as remarkable scenery, while there are beautiful

able condition to Buckman Springs. Take right hand road marked "Camp" for four and one-tenth miles, taking right-hand road to Morena. From the turn-off to the lake is about six miles. There are probably more bass in Morena than in any other body of water in the world.

The limit of bass is 25 and it is not at all unusual for an angler to secure this number inside of an hour and a half. Permits must be secured from the dealer and cost \$1 per person per day, with \$2 per day for boats. The camp site is ideal and sanitary with water piped to every camp. Any moving lure is good here but live crawfish, secured at San Diego, are especially good.

The Murray dam is the closest to San Diego and is also the smallest. To reach this dam proceed as follows: Leave San Diego on Broadway to Fourth street; take right hand turn at University avenue, which is the Imperial valley highway. Roll over a point nine and one-half miles to a point nine, then take left hand turn over a good dirt road for about two miles. Get a permit and boat from the keeper for which a charge of 50 cents a day per person and \$1.50 per day for boat is made. A bucktail fly or Lord Baltimore fished well will always bring results, especially in the evening.

*So, Mr. Angler, there is no need

CHEVROLET MAKES REMARKABLE RECORD

Driving a 1923 Chevrolet roadster, W. B. McLaughlin, 119 South Adams street, Glendale, has just returned from a three weeks' trip to Crater lake. To make the jaunt to the lake consumed five days, while six days were taken for the return. The distance between Glendale and the lake is 2700 miles, and this was made at an average mileage of 27 1/2 miles to the gallon of gasoline. During one day travel an average of 31 miles per gallon was made. No trouble was experienced on the trip—not even a puncture.

C. L. Smith, Chevrolet dealer, corner Colorado and Orange, Glendale, present this as an excellent sample of what a "Chevie" will do. This is just one of the daily reports handed to him by enthusiastic owners of this make of car.

to sit with folded hands. Bass fish has its thrill, just as has fishing for the wary trout, and when it comes to eating—well, there is far more to a bass than there is to a trout, and some folks say that black bass is the finest tasting fish in the world.

LAYING OUT THE WORK

Very few holes can be drilled at random, so it follows that starting a drill in the right place is next in importance to having it properly ground. Holes may be started—located in four ways; by a center punch mark to guide the point of the drill; by a scribed circle which has a center punch mark for its center; by guiding the drill through a bushing of hardened steel such as those used in fixtures for drilling, and by being guided by a hole in an external piece. An example of the latter case which frequently arises is the drilling of oil holes in bushings which are pressed in position, in which case the hole in the part surrounding the bushing is used as a guide for the drill.

To lay out holes, all that is needed is a steel square, a sharp steel scribe, a pair of machinists' dividers and a steel scale for obtaining the measurements. The first essential is to prepare the surface so that the marks will be easily visible to the eye. On rough surfaces chalk may be rubbed on the surface to be marked and then smoothed down with the fingers, leaving a coating on which the lines will be visible. Chalk does not readily adhere to smooth, clean surfaces and it is better to use a solution of the following:

- 1 ounce copper sulphate,
- 4 ounces of water,
- 1 teaspoon of nitric acid.

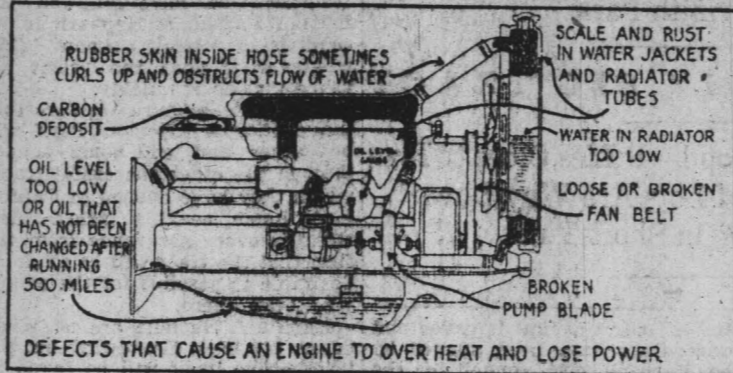
This should be applied to the surface to be marked with a brush or a piece of waste, leaving a copper coated surface that will show distinctly the fine lines drawn with the dividers or the scribe.—Automobile Digest.

Engine Noises
A motorist should listen carefully for any change in the noise made by the engine while running. Any tap or squeak means a loose part or lack of lubrication. If neglected, serious results will follow.

THE TROUBLE SHOOTER GIVES TIMELY TIPS FOR TOURING

By E. H. SCOTT

What Makes the Engine Overheat and Run Hot



Overheating is a common complaint, but fortunately is a trouble that can generally be remedied very easily. There are a number of defects that can cause overheating, but a systematic inspection and examination will soon reveal which particular one is causing the trouble.

The illustration above will show you the most important points to watch. If a radiator has not been flushed and cleaned out for some time the sediment and scale that forms inside the tubes and water jackets may be obstructing the free circulation of the water. To remove this deposit, first drain off the water in the radiator to see how many gallons it holds, then add one pound of common washing soda for every gallon of water. Pour this mixture into the radiator, then let the engine run for a few hours. Draw off the dirty water and remove the bottom water connection, then take a hose with a good pressure behind it and let the water run through until it comes out clear and clean. If there is any mud between the fins or cells of the radiator, remove it by squirting water through from the rear. Be careful in doing this that you do not wet any of the ignition units. Cover them up.

If the hose connections are very old, the rubber covering inside the hose may have peeled and curled up, so obstructing the flow of the water. Fit new hose if the present hose appears to be perished or old.

Examine the level of the oil in the crank case. If it is very low, the engine will not only overheat, but will knock badly as well. How long is it since you changed the oil in the crank case and supplied it with fresh oil? If you have not had the crank cases drained during the last 1,000 or 1,500 miles, it is quite possible that here is the cause of your trouble. After 500 miles running, the oil is diluted very heavily with the gasoline that finds its way into the crank case, and destroys the lubricating properties of the oil. When this dilution gets very bad, the engine starts to heat up because the oil has not sufficient body to lubricate the engine properly.

Examine to see that the Fan Belt is not broken or too loose. The belt should be adjusted so that you can just pull it over the pulley with two fingers. Be careful you do not adjust too tightly, as this throws a strain on the bearing, causes it to wear very rapidly, and at the same time will cause the belt to stretch and break. If this is your first car, you may not know that if you run for any great distance with the Spark Lever retarded, the engine will overheat. Always drive with the spark lever advanced as far as possible. You can generally keep it fully advanced at speeds of 20 miles an hour and over, and only require to retard it slightly when you slow down or when climbing a hill and the engine is pulling hard.

If you have been running with the spark lever in the correct position, lift up the hood, then have some one move the spark lever up and down while you observe the Distributor head, to see that it moves when the spark lever is moved. Sometimes the connections become loose or disconnected, then the distributor does not move at all when you move the spark lever, with the result that you are running all the time with a retarded spark. This will not only cause the engine to overheat, but will also considerably reduce the power and pep of the engine.

If you find that the engine knocks badly when you advance the spark lever and stops when you retard it, it is a fairly certain indication, especially if the engine shows signs of overheating, that there is a considerable amount of carbon deposit in the cylinders which must be removed.

Carbon deposit is probably the commonest cause of overheating. This trouble is caused by leaky piston rings, too much oil in the crank case, poor grade of oil or an unsuitable oil, diluted oil, or Carburetor mixture too rich. The Carbon deposit can be removed by taking off the cylinder head and scraping it out, or it can be burned out with the oxygen process. If you have it removed by the oxygen process, have it done by an experienced man, as if this operation is unskillfully performed, you are liable to have the pistons burned or warped. The best method is to scrape the carbon out.

A Carburetor that is adjusted to deliver a mixture that is either very rich or very lean will cause overheating, especially if you are driving with a heavy load in hilly or sandy country. Instructions showing how the Carburetor should be adjusted will be given in an early article.

Always keep the Radiator filled with water and clean it out two or three times a year; drain the old oil out of the crank case every 500 miles, then use a GOOD grade of oil; watch the Fan Belt to see that it is always kept properly adjusted; run with the Spark Lever advanced as far as possible at all times, and you will not only prevent overheating, but your car will run better and give you longer service and less trouble.

NEXT WEEK—HOW TO FOCUS THE HEADLIGHTS TO PREVENT GLARE AND GIVE GOOD ILLUMINATION ON THE ROAD

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TRACING ENGINE NOISES

There are several methods of tracing engine noises. However, the most positive method is by the use of what is termed a listening rod or stethoscope. A long, wooden-handled screw driver forms a good listening rod, or one may be made from a telephone receiver and a piece of three-eighths round steel bar. The metal end is placed against the cylinder or crankcase wall, and the other end to the ear. It will be necessary to try various locations until you come in close proximity of the noise, when it can be heard very distinctly. Detecting the noise is quite simple; however, its actual location is a problem that it not easily settled. The stethoscope consists of a piece of hard rubber connected by rubber tubes to the observer's ears. The hard rubber end is placed over the engine, the noise observed increasing as its location is approached. Only those sounds that are produced in the immediate vicinity of the point at which the instrument is applied are heard through it. To determine whether noise really exists, the engine can be run idle at various speeds, or the car driven over a smooth, isolated road. The isolation provides quiet surroundings, while the smooth pavement excludes all knocks and rattles of the chassis and body parts.—Automobile Digest.

Overworked Rear Tires
Old tires should be shifted from the rear to the front, because, of the total power of the motor in an automobile, more than 80 per cent is transmitted to the rear tires, to be expended in pushing the car against the wind, up hill, and against other resistances.

A Speedometer Test
When the speedometer is suspected of registering the wrong mileage, drive the car alongside another one, and compare speeds. The results may be interesting.

SPARE THE TIRES

Look over the spare tires occasionally; they may be rubbing against each other, or otherwise going to gradual ruin. Cover them with something, tire palut or a tire cover. After prolonged wet spells, remove the covers and let the tires dry out for a day.

Don't bump into the garage wall each night just because the spares act as bumpers. Nothing improves with abuse. Finally, don't forget to put air in the spares when pumping up the tires in service. They need air just as regularly as the rest. It might cost you some money to roll home on an underinflated spare.

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RULING TO REMEMBER

When you have been unfairly charged by an officer for failure to have your operator's license with you, and provided such failure to comply with the law was an unfortunate accident on your part it is well to recall a decision recently handed down by a Washington traffic court judge relating to a similar case. If your car was not moving at the time the officer raises the point the arrest is illegal. This gives the motorist a chance to go and get his license or hire a driver to take him home, or to his destination, so that he complies with the law.

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OVER A ROUGH ROAD

The best time to use the hand throttle instead of the accelerator is when running over a rough road. The control from the hand throttle is so gradual that the surface of the road does not occasion periodic racing of the engine, as is the case when the foot bounces on the accelerator pedal.

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OAKLAND VICTORY SINGLE 8 PACKARD SHOWS REAL AUTO WORKS WELL ON HILL

The recent victory of the Oakland in the San Diego-to-El Centro and return economy run has caused a lot of talk among those interested in the economical operation of a motor car and more securely establishes the Oakland as the rightful wearer of the economy championship belt.

"The Oakland is the only car to ever chalk up two sweepstakes victories in succession in the annual Yosemite economy run, and it has already established this precedent by winning the first two San Diego to El Centro economy runs," says Thomas E. Ricketts, 319 West Colorado street, local dealer.

In San Diego, just prior to the last big run, the papers there came out in big headlines declaring that the Oakland entry would no doubt repeat its victory of 1922.

"Starting at sea level, the car must climb upwards of 4,000 feet, with the heat becoming greater as each mile is covered, and then drop down into a veritable furnace until it reaches an elevation of 49 feet below sea level and a temperature of 112 degrees.

"Changes in elevation and weather conditions work a hardship on motor efficiency, yet the Oakland functioned 100 per cent effectively throughout the 247 mile run and used but one pint of water and no oil. This is a much more remarkable accomplishment than is at first apparent, because under the terrific heat of the run across the desert more cars would heat up and consume copious amounts of water and lubricating oil in their efforts to keep cool enough to operate.

"The reports that come to us from almost every owner of the Oakland car for 1922 and 1923 is that these cars are marvels of economy and efficiency. Seldom do we hear of anyone getting less than twenty miles on a gallon of gasoline in traveling around town and many tell us that they exceed twenty-five miles per gallon. While twenty-five miles on a gallon is far less than 35.29 miles, people should not expect to get the latter, as it is made in a special test under unusual conditions, but they should consider that it is more miles per gallon than any other car could do in that event and that every Oakland Six can duplicate it if it is prepared properly for such a test, and this preparation includes only the tuning up of the motor and the adjusting of the bearings, brakes and ignition."

DOOR BUMPER

After long usage the bumpers against which the doors close, and which hold the doors fast when they are closed, lose their form and no longer prevent a shaking action between the doors and their jams. The disagreeable rattling action which is then set up can be overcome by replacing the worn bumper with sections from an old casing.—Automobile Digest.

Overpriming at Fault
When struggling with a balky engine, do not overprime. The usual tendency is to pull out the dash adjustment and to put "gas" into the priming cups. Many times the mixture is too rich to fire. Leave the compression cocks open and spin the engine with the starter. This will thin down the mixture and will probably start the motor.

Slow speed pulling on a hill in high gear is the severest test that can be given a car for carburetion and for crank-shaft rigidity, according to the manager of the Dixie Packard company, 510 East Broadway, local agent for the Packard.

To call on a car for a three-mile an hour speed with a full load while on a six or seven per cent grade is to give the utmost test that can be asked for in these two important respects.

"The new Packard single eight shows many remarkable qualities in demonstrating, but none more impressive to the experienced motorist than its uncanny flexibility on a hill," states this manager. The single eight will throttle down to a three-mile gait on a 6 per cent grade with a full load in the car.

It is perfectly evident that extreme slow speed on such a pull as this will at once reveal any inequality in the distribution of the gases to the cylinders, while any "whizz" or vibration of the crankshaft would be very apparent. It is very impressive to see the way

the single eight meets this test in smooth and effortless fashion, and equally remarkable is the way the car will instantly pick up speed on such a pull when spark and throttle are advanced.

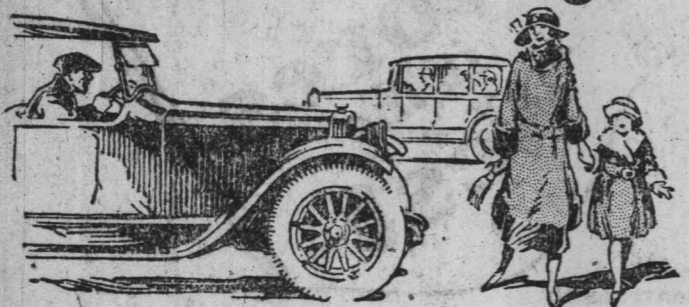
The nine bearings that support the single eight crankshaft are responsible for the complete rigidity it shows in such a test. The perfect carburetion was made possible by the unique firing order developed for the single eight by Col. J. G. Vincent, and the firing order was made possible by the new design of the single eight crankshaft. Though 350 pounds lighter than the twin six Packard motor, the single eight develops about 10 per cent more horsepower and these two factors contribute not a little to the excellent performance the car is capable of.

Carburetor Efficiency
The correct mixture in the carburetor is noted when the engine runs without choking, popping or missing in the lowest possible speed or the highest possible speed, or at any speed between these two extremes. The color of the exhaust flame should be a faint blue or purple.

STRIKING CONTRAST IN FALL COATS

New coats for fall are of black velvet or black cloth and are delightfully trimmed with red fox. The contrast between the fur and the material is most striking.

GOOD BRAKES A Safer City



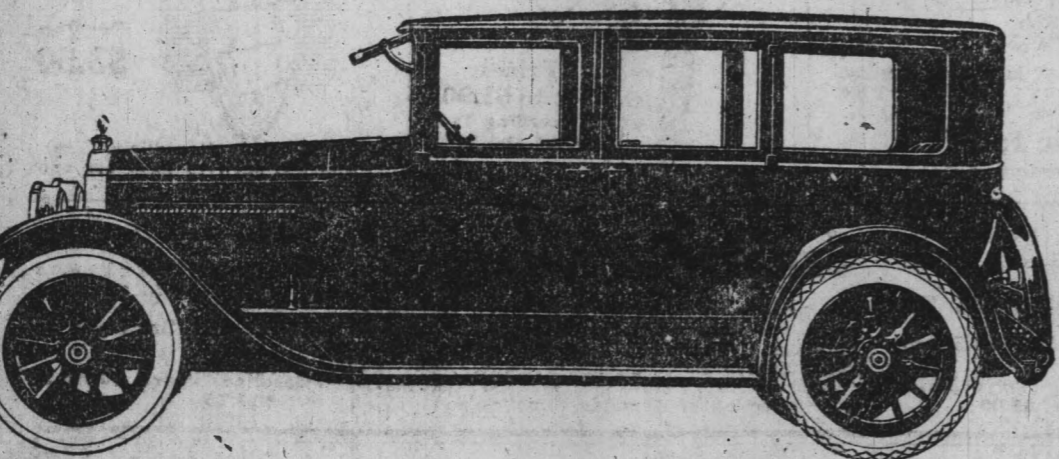
Good brakes become the greatest factor of safety for the owner. Bad brakes are a menacing danger to the public. Most motor accidents are traceable to the difficulty of obtaining dependable brake service.

We are brake experts with an organization that has made a study of brakes and brake repair. Our specialized knowledge, plus modern brake service equipment, enables us to adjust your brakes, or renew the lining—WHILE YOU WAIT.

There is no charge for inspection. Only the highest grade of brake lining used—Raybestos, guaranteed to wear one year.

Leave Your Car at Our Place While Shopping, at the Matinee or Office It will be Ready When you Want it

PARKER & BLACK
113 WEST HARVARD ST.
Phone Glendale 2949



Why fool yourself and family by purchasing any car other than the World's Recognized Best?

The Single Eight, and Single Six Packard offer an ideal combination of superfine motoring, real economy of investment and operation, and that pride of ownership which only a Packard can give.

Furnished in Twenty-one Popular Body Types, Open and Enclosed

Let Us Demonstrate to You the Superior Qualities of the Packard.



510 East Broadway Phone Glendale 3388

"ASK THE MAN WHO OWNS ONE"

HUDSON COACH \$1450

Freight and Tax Extra
On the Finest Super-Six Chassis Ever Built

ESSEX COACH \$1145

Freight and Tax Extra
European Exports Call Its Chassis Greatest of Its Size

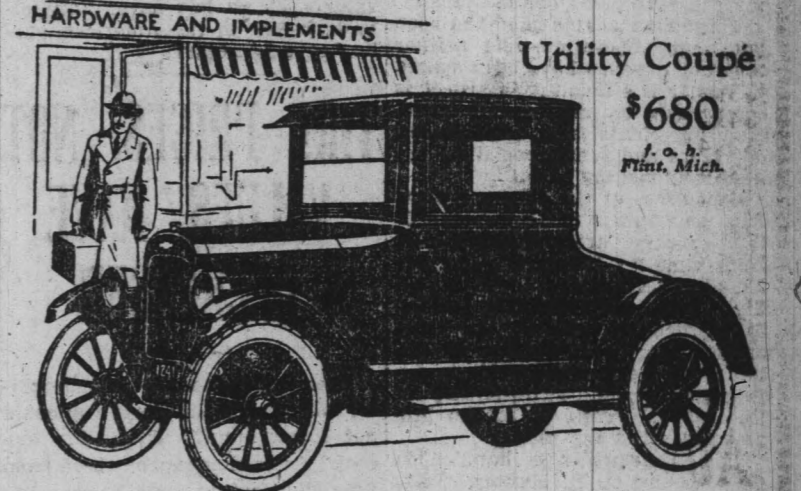
50,000 Coaches in Service

These are the lowest prices at which these cars have ever been sold. They make both Hudson and Essex the most outstanding values in the world.

HUDSON PRICES
Speedster \$1375
7-Passenger Phaeton \$1425
Coach \$1450
Sedan \$1995
Freight and Tax Extra

ESSEX PRICES
Touring \$1025
Cabriolet \$1145
Coach \$1145

KELLEY MOTOR CO.
Phone Glendale 837
230 North Brand Blvd. Glendale



The Practical Man's Car

for Economical Transportation
CHEVROLET

The quick success of the Chevrolet Utility Coupé has proved how accurately its designers gauged the transportation requirements of the average busy man.

This fully equipped, modern car combines day-by-day reliability, remarkably low operating costs and the lowest price asked for a high-grade closed car.

The mammoth rear compartment is especially attractive to the man who is always moving tools, sample cases, repair parts for farm machinery, and luggage of all sorts. We will be glad to show you its exceptional engineering features.

Prices f. o. b. Flint, Mich.

Two-Pass. Roadster	\$510	Five-Pass. Sedan	\$660
Five-Pass. Touring	\$525	Light Delivery	\$510
Two-Pass. Utility Coupé	\$489	Commercial Chassis	\$225
Four-Pass. Sedanette	\$550	Utility Express Truck Chassis	\$750

C. L. SMITH
DEALER
Cor. Colorado and Orange Sts. Phone Glen. 2443

MANY OLD-TIME PRICE REDUCTIONS EDGEMONT PARK PROVES OLDS STILL BRINGS MANY INQUIRIES POPULAR WITH BUILDERS WHO KNOW GENUINE VALUE

As one speeds along the smooth highways of the country, noticing the hundreds of up-to-date cars that pass, they give very little thought to the millions of cars made before the present date, and seldom think what their fate has been. Occasionally, however, one sees one of the real old models, and they sometimes wonder what the owners of some of these older cars do when they need service parts.

It is surprising what an influence a price reduction on a motor car has on the motor car buying public," says Lyman P. Clark of the Glendale Motor Car Company, 124 West Colorado street, Chalmers and Maxwell dealers.

Beautiful Subdivision, Which Is Proving Veritable Whirlwind, Lies at the Foot of the Charming Hills of Griffith Park

100 ACRES, 427 LOTS IN BIG TRACT

Transportation to Tract Is Good—It Lies Close to Five Thriving Cities—Prices of Lots Are Way Down—Increase to Come in Short Time

There are 100 acres of fertile land in the Edgemont tract recently opened by Hamlin & Hepburn, 203 West Broadway. These comprise 427 inviting lots for home builders. And the beauty of most of these is that they are income property where the crops of walnuts or alfalfa, already in, will help with the payments. If the lots are paid for outright, the returns from them will keep up taxes and provide a nice little income, besides adding greatly to their resale value.

Soon little white homes will be nestling like emerald surrounded jewels in the green groves and alfalfa patches. And metaphorically it might be said that they are in a golden setting, taking into consideration the bright California sunshine, the joy of poets, painters, residents and real estate men. Each little home will have room for a back yard garden of fresh vegetables, and the fertile soil will give life and beauty to lovely flower beds and borders, set out in green lawns. For those who have visions of little farm homes, there is every opportunity to start a small chicken ranch or a rabbit farm.

There are few automobile concerns whose production dates back a quarter of a century or even a decade, but the Olds Motor Works, whose production dates back for that length of time, realizes the value of service on its older models and a short time ago, in order to better serve the needs of the past models, installed an entirely new machine shop for the production of an economical basis of parts for the earlier cars. This machine shop is thoroughly equipped with machines of almost any type necessary to adapt to the making of diversified parts. The service department often finds it necessary, even to the surprise of the executives, to make parts for cars which were manufactured during the early days of the industry.

This new machine shop has been put into operation, and neither time nor expense have been spared to render it efficient. In size it is comparable to many small manufacturing plants, and experienced operators and some specialists are kept busy making parts.

Executives of the company state that distributors in all sections of the country are receiving calls from time to time for parts for old models whose owners still drive these cars. This, it is said, is particularly true of the more remote rural communities of the south and west, where pride in appearance, made by ownership of late model cars, is not so pronounced as in the cities.

The Oldsmobile is handled in Glendale by C. H. Hunter, 208-10 West Broadway, who is always willing to "show" the prospective automobile owner.

TIRE PRICES, NOT VALUES, HAVE DECREASED

"Remember the days of the quarter haircut and the shave you could get for a dime? Today the tonorial artist charges anywhere from four and six bits for a haircut and at least two bits just to remove a day's growth from your chin. The good old days are gone forever."

The speaker, the local manager of the Auto Tire company, 143 South Brand was talking with a reporter on the subject of present-day tire values.

"But the car owner can still find a lot of satisfaction in the fact that tire prices have consistently declined rather than soared skyward, and in case of Goodyear tires, at least, have been kept below the average price level for all commodities.

"Twelve years ago," said this manager, "the car owner paid approximately twice as much for his tires as he pays today. And the quality then was far below present levels. Today, however, tire values are 37 per cent lower than in 1920. And in the face of these low levels in price they are better in quality than ever before—in performance, reliability and freedom from trouble."

SIGNIFICANT FACTS

For the wisecrack who says that the automobile is putting the railroads out of commission, it is well to have on the tip of your tongue the fact that the shipping of automobiles last year required the services of 522,000 freight cars; 1,110,107 carloads of refined petroleum were shipped; and every time a few hundred more cars are sold it requires more freight cars to handle the long hauls.

A Beauty Hint To avoid scratching the surface of a car, great care should be exercised, because a coat of varnish takes several months to harden properly. The habit of dusting a car with a cloth will spoil the finish, as the material picks up the dust and grinds it into the varnish.

Cylinder Compression The compression of a car should be carefully watched by occasionally squirting oil around spark plugs, valve caps and relief valves, as well as around the gasket of the removable head. Leakage at these places may seem small, but in the aggregate it means serious loss of power.

OWNER MUST PAY TO GET QUALITY

When you want shoes or clothes you don't go to a store and tell them you want the cheapest, but you demand a certain standard quality and pay the price, in some instances several times the amount for which you could purchase the cheaper article, because you know there is no economy in buying cheap, shoddy, wearing apparel.

However, it is the general practice to accept the cheapest when it comes to the extremely important work of plastering your house. If you should buy a cheap pair of shoes you could throw them away and the loss would not be very great, but if you get a cheap and consequently inferior, plastering job it is with you for all time to come and next to impossible to repair satisfactorily and get lasting results.

There is no particular cleverness in buying the cheapest goods. Anybody can do that. The real buying shrewdness is in buying the goods that will insure permanent satisfaction. That is real, honest to goodness buying ability.

PARKER & BLACK INSTALLS NEW MACHINERY

The very latest type of automobile brake adjusting and lining replacing machinery has been installed by the firm of Parker & Black, 113 West Harvard street, who have been appointed the official Rabestos service station in Glendale. In fact, this new machinery permits these boys to give the motorist "a factory job" in everything that pertains to brakes. They know the brake business just as good as they do battery work, being the local Exide agents, which means that everything they turn out will be strictly up to the minute.

When speaking of brake adjustment this week, Mr. Parker said: "When brakes are in use, even the finest grade of brake lining will wear. If ordinary lining is used it quickly disintegrates. In any case, there is a certain amount of wear to be compensated for, depending upon quality of the brake lining. This can only be taken care of by adjusting the brake bands.

"I have seen brake lining removed after 1125 miles of service. The ends were worn ragged and thin, while the center retained its original thickness. Only the ends of the lining were in actual use. They did all the work. The center scarcely touched the drum.

"Twenty-five per cent of total braking surface functioned with the result that the brakes would not hold the car even at moderate speed. The owner had to have the brakes relined. There was expense for new lining, labor and time, not to mention inconvenience. These brakes were never in condition to protect life and property.

A simple adjustment would have corrected the trouble."

WESTERN AUTO MAN GIVES ADVICE

Valve stems usually become coated with grit and carbon, which frequently causes them to stick in their guides. In grinding valves this can be eliminated by wrapping a piece of fine emery cloth around the stem and polishing it. The head of the valve can be held in the vise jaws by means of two soft blocks of wood, which will prevent distorting the head. Never clamp the valve head in the vise jaws without interposing some soft substance between it and the jaws, as the valve can be easily damaged when in direct contact with the hard jaws of the vise.

This advice is presented by the manager of the local branch of the Western Auto Supply company, 205-7 South Brand boulevard.

According to a bill which the governor of Pennsylvania signed recently, that state will shortly be able to boast of the first Industrial State Highway, the fore-runner of a highway system that will recognize the fact that there is no economy or safety in making one highway serve the needs of both commercial and passenger car traffic. (Copyright, 1922, by the Ullman Feature Service.)

90-foot street. Edgemont boulevard, which will carry the traffic from the Riverside drive into the Upper San Fernando valley.

These prices are quoted for the benefit of the local buyers who are urged to take advantage of the opportunity to get a part of this desirable property, on the ground floor. After the local investors have taken in all they can hold, there will no doubt be a change in the offer as the improvements go in and the homes are erected.

Those who have followed the firm of Hamlin & Hepburn in its subdivision work know that wherever it goes the prices advance and do it quickly.

Hamlin & Hepburn are sure that the profits in Edgemont Park will be larger and will come sooner than in the other successful tracts which they have opened to California's home seeking army. And there is every assurance from the firm that the tract will be made as desirable as possible for the people who locate there.

Hamlin & Hepburn are established at 205 West Broadway, but the tract office itself will be found at the corner of Olive and Catalina avenues.

VERDUGO KNOLLS

Among the attractive homes recently completed here by the Verdugo Knolls Building Co. of Los Angeles is the home of Herbert Batty of Los Angeles. Mr. Batty expects to take possession of his home some time this month. Another home under construction is for Mrs. Louise Emerson of Pasadena. Mrs. Emerson's home will be completed early in October.

Mr. and Mrs. Robert Randall left Monday for a two weeks' stay in San Francisco.

Mr. and Mrs. T. S. Minford returned to their home here after an absence of several weeks. Mr. and Mrs. Minford motored to San Francisco early in August, later visiting some of the local beaches.

Dr. Austin Byles of Los Angeles purchased a lot here recently and is planning to improve same with a home.

Mrs. T. B. Nichols and children are home after a delightful summer at Hermosa Beach.

MONTROSE NOTES

Mr. and Mrs. H. L. Persons were hosts to a group of friends at the Hollywood Bowl last Thursday evening. Their guests included: Mr. and Mrs. F. H. Anderson, Mr. and Mrs. C. A. Haskins and children, Mr. and Mrs. M. S. Collins and son Stewart Collins, and Mr. and Mrs. Theo Belanger and children.

Mr. and Mrs. H. R. Trilt have sold their home here and will leave some time this month for their new home in Orange county. Mr. and Mrs. Trilt have a host of friends here and in La Crescenta who deeply regret their departure.

J. H. Meyer is erecting a building on Park avenue and Verdugo boulevard in which he will open a real estate office.

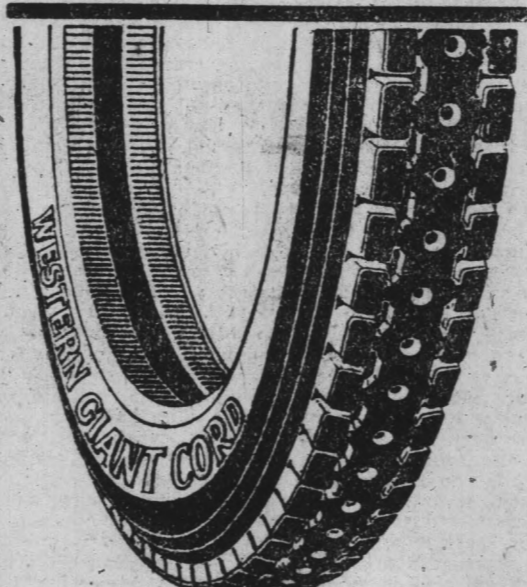
Frank B. Turner, formerly of the firm of Turner & Carson, realty dealers, has opened an office in La Canada on Michigan and Verdugo boulevards. Mr. Carson retaining the Montrose office, on Honolulu and Montrose avenues.

PENDROY WINS BIG CONTRACT

A. M. Yale, of the Yale General Construction Company at Harvard and Maryland, is very proud of the resources of Glendale in the way of house furnishings. He is giving publicity to the fact that Earl Pendroy of the Pendroy Dry Goods store, this city, was the successful bidder for the furnishings of ten apartments which Mr. Yale is building in Los Angeles, the list including carpets, furnishings, ranges, draperies, dishes, etc., in competition with Pasadena and Los Angeles merchants who placed bids.

Miss Winifred Jones, daughter of Mr. and Mrs. Mattison B. Jones, 737 Kennel road, is expected home from Catalina Island on Monday. On September 9, Mr. and Mrs. Jones will return to Catalina with Winifred, and they will all remain there to see the eclipse, returning home on the 11th.

The Quality is the same The Mileage is the same ~and yet we've announced REDUCED TIRE PRICES



—because of our tremendous buying power, lower production costs and a large, timely contract, we were able to make this announcement. We gladly pass on this enormous saving to the people—we are simply carrying out our policy of "More for Your Money."

30x3 1/2 Western Special \$9.75 Guaranteed 10,000 Miles CORDS

Table with 3 columns: Size, Roadgripper, Western Giant. Rows include 30x3 1/2, 32x3 1/2, 31x4, 32x4, 33x4, 34x4, 32x4 1/2, 34x4 1/2, 35x5.

(Ask for Prices on Other Sizes) 30x3 1/2 Cord WESTERN STANDARD (10,000-Mile Guarantee) \$11.90

FABRICS

Table with 3 columns: SIZE, NEBRASKA 6000 Miles, PHARIS 7000 Miles. Rows include 30x3, 30x3 1/2, 32x3 1/2, 31x4, 32x4, 33x4, 34x4.

At All "Western Auto" Stores

One-Week Special Safety Stop Signal

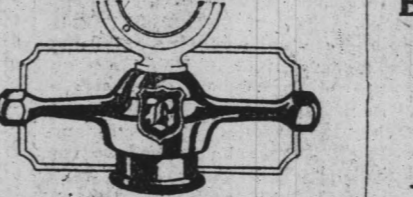


Why not protect your car and give the fellow behind a chance? This signal works automatically from the brake pedal and is a really effective traffic signal. A rare buy at these low prices. Black Enamel \$1.45 Nickel Rim \$1.75



—All Conveniently Located

Monogram Radiator Caps



Individualize your car with a monogram locking cap. Can be furnished with any letter desired. Screws on like an ordinary cap, but positively cannot be removed without a special key. Each \$3.85 to \$5.25. Depending upon make of car. Other caps—locking and plain—50c to \$3.85.

Genuine Boyce Moto-Meters

\$2.90 to \$12.75

Radiator Ornaments

—of Every Description

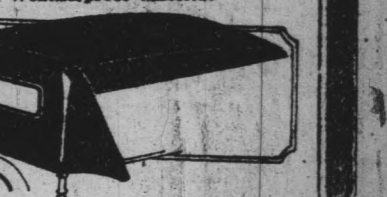
50c to \$4.95

Rear-View Mirrors

Interior and Exterior

85c to \$3.50

Deluxe Top Recover



The outfit consists of top cover and back curtain containing a large 6x14-inch bevel plate glass window and gray side wings, together with the necessary tape and tacks for attaching. New Dodge Touring \$12.50 For Maxwell Touring \$12.50 For Chevrolet Touring \$12.50 For Ford Touring \$12.50 For Ford Roadster \$12.50. Other models for Ford cars on list at \$2.50.

Brake Lining

For All Cars



"Never-Burn" is a high quality, wear-resisting lining. The price per foot is 25c to 75c According to size.

Fan Belts

Strong and durable, built to withstand long usage; ten kinds from which to choose.



Prices 30c to \$1.90 According to brand and car.

Macbeth Lens

A high-grade, well-known lens—it combines scientific construction and beauty. Note the vision on illustration—its color is green. The Macbeth Lens complies with the law requirements.



Per Pair \$3.50. Other Makes (Headlight Size) From 20c each to \$3.00 per pair.

Camping Equipment

- Auto Tents \$8.25, Electric Lanterns \$1.25 to \$2.15, Folding Skillets 65c, 75c and 90c, Folding Tables \$4.50 to \$10.00, Flash Lights 90c to \$3.75, Thermo-Jug \$5.00.

Folding Water Pails

\$1.15

Flat-Bottom Canteens

\$1.95 and \$2.15

Stoves and Grills

60c to \$3.85

Gasoline Stoves

\$6.50 to \$13.75

Again We Feature Our Ford Accessory Department



McKinnon Radiator For Fords

Same type of core as used on Buicks, Willys-Knights and other fine cars. Strong and rigid in construction, manufactured by one of the oldest and soundest radiator factories in the country. The price to fit 1917 to 1923 Fords, complete with shell and cap \$17.00. Radiator shell, Ford type, nickel-plated \$4.50.

In addition to the complete line of supplies for large cars, we carry in each store an assortment of accessories and replacement parts of special interest to Ford owners. The quality of our Ford parts is of the very highest and the prices are pleasing.



Universal Demountable Wheels

Fit all Ford rims, black wood finish and steel felloes, each \$4.75. Hayes or Kelsey Rims with the Universal wheels, each \$1.75. Hayes Disc Wheels (4 wheels, 5 rims) \$62.50.

Western Auto Supply Co. 205-207 SOUTH BRAND BOULEVARD. Includes logo and contact information.

PIANO EXCHANGE DOES BIG AUG. BUSINESS

Although August is rated as a dull business month, Frank E. Brown of the Piano Exchange, 112 West Broadway, states that he has had the biggest run of business since the exchange opened here. The increased sales show a growing demand for used pianos.

This same growth has been noted in the other piano exchanges all over the country. The Los Angeles office found their stock cleaned out almost as fast as they could bring it in from the warehouse.

Despite the volume of business, the local piano exchange is able to offer music lovers their choice of pianos or phonographs through their connection with the Los Angeles office. If the model that is being sought cannot be found on the floor here, Mr. Brown will call the warehouse in Los Angeles, where the instrument demanded will no doubt be located. The saving is usually at least fifty per cent.

If a piano is taken in that has been but slightly used, it is put through a first class shop, and all imperfections removed. Then it is put on display, and re-sold for about one-half the regular price. If it is an older model, the price is lowered accordingly.

Mr. Brown points out the fact that the Piano Exchange not only offers piano and phonograph bar-

COLES ENJOYING VACATION DAYS IN MIDDLE WEST

Rev. Clifford A. Cole, pastor of Central Christian church, who, accompanied by Mrs. Cole and their younger son, Connor, is spending a month's vacation in Kansas and Colorado, writes members of his congregation that all are having a wonderful time. On Sunday, August 19, Rev. Cole preached in the Christian church at Abilene, Kan., where he had his first pastorate, he staying there seven years. That day it was announced at all the Protestant churches in Abilene that he would preach the next Sunday in the little old Presbyterian church at Derby, Kansas, his birthplace. He had attended that church in his boyhood and early youth. When the day came all the other churches in the town dismissed their services and a big union meeting was held. Scores of the old neighbors were present to greet him. The past week was spent in Wichita, which was his home after the family left Derby. On Monday the Coles go to Colorado Springs, Colo., to attend the national convention of Christian churches. Rev. Cole is a member of the committee on recommendations, the most important of all.

gains all the time, but puts out the same inducements on terms, guarantees and service after delivery as do other piano merchants. Mr. Brown is unable to account for the big business this month in any way except that it denotes the general growing demand for used musical instruments.

Glendale Church Services

FIRST LUTHERAN "The Friendly Church"
Dr. H. C. Funk, Pastor
Services will be conducted at the hall of the Chamber of Commerce or Citizen's Building, Sunday morning at 11 o'clock. Dr. Funk will speak on "The Abiding Presence of Christ." Enrollment for the Bible school at 10:45 a. m.; all scholars to attend the morning service.

The titling up of the Church Annex on the new location, 233 South Kentwood, near Colorado, will require a number of weeks and services will be held at the hall of the Citizen's Building.

CONGREGATIONAL
North Central and West Wilson
Rev. C. M. Calderwood, Pastor
Howard Edward Cavanah, Director of Music
9:45—Church school. Oscar E. Von Oven, superintendent.
11:00—Morning worship with sermon by Rev. C. M. Calderwood. The Sacrament of the Lord's Supper will be administered. Mr. A. R. Chappell will preside at the organ in the absence of Miss Lilla Litch.

CONCORDIA EVAN. LUTHERAN (Missouri Synod)
Rev. Henry O. Kringel, Pastor
Res., 414 North Maryland Avenue
Divine services will be conducted, beginning at 10 a. m., on corner Isabel and East California avenue.
Rev. Kringel will deliver a sermon on "True Prayer," basing his words on John 16, 23-30. The Gospel lesson will be taken from Luke 17, 11-19: "The Ten Lepers."
The public is cordially invited to attend all Lutheran services. Bring your friends!

CHURCH OF DIVINE REALIZATION (New Thought Center)
Tuesday Afternoon Clubhouse
After a vacation during the month of August the Church of Divine Realization will resume its services Sunday morning at 11 a. m., in the Banquet Hall of the Tuesday Afternoon clubhouse. Visitors are cordially invited to attend.

TROPICO-PRESBYTERIAN
Central Avenue and Laurel Street
At the morning service Dr. Winward, pastor, will speak on the topic, "Watching at the Cross," and at the evening service "Our Likes and Our Dislikes." Sunday school at 9:45 and Y. P. S. C. E. one hour before the evening service.

GOSPEL TABERNACLE (Christian and Missionary Alliance)
Rev. C. H. Chrisman, Pastor
Louise and Chestnut
9:30—Two full-Gospel Bible classes for men and women.
11:00—Sermon: "Enoch—He Walked With God—He Worked With God—He Went With God."
6:30—Young people's meetings.
7:30—Sermon: "The Synagogue of Satan." The following questions will be answered:
1. Is Satan a Person?
2. Where Did He Come From?
3. Has He a Gospel?
4. Who Preaches For Him?
5. What is He Doing Now?

GLENDALE PRESBYTERIAN "The Church of the Lighted Cross"
Broadway at Cedar
Rev. W. E. Edmonds, Pastor
Rev. Louis Tinning, Assistant Pastor
Morning worship 11 a. m. Sermon by the assistant pastor, Rev. Louis Tinning. Subject, "The Ointment Poured Forth."
Organ recital 7:15 p. m. Public worship 7:30 p. m. Sermon subject, "The Lure of the Cross."
Men's Bible class meets in the City Hall at 9:30 a. m. and is taught by Keith L. Brooks. Visitors and strangers welcomed.
Bible school 9:30 a. m., H. L. Fin-

lay, superintendent. Classes for all ages.
Christian Endeavor meetings at 3, 6 and 8:15 p. m.
Prayer and praise service Wednesday evening at 7:30. Subject, "How Prayer Changes Things." Social half hour follows.
The public are cordially welcomed at all these services.
Music for Sunday
Morning: Mrs. H. D. Schroeder, substitute organist. Prelude, "Pastorale" (Demaree); quartet, "The King of Glory" (Coleridge-Taylor); Miss Elizabeth Mottern, soprano; Mrs. F. N. Arnold, contralto; Mr. J. Malcomson Huddy, tenor; Mr. Norman W. Kelek, bass. Response, "The Soul That Clings to Thee" (Balliste-Bird); soprano solo, "My Redeemer and My Lord" (Buck); Miss Mottern; postlude, "Gothic March" (Salome).
Evening: Organ recital: (a) "At Evening" (D'Evry); (b) "Canzonetta" (Lynes); (c) "Reverie" (Callender); quartet, "Rejoice in the Lord" (Wilson); contralto solo, "Look Up, O Heart" (Del Riego); Mrs. Arnold; offertory, "Abendlied" (Schumann); quartet, "In Heavenly Love Abiding" (Von Berge); postlude (Spence).

MAJORS HONORED AT GOODBY PARTY
Mr. and Mrs. Glenn B. Porter of Salem street entertained with an enjoyable farewell party Thursday evening in honor of Mr. and Mrs. Major who are returning to their home in Topeka, Kansas, after residing in Glendale for three years. About forty guests, most of them church friends of the Majors, gathered in the prettily decorated home of the Porters, to wish Mr. and Mrs. Major a pleasant trip.
Various amusing stunts and games were introduced, one of which the guests took turns testing their memory by repeating the list of fanciful contents of imaginary trunks to be used by the Majors on their trip east. It was particularly noted that these contents included the love and good wishes of many Glendale friends.
Mrs. J. Rhea Baker, speaking for

will occupy the pulpit.
Music for the Morning
Prelude, "Festiva Fantasia" (Yehlich); anthem, "Hark, Hark My Soul" (Shelly); offertory, solo, "It Was For Me" (Blount), by Mr. J. B. Clarke; postlude, "Jubilate Amen" (Kintner).
Evening
Prelude, "Melody in C" (Hanforth); anthem, "There's a Friend in the Homeland" (Havens); offertory, solo, "The Good Shepherd" (Van de Water); song by M. E. C. Quartet, "Though Your Sins Be As Scarlet"; postlude, "March Champet" (Boex).

BROADWAY METHODIST
610 East Broadway
Rev. L. J. Minkah, Pastor
J. N. McGills, Superintendent
9:45—Sunday school.
11:00—Sermon, by the pastor. Subject: "Jesus, Our Burden Bearer."

FIRST METHODIST EPISCOPAL
"With Jesus in the Desert—At Rest." will be Dr. Rasmus subject for the morning sermon.
In the evening Rev. E. G. Claycomb

those assembled, presented Mr. and Mrs. Major with a volume of selected readings, a small reminder of the friendly thoughts of their Glendale associates.
Mrs. Majors responded gracefully on receiving the gift and stated her appreciation for the sentiments its presentation expressed.
After refreshments were served the good-byes were said with regrets mingled with the good wishes for a safe journey. God speed and hopes for a speedy return to Glendale friends.

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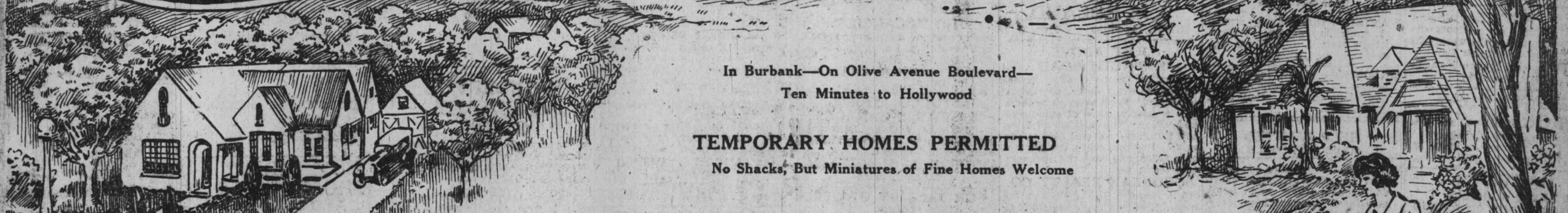
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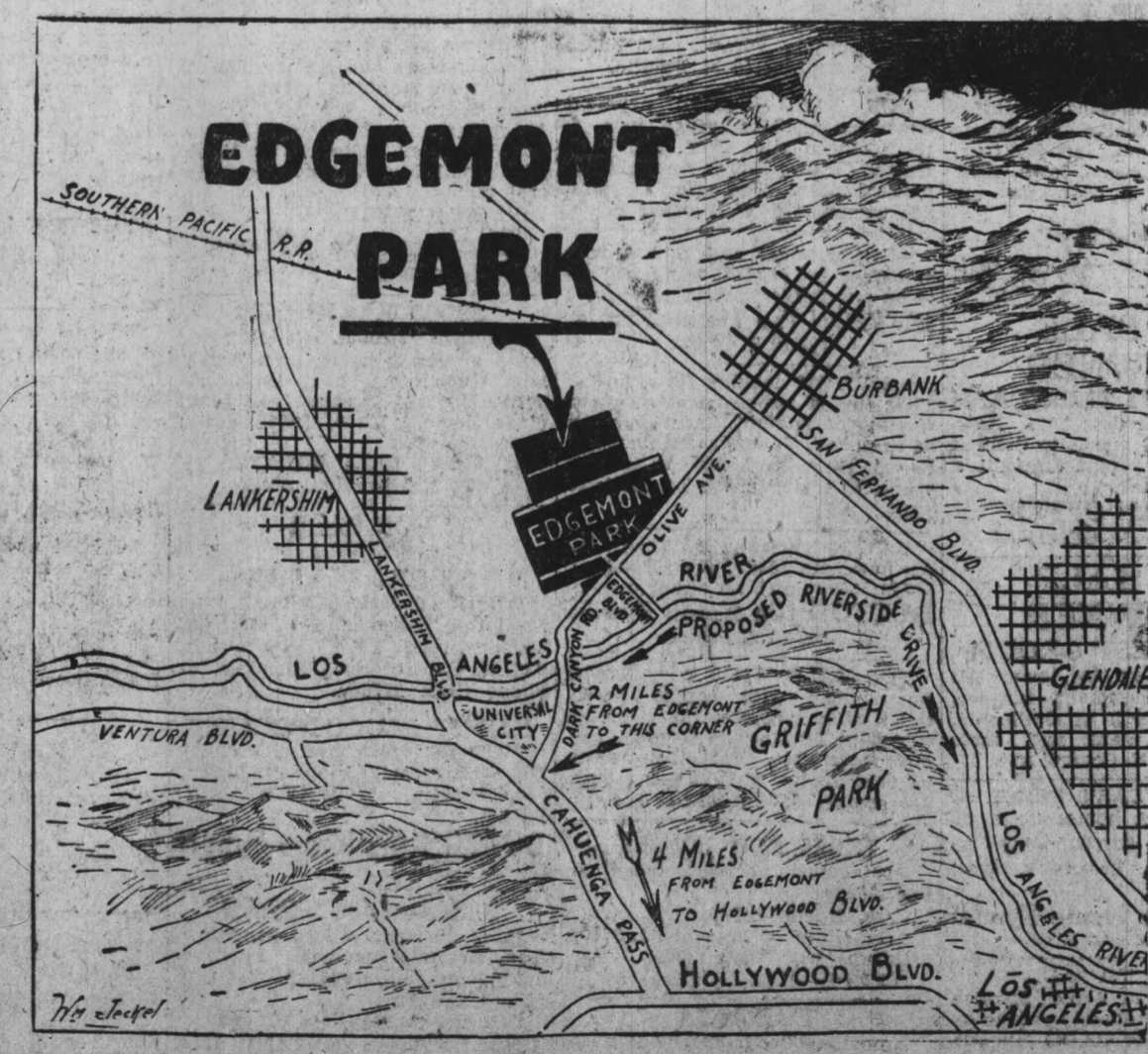
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Another of the interesting H. C. Witwer stories of

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OCTO CLUB MEETS FOR LUNCHEON AND BRIDGE

The Octo club, a very delightful little organization of congenial ladies who play bridge, met for luncheon and cards at the Egyptian cafe Friday afternoon, the matrons present being Mrs. W. L. Andrews, Mrs. Fred Abbey, Mrs. Jack Boettner, Mrs. Mabel Rudy, Mrs. Homer Lockwood, Mrs. A. J. Maxwell, Mrs. C. E. Norton and Mrs. A. H. Lapham, the two ladies last named being substitutes for regular members.

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TROUBLE ENOUGH

There's enough of the stuff of which trouble is made.

Pettiness, greediness, things done and said With heartlessness, thoughtlessness, sternness and hate,

Lord, help me wipe all of them off my slate. Help me be human and kindly and lend What help I can, be it stranger or friend, Help me get rid of that poor, petty stuff, This old world of ours has quite trouble enough.

JAMES W. FOLEY

There's greed and ambition and hatred and lust. And the thing they may bring after all's but a crust.

Struggling and fighting and grabbing and loud The noise of the struggle to get—what? A shroud.

Let me live kindly and scatter each day Something of gladness and joy by the way. Teach me to help when the pathway is rough. Lord, this old earth has quite trouble enough.

Squeezing and grinding and heaping up store, Grasping and getting and more and still more, Lord, keep my poor soul from shriveling up. Keep me from years with but dregs in the cup. Chasten me often and oft if you will, Till I know pity by having known ill; Rid my small soul of this poor, petty stuff, This worn old world has quite trouble enough.

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W. C. T. U. ENJOYS ALL DAY PICNIC INDOORS

Mesdames Dockera and Hadley Are Joint Hostesses

Mrs. Edith Dockera and Mrs. Cleora Hadley were the charming hostesses at an all-day indoor picnic given for the W. C. T. U. at the home of Mrs. Dockera on Friday.

Following the barbecue luncheon served at noon under the direction of Mrs. Flora King, there was a social hour followed by an address by M. J. Leacock on "The Bible in the Public Schools."

The chief speaker of the afternoon, however, was Mrs. Chester Griffith Miller of Hollywood, who organized the Union 18 years ago. She called attention to the special work of Mrs. Mabel Willibrant, a brilliant woman lawyer of Los Angeles, who has been made assistant to Attorney General Dougherty at Washington. Through her efforts the biggest bootlegging ring in the United States has been uncovered and more than 84 persons have been arrested and indicted under several grand juries.

Mrs. M. C. Beauchamp and Mrs. Harriet Keever favored the union with fine vocal duets. Announcement was made of a concert to be given September 22 in Legion hall under direction of Mrs. Kate Steck of Los Angeles.

The next meeting will be held at the home of Mrs. John Robert White, Jr., on Orange and Lexington, and Mrs. M. G. Jenkins of Los Angeles will be the speaker. Her theme will be "Co-operation of Women's Organizations."

It was a very interesting and profitable session and several new members were added to the roster.

MRS. LYONS GIVES SHOWER FOR DOROTHY MORTON

Mrs. James Lyons of 619 North Howard street entertained with a miscellaneous surprise shower at her home recently in honor of Miss Dorothy Morton, who is soon to become the bride of George Hastings. Decorations carried out a color scheme of blue and yellow.

The guests included Miss Dorothy Morton, Mrs. H. Morton, Mrs. H. Morton, Sr., Mrs. E. H. Dutton, Mrs. George C. Hastings, Mrs. Leonard Smith, Mrs. Roy Selover, Mrs. Charles Talbot, Mrs. A. B. Cunningham, Mrs. Edgar Coker, Mrs. R. L. Taylor, Mrs. L. Moniot, Miss Amie Miller and Miss Winifred Sternberg.

The evening was spent in herring tea towels for the bride-to-be. Later refreshments were served and the guest of honor was showered with many useful and attractive gifts.

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