

Somebody Stole Shirley's Radio

Conrad Shirley reported the theft of a six tube Atwater Kent radio set from his apartment at the Castle Apartments Saturday evening between 7:30 and 9 p. m.



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COURSE OPENS IN OIL FIELD DEVELOPMENT

Many Other Subjects Offered in U.S.C. Night School

'Oil Field Development' will be studied in a practical night college course to be given this fall at University College, evening school of the University of Southern California, with registration starting on September 9th in the Transportation Building, 7th and Los Angeles streets. Petroleum geology is also to be taught.

Other night classes of especial interest to men announced by S.C. for the 1929 fall quarter of University College are airport management, aeroplane power plants, theory of flight, commercial aviation, and meteorology and air navigation.

University work available at night for women includes chemistry of food and nutrition, restaurant, cafeteria, and tea room management, interior decoration, and lectures on modern drama.

Of equal interest to men and women are evening college courses in play writing, scenario writing, short story writing, the writing of special feature articles, expository writing and practice in creative writing.

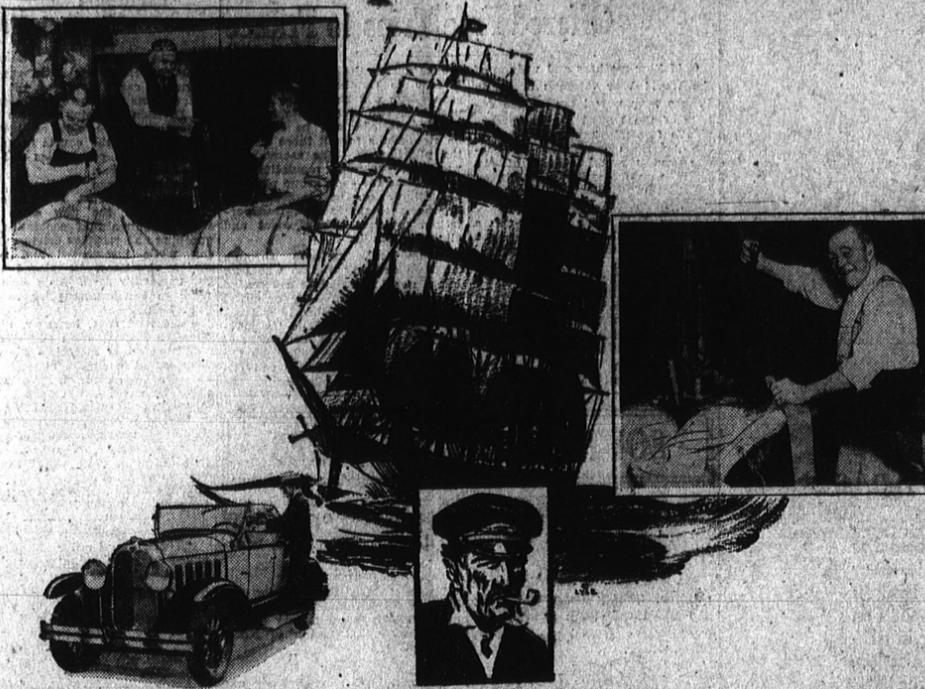
Evening university work in architectural design, sculpture, and modeling from life are also included in the Trojan night college schedule.

Business courses include hotel accounting, corporation finance, investments, business forecasting, practical exporting and importing, hotel management, real estate, traffic management, salesmanship, credits and collections and advertising.

Spanish, French, Italian, German and Latin are among the evening language classes announced by S. C. for this fall.

FLIT Kills Flies Mosquitoes Other Household Insects

The Clipper Ship Has Left the Pacific Ocean



The Pacific Ocean is no longer spanned by the 'giant white bird' clipper ships. Instead it is churned by speedy steel craft that ply to Hawaii and the South Seas and up and down the coast. Yachting, too, is very popular. A yachting enthusiast, driving an Oakland roadster, recently visited a sail-making establishment which now caters to yachtsmen instead of clipper ship captains.

There is a man on the waterfront of San Francisco whose steel blue eyes—brighter than bright steel—have a story to tell. His name is Captain R. R. Rasmussen and for fifty years he went down to the sea in ships. Those same steel blue eyes, trained from nights following the moon as it roared its way through the heavens, are now inspecting the work turned out by sail-makers. For the gallant captain has deserted the sea and turned 'land-lubber' to be manager of a sail manufacturing establishment on San Francisco's famous Embarcadero.

For thirty-one years the captain had been master of ships. Twenty years alone were spent on the Inca. His last command was the Monongahela, which was used as a naval reserve training ship during the war. In 1919, Captain Rasmussen came ashore to be manager of the sail-making concern. Among Captain Rasmussen's employees is John Miller who has been making sails for sixty years and who longs for the days when the clipper ships rode the Pacific waters. 'Old John', as Miller is called, remembers the day when from Alaska to the Horn the Pacific ocean was like a forest of white mast.

Captain Rasmussen can spin a fine yarn. He can tell you of his youth, when like all Norwegians, he went to sea in the most gruelling of all schools before the mast in the clipper ships. Those were the days when two-fisted, square-jawed seafaring men manned the 'giant white birds', which charted routes across the Seven Seas. He can tell you of deadly calms in the South Seas when his command lay like a painted ship upon a painted ocean. And when you look into his eyes you know that he has seen four oceans with death—and that he has laughed at death. And he can tell you of nights of wizardry, when stars as if flung by a prodigious hand, ornamented the heavens.

In Captain Rasmussen's eyes you see the wisdom of the ages, for the sea gives a certain birthright to the men who follow it. The sea gives birth and life to dreams. It is the cauldron into which the fire of creative thought is poured. Yet

the captain's face is as serene as that of a nun. There is a wealth of philosophy, poetry and vision there. He has looked far beyond the horizons of life and behind the mask of iron-set jaws is a tenderness and sympathy that is almost feminine in character.

And now Captain Rasmussen is away from charta, winds, currents and troubles with sailors—and he is directing the making of sails for the swift, delicate things that rise through the waters along the Pacific Coast. He has caught the whisper of the winds at night in Alaska; he has heard the moaning of the sea, ever unbroken in the South American country; he has seen a lone albatross veer sharply to flight far from its mate in the paradise isles of Hawaii; 'the loveliest fleet of islands anchored in any ocean,' as Mark Twain called them.

The captain's fingers are knotted and twisted from exposure and hard work. Hours of loneliness and thought have taught him concentration. He will tell you of the night going around the Horn when a typhoon broke and a 'Joy' tender in years, demanded that he go aloft to the swaying yard 120 feet above the water. The boy did go up—and the boy came down safely and did not become entangled in the flapping, jolting canvas. And he will tell you of the first mate who went overboard in a treacherous sea after a man who had stolen the

love of the first mate's wife. But the code of the sea and the code of the land are things far apart and never shall they meet.

There is nothing petty or small in a storm cloud, or a tormented sea, or in the hushed beauty of a tropical sunset. And Captain Rasmussen knew them all. He knew the monsoon and he remembers the hurricane. But now he makes sails for trim yachts and sleek-uniformed men come to his shop for sails for their boats.

The day this story was obtained, a young lad, driving a smart Oakland All-American Six roadster, drove up to the shop. The captain said, 'His father commanded some great ships in the past. Now, the boy commands a yacht—and drives that beautiful automobile.'

The captain sniffed contemptuously; but the order of things is changing and the world saw the clipper ship go out with the coming of steam. And the breed of men who follow the sea is also changing but these men are battling monsoons, hurricanes and treacherous seas—and their eyes are just as blue and as bright as bright steel—and they have steel under their skin and engines that drive like infuriated giants—and they live and love and laugh—but they still go down to the sea in ships.

The late model Oakland and Pontiac cars will be exhibited by the Industrial City Motors at the Vista and Auto Show this week.

Standard School Broadcast and Symphony Hour Open Today

The opening of the new school year finds awaiting the vast body of Pacific Coast students a most outstanding series of radio broadcasts designed by the Standard Oil Company of California for furthering the musical knowledge and appreciation of both the students and their elders.

Two musical lectures created to reach respectively the elementary and advanced grades of the schools will be heard during the Standard School Broadcast on Thursday morning over the Pacific Coast Network of the National Broadcasting Company. The broadcast began this morning.

Two famous symphony organizations—the San Francisco Symphony

Orchestra and the Los Angeles Philharmonic Orchestra—have been engaged to conduct the Standard Symphony Hour on Thursday evenings from 7:30 to 8:30 o'clock following the morning lectures. These noted orchestras, supplementing the organizations now rendering the Standard Symphony Hour, will play alternately week by week throughout the season, starting with October 17th. They are among the most famous in the United States. They will head-cast programs specially prepared for the Standard Symphony Hour. The programs will be of a popular classical character. The organizations number from ninety to one hundred instruments each, and the radio public will find in their performance new conceptions of the power and beauty of good music.

The Standard School Broadcast concluded its first series of thirty-five school lectures just prior to the summer vacation period with the gratifying result of several hundred schools having been especially equipped with radio sets to permit the students to listen to the musical lectures.

Profiting by its experience in the first year of this unique educational plan, the Standard Oil Company of California will now present the Standard School Broadcast in the form of two distinct lecture series, instead of a single course as done previously. The first series will be for elementary grades and the second for advanced students, each course of lectures being planned to meet especially the requirements of the group of students it is desired to reach. The lectures for the elementary grades will be heard on Thursday mornings from 11:00 to 11:30 and followed by the lectures for the advanced grades from 11:35 to 11:45.

The engagement of the famed San Francisco Symphony orchestra under the leadership of Alfred Hertz, and the equally noted Los Angeles Philharmonic orchestra, conducted by Arturo Rodanaki, makes available to the school children and the public of the Pacific Coast the very finest of musical offerings. The orchestra will play from radio broadcasting studios exclusively for the company.

THAT CAR OF YOURS

Do you realize the importance of keeping the engine free from grease and dirt? An engine that is kept clean runs much cooler, especially during the warm summer days.

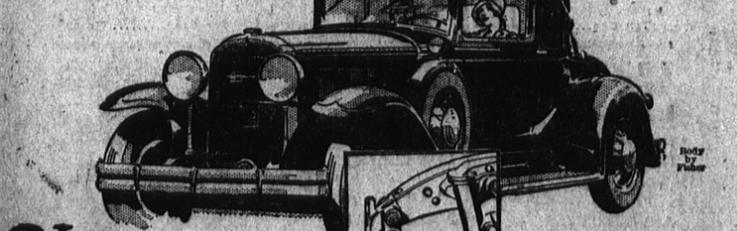
Fast driving in low gear or excess will loosen tappets more readily than fast driving in high gear. So far as the tappets are concerned it is more jarring to be raced while the car is in low than when it is traveling fast on the highway. Higher tappet speed on the open road is accompanied by increased engine heat. The tappets have an opportunity to adjust themselves to better advantage. Lubrication may also be better.

Whether an engine makes a pleasing sound or is an annoyance depends largely on the shape and size of the exhaust pipe, particularly at the end. A large pipe, round to the end, makes the exhaust like a rattling gun. Equally unpleasant is the exhaust pipe that is pinched at the end. It gives a boat effect and a sound of rushing gases. The best arrangement is obtained by pinching the end of the exhaust pipe just a little. Try listening to exhausts and noting the sound resulting from different shapes.

The storage battery plays an important part in the operation of the car. All the lights and ignition are dependent on the supply of power in the battery. When the battery is dead, your car is dead. The most important thing in the care of a battery is to keep it well filled with distilled water. Keep the terminals clean and tight and the top of the battery dry. If the acid gravily shows below 1.25, the battery, recharged immediately.

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