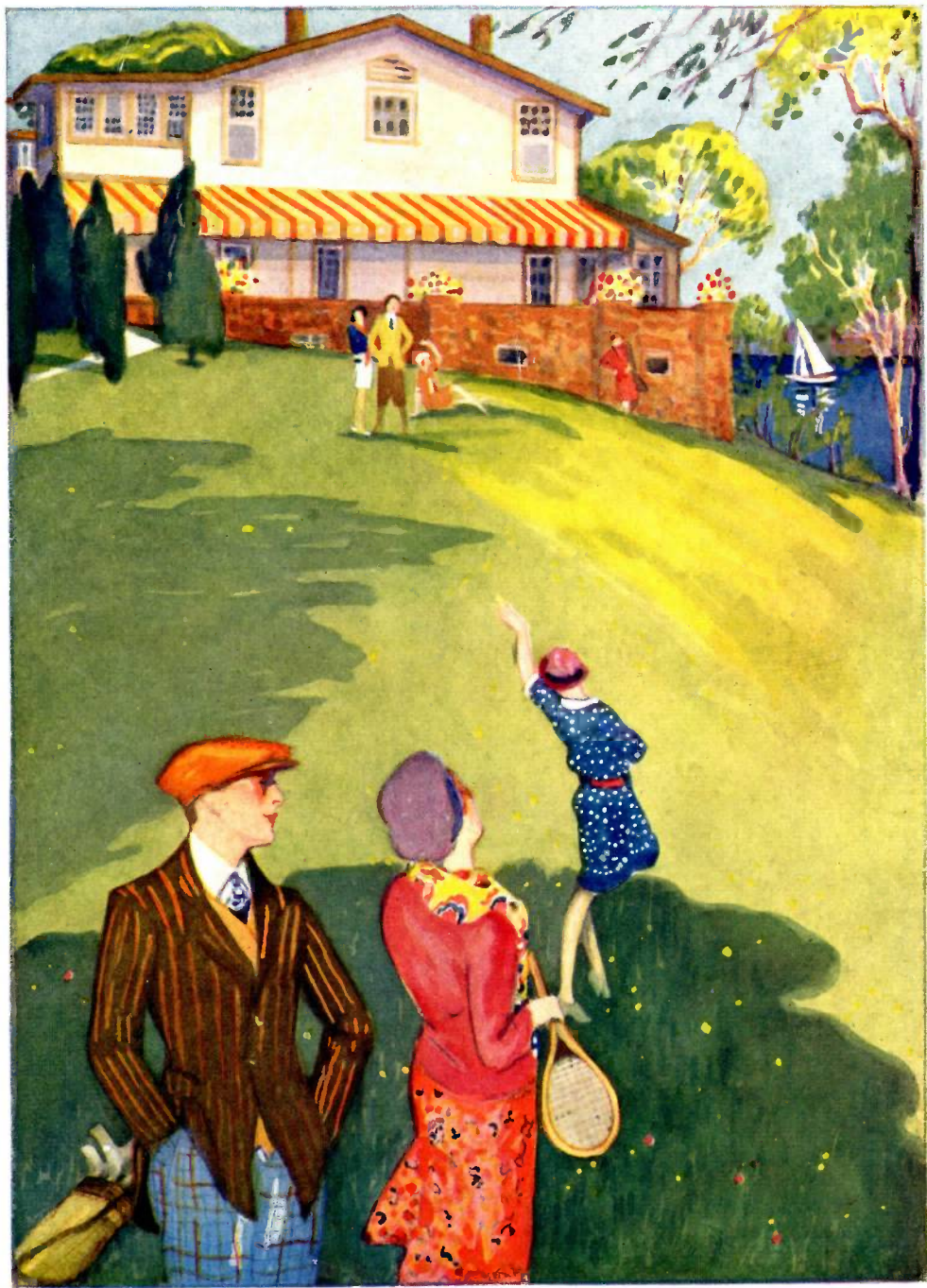


MUELLER RECORD

1929



PAINTING BY BESS DEVINE JEWELL

SEPTEMBER NUMBER

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The Record Cover

The Record cover this month shows the Mueller Lodge on the high hills just south of Decatur, overlooking Lake Decatur. The Lodge is 80 or 90 feet above the lake level. The surrounding grounds are beautiful. It is one of the most picturesque bits of scenery in this section. On two sides are deep ravines from which spring old trees. From the Lodge level one looks almost into the tops of the trees. On the lake side the bluff drops sharply to the lake. Little was done in the matter of landscaping following the advice of Walter Burley Griffin, who has for 10 or 12 years been engaged in building the new capitol of Australia. It would have been sacrilege to attempt any improvement of the natural beauty of the surroundings.

An acre or two of flat ground surrounds the Lodge. This has been laid out in a small golf course, tennis court, croquet ground and horse shoe court.

The Lodge is the center of Mueller social activities for members of the company and employes. The annual meetings of our salesmen are held there. There is a big fire place made from rocks gathered on the grounds, augmented by a heating plant, a large living room and kitchen. Upstairs are twelve bed rooms equipped to accommodate 24 or 30 guests. On the east side, running the full length of the building is a glassed in dining room available for use all times of the year because of steam heat. Over a hundred persons can be accommodated. From this dining room one catches, through the tree tops, glimpses of the lake below.

Sentimental reasons had considerable influence in the acquirement of this property by the Muellers. The land was formerly owned by Captain D. L. Allen, a rugged pioneer who came to Illinois in an early day. He was a man of means. On the site near where the Lodge stands he built a pretentious home, "The Captain Allen Mansion," so-called in those days. It fell into decay with the passing of the Allen family and was the rendezvous of Decatur boys, including the Muellers of the second generation. As boys they dreamed of owning this place, and the dream came true. Now the Lodge is one of the best known points of interest in Decatur.

THE MUELLER RECORD

Vol. XVIII

SEPTEMBER • 1929

No. 205

Be yourself—maybe a few people will stand for it.

The screen of self-importance is so thin that every one can see into it but so thick that the one assuming it cannot see out of it.

The person who thinks the same old thoughts in the same old way does not progress. New thoughts and new ways mean life and progress.

Make new friends always. You can't have too many of the right kind, but don't forget or discard the old ones. Remember Polonius' advice:

"The friends thou hast and, their adoption tried,
Grapple them to thy soul with hooks of steel;
But do not dull thy palm with entertainment
Of each new-hatched, unfledged comrade."

Is life worth living? Most people believe so and try to but in America have a hard time getting by. The majority may do so by practicing eternal vigilance, but thousands fall victims to recklessness, ignorance and carelessness of a great horde, who like life for themselves but don't seriously regard the wishes or desires of others. We are record-breakers in many directions which places us at the head of all nations as a dangerous place to live. It's a fact, although one not to be boasted of, that we lead them all in homicides—12,000—but this in number is not to be compared to accidental deaths—95,000 in 1928—while the injured from all causes reached 10,000,000. Our fatality record is eleven per hour. Accidental deaths are twice those of England and Wales combined and 50 per cent greater than Canada. Our economic loss is placed at \$5,000,000,000 annually. The hope of betterment seems slight indeed but safety councils and safety workers struggle bravely on in their campaigns of education and claim that organized effort is showing a gradual improvement in conditions. We hope so.

THINKING LIKE A MULE

There are a great many people who do not even think like a mule. They are on an equal plane of mental laziness with the long-eared beast. And yet thinking like a mule has its advantages and rewards, as in the case of the Missouri boy.

A mule strayed away from the barnyard domicile on a back-country Missouri farm. The owner spent days in search. Neighbors joined him. The entire community was awake with interest. Finally, when all hope had been abandoned, a lad of not overbright mentality came in leading the mule.

"Where did you find him?" The question was a chorus. He told them.

"How did you happen to look there?" again came the chorus with an increased inflection of wonder.

"Well," replied the lad with unperturbed deliberation, "I gist sot down and thunk where I would go if I wuz a mule and when I decided, I went there and got him."

Mistakes will happen. The "wisecrackers" say the man who never makes one never does anything, just a bump on a log, afraid to move or take the initiative in anything, while the man who makes the mistakes is the man who plows ahead and sets the pace. If mistakes will happen, the thing to do is to cultivate the habit of heading them off, and to make as few as possible. In an office or factory carry a question mark in your mind at all times. The person who does this gives mental analysis to everything he has to do. Anyone who follows this plan systematically will not be immune from mistakes but he will make fewer than the one who never seeks to satisfy himself as to the right and wrong way of a thing.

SELF IMPROVEMENT

You will find it less easy to uproot faults than to gain virtues. Do not think of your faults; still less of others' faults. In every person who comes near you, look for what is good and strong; honor that; rejoice in it; and as you can, try to imitate it, and your faults will drop off like dead leaves when their time comes.

—John Ruskin—

THE MUELLER RECORD

Published at Decatur, Ill., by MUELLER CO.,
Manufacturers of Vital Spots Products for the
Plumbing, Water and Gas Industries.

C. N. WAGENSELLER, Editor.

WORK IS A GAME

Successful Advertiser Says It's Fascinating When Rightly Understood.

Claude G. Hopkins is an advertising man, one of the best known and most successful in the field. Work is the only game he has ever learned to play. He says so in a recent article, and one may easily believe so as one reads the brief summary of his boyhood, which runs like this:

"I have supported myself since the age of nine. Before school I opened two schoolhouses, built the fires and dusted the seats. After school, I swept those schoolhouses; then I distributed a newspaper to 65 homes before supper. On Saturdays, I scrubbed the schoolhouses and distributed bills. On Sundays, I was church janitor, which kept me occupied from early morning until ten o'clock at night. In vacation I went to a farm where the working time was 16 hours a day."

There is no difference in work or play says Mr. Hopkins, except in the mental attitude. Work can be made a game if one views it in that light. In both there is rivalry and competition, and the goal of each is success. He finds no vast difference between poverty and riches.

"I long lived in utter poverty," says Mr. Hopkins, "where hunger and I were pals. When I entered business I had to miss two meals a week to pay my laundry bills. I have also lived in luxury, spending as high as \$140,000 a year. It made little difference to me. I was as happy in one condition as the other. I have worked for the fun of working and because work became a habit with me."

It is the love of work that makes it fascinating. Work is drudgery to those who find no pleasure in it, who accept it only as a task to be unwillingly performed.

Mr. Hopkins explains that "the love of work can be cultivated, just like the love of play. It means a great deal to a young man when he can come to regard his life work as the most fascinating game that he knows. And it should be. The applause of athletics dies in a moment. The applause of success gives one cheer to the grave."

The night has a thousand eyes,
And the day but one;
Yet the light of the bright world dies
With the dying sun.

The mind has a thousand eyes,
And the heart but one;
Yet the light of a whole life dies
When love is done.

—Francis W. Bourdillon.

THE HIGH COST OF LIVING

Days of Twenty-Cent Meals and Free Lunch Gone Forever.

Some 25 or 30 years ago the public was in turmoil over the high cost of living. Ah, bring back, bring back, bring back that high cost today. How we would welcome it.

Browsing through the files of an old newspaper, we learn that in that day maintaining a family was becoming a very expensive proposition. One person, however, could live reasonably by patronizing restaurants. It seems to have been true.

The paper says one could live well on \$3.00 per week. A good supper was obtained for 15 cents and "a fine one for 20 cents". A very good beefsteak was served for 14 cents and ham an' for 17 cents. An order of bacon was only 7 cents.

Those were times of high cost of living! Today you could not buy the string by which the ham is hung for 17 cents—forget the eggs.

"There is another way," said the writer, "by which one may live cheaply and that is by patronizing free lunch counters."

With present high cost of living that avenue of escape has been closed—never to come again, maybe.

The Bum's Lament

Ah, bring back, bring back, the free lunch of yester-year. We'll pass up, if you wish, the stein of cold beer, but give us "no charge", smearcase, bologna and kraut, so we can eat till we bust and not be kicked out.

And then we can beat living's high cost, though we recall with a sigh the "histing" art that is lost, and licking the foam from whiskers bright red, while munching the caraway seed in rye bread.

The Professor Was Right

We remember distinctly when cost of living began to sky-rocket 25 years ago. A professor of economics in a pamphlet pointed out that never again would the cost be as low as it then was. He was right.

You don't have to be a professor to make the same prediction today with the same degree of certainty.

BIG RAYON PLANT

The Rayon plant erected at Covington, Va., at a cost of \$6,000,000 by the Rayon Corp. of Cleveland, Ohio, is about completed. The manufacture of Rayon yarn has been commenced. The new operatives forming a skeleton organization are being trained in the technical points of Rayon manufacture. This force is to be gradually increased and by December is expected to number 1800.

A Rasp

"What's good for my wife's fallen arches?"
"Rubber heels."
"What shall I rub 'em with?"

ROAD CUSTOMS VARY

In Many Foreign Countries You Turn to Left in Passing.

Remember when you were a kid at school, and sometimes at Sunday school, when the swimmin' was no good or it was "dog days", you joined lustily in singing "Keep to the Right Boys, Keep to the Right", meaning that you'd always be a nice little boy and do nothing that was naughty.

In law observance and following customs—for instance auto driving—the majority keep to the right. This is the correct thing to do at home, but if you toured the world in your auto you'd find yourself all wrong in many instances, if you insisted on keeping to the right. Roughly speaking the custom is split about 50-50—that is the road custom varies—about half the countries keep to the right and the other half to the left.

Offers Complications

In driving, 60 nations and colonies favor the right side drive and 43 cling to the left, says a bulletin from the National Geographic Society. You may easily imagine what a motorist would be up against if he started from Oslo, Norway, on a trip. He would keep to the right until he reached the Swedish border whereon he would have to adopt the left turn to pass. If he ferried over to Denmark he would again favor the right side of the road, and so on to Germany, and in Czechoslovakia he would again be making left passings, but when he got into Jugoslavia and Italy, he would again be passing to the right, and so on through numerous countries of Europe.

The bulletin attributes this custom to the fact that in early times it was natural to grasp the weapons with the right hand while the left hand was used to carry a shield for protection to the body, saying that from this practice armed men passed each other shield to shield, left hand to left hand, which accounts for pedestrians also always turning to the right.

English Fashion

In England the custom is to turn to the right on the side walks and the Bulletin then explains why the left turn was adopted in driving.

"One student of the problem finds the origin of the practice in the habit of the English coachman of sitting on the right side of the coach driver's seat. He grasped the whip in his right hand. In passing another coach he wanted to be in a position where he could best prevent a collision. So he passed an oncoming coach on that coach's right. From his seat on the right of his coach he could see how near his wheels came to those of the other vehicle."

Continuing the Bulletin says:

"It has been suggested that automobiles in America keep to the right because oxen did in the old days. Oxen were the draft animals most used in the colonies. The ox driver directed them by voice and whip.

He held his whip in his right hand and trudged along on the left of the oxen and therefore, turned to the right.

Exceptions on This Side

"All the countries of the New World keep to the right except British Honduras, Panama, Paraguay, Argentina, Uruguay and Prince Edward Island in Canada. The Far East follows the British, or left turning custom, almost unanimously; China, Japan, Siam and the Philippines. That the Philippines should reverse the American colony or custom is surprising. Generally as a country drives so drives the colony or protectorate. Nearly all British colonies follow the mother country's lead. Exceptions are Iraq, Palestine, Canada and British Guiana. Most French colonies keep to the right with France, but Angola has the left driving rule although Portugal stands by the 'right'."

ODDITIES

About 40,000 thunder storms occur daily over the earth.

Shoes worn by divers sometimes weigh more than 30 pounds.

A Japanese meal includes as many as seven kinds of seaweed.

A parrot whose life history was traced, lived to be 117 years old.

The United States now has more miles of bus lines than of railroads.

Hearing as a rule, is more acute with the right ear than with the left.

Ants are said to be able to recognize one another by sight, touch, and smell.

Forty per cent of the milk produced in the United States is made into butter.

Most of the commercial supply of horseradish raised in this country is grown near St. Louis, Mo.

Mrs. Noise—Why did you leave your last place?

Cook—They was trying to live within their income.

RELIED ON CLUB CURE



"How did you succeed in keeping that fellow who was so madly in love with you at a distance?"
"Married him—and now he's usually as far away as his club."

I'm Tellin' You



Why are scientists trying to make a "kickless" alcohol. We don't know but we do know why some people will not drink it.

"My Gawd," said a Decatur man, as he walked into the living room and saw the new radio set, "Where'd you get that?"

"Bought it on the installment plan," said the party of the second part.

"Well," despondently, "I'll not be surprised tomorrow night if I find an elephant in the back yard."

"Don't think you won't. I'm just waiting for a sale of elephants on installment payments."

The automobile stands indicted as having revolutionized American habits and business. It has. From any fair sized city you can drive out a few miles to a hot dog stand and buy a variety of things to eat including fried chicken, nicely packed and ready to serve warm on reaching home. And you don't need a can opener to get into the package.

The flapper may wear few clothes to keep cool but she looks like a hot sketch just the same.

It's easy enough to buy what you want and that's what makes it so hard to buy what you need.

One wag remarks that some girls use dumb-bells to get color on their faces and some use color on their faces to get dumb-bells.—Savannah News.

Well, there's nothing to that. Dumb-bells go in pairs, don't they?

Let your light so shine that it won't hit the driver coming toward you kerplunk in the eye.

With the autos flattening 'em out and the airplanes squashing them the supply promises to run out before we master complete and safe control.

A movement has been started to remove unsightly hot dog stands from the highways, but we are assured by the promoters, Mrs. John D. Rockefeller et al that "high grade hot dog stands"—the kind we presume that use only the blue ribbon winners at bench shows—are not to be disturbed.

When the girls cut their skirts off a few years ago there was lively discussion as to their leaving nothing to the imagination, and now the stockingless age has well nigh done that.

There was a time when caveat emptor was not unethical in reputable business circles, but not now. It's still popular in bootlegging circles, however.

The "wets" and the "drys" in a newspaper "vox pop" popping contest draw their ammunition from the same source—the bible. By the good book each makes it clear that drinking liquors is right and that drinking liquors is wrong. Whom and what shall we believe?

Alibis keep abreast of progress. "Bridged" and "blocked railroad crossings" are now passe but "traffic lights against me" make a fairly good substitute for lateness.

Speaking of hose we can understand how a manufacturer guesses at feet sizes—that's merely a question of approximate length, but when it comes to circumference—how does he guess that?

Martha has two bare little legs, as trim as trim can be, and look at the beautiful bare expanse, begins at the ankle and ends at the knee. Time was when Martha would have perished with fright to have seen her own legs in broad daylight, but this was before fashion's latest decree, that it is very correct to show them as high as the knee. And that is not all—should fashion declare "look here little girl, now junk your silk frock", why Martha would do it in spite of the shock. She'd follow Dame Fashion where'er the Dame led and when she can't do so she wants to be dead.

Men, says an exchange, finally learn they can't look like the pictures in magazine advertisements. If they could, sawed-off shotguns would become popular in other places than Chicago.

Some politicians were evidently students of Josh Billings, who said, "to enjoy a good reputation, give publicly but steal privately."

We can prepare for the future by studying the past and a darn sight better still, by doing things in the present.

DEEPEST WELLS IN TEXAS

Item in Record Brings Real News From Lone Star State.

Mr. Oscar Ruffini, architect, San Angelo, Texas, reads The Mueller Record, and says he likes it. He reads it so closely that he did not miss a little note in the last issue which stated that deepest natural gas well in the world, located at Longbridge, Pa., had gone dry. Its depth was given at 6,822 feet. Mr. Ruffini sends us copies of the San Angelo Evening Standard, which established a record of real deep gas and oil wells—8,500 feet and 7,761 feet. The Standard says:

DEEPEST WELL CLIMBS AGAIN

**Texon 1-B Gauges 2,637.50 Bbbs. Tuesday;
Gas 25,067,000.**

After dropping Monday to 2,615 barrels, production by Group No. 1 Oil Corporation's (Texon) No. 1-B University in Reagan County, the world's deepest well, gauged 2,637.50 barrels during twenty-four hours ending Wednesday morning. This came within 27.50 barrels of the record of 2,665 barrels on June 26.

Total recovery since the well began flowing Dec. 1, 1928, from 8,523 feet in the fourth day was increased to 430,374 barrels.

Gas Tuesday tested 25,067,000 cubic feet, compared with a new high mark of 25,139,000 cubic feet for the day before. Until Monday the record had been 24,590,000 cubic feet on June 26.

Big Lake Oil Company's No. 131 University, deepest of four tests west of Group No. 1 Oil Corporation's No 1-B University which are being drilled by the Big Lake to the 8,500-foot horizon, resumed drilling at 7,761 feet in soft shale, after being shut down fourteen hours to install a new band wheel and shaft.

No. 151 University, with a total depth of 3,035 feet, was still trying to drill by five joints of 8 1-4-inch casing and was at 2,883 feet. No. 1-C University was underreaming 16-inch casing at 2,626 feet with the total depth 2,641 feet in red rock. No. 2-C University was waiting for cement to set at 2,896 feet.

TONS OF PENNIES

One large New York Department store says Popular Science, uses seven tons of pennies in a week. This is due to present methods of pricing, odd figures as a rule being used. As business is transacted on a cash basis, thousands of pennies are necessary to make change.

Lotta Crabtree left no direct heirs, but she left \$4,000,000 and about twenty lawyers already are enlisted to do the rest.

It might be worse. No magazine really is as naughty as the cover design indicates.

AN ILLINOIS HIGHWAY



Photo by Mrs. C. N. Wagenseller.

In another place in this issue of the Mueller Record is an article on Los Angeles and California highways—splendid examples of road building. No one who has traveled the roads of the great West coast states has anything but words of praise for the highways. These wind through valleys among giant trees, over mountain trails, along the seashore—a great panorama of majestic scenery.

But when it comes to auto highways Illinois stands forth among the leading states.

Bryant tells us that "nature in her visible moods, speaks a various language."

The rugged grandeur of towering peaks, giant trees, tumbling water falls and winding trails have a strong appeal for many who could discern nothing beautiful in a flat country like Illinois with her miles of concrete passing through acres of corn and wheat, across an occasional brook or river, skirting green pastures, and patches of woodland and through little towns and villages every few miles. But Illinois people like these pastoral scenes. They may not possess the rugged grandeur of the West, but they proclaim quiet, peace, happiness and a restful charm of contentment.

Illinois is generally regarded as a flat state. It is by comparison with the western states, but the automobile has taught her native sons that the land is rolling and not flat. Hills and little valleys break the monotony of every drive although the majority of drives are straight away on level ground as shown by the picture.

Menasha, Wis., Water Works



Courtesy of American City Magazine.

Something over a year ago the city of Menasha, Wis., installed an up-to-date water purification plant of 4,000,000 gallons capacity. The city's water supply comes from Lake Winnebago, which is the largest body of fresh water within the borders of any single state. It has an area of over 300 square miles. The supply is apparently inexhaustible. At certain seasons of the year, from June to November, the water was undesirable because of increasingly heavy vegetable growths.

It was not until 1920 that the water was treated, when two solution feed chlorinators were installed to sterilize the raw water as a safeguard against water-borne diseases.

The first big improvement in the plant was made in 1924, when the pumping station was completely overhauled. In 1927 funds were available for the new purification plant, and work was commenced, the plant being completed and in operation in March, 1928.

Describing the plant in the American City, J. H. Kuester writes:

Pumps and Aerators

Raw lake water flows by gravity through a 24-inch cast iron pipe to the intake well, which has a $\frac{5}{8}$ -inch mesh bronze screen to retain coarse material. From this system the water is drawn through a twin strainer with 3/16-inch mesh screen through an 18-inch pipe line, which branches to two low-head electric-driven centrifugal pumps, one with a capacity of 1,800 and the other with a capacity of 2,800 gallons per minute. These pumps deliver the raw water to a 16-inch header either direct to the forebay or to the aerator system. There are suitable valves for by-passing the aerator system if necessary. The water-level is kept nearly constant in the settling basin by an automatic float operating a 16-inch hydraulic gate-valve. Liquid chlorine and alum solution are injected just beyond the control valve on the way to the settling basin.

The aerator system consists of 32 spray nozzles of 100 gallons per minute capacity each, mounted on a header and manifold system with four valves, so that twelve spray nozzles can be cut off during normal daily operation. The nozzles are mounted in a square concrete tank 30x34 feet in plan and 4 feet deep, mounted on the top and center of the two settling basins. The top of the roof of the settling basins constitutes the floor of the aerator.

In the pump room under the laboratory and lobby are the raw-water pumps and controls, heating apparatus and motor-driven centrifugal pump of 5,600 gallons per minute capacity, which is used as a wash-water supply. This pump takes the water from near the end of the clear well for the high-velocity wash of the filters in preference to having an overhead storage wash supply. The pump is remote-controlled by push-button stations at each filter operating table.

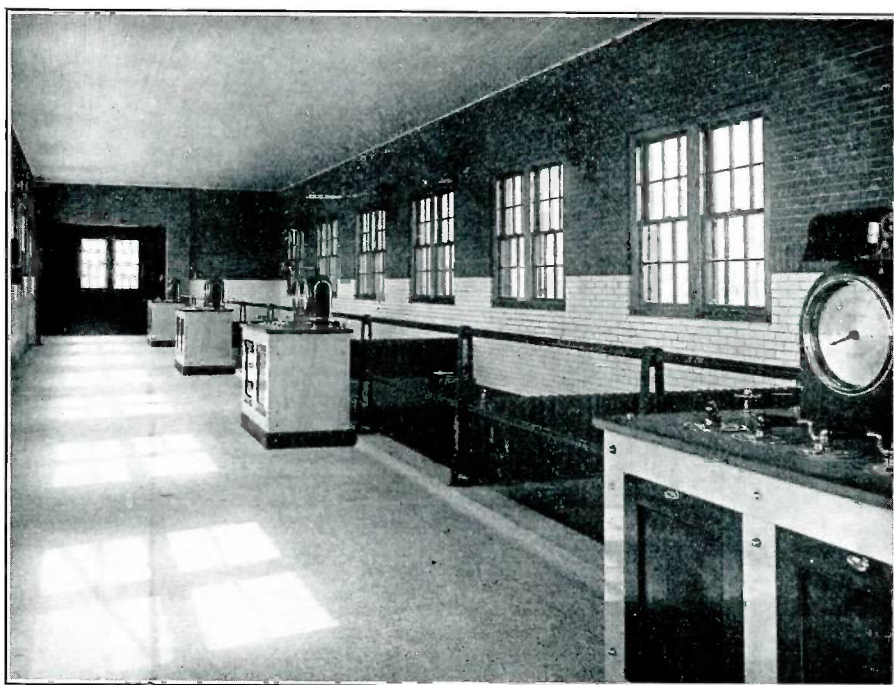
Settling Basins

The covered settling basins consist of a waterproof reinforced concrete tank, 18 feet deep by 80 feet square divided in the center to make two independent basins. Each basin has four drain valves in the floor to facilitate draining when the basins are cleaned.

The forebay at the near end of the partition directs the aerated and treated water to the vertical mixing baffles and thence to the extreme end of each basin. The water then reverses direction and flows to the other half of the basin and over to the skimming weirs and through the 24-inch outlets to the settled water header in the pipe gallery. These settling basin walls are independent of the filter beds and clear-well walls and constitute one side of the pipe gallery.

Pipe Gallery

The pipe gallery is 20 feet wide by 80 feet long and 18 feet high and is located im-



Courtesy of American City Magazine.

mediately beneath the operating room floor. It houses the filter controls and influent and effluent piping. In this gallery are four complete sets of hydraulic valves and venturi-type rate of flow controllers, together with the usual auxiliary piping and sampling pumps, all arranged in one row along the filter bed and clear-well walls.

Chemical Feed and Chlorination

Two solution feed chlorinators of the vacuum type are installed in the chemical machine room, one of which is normally used for prechlorination and the other for sterilizing the water before going to the distribution pumps. In this room also are the two dry feed chemical machines, one of which is in operation continually. The machines are fed through hoppers from the upper chemical storage room, the hoppers being filled daily by the attendant. The solution from the dry feed chemical machines is injected into the raw-water pipe line on the settling basin side of the automatic basin level control valve. The dry chemicals are hauled from the railroad siding by truck to the rear of the building and raised by a one-ton electric hoist to the chemical storage room.

Operating Gallery

The operating gallery is 20 feet wide, 8 feet long and 12 feet high. At each of the four filters is a control table with an indicating rate-of-flow and loss-of-head gauge in a single case on top of which is mounted a green-shaded straight-bracket type electric light, a filtered-water sample pipe and stop,

a push-button station for operating the wash-water pump motor and a pressure stop valve for the four-way valve control header.

Filters

The four filters are in one row next to the pipe gallery and above one-half of the clear-water storage well. They are of 1,000,000 gallon daily normal capacity each and measure 16x20 feet in area. Each filter contains a double-header cast iron manifold with 2-inch cast iron pipe laterals drilled staggered on the underside and covered with 18 inches of graded gravel and 30 inches of sand.

Above the sand in each filter are three cast iron wash-water troughs affixed to the walls at each end and in the center supported by hangers. The filtered water passes through the hydraulic controlled valves and venturi-type rate controls to the clear-well, which is 40 feet wide, 100 feet long and 7 feet deep, divided into two compartments by a concrete wall with an operating 4x7 feet in the far end from No. 1 filter through which all filtered water must pass on its way to the other half of the clear well and to the distribution pumps.

This wall was built not only to support the far end of the filters, but also to keep the water moving so that there would be no great amount of ice formed during the winter months and to avoid pockets. The clear well is faced with brick and has a capacity of 250,000 gallons. When the clear well is full, the rate-of-flow controllers automatically shut down the filters.

Laboratory and Lobby

The laboratory contains complete equipment for making necessary tests to check the operation of the plant and the quality of the influent and effluent. It includes a complete sampling table, sterilizers and incubators, an electric refrigerator and office desk and chairs for the chemist.

The lobby is two stories high and has a terrazzo-faced stairway leading up to the operating gallery. It is equipped with reed furniture, bronze-lantern type electric fixtures, clock and house plants. Exterior windows on the sunny side-walls of both the lobby and laboratory are equipped with awnings.

Conclusion

The capacity of the plant may seem large as compared with the population of the city, which is 8,500, but the city has several large industries which require a pure, clean supply, and the average work-day consumption is 2,000,000 gallons for all uses. The rates are based on continued high production of safe water close to the capacity of the plant. The filter beds, clear well and settling basins can easily be extended to increase the plant capacity to 10,000,000 gallons daily.

The cost of the plant complete was \$138,000. It was designed by the A. E. McMahon Engineering Co. of Menasha, Wis., and was built by C. R. Meyer and Sons Co., of Oshkosh, Wis. The Norwood Engineering Co., Florence, Mass., furnished the filter equipment. Plumbing and heating were furnished by local contractors, and other incidentals were furnished by various departments of the city government.

JAPANESE MAY NOW READ SHAKESPEARE

After fifty years of tireless work, Dr. Yuzo Tsubouchi, of Tokio, has completed the stupendous task of translating the complete works of Shakespeare into Japanese. His work fills forty volumes.

Dr. Tsubouchi has lectured for many years at Waseda university and is a recognized Shakespearean authority. He first came into prominence in 1883 when he published his translation of "Julius Caesar". Since then, he has devoted nearly all his time to the completion of his great work, although he has found time, because he is a prodigious worker, for original dramatic writing. In fact, plays by "Shoyo", Dr. Tsubouchi's nom de plume, have been conspicuously successful and he is regarded as the pioneer playwright of the modern school in Japan.

TWINS OR TRIPLETS?

A Salt Lake City business man received the following letter from a customer:

Deer Surs: I am verry sorrie I cant pay you the instalment on what I owe you this month for i am in dokter smithes maternity home with a new babyboy i am verrie sorrie and will do better next time. Yrs Trewlie

FREAKS OF NATURE

Buffalo of Mixed Sexes Dangerous to Handle When Force Is Used.

They are often repulsive. Persons of finer sensibilities do not care to look at them. Again they are interesting and in no way offensive to the most refined observer. That is the kind we have just read about—a rare specimen, indeed. We feel that readers will be interested in adding to their stock of knowledge by reading of it. We came across it in an article in a Municipal publication. The caption is: "Matching Wits with Wild Animals—Assorted Styles." This particular freak, a buffalo, combined all assorted sex styles in one body. The article had to do with the transfer of park animals from one location to another, all very interesting but nothing compared to the buffalo, which became terror stricken when compulsion was used, in support of which the article tells us.

"In one instance a buffalo COW in HIS charge leaped nearly nine feet in the air to shatter a double layer of two inch planking which surmounted HER confines."

TRUCK NEEDED FOR APPLE

The jealousy supposed to exist between St. Paul and Minneapolis is aggravated and kept alive by the newspapers by such references as this:

A Minneapolis man who happened to be over in St. Paul the other day sauntered into one of the fruit stores, picked up a large melon and asked with a sneer:

"Is this the largest apple you have in St. Paul?"

"Hey!" bellowed the proprietor. "Put that grape down, and have your truck backed up to the door if you want an apple."

OUTWITTING GANGSTERS



He—Yes, I was held up and robbed of my cash, my watch and rings in Chicago.

She—Didn't you have a revolver?

He—Yeh—but they didn't find that.

DARKTOWN STUFF



Fooled the Preacher

"Mose, dey is one preachah in dis town dat's pow'ful angry at me tonight!"

"How come?"

"Ah done hired him to p'fawm de obsequies at mah weddin', an' Ah didn' show up."—Life.

On Second Thought

Mose—When mah wife gets kissed, she sho do hollar.

Gawge—Ah'll say she do!

Mose—What's dat you say, niggah.

Gawge—Ah sayed, do she?

Easy

Foreman—How is it that although you and Rastus started work together, he has a bigger pile of dirt than you?

Rastus—Why, boss, he's digging a bigger hole.

The Dictator

A colored gentleman who appeared in Court as a witness was asked:

"What is your name?"

"Calhoun Jefferson, sah."

"Can you sign your name?"

"Sah?"

"I ask if you can write your name."

"Well, no sah. Ah nebber writes my name. Ah dictates it, sah."—Kreolite News.

Let the Tractor Pay

A salesman sold an old colored farmer a tractor. A few days after the machine was delivered the salesman called on his customer for pay.

"Can you pay me for the tractor, Uncle Jim?" he asked.

"Pay fo' de tractor?" he asked in astonishment and wrath. "Why man, yo' done tole me dat in free weeks de tractor would pay fo' hisself."

Rides for Nothing

A lady with a six-year-old boy was riding on a train. The lady had naturally purchased a half-fare ticket for her boy. It happened that the boy wore long pants.

When the conductor came around to collect the tickets he complained that the boy should pay full fare.

The lady responded: "Why, my son is only six years old."

The Conductor: "I'm sorry, but we judge by the length of the pants."

Just then a colored lady across the aisle began to laugh.

Said the Conductor: "What's the joke?"

The Colored Lady: "Wal, in dat case ah rides for nothing."

Left Ax Handy

"Say, looky hya, Rastus, you know what yo're doin'? Yo' is goin' away fo' a week and they ain't a stick o' wood cut fo' de house."

"Well, what yo'all whinin' about, woman? I ain't takin' de ax!"

Meaning of Platform

Sam and Rastus were discussing politics. Rastus was a rabid partisan of the incumbent.

"Well," said Sam, "Ah like him all right. Ah guess; but his platform ain't no good."

"Platfo'm!" snorted Rastus. "Platfo'm. Say don't you know dat a political platfo'm is jus' like a platfo'm on one o' dese yere street cahs—hit ain't meant to stan' on; hit's jes' meant to git in on."

Natural History

Teacher—Rastus, what animal is most noted for its fur?

Rastus—De skunk; de more fur you gits away from him de better it is fur you.

Hush Money

"In conclusion, brethren," said the preacher, "dis money sure gotta be raised, and I mus' say dat if dey ain't no five dollar bills in dat collection box dis mawnin', a certain gemman's wife will know what lady he was seed wif last Friday night."

There were fourteen five dollar bills in the plate.

Break Up the Band

A Southern storekeeper, who was also justice of the peace, was sitting in front of his store when a colored man drove up.

"Say, squire," the latter announced, "dat woman you married me to las' week has ten chillun, an' every one of dem plays some kin' ob a musical inst'ment."

"Why, that's a regular band, Mose," replied the justice. "Do you want me to send off and get you a horn, too?"

"No, sah," was the dismal response. "Ah wants to git disbanded."

Named for A. G. A. Officers



Mr. Bernard J. Mullaney



Mr. Clifford E. Paige



Mr. William J. Welsh

The general nominating committee of the American Gas Association, in compliance with Section 2, Article 2, will present the following report to the annual convention in Atlantic City next month:

For President—Bernard J. Mullaney, Vice-President, the Peoples Gas Light & Coke Co., Chicago, Ill.

For Vice-President—Clifford E. Paige, Vice-President the Brooklyn Union Gas Co., Brooklyn, N. Y.

For Treasurer—William J. Welsh, President, New York and Richmond Gas Co., Staten Island, N. Y.

For Directors (two-year term)—H. C. Abell, Electric Bond & Share Co., New York, N. Y.; J. S. DeHart, Jr., Isbell-Porter Co., Newark, N. J.; F. C. Freeman, Providence Gas Co., Providence, R. I.; R. W. Gallagher, the East Ohio Gas Co., Cleveland, Ohio; Arthur Hewitt, Consumers Gas Co. of Toronto, Toronto, Ont., Canada; F. T. Hulsitt, American States Securities Corp., New York, N. Y.; A. B. Macbeth, Southern California Gas Co., Los Angeles, Cal.; P. S. Young, the Public Service Electric & Gas Co., Newark, N. J.; Fred A. Miller, S. R. Dresser Manufacturing Co., Bradford, Pa.

The people today have no greater or better servant than gas. As an illuminant only it brought relief from the mussy, smelly, fire-breeding coal oil lamp. Now it fills the place of nearly every vital need in the home, says E. D. Milener in the A. G. A. Monthly. Six important services are incidental to every home are listed. These included:

Water—Stored in wells or cisterns and conveyed by pumping or carrying in buckets.

Cooking—Wood or coal stored in quantities and fire kindled for each meal.

Lighting—Oil stored in large cans, with lamps "trimmed" every day.

Hot Water—Wood or coal stored and fire made from time to time.

Refrigeration—Ice bought daily and chopped into small pieces as needed.

House Heating—Wood or coal stored in large quantities and fires kept burning day and night, seven months every year.

Of these six essentials gas has supplanted five of them, and engineers in an extensive research laboratory are daily finding additional uses for gas.

The Natural Gas Department of A. G. A. has nominated the following to be voted on at its meeting in Atlantic City October 15th:

For Chairman—Henry C. Morris, Dallas Gas Co., Dallas, Texas.

For Vice-Chairman—H. C. Cooper, Hope Natural Gas Co., Pittsburgh, Pa.

For members of Managing Committee, two-year term:

L. K. Langdon, Cincinnati, Ohio.

H. L. Montgomery, Bartlesville, Okla.

J. B. Tonkin, Pittsburgh, Pa.

M. W. Walsh, Louisville, Ky.

Wm. Moeller, Jr., Los Angeles, Calif.

Geo. E. Welker, Oil City, Pa.

For member Managing Committee, one-year term, to fill unexpired term of H. C. Cooper:

J. R. Munce, Pittsburgh, Pa.

Submitted by A. W. Leonard, chairman, J. O. Creveling, and H. J. Hoover—Nominating Committee, Natural Gas Department, American Gas Association.

"Those who have attacked us as a 'trust' find the ground taken from under their feet by the sudden realization that this 'trust' is really a trusteeship of millions of wage earners, families, and business men in every section of the country."—Oscar H. Fogg, President American Gas Association.

It is estimated that there are 52,000,000 actual consumers using gas in about 9,800,000 ranges. The same authority figures out the use of 3,400,000 water heaters and 4,400,000 space heaters, and hundreds of thousands of central house-heating installations, not to mention innumerable other gas appliances. These figures do not take into account industrial use of gas but indicate the vast size of the gas industry today. At the great laboratory in Cleveland high grade engineers are constantly investigating the safe use of these various appliances, which must measure up to certain standards before the laboratory's stamp of approval is affixed. An idea of the thoroughness of these tests may be gleaned from the fact that gas ranges must pass more than 160 tests, 90 per cent of which are to insure appliance safety. Up to August, 1927, five thousand models of gas ranges had been passed. Such thoroughness is a guarantee to the user that every possible step has been taken by experts to safeguard users from harm. Few if any industries assume such extraordinary precautions. Many domestic and industrial appliances are efficient and useful but have a known element of danger in practical use. Such as these the gas industry by patient investigation, test, and study, seek to eliminate.

"If the public were to realize fully the advantages of gas in the home, gas would be much more universally used," says Arthur D. Little, president of Arthur D. Little, Inc., Cambridge, Mass., in a recent issue of the Industrial Bulletin.

"Gas-fueled mechanical vacuum cleaner appliances completely burn all dust and lint accumulated during the cleaning process, thus eliminating the danger of handling the germ-laden material," he says. "A gas-powered washing machine, without any moving parts, is on the market. After the clothes are washed, they may be placed in a gas-heated dryer, which they leave with a degree of whiteness previously thought obtainable only with the help of the sun's rays. Gas affords a way for the careful housewife to launder her most precious fabrics at home without drudgery.

"In 1928, the sale of gas-fired refrigerators, which have no moving parts and which therefore are noiseless, was nearly five times that of 1927. Incinerators, dryers and other appliances are being popularized with the same zeal. Wherever gas is reasonably priced, the use of gas for domestic fuel purposes, as a substitute for coal, would practically pay for itself in increased life of wearing apparel and draperies, elimination of smoke, and better control of temperature and humidity. One gas manufacturer estimates potential growth of the manufactured gas industry to be 25 times present sales."

The Public Health Service, the Bureau of Standards and the Bureau of Mines, Washington, D. C., calls attention to the fact, fol-

HOME SERVICE COUNSELLOR



Miss Jessie McQueen will succeed Miss A. Deane Dowell, resigned, as home service counsellor for the American Gas Association, according to an announcement by Alexander Forward, managing director of the association.

Miss McQueen, who for the past few years has been foods and nutrition specialist for the extension service of Montana State College, Bozeman, Montana, assumed her new duties at association headquarters in New York, August 7.

lowing a joint investigation of deaths caused recently in Chicago, that they were not due to refrigerators using manufactured or fuel gas. In further explanation the statement is made:

"Most of the trouble attributed to methyl chloride has occurred in connection with the multiple refrigerating systems installed in apartment houses in which a single compressor delivers the refrigerant through tubes to the refrigerators in the several apartments. A large majority of the individual household refrigerators of the motor driven ('electric') type now in use employ sulphur dioxide as refrigerant. Nearly all, if not all, of the domestic refrigerators, the operation of which depends upon supplying heat instead of mechanical compression, use ammonia. This class includes a few electric refrigerators of unusual type and all of the gas-fired refrigerators. The escape of the refrigerant from the more commonly used household refrigerating systems would, therefore, be at once made evident by its odor."

No machine is safe in the hands of a careless man.

PUTTING OVER A FACT

New Currency Illustrates the Great Amount of Publicity Necessary.

Advertising wins for those who believe in it and are willing to back their belief by spending money. Sometimes it requires years to get results. One potent force in advertising is persistence and continuity. Too many persons lack the patience to gather the harvest. They shoot a few fliers and are disappointed.

It takes a long time to put over an idea to the public, especially if the public has to buy something that is advertised. The people read and forget. They may want the article but if they are not familiar with it at the time they come to the point of buying, the name eludes them and they buy something else instead.

The new currency recently put on the market illustrates the point. This proposed change in currency had been written of and discussed for two years. Banks showed samples of the new bills. The funny men joked about their size. Editorials were written about the new money. School children were told about it. Pocketbooks were made for carrying the money and apparently everybody knew about it.

But—

When the smaller sized bills came into circulation the bank people had a nightmare. In some banks as high as 75% of customers had to be assured that the money was all right.

In New York City, where the supposedly smartest people live, taxicab drivers refused to accept "coupons" for fares.

And across the borders the bartenders wouldn't serve drinks for a style of money they did not recognize at a glance.

Everybody, except about half the population, did not know of the change in currency.

There is nothing so universally familiar to the people as money. Nothing which they are more accustomed to seeing and handling, nothing in which they so quickly recognize a change in size, shape and value, and yet two years educational work failed to put them next.

RAPS HEALTH FADS

Health fads are proving detrimental to health education in this country, according to Dr. Hugh Grant Rowell, director of health education at Teachers college, Columbia university. Dr. Rowell's views are contained in a report made public yesterday which will be issued in pamphlet form by the State Board of Health of Maryland, for public education.

Dr. Rowell says that many health educators, in their zeal to undertake advanced projects, neglect fundamental principles of health education. He criticizes the practice of standardizing such conditions as malnutrition of children and tonsil trouble, and needlessly alarming parents in many cases.

QUALITIES OF CHARACTER

Hoover said: "The four primary qualities of character necessary to success are honesty, loyalty, energy and kindness. However, these four essential qualities require supplements of high intelligence and a good body."

MILLIONS FOR GOLF BALLS

A large percentage of the golf balls which are used in the United States are imported. The first six months of this year this importation amounted to 1,584,000 balls with a value in excess of \$490,971. This is 163,577 above the number of balls imported during the same period of 1928.

The unit value of these balls is given at 30.9c per ball, as compared to the previous price of 28.5c which shows that the price of the balls is gradually climbing.

One wonders what becomes of all the golf balls? The larger percentage of them are evidently lost.

The statistics show that the annual value of golf balls from the United Kingdom and other countries runs into much over a million dollars a year. The total annual number of balls, according to statistics, is 2,806,383 at a value of \$1,165,864. This is not a drop in the bucket to the costs which attach to the game of golf. There comes sticks, the shoes, the stockings, the clothes, and finally the club membership and expenses.

MEET AT ROCKFORD

Rockford has been selected as the place for holding the 1930 convention of the Illinois Master Plumbers. This meeting as a rule is held in January but the dates have not yet been selected.

Three cities asked for the convention—Rockford, Decatur and Springfield. The sessions and exhibits will be in the same hotel.

LANGUAGE FOR EVERY OCCASION



"Do you call a spade a spade?"
"Yes, until I hit my foot with one."

Gas Men at Atlantic City

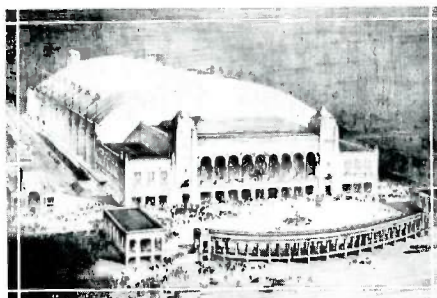


When you are talking about big buildings—that is, one designed for the accommodation of enormous gatherings, don't overlook the gigantic structure on Atlantic City's famous board walk between Mississippi and Georgia avenues. It is believed to be the largest civic auditorium in the world. It took 2 years to build it and cost \$10,000,000—it took lots of sand to build it—but Atlantic City has plenty of that.

Here is where the American Gas Association will hold its annual convention in October. This gathering is in keeping with the new auditorium—it's a gigantic affair—so big that it has heretofore been difficult to find a building of sufficient size to house it properly. And now it can be done without crowding.

This auditorium was built by the city and is operated by the city with the aid of a commission. It is 350 feet wide and 650 feet long, covering an entire city block, running back from the board walk to Pacific avenue. The total seating capacity is 66,000. Of this number 40,000 can be seated in the main auditorium which consists of 168,000 square feet for exhibition purposes, the seats being removable. In addition to this there are 100,000 square feet on the ground floor, making available an exhibition space of 168,000 square feet.

The stage is 110 feet wide, 85 feet deep and 165 feet between the wings; a ballroom which is 130 by 185 feet; probably the largest pipe organ in the world; an ice skat-



ing rink, 90 by 200 feet, and many smaller meeting rooms.

The front of the building, facing the boardwalk, is finished in marble and limestone, an adaptation of the Romanesque period. The interior of the main chamber is finished in a dull silver. Along the entire boardwalk front of the

structure is an arcade containing 14 stores, faced with marble and ornamental bronze enframements. Two spacious bath-houses, occupying sites 60 by 150 feet, are on the ground level at the front of the auditorium. The boardwalk entrance lobby is a vaulted passage, 50 feet wide and about 125 feet long, passing directly into the main auditorium. Walls of the lobby are of limestone, the ceiling of Gustavino tile, and the floor of two-tone terrazzo. Corridors lead from the lobby to the ramps running to the upper and lower levels of the auditorium. Parking space for 400 automobiles is available in the building.

There are no columns in the main auditorium to obstruct the view, and the balconies, projecting out 38 feet around the sides, are 15 feet above the floor level.

Horrible thought! Imagine being on a desert island with a cross word puzzle and no dictionary!

According to scientists, New York is constantly surrounded by a layer of smoke between 1000 and 2000 feet thick, robbing the city of 50 per cent of its sunlight.

STYLE IN LAKES

Decatur Set An Example Which Other Illinois Cities Are Adopting.

Nearly ten years ago Decatur awoke to the necessity, because of its growth, of a more adequate water supply. The Sangamon river had always been our source from the time the city had 10,000 inhabitants until the number had reached 40,000. Then the danger signal was flashed. It was decided to dam the river, provide an ample supply of water and create a lake which would be a thing of beauty and a joy forever. It has been more than this. It proved to be the best investment we ever made. The \$2,500,000 dam with incidental land purchases for the lake district resulted in a lake $\frac{3}{4}$ of a mile wide and 14 miles long. The lake appeared almost over night when the dam was completed. And from that day to this no one has worried about our water supply. We have enough water stored for a two years' supply.

Others Envious

In addition, this beautiful body of water nestling between timber-clad hills created a big demand for real estate and gave a new impetus to real estate values in east Decatur. The shores of the lake are rapidly filling up with beautiful homes, country clubs, etc., and all property adjacent has taken on added value. Bathing beaches have been created. Canoes, sail boats, power boats and one pleasure steamer float on the bosom of the lake. An inland city suddenly found itself the envy of all other Illinois inland cities denied a water front by nature. Fishing, an almost unknown pastime here, as if by magic sprung into prominence, and devotees from miles around crowd the shores daily.

Danville's First to Follow

Delegations from neighboring cities came along to ascertain how it was all done. Danville was first to profit by our example and has followed suit. An illustration of the Danville lake and dam is shown herewith. No one in Decatur is jealous or curious of Danville. Many of us have seen her lake. It is beautiful. Now Bloomington is building a lake and Springfield has voted to do so. What nature has denied many Central Illinois cities engineering brains supply. You can't beat the engineers. Remember that one of them won the presidency last fall. When an engineer gets up steam and starts, he finally reaches his destination. We paid well for our lake as other cities will do, but if there hadn't been competent engineers to do the thinking and planning and carrying out the details twice the amount of money would have meant nothing.

It took more than money—it took engineering brains to see the possibilities and engineering ability to do the work.

One way to get on in life is to get on with folks.

WHY AUTO ACCIDENTS HAPPEN

Why so many automobile accidents which might be avoided? Study the drivers and you'll get the answer. You will find that they are of a type similar to one we observed. He did not have an accident, which was somewhat disappointing because his play for one was so perfect, but he will have one sooner or later. The special providence extended to fools and drunken men gives way at times when stretched too far.

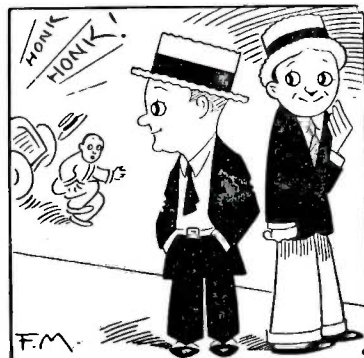
The driver we saw was driving a loaded two-ton ice truck at the rate of 25 or 30 miles an hour down a busy thoroughfare. He lolled back in his seat with his left foot against the cab door frame. The foot was higher than his head. With his left hand he grasped the steering wheel of the lumbering old car and with his right hand he removed and replaced his cigaret. Cross streets meant nothing to him. He whizzed by other cars with regal disdain. His position and mental attitude were such that he could not have acted quickly in an emergency. There were too many things for him to do. He had to get his foot down, straighten up from his slouching attitude, get rid of his cigaret and put his right hand on the wheel, and in addition adjust his brain to quick thinking. The last thing was impossible because the place where his brain should have been was empty. By that time an accident could have happened and the wrecking wagon would have been on the way to pick up the pieces.

It is drivers of this kind who are responsible for about 80% of the accidents.

Drinks Are on Me

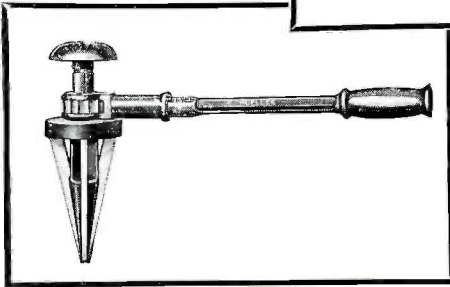
I went to a party with Janet,
And I met with an awful mishap;
For I awkwardly emptied a cupful
Of chocolate into her lap.
But Janet was cool—though it wasn't—
For none is so tactful as she,
And, smiling with perfect composure,
Said sweetly, "The drinks are on me!"

THE AUTOCRAT



"Do you know what an Autocrat is?"
"Sure—it's a crat who thinks everybody ought to get out of the way of his auto."

Everybody Can't Be Wrong



Consistent high quality has established these MUELLER tools as a part of the kit of every Gas and Water Works man as well as the plumber. Made of highest grade steel and fashioned by skilled operators in a department devoted to that line of work for years. MUELLER tools are used today by 90% of the workers in these fields.

True—Everybody Can't Be Wrong.

MUELLER CO., Decatur, Illinois

Established 1857

Branches: New York, Los Angeles, San Francisco, Dallas

Canadian Factory: MUELLER, Ltd., Sarnia, Ontario

BARNYARD HUMOR



"My lands!" exclaimed Uncle Rufe Fal-low, of Grapevine Creek, as he gazed at a saxophone display in a music store, "the things people smoke nowadays!"

Time Wasted

Tourist—What's the matter, my man? You look dejected.

Georgia Cracker—Times is terrible! Here I spent two years learning to read and now comes these talking pictures and it ain't necessary.

Any Time Within Limits

Hired Hand—Well, now, what time do I have to git to work mornings? asked the new hired man.

Farmer—Any time you like, responded Farmer Fumblegate. So's it ain't later than half-past four.—Kansas City Star.

There's a Difference

"Do you keep chickens, Mr. Farmer?"

"No, but I keep a son who does."

The Napkin Grew

Out of curiosity a farmer had grown a crop of flax and had a tablecloth made of linen. Some time later he remarked to a visitor at dinner, "I grew this tablecloth myself."

"Did you really?" she exclaimed. "How did you manage it?"

It was plain she had no idea of how tablecloths came into being, so the farmer lowered his voice mysteriously as he replied: "If you promise not to give the secret away, I'll tell you."

The guest promised.

"Well," proceeded the farmer, "I planted a napkin."

Small Hope

"Is your boy Josh going to be a help to you on the old place?"

"I think so," answered Farmer Corn-tassel. "If he improves a little more on the saxophone, he may get a job that will enable him to pay his board."—Washington Star.

Had Met the Freak

First Farmer—I've got a freak on my farm. It's a two-legged calf.

Second Farmer—I know. He came over to call on my daughter last night.—London Times-Globe.

Getting Information

A farmer walked into a country store, accompanied by his wife and ten children, and said to the clerk, "I want to get a hull lot of 'em fitted up in shoes."

After two hours of hard work, the clerk succeeded in getting each one fitted, and was beginning to make out the bill.

"Oh, don't bother about that," said the farmer. "I didn't want to buy the shoes. I just want to get the sizes so's I could order 'em from Sears, Roebuck."

Our Country Cousin

Farmer Corn-tassel had just retired and moved to town. In the morning, after spending the first night in the new home his wife said, "Well, Paw, hain't it about time you was getting up to build the fire?"

"No, siree," replied the old gent. "I'll call the fire department. We might as well get used to these city conveniences right now."—Oregon Orange Owl.

Girls who pick out model husbands should insist that they be working models.

NO PLACE TO HIDE IT



"Why wouldn't Mayme be vaccinated?"

"She said she couldn't think of a spot where it wouldn't show."

ILLINOIS AUTO LICENSES

Produce Revenue in Excess of Fifteen Million Dollars.

Illinois is an average state, perhaps, in automobile ownership. Up until July 1st the state had collected \$15,841,439.49 for licenses—an increase of \$1,433,206.82 over 1928.

The department has issued licenses for 93,741 more passenger cars than were registered in the same period of 1928. Trucks show an increase of 11,758 and chauffeurs 6,647. Truck licenses total 180,221 and chauffeurs 86,804. The passenger car registration to date is 1,262,673.

At the end of 1928 it was estimated that 65,000 more automobiles had been registered in Illinois than in 1927. Considering that 93,471 more cars already have been registered this year than were licensed in the first half of 1928, there is every indication the total increase for 1929 over 1928 will double the total increase of 1928 over 1927.

The Illinois Chamber of Commerce give total sales in the state of new cars for June at 23,186. In May 28,774 new car sales were recorded, only 6,000 cars under the peak month of the year, April, when the figure was 29,725. June sales brought the total for the first half of the year to 137,379 and gives makers of automobiles a possible mark of a quarter of a million sales in Illinois to shoot at for the remainder of the year.

GROUND FOR DAMAGES—MAYBE

One day, during a prohibition campaign in Kansas, a number of children from the schools took part in a temperance parade. After the parade was over, one of the youngsters dropped into his father's office, a well known lawyer.

"Hello, young man," said the father, "what brings you uptown?"

"I was in the parade," replied the young hopeful.

"What parade?" asked dad, who had not seen the procession.

"Well," replied the son, "I dunno what it was all about, but I carried a big cardboard sign."

"What did it say on the sign?" asked dad.

"Oh," was son's reply, "it just said 'I Have No Shoes. Father is a Drunkard'."

Cooperation

"Ay tink Ay vill cooperate

Und help my neighbor out.

Ay can't get anywhere alone

Dat's so vidout a doubt.

He needs my help, Ay need his, too,

Ve pull yust like a team—

Ven he kvits quarreling vid me

And Ay kvits fighting heem.

Ve neighbors act like big fools,

Ven ve each odder fight

Und say each odder is wrong

Ven neider von is right."

—Gideon.

SIXTY-ONE POUND CAT

There are big fish in Illinois just the same as there are in mountain streams, lakes and even the ocean, and some of them develop in our rivers.

Here is proof of it. This big "cat" was caught in the Okaw river which flows gently to the Mississippi between its steep banks in normal times, but becomes a roaring flood in the wet season.

There is about as much fish in this one skin as is usually found in the "cat" variety. It was caught on a trot line by Frank S. Tompkins, overseer of Adolph's farm lands near Vandalia, Illinois. Frank brought the fish to Decatur with his companion, Mr. Lake, shown on the left, to help carry the monster. Just before the "big boy" was turned over to the cafeteria, a photograph was taken and is here reproduced.

The fish proved very good eating. It ranked among the biggest catfish ever caught in this section of the country, weighing 67½ pounds before dressing.

And Then Farewell

Wife (in a telegram from spa)—In four weeks I have reduced my weight by half. How long shall I stay?

Husband (wiring back)—Another four weeks.—Cleveland Press.

Harry Needed Prayers

Harry Wilcox of this city left today for a short business trip to Chicago. The Baptist Church of which he is a member will hold prayer services tonight.—Minneapolis Star.

An Eight Lane Highway



Pico Boulevard from Los Angeles to the ocean with more than 10 miles of 73 feet wide concrete 8 inches thick. This boulevard provides for four lanes of traffic each way.

Americans have learned to love concrete, especially when they are sitting behind a steering wheel and ahead see the white ribbon of roadway leading through woods, crossing creeks and rivers, on and on for miles between fields rich with grains and fruits and then through peaceful villages with their single business streets until finally some large city is reached. Some 20,279,661 persons love it for this reason. Late statistics tell us that there are that many privately owned automobiles and these millions of cars are mostly used for pleasure. Little thought is given to the cost of these roads, how they are built or how long they will last. That's no problem at all compared to what gasoline costs and whether the old front tire will blow out or hold up until the trip is completed. The automobile is responsible for more than keeping about half the owners broke during the summer season. It is responsible for the magnificent highways which sprang into use as if by magic overnight, tying together and making accessible by private conveyance all parts of the United States—and the great majority of these highways are concrete.

Illinois takes no back seat in this progressive era of hard roads. The main arteries have long since been completed and have branched and are branching into the more remote highways and byways.

In California

All tourists boost the California system of roads, not only the highways but the cities as well and in this regard Los Angeles and vicinity is not to be sneezed at. The accompanying illustrations gives some idea of their

beauty. Look at Pico boulevard reaching from the great west coast city to the ocean—more than 10 miles of it seventy feet wide, and all of it eight inches thick. Added to California's scenery, not omitting the climate, it is small wonder that the great state is regarded as the motorists' paradise. It is claimed by Los Angeles that her costs for concrete streets and highways are less than any other large city in the country, and



Mr. J. E. Jellick



Washington Boulevard, between Central and Alameda, built in 1925 of 8 inch concrete. Carries extra heavy traffic but the wear has been negligible.

J. E. Jellick writing in *Pacific Municipalities* cites figures to prove it.

Philadelphia, \$1.33 square foot.
 Detroit, 61 cents square foot.
 New York, 55 cents square foot.
 Cleveland, 39 cents square foot.
 Boston, 39 cents square foot.
 St. Louis, 38 cents square foot.
 Pittsburg, 34 cents square foot.
 Washington, 28 cents square foot.
 Los Angeles, 23 cents square foot, or 26 cents, including grading.

In a total of 2670 miles of improved streets being permanently paved the city has 1567 miles that have been paved.

Continuing Mr. Jellick gives some of the technical details of Los Angeles' methods:

Through large scale production of pavements and the use of efficient and approved construction methods, Los Angeles in 1928 laid more concrete surfacing than any other American city, and at a lower cost.

Practices recognized by leading pavement authorities all over the country are incorporated in Los Angeles' specifications, and for this reason the Los Angeles citizen may feel that although his city's per capita debt is low, he is getting full value for his tax dollar.

Water Cement Ratio Law

For instance, the water cement ratio law, developed after years of exhaustive research and experimentation, is in effect in Los Angeles. In its simplest terms, this law states that within the limits of workability, the less water used in a mix, the greater will be the strength of the concrete. More technically, the strength of the concrete is inversely proportional to the amount of water used per sack of cement in mixing. Los Angeles' specifications require that no more than fifty-three pounds of water per sack of cement be

used, and that the compressive strength of the concrete at twenty-one days of age shall be at least 1000 pounds. Test records show that the concrete being laid in this city is better than the satisfactory concrete laid a few years ago.

Pavement Strengths

In 1921 the average concrete pavement strengths were a little better than 2000 pounds per square inch in compression. By improving the specification and by closer inspection those strengths have gradually been increased from year to year until in 1928 the average compressive strength of concrete in concrete pavements was 3400 pounds, an increase of 70 per cent in seven years. And all this at no greater cost per square foot of pavement.

Modern pavement building practice calls for attention to details that were frequently overlooked so short a time as ten years ago. First of all concrete should be properly mixed with ample time for the aggregates, cement and water, to be thoroughly intermingled. This has brought about the usage of a timing device attached to the mixer which causes a bell to ring when the time limit has expired.

Use of Template

Another detail which receives close attention in Los Angeles is the use of the template in the area between the mixer and the place where the concrete is to be placed. Thus all roughened subgrade surfaces created by trucks and so on and the mixer itself are smoothed out. This assures a uniform pavement thickness.

Chute placing of concrete has given way in Los Angeles to placement by boom and bucket. "Dry" concrete, as required by the water cement ratio law, and the chute do not



Another beautiful street, Florence Avenue, Los Angeles. This avenue is 70 feet wide and 8 inches thick.

go together. The passage of the chute signifies the trend toward better concrete.

Particular attention is paid to joint and curb construction. Eight-inch pavement is thickened to ten inches at longitudinal joints and along the sides when no curb is used. The pavement is likewise thickened at transverse joints. Curb construction eliminates the outer thickened edge.

Major Shaw, City Engineer, when he assumed office realized the need of expansion and contraction joints in concrete pavements. Immediately he instructed his department to experiment with different combinations of "through" and "dummy" joints. The results were so satisfactory that now the city specifies through transverse expansion joints at certain intervals with contraction, or weakened plane transverse joints at intermediate points not to exceed twenty-five feet apart. The standard plan B-1047 shows the arrangement of longitudinal expansion and contraction joints for all widths of streets from twenty feet to seventy-four feet. In no case does the width of the slab exceed twenty feet, and the contraction joints are placed ten feet apart to define the traffic lanes. Wilshire Boulevard was recently completed from the city of Beverly Hills to Soldiers' Home, using this type of construction, and Riverside Drive is now under construction with the same type. This is now standard practice, and with the transverse expansion and contraction or weakened plane joints properly spaced, cracks that occur where the pavement is not properly designed have been entirely eliminated.

Fast growing cities usually experience "growing pains," particularly in regard to financing matters. Although Los Angeles' growth has been phenomenal, with the population increasing from 625,000 in 1921 to

one and one-third millions in 1928, indebtedness has been kept remarkably low.

Economical pavement construction has played an important part in this achievement. Through careful planning by the Los Angeles Public Works Commissioners, and the strict adherence to the city engineer's estimates, Los Angeles has been enabled to keep her concrete pavement costs below those of any other large municipality.

SOUTHERN PLUMBERS IN SPECIAL CARS

New Orleans and Atlanta Travelled to Buffalo in Comfort and Privacy.

Southern plumbers went to the National Convention in style and comfort. The boys from Dixie land have eight cylinder ideas when it comes to doing things.

New Orleans

The New Orleans party consisted of the following: A. H. Grimaldi, president New Orleans Master Plumbers Association; Mrs. A. H. Grimaldi; Eugene August Grimaldi, August H. Grimaldi, Jr.; O. P. McGregor, vice-president New Orleans Master Plumbers Association; Mrs. O. P. McGregor, A. G. Rose, National Director; Mrs. A. G. Rose; Louis A. Rose; L. C. DeLeon, secretary emeritus of New Orleans Master Plumbers Association; Mrs. L. C. DeLeon; Louis J. Petrie, secretary New Orleans Master Plumbers Association; A. H. Kussmann; Mrs. A. H. Kussmann; Marcus Korn; Frank Petrie; E. L. Kimble, Jr.; Edmond L. Kimble, editor of the Southern Plumber.

The party left New Orleans over the L. & N. lines on June 21st. Throughout the journey good fellowship prevailed. There were no dull moments. At the conclusion of the convention the party spent three

weeks visiting points in Canada, New York City, Atlantic City, Washington, D. C.

In addition to the above New Orleans was represented at the convention by the following Master Plumbers, who motored to Buffalo, leaving for there early in June:

W. C. Maher, past president, New Orleans Master Plumbers Association; Mrs. W. C. Maher; W. C. Maher, Jr.; Albert Maher, Helen Maher; R. G. Schwarz; Mrs. R. G. Schwarz.

The entire New Orleans delegation met at the Touraine Hotel which was headquarters during the convention.

From Atlanta

The Master Plumbers of Atlanta were not in the least behind their New Orleans brethren. They traveled in equal style and comfort, and in the privacy of their special car.

They left Atlanta June 21, and reached Buffalo on the 22nd, remaining there until June 27th. From there they went to New York City, stopping in Albany from 5:27 A. M. to 9 A. M. and then embarking on the Hudson River day line for a boat trip, one of the prettiest in America, reaching New York at 6 P.M.

Saturday evening, June 29th, they took the sleeper for Washington, D. C., arriving at the national capitol for the following day.

Leaving Washington, Monday, July 1st, at 6 P. M., Norfolk was reached the following morning. Here the entire party were guests of Mr. L. A. Noland on a yachting trip.

Tuesday evening they started on the last leg of the journey and reached home in time to celebrate the 4th.

It was a most delightful trip throughout and those who enjoyed it were: Mr. and Mrs. W. S. Loftis, Mr. and Mrs. J. B. Grant, Mr. and Mrs. J. W. Picklesimer, Mr. and Mrs. W. R. Puckett, Miss Louise Wilson, P. L. Guest, T. R. Stephenson, F. E. Farrell, J. D. Reynolds, C. H. Simpson.

Mr. W. L. Jett, manager of the Southern Division, and W. B. Ford, southern salesman, were guests of these parties in the private cars when they traveled to the Buffalo convention.

THE NAVY'S NEW BLIMP

During this month a new all-metal dirigible balloon will be completed for the U. S. Navy Dept. This ship is more or less an experiment and its cost will be in the neighborhood of \$300,000.

It is not a large blimp, such as the Los Angeles and Graf Zeppelin, being only 150 feet long and about 53 feet in diameter. This contraction in size gives greater rigidity and strength, it is believed by the experts.

The general idea in building an all-metal ship is to ascertain whether this method is practical. If it should so prove, there is little doubt that bigger metal ships will be built.

The ship will be propelled by air-cooled

(Continued on Page 33)

MUELLER RECORD

The Mueller Record is showing great literary value these days. It is not only a worthy technical magazine, but its general news and travel columns have extraordinary merit.

The illustrated articles on Cardiff, Wales, and on the new Sir Francis Drake Hotel in San Francisco are of especial merit and interest.—Merchant Plumber and Fitter.

The Mueller Record for July presents a very interesting article and many illustrations showing the modernizing of the world-old system of water distribution in use at Athens, Greece. According to the story, the Greek National government authorized a bond issue for \$11,000,000, entering into a contract with Ulen & Company of New York for the design and construction of its new plants and its operation for 25 years. The contract was entered into in 1925, and details and progress of the work are told in article mentioned. Mueller Company of Decatur are publishers of the Mueller Record, which is edited by C. N. Wagenseller.—Municipal News and Water Works, July, 1929.

Truth Overcame Him

This is the story of Johnny McGuire, Who ran through the town with his trousers on fire;

He went to the doctor's and fainted with fright

When the doctor told him his end was in sight.

—Mueller Craftsman.

AND TO TAKE ORDERS



A man brags about being self-made, but he has to be convinced that he was made to order.

CHANGES IN P. & H. BUREAU

E. J. Flentje Succeeds Russell G. Creviston as Secretary-Manager.

During the plumbers convention at Buffalo in June, Russell G. Creviston tendered his resignation as secretary-manager of the Plumbing and Heating Industries Bureau. He asked that it take effect September 1st, but was prevailed upon to postpone the date until October 1st.

E. L. Flentje has been named as his successor. The new head of the Bureau is already well known to the trade, having been associated with the Bureau for the past four years. He came to the organization from the Pacific Coast, where he had a wide experience in advertising, selling and organization



Mr. E. J. Flentje

work, and has since had charge of some of the Bureau's important activities. He is capable and well fitted by experience and education to succeed to the place made vacant by Mr. Creviston's retirement. Those who know him personally, recognize in him a man possessing fine mental attainments and fully equipped to handle successfully the many perplexing problems which confront the Bureau daily. His close association with Mr. Creviston will be of material benefit to him as an administrative and executive officer. He is known throughout the industry because of his contacts with local, state and national associations, and because of his handling the Philadelphia Marketing campaign. His election as successor to Mr. Creviston was unanimous.

Mr. Creviston has been with the Bureau as secretary-manager for about two years. He was engaged by the board of directors because of his experience in organization work and because he is an industrial engineer. At

MONEY

Money is of no value; it cannot spend itself. All depends on the skill of the spender.—Emmerson.

the time of his selection, the Bureau had a very elaborate program of activities mapped out, and Mr. Creviston went into it with a zeal that promised excellent results, but conditions have arisen which make it impossible to proceed with the program, and under these circumstances Mr. Creviston felt it advisable to retire from the office of secretary-manager.

A few facts from his last semi-annual report indicate the scope of the work that has been done. This showed how the Bureau had assisted selling advertising by the sale of 2,208 modernized window transfers, 440,000 stickers, 225 sets of two color cuts of the national seal, 12,600 blotters showing the distribution of the plumbers' income.

At the present time there are some 10,000 apprentices and journeymen in the trade. Contractors have purchased 186,100 time cards, 93,612 journal and ledger sheets, 9,249 bookkeeping pads.

In addition to this, there has been a great deal of work done in securing newspaper publicity, buying movie slides and consulting



Mr. Russell G. Creviston

and advising with local and state organizations.

The work that has been done reflects very creditably upon Mr. Creviston, and while he has as yet made no connection of which he cares to speak, there is no doubt that a man of his ability will effect a probable connection with some important enterprise.

OLD PEPPERSASS

Famous Mountain-Climbing Engine Wrecked on Its Farewell Trip.

One night many years ago the great John L. Sullivan, after being picked to shreds by Jim Corbett's lightning blows, staggered to the ropes, and in guttural tones from his bloody mouth, said:

"Boys, I went once too often." And so it goes. People as a rule are not content to leave well enough alone. They are always seeking to do something spectacular or sentimental. That's why "Old Peppersass," historic engine, went to the scrap heap instead of the great permanence of a place of honor in a museum to be gazed upon and wondered at by future generations.

Newspaper readers will recall the regrettable ending of "Old Peppersass" on July 20th, last. The press, however, gave no space to the history of the queer old engine, around which clusters so many happy memories, and so much sentiment.

"Old Peppersass" was the world's first engine to climb a mountain. It was built by Campbell and Whittier, Cambridgeport, Mass., in 1866 for the Mt. Washington Cog Railway, and was a marvel of engineering and mechanical achievement in that day. The railway and equipment was the result of yankee shrewdness. Some far-visioned individual saw the opportunity of attracting tourist travel to the top of Mt. Washington's highest peak, but one east of the Rockies, Sylvester Marsh of Littleton, N. H., conceived the plan. Prior to that time the ascent was made on foot or by wagon, either method a trying undertaking attended by discomfort and danger.

Marsh's idea at first was regarded as absurd, but in 1858 the New Hampshire legislature granted a charter for a railway up Mt. Washington. The incredulity of the times is shown by the attempt of a legislator to tack on an amendment to the bill for the building of the railroad which read "and to the moon if he (Marsh) wishes it." This was killed, however. Building of the road was started in 1866 and soon thereafter "Old Peppersass" was climbing up and down the three and a quarter miles of track daily. For years the old engine hauled people from all over the world to the top of Mt. Washington, a trip never to be forgotten, although there are longer and steeper cog railways now.

As locomotives are known today, "Old Peppersass" was something of a caricature. The boiler stood upright instead of horizontal, and with no cab to shelter its crew. The boiler hung on trunnions so that it could maintain the vertical regardless of steep grades averaging 25 per cent, or 1,320 feet a mile; and in the Jacob's Ladder section attain 36.6 percent—a rise of 1,932 feet in one mile. The railway up the mountain has two rails resting on a wooden trestle, with a rack, or ladder-rail between, into which a big cog wheel on the engine meshes. This

acts as both motive power on the ascent, and as a brake on the descent.

Retired in 1893 "Old Peppersass" was brought forth on July 20th for a final trip before permanent retirement to a post of honor in the B. & M. station at Britton Woods, N. H. But alas and alack! The trip proved its last. Instead of a historical relic "Old Peppersass" is a mass of junk, one or two persons are dead and a number are injured.

"Old Peppersass" went once too often.

KEEPING CLEAN NOW

In the past six years 7,000,000 bath tubs have been installed in American homes. Averaging the families at four, this means that 28,000,000 Americans, old and young, are keeping fit with a bath a day. The time is here when the American home without a bath tub is just as incomplete as without a heating apparatus. Every bath tub installed means added health. Cleanliness is necessary to a healthful physical development.

The National Bureau of Economic Research has issued a pamphlet on Recent Economic changes in which Dr. Leo Wolman has a chapter on "Consumption and the Standard of Living." The bath tub is given considerable prominence in this article. The writer says:

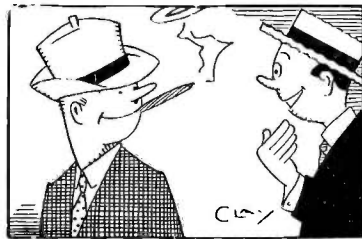
"In 1925 63.8 per cent of the homes covered by the survey had stationary bath tubs. On the basis of this percentage it is estimated that at the beginning of 1925 there were about 14,100,000 stationary bath tubs in the homes of the non-farm population of the United States. This figure was projected back for each year from 1913 on and further estimates were made for the years since 1925 by the use of the statistics of the annual shipments of enameled baths.

"Of the total 11,000,000 bath tubs installed during the fifteen years since 1913, only slightly more than 4,000,000 were installed during the first nine years and 7,000,000 in the six years beginning with 1922. The rate of installation was thus 1,100,000 a year during the second period."

Philosophy

Do right and fear no man; don't write and fear no woman.—Green Onion.

THE DOPE ON EVE



"Do you think it was an apple that the devil gave Eve that caused the trouble?"
 "No; I think he handed her a lemon."

The Birmingham Gas Co.



The Birmingham (Alabama) Gas Company, succeeding the Birmingham Electric Company, got away to a flying start with a formal opening on May 15th, brief mention of which was made in the July issue of the Mueller Record. The illustration above shows the new quarters of the company on the day of the opening with a noticeable indication by flowers of the good wishes of friends, patrons and citizens. It was a great event for Manager Chew, General Supt. Elliot and their enthusiastic aids, whose willing and helpful interest point to a successful future for the company.

The Birmingham Company, while a subsidiary of the American Commonwealth

Power Corporation, is in reality a local enterprise because it is largely manned by Birmingham people, and is strongly identified with Birmingham interests. The company with its 4,000 miles of mains and 45,000 consumers is splendidly equipped to supply that kind of service that makes the consumer happy at being a patron. Gas companies and water

companies are an excellent barometer of the character of a city.

The fact that this company has so many miles of mains, so many consumers, and requires a force of 385 officials and employees to maintain its high standard of service. There is a good strong team at the head of this organization which presages a successful future for the Birmingham Gas Company in the persons of Roy E. Chew, general manager, and Berney H. Elliot, General Superintendent, both technical and practical gas men. Mr. Chew went to Birmingham from the Union Gas and Electric Company of Bloomington, Illinois, where he had marked success and was an outstanding figure in all civic undertakings. He has already interested himself with the interests of Birmingham, and those in Illinois who knew him personally have no doubt that he will more than equal his already fine record in the gas field.

Berney H. Elliot, who is a native of Birmingham, was for years superintendent of the gas department of the



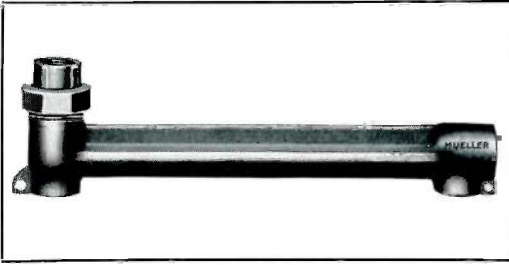
Mr. Roy E. Chew
General Manager



Mr. Berney H. Elliot
General Superintendent

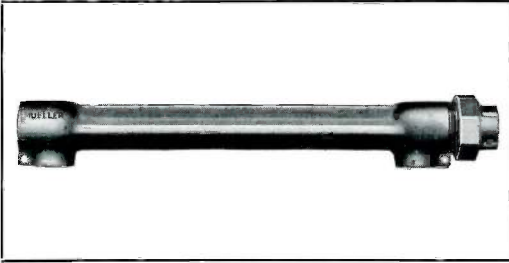
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A MUELLER Meter Hanger Is Something More Than Just A Piece of Metal...



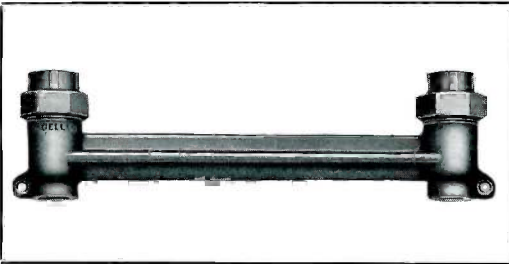
G-11210

Though there's a pattern for every type of installation to meet the varying needs of the gas companies, there is an identical quality in all Mueller Rigid Bar Connections that sets them a little apart from the general run of the market.



G-11215

Compare them with any other units for strength of material and design, for compactness, and for the practical simplicity that cuts installation costs and gives added years of trouble-free service.



G-11235

Muellers' seventy-odd years of quality manufacturing for the gas industries make the purchase of Rigid Bar Meter Connections an Investment in Confidence.

MUELLER CO., Decatur, Illinois

Established 1857

Branches: New York, Los Angeles, San Francisco, Dallas
Canadian Factory: MUELLER, Ltd., Sarnia, Ontario

MAW AND PAW JOKES



Old Style Alarm Clock

Salesgirl—Here's a useful household article, sir; a neat little breakfast gong.

Male Shopper—Don't need any breakfast gong at our house; I can hear my wife scraping the toast.—Calcite.

Asbestos Clothes

Mrs.—Where have you been all evening?"

Mr.—At the office.

Mrs.—Then you must be made of asbestos. Your office building burned down two hours ago.

Just Like That

"Won't you give something to the 'Old Ladies' Home'?"

"Sure—you can have my mother-in-law."

You Heard Me

Husband—If a man steals—no matter what—he will live to regret it.

Wife (Sweetly)—You used to steal kisses from me before we were married.

Husband—Well, you heard what I said.

Promising Efficiency Expert

Mother—Junior, you didn't wash your face this morning.

Efficiency Expert's Little Boy—No, Mother. I heard you say we were going to have grapefruit for breakfast.

Repentance

Doctor—Your husband, Madam, is suffering from voluntary inertia.

Mrs. Woodendome—Poor, dear Robert, and I accused him all along of being lazy.—The Tarheel Banker.

Billy (who has caught his father kissing the maid)—Whatcha doin', Dad, kissin' the maid?"

Father—Bring me my glasses, son; I thought it was your mother.

The Hops

Once again the husband came staggering home late.

Mrs. Joneski—Oh, John, you have been drinking again, sobbed the wife as she caught a whiff of beer.

Mr. Joneski—No, dearie; you wrong me. I've been eatin' frogsh legsh, and you smell the h-o-p-s.

The Same

Wife—If I were to die, what should you do?

Husband—Oh, the same as you would yourself.

Wife—You wretch! I have always suspected it!—Phoenix Mutual Field.

Got Plenty

Wimpkins—While I was out with some of the boys the other night, a burglar broke into our house.

Whotot—Did he get anything?

Wimpkins—I'll say he did—my wife thought it was me coming home.

Where Faith Fails

Goofer—I have the faith that moves mountains, said Mr. Goofer.

Mrs. Goofer—I wish you had the faith that would move the ashes out of the basement.

Relief at Last

Mr. Richman—How do you like this place? Shall we buy it?

His Wife—Oh, it's perfectly lovely! The view from this balcony is so fine that it leaves me speechless.

Mr. R.—Then we'll buy it.—Answers.

Ocular Feasting

Mrs. Whotzit—Your husband said he came south this year just for the sea food.

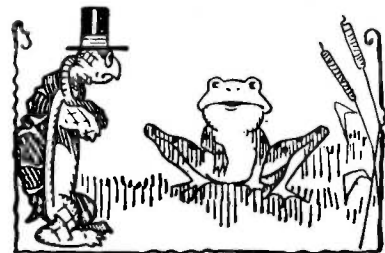
Mrs. Whatsit—He meant see food—he loves to feast his eyes on the bathing beauties.

Too Seevre

"What's the penalty for bigamy?"

"Two mothers-in-law."

RECOGNIZED ABILITY



Frog—I'm thinking of taking up a piece of mining property near here.

Turtle—What for?

Frog—Oh, it would be so easy for me to jump a claim.

Masts and Spars For "Old Ironsides" Comes from State of Oregon

Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky.
Nail to the mast her holy flag,
Set every thread bare sail,
And give her to the God of storms,
The lightning and the gale.

In the July issue of the Mueller Record there appeared a brief article concerning the reclaiming of the famous frigate, "Old Ironsides," the pride and glory of the American Navy 132 years ago. Destruction has threatened this gallant old ship at different times, but always the patriotism of the people has been aroused, and the result has been the preservation of the old ship for future generations.

This time the rehabilitation is the most extensive yet undertaken. In reference to this in the July issue an unintentional error was committed in saying the lumber for the new masts and spars came from the Cascade mountains in the state of Washington. Our authority was a dispatch printed in a metropolitan paper. The state of Oregon claims this credit, as the following letter makes clear.

PORTLAND CHAMBER OF COMMERCE
Portland, Ore.

July 6, 1929.

Mr. C. N. Wagenseller, Editor
Mueller Record,
Decatur, Ill.
Dear Sir:

May I call your attention to a very flagrant error in your article in a recent issue under the heading of "Tear not the Tattered Ensign Down". In this article appears the following statement:

"At Boston recently, four cars of Douglas Fir were received from the Cascade Mountains in Washington. These are for new masts and spars. The lumber was the gift of the West Coast Lumbermen's Association."

As a matter of fact the timber did not come from the Cascade Mountains in Washington or in Oregon, but was shipped by the Westport Lumber Company between Portland and Astoria, at Westport on the Columbia River Highway in Oregon.

I have much pleasure in forwarding herewith pictures that were taken at the time of this lumber leaving the Portland depot for Boston.

Old Ironsides Cottage

We are glad indeed to know that the famous old vessel will be rehabilitated and fully restored and that its masts and spars will be made out of Oregon lumber. This seems



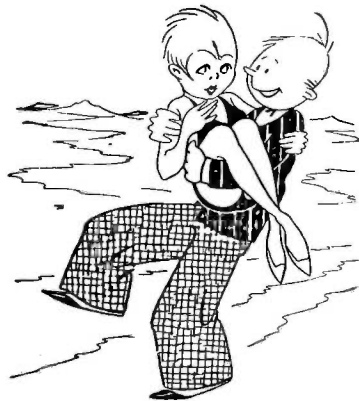
to be a fitting coincidence because the first house built in what is now Portland was erected by a sailor who served on Old Ironsides and the cottage for years was known as the "Old Ironsides Cottage". This is one reason why one of our members who read your article in your excellent paper felt that due credit for the lumber should be given to the state from which it came and I am sure that you will be glad to rectify this undoubtedly unintentional error and publish the facts.

Yours faithfully,
Herbert Cuthbert, Mgr.
Advertising and Promotion Dept.

Natural Air Enthusiast

Hugh Price Jones, says the Yuba (Arizona) Times, local undertaker and deputy coroner, and Dr. Julian P. Johnson, head of the Yuba City Emergency hospital, yesterday closed negotiations with "Jimmy" Angel, air pilot, for the establishment of a flying field here.—San Francisco Examiner.

SHORT TIME CIRCUIT



Her Lover—And when we're married, sweetheart, you'll take my name, won't you?
Actress (many times wed)—Well, I'll think it over, dear—but it may be for such a short time, you know.

TALK WITH YOUR PLUMBER

Let Him Advise You Before Beginning Your Home.

The architect should design the house, the carpenter or brick mason should build it—and then what—the plumber of course—he should handle the water and heating system inside the building—that is his job and if consulted in time he is competent through education and experience to give valuable advice on the correct location of the bath room, the kitchen plumbing fixtures and the heating plant.

There has been much criticism of the plumber in the past because of installations productive of inconvenience and future expense. Most of it has been unjust and undeserved. The plumber was not to blame. When it came to his part of the job he found the bath room just where it should not have been, the kitchen sink placed, not as a matter of convenience to the user, but wherever the wall offered sufficient room for the installation. In the matter of the supply pipes leading from the water main into the dwelling he found them placed in the most exposed places increasing the liability of freezing.

Luckily most of this trouble belongs to the past. Nowadays the architects and the plumber or the owner and the plumber confer on these questions, and the plumber provides against future trouble and expense by securing proper arrangements before any work is actually undertaken.

Builders Grow Wiser

The reason of this is that the builder has at last come to the realization of the fact that nothing in the home life equals the importance of plumbing and heating. These combined items add more to the sales value of a property than all other combined items entering into the construction of a home. Reverse the proposition and nothing makes more unsaleable a house with inadequate or faulty plumbing and heating. There are no stronger sales points in disposing of property than plumbing and heating bearing the name of a reputable manufacturer and properly installed. The wise builder never will neglect consulting his plumber before he finally O.K.'s his plans. In doing so he gets the best possible insurance against dissatisfaction, improper and inefficient service, and above all future expense.

In these days of scientific sanitary plumbing and heating the upkeep of installations have been reduced to a negligible quantity.

Freezing Common Trouble

One of the common causes of trouble with plumbing installations is the freezing of pipes in winter. You may well imagine the ire of a householder arising with a temperature below zero and finding his water supply pipes frozen up. He blames the plumber of course. He's wrong. He should blame himself or the person who built the house. The

plumber has had nothing to do with the location of the pipes. If he had he would have seen to it that they were so placed as to escape exposure and thereby in most cases eliminate the danger of freezing.

Good Insurance

This is one kind of insurance a plumber can give if you give him a chance to advise you before you begin building. He will run your pipes so that they are not exposed and in no danger from frost. If there is no escape from this he will use an insulating material which will lessen an unavoidable danger of extreme cold weather. He will keep your supply pipes away from outer walls or where cold drafts will strike them. The laity does not realize how quickly a water pipe will freeze when exposed to zero weather. Frozen water pipes bursting frequently cause damage running into hundreds of dollars. This in many cases could have been averted by consulting a reliable plumber and following his advice as to the correct location of pipes.

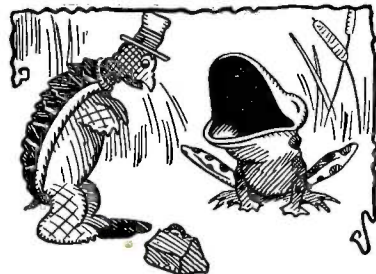
AGAINST PRIVATE TOLL BRIDGES

The American Association of State Highway Officials goes on record against private toll bridges. Automobile drivers have been on record as against them for some years. They are responsible for the action of the highway officials, who recently unanimously adopted resolutions stating it to be the sentiment of the executive committee not to consider any applications for a United States route number for a road which involves the crossing of a privately owned toll bridge, unless the state or a political subdivision thereof gives evidence of its intention to take over such bridge with the ultimate object of eliminating tolls.

FREEDOM

He who has conquered weakness, and has put away all selfish thoughts, belongs neither to oppressor nor oppressed. He is free.—Allen.

WIDE ENOUGH



Old Doc Turtle—That's wide enough Mr. Frog. I'm going to work on the outside!

OLD NEWSPAPERS GO TO CHINA

Help Make Firecrackers, Paper Toys and Other Things.

Newspapers after reading have no value. They are generally cast aside. Occasionally a person with thrifty instinct saves them—just because saving is a habit. They really do not expect to realize much from them, a few cents, perhaps, when the "ole rags and iron man" comes along with his cart.

Still, old newspapers have some commercial value. Mel Wharton, writing in *The Timberman*, tells us something about it. They are exported to China and other far eastern countries where they are worked over into various products. In China they help in making firecrackers, also paper dolls, toys, and in some instances after being worked over, for wrapping packages.

The average price paid is \$22.50 per ton. It would seem that a ton of newspapers could not be accumulated at this price. They probably could not if it were not for organized campaigns by schools. These are inaugurated for some special purpose such as the purchase of play ground apparatus, musical instruments, etc. The case of the Polytechnic High School of Los Angeles is cited. Mr. Wharton tells us that a \$25,000 pipe organ was purchased through a well organized campaign for gathering old newspapers.

"The business of preparing old newspapers for shipment overseas is highly specialized," says Mr. Wharton. "It is necessary to have baling equipment, usually in the form of hydraulic presses. The papers are compressed under a standard pressure of 3,000 pounds to the square inch. Then they are banded. The package is burlapped, after which the bundles are again bound with hoop steel having buckle seals. The weight of each bale varies according to country of import. Fumigation is not done at point of origin."

This particular business is largely a Pacific coast industry because of the direct shipping facilities to the countries using the materials. Shipping from the interior to either coast would add so much to the freight rates that there would be no profit. A lot of old newspapers and other discarded printed matter finds a way back to paper mills to be worked over into the cheaper grades of paper.

SCOTCH TOAST

A certain sportsman, unpopular for his intrusive superiority, was enjoying his last shoot on the moors before his tenancy expired. At luncheon he turned to the gillies and said: "What about a real Highland toast before we separate, men?" The oldest gillie rose slowly, grasped his glass, and delivered himself thus:

"Here's to ye, sir, good as ye are, and to us, bad as we are; but good as ye are and bad as we are, we're as good as you are, sir, bad as we are."—Ex.

NEW BATH ROOM DANGER?

A doctor calls attention to the danger of locking the bathroom while bathing. He thinks that danger lurks within. In writing to the American Medical Association he describes sixteen kinds of bathroom accidents of more or less serious consequences. Most of these, it is pointed out, could have been averted with reasonable precautions. The same is true of nearly all accidents. Among those listed by the writer are:

Scalds from too hot water.

Electric shocks from defective electric wiring.

Falls getting in or out of the tub.

Falls on slippery floor.

Poisonous fumes from bathroom heaters.

Baths too hot or too prolonged causing sufferers from some diseases to faint in the tub and drown.

For these and other reasons he thinks bathroom doors should always be left unlocked so that help may be immediately available in case of necessity.

That there is a slight element of danger, principally from falls in bath tubs, no one will deny. The per cent of accidents, however, is very small. A rug to step on when through with the bath averts the danger of slipping on the floor. A little care in stepping in or out of the tub reduces to a negligible quantity a fall from that cause. The same care in tempering the water overcomes the danger of scalding. In fact, there is very little danger in a bath room. There is more danger to the health in not taking a bath. The doctor's point that the door to the bathroom be left unlocked is one worth considering. The mere fact that the door is closed should be sufficient evidence that the room is occupied and notice to others to stay out.

A woman says that there is no pleasure in suffering if it must be done in silence.

AN EARTHY ANGEL



Sporty Boy—How'd you like to go for a ride in my plane?

She—No, thanks; I may be an angel, as you've said, but I'm still without wings.

John A. Quinn, President



Mr. John A. Quinn of Philadelphia, elected president of N. A. of M. P. at the Buffalo convention.



Mr. George H. Drake of Buffalo, elected vice-president of N. A. of M. P. at the Buffalo convention.



Mr. Maney J. Feeney of Philadelphia, elected secretary of N. A. of M. P. at Buffalo convention.

The annual convention of the National Association of Master Plumbers held at Buffalo in June is conceded to have been the largest in the history of the association.

Nine hundred and sixty four delegates actually registered and the total attendance of visitors, manufacturers, plumbers' wives and families swelled the throng to several thousand.

The exhibits were located in the auditorium while the business sessions were held at the Statler, the association headquarters.

The officers elected for the year were:

President—John A. Quinn of Philadelphia.

Vice-President—George H. Drake of Buffalo.

Treasurer—A. C. Eynon of Canton, Ohio.

Secretary—Maney J. Feeney of Philadelphia.

The election of these gentlemen proved popular with the delegates. Mr. Quinn has for years been a tireless worker for the association, and George H. Drake, also active in the association work, particularly distinguished himself as chairman of the Buffalo convention committee. A. C. Eynon has been treasurer for several years.

The next convention is to be held at Boston, whose rich historical background will doubtless prove a strong attraction.

President Quinn has announced that the national office will be at 1321 Arch Street, Philadelphia, Room 802. At-

lantic City was again an active competitor for the 1930 convention.

Among the resolutions adopted by the convention was one presented by New York suggesting appointment of a committee "for the purpose of a conference with the Federal

trade commission concerning conditions now existing in the contracting division of the plumbing and heating business, with the idea in view of adopting a set of rules and establishing a code of ethics covering the activities of our industry."

Another resolution called for appointment of a committee to meet with a like committee from the Heating and Piping Contractors National Association for the purpose of joint discussion of such abuses as the committees may find, the committees to report their findings back to their respective national bodies. This resolution was also accepted by the convention.

The resolution for a permanent office of the association was voted down.

The displays made by manufacturers excelled anything ever before attempted. Many new devices in plumbing with new patterns in white and colored vitreous ware attracted not only the master plumbers but Buffalo residents also. The auditorium housing the exhibits is a spacious building and the decorations and uniform style of booths contributed to the beauty of the show.



Mr. A. E. Eymon of Canton, O., reelected treasurer of N. A. of M. P. at the Buffalo convention.



Mr. Jeremiah Sheehan of St. Louis, retiring president of N. A. of M. P.

Mueller Co. Exhibit at Buffalo



Our display at the convention of the National Association of Master Plumbers held in Buffalo in June was rectangular in shape, occupying the center of a booth 20x10 feet. It was impossible to get a complete photograph but the above gives a very good idea of the arrangements. The display was done in modernistic green and black, and every piece of brass goods shown was chromium plated. The panels and all the draperies were in black velvet with a floral back ground at the rear. Four spot lights flooded the exhibit at all times and added greatly to its appearance.

In the line of brass goods it was one of the prettiest displays made.

(Continued from Page 23)

gas engine and will carry a crew of four men. The new airship has frame work of duralumin and the covering is known as alclad, which is a new product.

Building of ships of this character are still a mystery to the layman. Most of us know that they float through the air sustained by certain gases. That is about all the average man knows about the ships. It is interesting to know that the work of inflating this ship is now under way. That is an interesting process, it first being necessary to use carbon dioxide to displace the air, and then to subsequently displace the carbon dioxide with helium, which is the gas now accepted as most effective in sustaining the big blimps in the air.

A new interest has been given to the bal-

loons commonly known as blimps by the recent performance of the Graf Zeppelin. There is not only a place for these ships in naval maneuvers but the performance of the Graf Zeppelin points plainly to the time when they will be used for freight and passenger transportation.

RADIUM PAINT NOT A NECESSITY

We can do without radium paint on our watches, says the Milwaukee Journal.

Fifteen persons have died from radium poisoning contracted in making or using this paint. Eighteen more are known to be suffering from the disease, and it is a particularly terrible doom, the sufferer knowing for years that the malady has attacked him and that he is condemned to increasing weakness and pain without hope.

Now the Department of Labor recommends that the industry be abolished, saying that it is not necessary in normal times and that the American companies are ready to give it up if importation is prohibited. The recommendation ought to be enough. No one needs a product which he cannot have without condemning some brother or sister to suffering and death. Radium paint is useful in many ways, it has added conveniences to life, but it is not necessary. Men learned the time at night before we ever heard of illuminated dials; men found their way before we had illuminated compasses.

Just when we think we can make both ends meet, someone moves the ends.

Water Works Men at Toronto

The American Water Works Association met in annual convention at Toronto, June 24-28. It was largely attended by water works men, hydraulic engineers, and manufacturers. The new Royal York Hotel, just completed, was headquarters. It stands forth as one of the finest hotels in Canada, and its newness and luxurious equipment contributed in large measure to the pleasure and enjoyment of delegates and visitors. The total attendance was placed at something over eleven hundred.

The new officers elected are: President, Jack J. Hinman, Jr., Associate Professor of Sanitation, University of Iowa, Ames, Ia.; Vice President, George H. Fenkel, Superintendent and General Manager, Board of Water Commissioners, Detroit, Mich.; Treasurer, George C. Gensheimer, Secretary, Commissioners of Water Works, Erie, Pa.



W. F. Mayo,
Shreveport, La.

(Note: Mr. Gensheimer died at his home in Erie while the convention was in session.)

Trustees: District No. 3—J. Walter Ackerman, City Manager, Watertown, N. Y.

District No. 5—A. F. Porzelius, Superintendent City Water Company, Chattanooga, Tenn.

District No. 7—W. T. Mayo, Commissioner of Public Utilities, Shreveport, La.

In his address President Brush referred to the admission of the Southeastern Water and Light Association to membership in the American Water Works Association as an outstanding accomplishment. He felt that it would be a great advantage if all interested in water works would come into one strong organization.

Some of the major actions of the convention consisted of the following:

Adoption of a new constitution and by-laws.

Government of association by a board of directors, one to be

elected by each section and one by Water Works Manufacturers' Association.

Functions of a specially elected nominating committee transferred to the board of directors.

Provisions for a division of Water Works financing and accounting.

Authorizing a committee to consider salaries and standardization of qualifications of Water Works operators.

The new Accounting and Finance division was organized by the election of



President,
Jack Hinman, Jr.,
Ames, Ia.



Vice-President,
George H. Fenkel,
Detroit, Mich.

the following:

Chairman, H. Gordon Calder; Vice-Chairman, Mr. Smith, Detroit Water Department; Directors, Franklyn C. Hopkins, Utica, N. Y., and Abraham M. Bowman, Elmira, Ont.

The program of technical papers covered many questions of water works practice and commanded close attention, most of them being thoroughly discussed.

And the entertainment features were never better, which is saying all that is to be said, as the A. W. W.

A. has never fallen behind on this feature.



J. Walter Ackerman,
Watertown, N. Y.

THE PLUMBER AND HIS TOOLS

The Reason Why He is Sometimes Compelled to Go Back for Them.

Why does a plumber "have to go back for tools?" Why doesn't he have enough tools and equipment with him, when he comes to your home? An interested public asks these questions!



A. F. Porzelius,
Chattanooga, Tenn.

Here's the answer, as given by the Plumbing and Heating Industries' Bureau:

In ninety-nine cases out of a hundred you and the Plumbing and Heating contractor are both at a disadvantage, because you cannot tell him what is really the matter.

You cannot take the plumbing to the repair shop as you would your shoes or your watch. The

Plumbing and Heating Contractor cannot bring his entire shop to your home—not unless he loads it onto several trucks—yet any one of scores of tools or thousands of articles may be required.

Unless you accurately describe what is wrong, the plumber must see the job before he can be certain what must be done. Not being gifted with clairvoyant powers the plumber tries—and tries hard—to guess at what he needs to bring with him. In view of the many abuses that plumbing is put to, it is a real wonder that he ever guesses right.

A way out of the difficulty is for every householder to know at least as much about the plumbing as about the cook stove or the lawn mower. Also to learn the few simple things to do—and not to do—to avoid damage to the plumbing. Any reputable plumbing and heating dealer will gladly and freely help you to that knowledge. Contrary to the general impression, the Plumbing and Heating Contractor usually loses money on minor repair jobs.

The greatest wonder of all is that plumbing does not break down oftener than it does. Usually every member of the household will carelessly throw anything from hair pins to rubber boots into toilets, lavatories, bath tubs or sinks—and blame the Plumbing and Heating Contractor for the results.

THE S. O. S. SIGNAL

We all know this is a radio distress signal at sea. It has saved many lives since radio came into use. Any captain picking up this signal immediately changes the course of his ship and goes full steam ahead on an errand of mercy. The letters of the signal apparently mean nothing except an urgent need of help. "It seems," says a London writer, "that many people are of the opinion that the letters are combinations of the words 'Save Our Souls' or 'Save Our Ships', or even 'Save, Oh, Save'. Such is not the case.

The Explanation

Continuing, this writer says: "At the conference held in London, in 1912, under the auspices of the International Radiograph, the three letters were adopted by this body to be used as a distress signal. The reason is that this combination of letters is perhaps the most easily made, and is one which the least skilled operator can readily recognize, being composed of three dots, three dashes and three dots. Previously to 1920 the distress signal was C D Q."

Perhaps the similarity of C D Q to the American P D Q had something to do with it. The latter combination is easily translated into words of very forceful meaning, as is the first combination.

As the London writer says, however, the simplicity of sending and recognizing the S O S signal was probably the actuating motive of its adoption and use.

RARE OLD BOOKS

Great Service Rendered the World by Benedictine Monks.

Librarians of the United States attending the World Congress at Rome in July had the rare privilege of seeing the most wonderful books in the world when they visited the monastery founded by St. Benedictine 1400 years ago.

When the barbarians in the middle ages were sacking and burning libraries these Benedictine monks patiently copied immortal works and thereby preserved them. Otherwise these books would have been lost forever. Among them are "The Golden Ass" and the "Metamorphoses" of Apuleius, the "History and Annals of Tacitus," Cicero's oration, "Pro Cluentia," and his essays, "Republica" and "About the Laws," "The Nature of the Gods," and Ovid's "Fasti."

The oldest grammar in history was also preserved intact by the Benedictines. This was Varrones "Latin Language." Montecassino kept unharmed the only original copy. Upon this all grammars, down to the English grammar taught in American schools, have in part been based.

The work of the Benedictine monks in preserving priceless books of the church has been even more remarkable. Original works of St. Jerome, St. Augustine, St. Cyprian and St. Ambrose; the most ancient papal decree, that of John VIII.; the oldest text of a decree by Gratian, famous codifier of laws, have all been saved from the depredations of time and of men by the Benedictine brethren.

Country Editor—What happened to Lena, our 600-pound fat lady? She looks a lot younger than she used to.

Tent Showman—She sure does. The outfit ran into a cyclone couple of weeks ago. It couldn't budge Lena, but it lifted her face.—Judge.

RECIPE FOR TENDER CHICKEN



"Do you know how to make a chicken tender, George?"
Sure—flowers, chocolates, and well chosen words of love will do the trick."

GETTING A BILL THROUGH CONGRESS

**There Is Just One Thing Harder to Do—
Herding a Camel Through Eye
of Needle.**

Getting a bill through congress is quite similar to crawling through a barbed wire entanglement.

People wonder why it should take so long to pass a bill and then they wonder, why, when it takes so long that so many bills are passed. Every legislator is ambitious to pass some sort of a bill through congress. He feels it a duty—wants his name to go thundering down the ages as a law maker. But there isn't enough thunder to go around. The bills are never mentioned except in the Congressional Record which no one but the proofreader reads. Its only in major legislation that a bill attracts general attention, the farm relief bill for instance.

Congressional procedure is described as a check and balance system, designed to make it difficult to pass bills. The theory is that the road is so rocky that undesirable legislation will be wrecked somewhere enroute.

Any member of congress can introduce any bill he wants. He may propose a law to enforce a certain kind of hair cut. Bills without merit do not get very far. Some of them are killed by ridicule or by the committee to which they are referred.

A bill is either private or public—the former if it relates to an individual—the public if it is general in nature.

Every bill is referred to a committee of which there are 20 in the senate and 45 in the house.

Here's where most of them get the ax, fortunately for a people buried beneath tons of law. If the committee makes a favorable report and a measure is passed by either branch of congress it goes to the other and if passed by it becomes a law. Should it be amended and the originating house refuses to concur it goes to conference, and if the conferees can't agree the matter must be threshed out by congress.

When the bill is finally passed the biggest hazard of all awaits it—the presidential veto.

All legislation either national or state follows the same lines. While many pitfalls are arranged to check bills, a great many that are worthless and useless make the grade.

There are many men in congress and State legislatures who are never heard of as authors of bills. They are not dead ones, incompetent or inefficient. They study carefully all legislation and its possible effect on the country, and then become super-efficient by voting right.

YOUR HAPPINESS

The happiness of your life depends upon the quality of your thoughts.—Marcus Antonius.

DEATH OF G. C. GENSHEIMER

At the last meeting in June of the American Water Works Association there was missing one face and one personality that caused deep regret. Mr. George C. Gensheimer, secretary of the Erie Water Commission, and treasurer of the National Association, passed on at his home, Erie, Pa., on the last day of the convention. His fellow members had just reiterated their trust in him by re-electing him treasurer.



G. C. Gensheimer

He was widely known in the water works field. He began work in the Erie water works department as a clerk at the age of 17 years and had been with the department ever since. His death followed an attack of pneumonia and his illness extended over one week.

WHERE DO YOU WANT TO GO?

To war or New York? Better go to war—it's safer. The automobile has proved more deadly than bullets and cannon balls. A telegram from New York says:

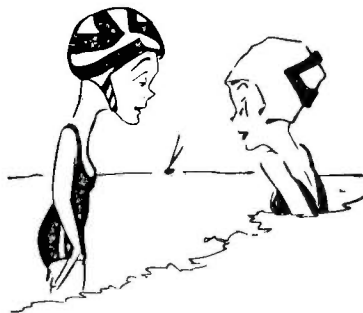
"The combined Union and confederate losses at the first battle of Bull Run were less than one-ninth as large as the number killed or injured in 1928 in New York City in highway accidents. The annual report of the police department disclosed that more than 1,000 persons were killed and 45,000 injured in New York last year. The losses at Bull Run were 2,896 for the federals, and 1,982 for the confederates."

Explained

Customer—What does this mean in your advertisement: "Btg sts"?

Clerk—Bathing suits, madam. They are quite abbreviated this season.

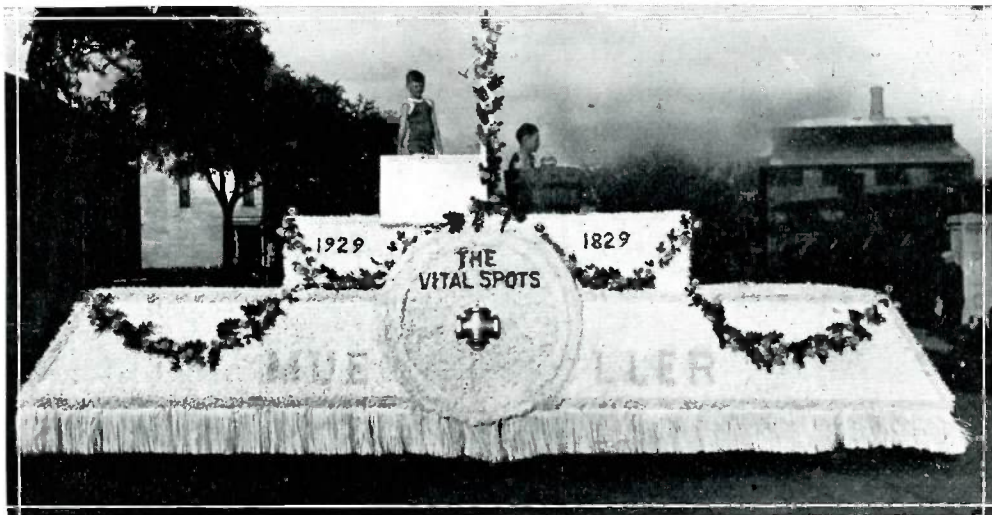
TOES KNOWS



"Are you going to wear your backless bathing suit tomorrow?"

"Why should I, with a chiropractors' convention on here then."

Celebrate Our Centennial



Decatur is one hundred years old, an occasion calling for much jubilation to commemorate the important event. It took us four days to get it out of our system, and having done that we have buckled down to the task of making the next hundred years greater and bigger years. We are over the hard part now—you know—the first hundred. It has taken three or four generations to reach our present important position as a Central Illinois city and it will take as many more to carry us to still greater heights—but what's a few generations. History is a patchwork of them.

From a few hardy pioneers, who in 1829 organized the county and founded the city, we have grown to an enterprising community of sixty thousand.

It is interesting to our organization to know that for nearly three quarters of the century that Decatur has been on the map, the name Mueller has been identified with local business interests.

There is no other commercial or manufacturing undertaking here occupying our position for an unbroken record in business. Founded by H. Mueller in 1857 the business is still in the hands of his sons and grandsons.

The celebration of the city's centennial was the most pretentious undertaking in local history. The pageant at Nelson Park and the parade depicting our progress were notable features. There were many beautiful floats. The one entered by our company is shown above. It was done in blue and white and depicted the growth and development of the plumbing industry. On one side of the dividing wall in the center was Jack Enloe taking the old time Saturday night wash tub bath. On the other side was

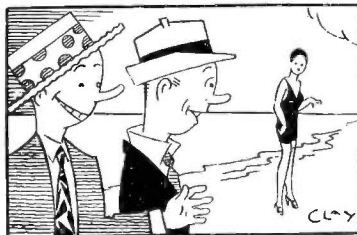
Girard Keil in a modern bath tub with a shower under pressure spraying water. Spectators were generous with their applause.

SERMON SUBJECTS

The modern minister may base his sermon on a text from the bible, but the subject alone does not indicate it. A Kansas City paper publishes the subjects upon which ministers of that city preached recently with the suggestion that without knowing the facts the reader might mistake them for titles of novels or moving pictures. Here they are:

- "Ice and Sand."
- "This Hard Boiled Age."
- "Radio Christians."
- "How to Be Happy Though a Church Member."
- "The Modern Babel."
- "Victim and Victor."
- "Blossom Time in the Desert."
- "Men of Sorrows."
- "Heart Searching."
- "Mockers at Sin."

TRUE TO TRAINING



"Who did that young lady, geologist marry?"
"Some old fossil, I guess."

The Camera Club



The subject for the Camera Club for the month of August was "Sports." Pictures were judged by W. T. McFadden.

First prize went to Margaret Marcott for her picture of small boy diving at the Homewood Fishing Club.

Second prize was awarded Marion Richards for picture of C. G. A. girls swimming at Faries Park.

Third prize was given Dorothy Jordan for a picture taken while on her vacation.

The subject for September will be lake scenes.

COLOR IN BATH ROOMS

Departure from pure white in bath rooms is attracting the attention of newspapers. The writers on household subjects are grabbing at it. Probably white was first adopted because white is an emblem of purity. It stands for cleanliness. In this particular it is almost mandatory. The slightest soiled place shows distinctly and cries aloud for cleaning. No self-respecting housewife permits her bath room fixtures to show her as slovenly in their care. She sees that each user obeys the common and accepted rules of the bath room, and in event of their failure cleans them herself. Colored bath room fittings do not speak so loudly, but still send out a cry for help. It's just as sanitary as white ware, providing it is kept clean. The color rage and the natural desire for "something new" may be responsible for the sudden demand for colored fixtures.

Speaking of this, a writer in the Chicago Tribune says:

"Color decoration in the large and more spacious bathrooms of today does not of necessity require matched shades, but often obtains striking results through sharply contrasting colors.

"For instance, a floor may be of deep rich blue and the bathtub blend perfectly therewith, while the lavatory and toilet may be a sunlight yellow with walls and ceiling reflect the same shade.

"Manufacturers of distinctive plumbing fixtures and equipment are printing pamphlets and literature dealing with bathroom decoration. While many of the bathrooms shown are for the elaborate home, many ideas found therein may be included in the smaller bath of the smaller home."

(Continued from Page 26.)

Birmingham Electric Company. He has for many years been identified with public utilities, and in the gas business he has at some time been through all the departments of manufacturing gas, has had constant contact with the public so that it may be said that Mr. Elliot knows how to make gas sell gas and to handle a force of men efficiently.

These two gentlemen, so completely fitted for making and marketing a product and developing new markets, have back of them an organization that guarantees Birmingham a gas plant that will rank high with the biggest and the best in the country.

Deadly Electric Bath

Doctor—Sambo, for your trouble, you'll have to take a series of electric baths.

Sambo—No, suh; no, suh, I don't take none ob dem elektrik baths.

Doctor—Why not Sambo? They are exactly what you need.

Sambo—Well, suh, mah brudder got drowned up at Sing Sing taken dem elektrik baths.

It is almost as hard for a man to live up to his reputation as it is for a woman to live up to her photograph.

THINKING

There is no expedient to which a man will not resort to avoid the real labor of thinking.—Sir Joshua Reynolds.

OUR GEORGIAN NAMESAKE

Southern City of Decatur a Lively Little Place of Nearly 15,000.

There are some sixteen or eighteen Decaturs in the United States, but the Commodore's Illinois namesake leads all others, being at the present time a city of approximately 60,000 inhabitants.

There are other very live towns by this name and among them is Decatur, Ga., a progressive little city of 14,000 inhabitants with all the advantages of the larger towns, that is to say, water works, good sewerage system, fire department, police department, and other departments necessary to the efficient conduct of municipal business.

Decatur, Ga., has a city manager in the person of J. S. Looney, and is under a commission form of government. The city manager meets with the commissioners but he has no vote. He is required to prepare a yearly budget the first of each year and this must be approved by the commissioners. He is directly responsible for efficient and economic execution of the policies formulated by the commission. This is the eighth year that Decatur, Ga., has been under this form of government.

The water department is probably a good index to the business methods in force there. The last annual report shows that the net earnings of this department for 1927 were \$24,207.21 and interest on outstanding water bonds for that period was \$11,750. For the year ending December 1st, 1928, the earnings were \$28,591.16, while the interest on outstanding bonds was \$12,095, which left a net profit to the water department for the year of \$28,952.37. The total outstanding bonds at this time is \$245,900.

The city of Decatur, Ga., has 4,666 feet of 6 inch water mains, a total of 199 fire hydrants, and in 1927 added a fine filter unit to the water works which cost \$12,100.

Two cozy little residences were built by the city at the water works plant for use of the employees assigned to the works.

In looking over this very interesting report, it is quite evident from the figures that Mr. Looney is handling his work in a very competent way, evidently satisfactory to the commissioners, as shown by his eight years' service.

A WESTERN SPECIALTY

The west specializes in great dams. The latest is the San Gabriel dam for Los Angeles flood control. It will be, says Western Construction News, the world's highest and most massive structure—432 feet high above stream bed and 500 feet above bed rock. It will be 2300 feet long on crest, 400 feet thick at the base—will involve excavation of 1,250,000 cu. yd. of material and placing of 4,000,000 cu. yd. of concrete.

This work is now well under way, but there is a huge job of preparation before actual building is undertaken. As customary in undertakings of this character a small

industrial city must be built to house the labor. The flood control district will take care of this part of the program under a special arrangement. The first contract for this was made last January. This contract includes feeding, and janitor service, light, water, heat and lighting at \$1.36 per day per man.

There is a dining room and kitchen capable of feeding 1000 men; 50 eight-man bunkhouses, capable of housing 400 men; a recreation hall containing reading room, post office, commissary store, and pool room. There are 30 four-room family houses to be occupied by the superintendents and foremen; besides an engineer's camp with capacity for 25 men.

It is estimated that an entire year will be required for excavating before any concrete is poured.

The dam is ten miles north of the nearest city, Azusa, which is 35 miles from Los Angeles. The district had a year ago constructed a standard-gauge railroad from Azusa to the damsite. The building of the camp involved the construction of a power line from the nearest substation, 12 miles distant, and a five-wire telephone line, besides the installation of the necessary sanitary and domestic water services. All this was done within a period of 60 days.

Evils of Substitution

"Brethren and Sisters," said the pastor, "I just want to announce dis' evenin' that next Tuesday night we all is goin' to have a strawberry festival with cream and sugar."

One of the sisters arose and whispered to him:

"Sister Jones," said the pastor, "tells me strawberries is too high, and we will have to substitute. Therefore we will have prunes."

Hands that are always in the pockets never find any money there.

HOW SHE FIGURED IT



Wifey—I suppose the strongest men in the world are out West.
Hubby—What on earth makes you think that?
Wifey—Well, don't they hold up trains there?

FLYING ACROSS ATLANTIC

Feat Accomplished Many Times Before Lindbergh's Historical Flight.

The overwhelming publicity given Col. Lindbergh coupled with his great personal popularity have in the public mind overshadowed all other transatlantic flights of either dirigible or airplanes. The feat of flying across the Atlantic was accomplished nine times before Col. Lindbergh monopolized public attention by flying from New York to Paris. It is stated that he is the first flyer between America and Continental Europe. Several things combine to make his flight over-shadow all others. His youth, the fact that he flew alone, his success in finding his landing place in Paris, the small attention given his undertaking prior to the hop-off, his modesty in accepting world honors because of his achievement, and the recognition given him by congress and the unending publicity given every move he has since made.

An argument over who was first to fly across the Atlantic called out an interesting chronology of successful attempts, most of which have been forgotten in the clamor that has enshrouded Lindbergh. This record may serve to keep the reader straight in the future. It follows:

May 8, 1919—Navy's NC-4, Lieut. Com. A. C. Reed, assisted by E. F. Stone and W. Hilton, left Rockaway, N. Y., flying to Plymouth, England, via Azores, Portugal and Spain in 57 hours and 16 minutes flying time, 4,514 miles.

May 19, 1919—Harry Hawker and Lieut. Com. Grieve, British aviators, from Newfoundland to Ireland, forced down in ocean and rescued by Danish ship Mary.

June 14, 1919—First successful non-stop transatlantic flight made by Captain John Alcock and Lieutenant A. W. Brown of England, who flew from Newfoundland to Clifden, Ireland, in 16 hours and 12 minutes, covering 1960 miles.

July 2, 1919—British dirigible R-34 crossed Atlantic with thirty-one persons aboard (one a stowaway) from Scotland, arriving at Mineola, N. Y., July 6. Return voyage safely negotiated, beginning July 10.

Sept. 28, 1924—Two of the four U. S. army round-the-world planes crossed Atlantic via Iceland, Greenland, Labrador, Newfoundland.

Oct. 12, 1924—The ZR-3, now the Los Angeles, left Zeppelin works at Friedrichshafen, Germany, and landed at Lakehurst, N. J., Oct. 15, flying 5000 miles in 81 hours.

January, 1926—Commandant Franco, of Spain, flew his seaplane to Buenos Aires, Argentina, via Canary Islands.

Feb. 22, 1927—Commander Francesco De Pinedo flew across the lower Atlantic from Cape Verde Islands, off the coast of Africa, to South America. On May 23, he left Newfoundland on his way back to Italy via the Azores.

May 21, 1927—Lindbergh. New York to Paris, 3610 miles, 33½ hours.

June 4, 1927—Clarence D. Chamberlin and Charles A. Levine, New York to Eisleben, Germany, on June 6, breaking world record for long distance flying with 3911 miles in 42 hours and 31 minutes.

June 29, 1927—Commander Byrd, Bert Acosta, George O. Noville and Bernt Balchen left New York and came down in shallow water off coast of France early on morning of July 1, after 3477 miles in 46 hours and 6 minutes.

Aug. 27, 1927—William S. Brock and Edward F. Schlee, from Newfoundland to Croydon airdrome, London, covering 2400 miles in 23 hours and 9 minutes.

Apr. 12, 1928—Koehl, Von Huenefeld and Fitzmaurice, Ireland to Greenely Island, off Labrador coast, on Friday, the 13th, making first westward airplane crossing in single-motored plane.

June 17, 1928—Miss Amelia Earhart, Lieutenant Wilmer Stultz and Lew Gordon left Newfoundland and landed in Wales on the following day, completing 2100-mile hop in 20 hours and 49 minutes.

Oct. 11, 1928—Graf Zeppelin crossed from Germany to U. S. with twenty passengers and forty crew, 6000 miles in 111½ hours.

Oct. 29, 1928—Graf Zeppelin began return flight with twenty-five passengers and forty crew. Completed in 71 hours and 12 minutes.

Mar. 26, 1929—Captains Ignacio Jimenez and Francisco Iglesia, Spanish aviators, landed at Bahia, Brazil, after a flight from Spain.

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