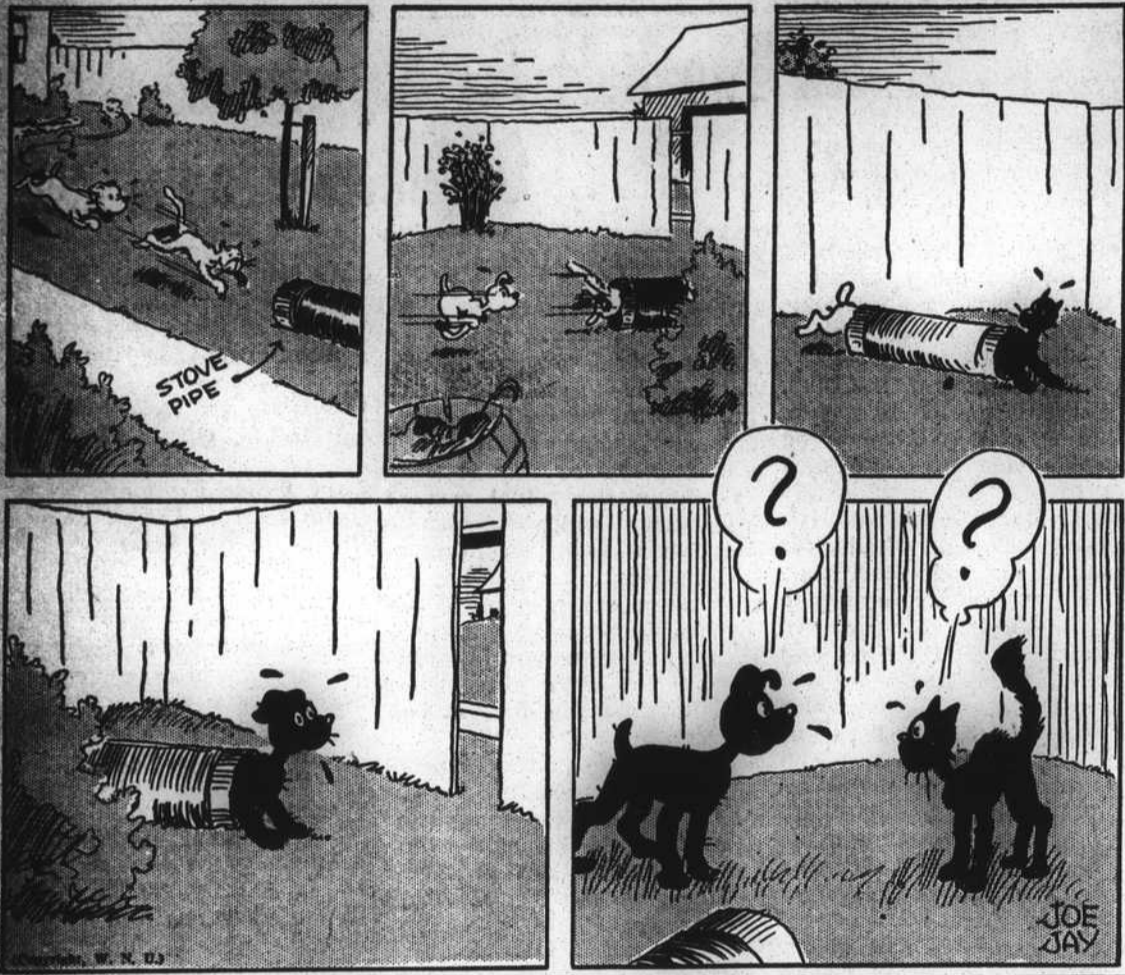


OUR COMIC SECTION

SNOOPIE



FINNEY OF THE FORCE

By Ted O'Loughlin

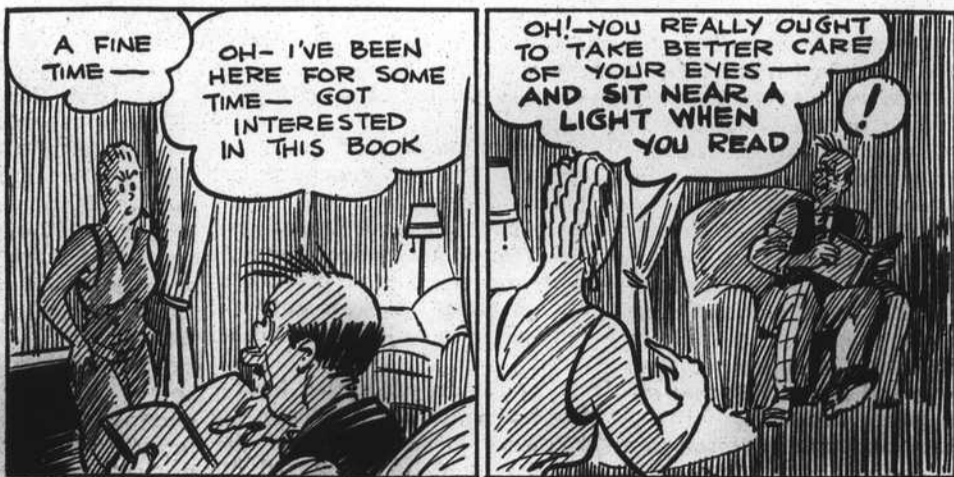
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The FEATHERHEADS

By Osborne

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LEAVE IT TO WIFEY



Little Pal
Mother (to small son)—Now, Johnnie, you can't have the hammer to play with. You'll hit your fingers.
Johnnie—No, I won't, mummie. Doris is going to hold the nails.—Philadelphia Bulletin.

View-Point

She—Don't the bride look stunning?
He—Yeah, and don't the groom look stunned?—Sixth District (CCC) Gazette.

NO FALSE NOTES



"That singer is a placid kind of chap."
"Yes—keeps the even tenor of his way."

A City Under a City

Railroads Burrow Under New York City.

Travelers Rarely Realize Whirlwind of Activity in Pennsylvania Station

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

ALTHOUGH it celebrated its twenty-fifth anniversary in 1935, the Pennsylvania station in New York still is the largest in the world.

Walk around it and you have tramped half a mile, with no more sight of train or track than you would encounter about the Vatican or the Louvre.

The station really is an eight-acre platform, with a mammoth superstructure, bridging the Manhattan mouths of two tunnels. Some trains run through these tunnels for seven miles, from New Jersey to Long Island, under the Hudson and East rivers, pausing beneath the station, but never emerging into the daylight or night glow of New York city.

Northbound trains pass the most complex traffic corner in the world, for above the train tunnel, at Herald square, in the order named, are the Sixth avenue subway, the Hudson-Manhattan tubes, the street-level bus lines and the Sixth avenue elevated. Imagine an airplane overhead, and it would be perfectly feasible for six vehicles to pass that intersection at one time.

Half Million Tickets a Month.
It takes a staff of 76 men to sell tickets at Pennsylvania station. In a normal month they sold 553,204 tickets for \$1,595,280.60. The months of Easter, Christmas and Labor day raise that volume by a third or more.

Printed tickets ready for sale, 150,000,000 of them, are stored in a room where they are guarded like notes in the United States treasury. Some of these tinted, water-marked slips are worth a hundred dollars and more when stamped.

Beside each seller's gridded window is a rack from which he flicks out tickets with familiar nonchalance. These racks are mounted on wheels and have folding fronts and locks.

Each seller has his own rack and key. When he goes off duty, he rolls his rack back of the line, locks it, and deposits the key in the cashier's safe. The tickets are charged out to him and he must return the unsold quota and the money for those he sold.

Selling Tickets Is Final Step.
The station cashier's office is like a bank. You may have noticed that when you pay for meals on a dining car you always receive crisp, new bills in change. The cashier must have on hand these "fresh" bills for stewards. Some \$3,000 in "ones" are enough five days of the week, but on Saturdays, Sundays, and holidays he must have a stock of \$7,000 or \$8,000 in ones alone.

Selling tickets, however, is only the final step in a series of events. "When does the next train leave for Topeka, Kan.?" "What connections do I make for Chicago?" "What is the fare?"

Only a small fraction of such questions are asked in person at the conspicuous information booths. Normally 20 clerks are on duty at a time answering some 700 telephone calls an hour.

The peak of this year's inquiries exceeded 1,100 in one hour before Labor day. Forty-four clerks work in shifts to dispense information.

If you watch the smooth operation of the soundproof telephone room not once will you see a clerk consult a timetable. They are too cumbersome and tell too little.

Foolish Questions Come Often.
Instead, the information chief works with card-index experts to compile all information about schedules of all railroad, airplane, and bus lines and all fares on visible card files.

One file gives name of all important golf clubs on Long Island and the nearest railroad station to each club.

It takes poise, tact, resourcefulness, to answer some questions. As examples:

"Do I have a berth all to myself or do I have to share it?"
"What hotels in Washington have swimming pools?"

"My husband left last night on the B. and O. Where is he going?"
"Have you any hay fever fares to New Hampshire?"

These 'Phases' Are Easy.
"What time do I get a train to go to Mr. Abram Walker's funeral at Toms Ferry?"
"Should I dress and undress in my berth or in the men's room?"

When you reserve a ticket by telephone you call one of the busiest telephone numbers in New York city. In addition to outside lines, 130 branch ticket offices in Manhattan, Brooklyn and Newark are connected with the central reservation bureau by private wires.

In a spacious gallery from 15 to 20 clerks sit before a series of apertures like old-time village post-office boxes, except that these cases are mounted to move along a track from clerk to clerk.

In the boxes are piled the reservation cards, the kind the Pullman conductor always is fingering just before the train leaves; in each pigeonhole are marked-up cards for 60 days ahead.

Lights Govern Conversation.

Before each clerk is a series of ten red lights and ten green lights. The green lights denote a ticket office call; the red lights an outside call direct from a passenger.

A green light flashes.

"Lower ten, K7, 3 p. m. Chicago. Today. Ticket 7,492. Right."

In very different tone and tempo is the next response to a red light, an individual who must have explanation of price, type of accommodation, daylight time in summer, and a "thank you."

No switchboard operator intervenes in the 10,000 or sometimes many more calls that come in daily. An automatic selector, worked out with the New York Telephone company engineers, routes these calls from ten lines out of the selector room to ten "positions" at the "card tables" in the reservation bureau.

If one operator is busy, the "selector" shunts the call to another, lighting the red or green signal to denote its origin. In an average 24 hours 63 clerks are employed in shifts to make some 8,000 reservations for berths, chairs, compartments or drawing rooms.

What They Leave on Trains.

Perhaps the high light of "human interest" in the station is the lost and found storeroom. There are stored and ticketed some several hundred different items.

The articles recently included a basket of spectacles, skis, two cats, a bootblack's outfit, books in six languages, a pair of crutches, three sets of false teeth, a restive terrier, dozens of umbrellas, tennis racquets, more than twoscore women's coats, piles of gloves, a fresh sirloin steak (sad harbinger of domestic recrimination) and \$20,000 worth of bonds about to be returned by special messenger.

In subterranean corridors, far below the station tracks, may be piled hundreds of pigeon crates. As many as 3,200 crates of homers have been shipped in a month, as far as a thousand miles, to be released by baggagemasters for races back to home lofts.

Other strange shipments come through the station for baggage or express cars—baby alligators, pedigreed chicks, honeybees, game, thousands of crates of "mail order eggs" and bullion cargoes accompanied by 25 or 30 armed men.

Saturday nights from 75 to 80 trucks race with their loads of Sunday papers to catch the baggage cars attached to the "paper trains." One newspaper's early Sunday edition goes to press at 9:10 p. m. and is loaded on a train leaving at 9:50. If the driver gets held up by a single traffic light the stationmaster must hold the train.

Handling the Mail.

Some 150 carloads of mail are handled in and out of this station every day. If the sacks were piled and hauled along platforms passengers would not have space to board trains. They are dropped through trap doors beside mail cars where conveyer belts carry them to huge separating tables.

There men assort the bags as they pour in and pitch them into chutes for other belts that run beneath the street to the city post office adjoining, or to belts that connect with outgoing trains.

Around special tracks, to which passengers are not admitted, where mail cars await loading, are spy galleries from which postal inspectors, unseen by the workers, may watch the operation.

Nearly 150,000 sacks of mail a day, about 1,500 trunks and other checked baggage, 2,200 pieces of hand baggage checked in parcel rooms and a thousand more pieces in parcel lockers, from 20,000 to 30,000 pieces of parcel post—these are some of the operations that must not intrude upon passenger comfort.

Sew-Your-Own Style News



HERE is something practical, something sweet, and something ornamental for your mid-summer wardrobe.

Simple As Toast and Coffee.

At breakfast time you need the crisp shipshape style of the little model at the left. He'll proffer that eight o'clock kiss with alacrity and fervor when you greet your hubby in this pleasant surprise. Make it of a gay tub-well cotton for greatest usability.

Lines That Live.

For luncheon in town, for cutting up touches on the Club veranda you can't find a more fetching frock than the one in the center. It combines sweet swing with nonchalance. Never has a designer given more flattering shoulder and waist lines than these.

"And what about the skirt?" you ask. Obviously it has the most finished flare in town. Chiffon, acetate, or sports silk will do justice to both the flare and you, Milady.

And If Autumn Comes.

It's a help to have a dress like the one at the right around for it gives that feeling of prepared-

ness. Prepared in case a cool Fallish day or evening is slipped in without warning. Then, too, it won't be long before cool days will be the rule rather than the exception. So it would seem a logical as well as a fashionable step to set about making this elegant model right away. Be first in your crowd to show what's new under the fashion sun for Fall.

The Patterns.
Pattern 1354 is designed for sizes 34 to 46. Size 36 requires 4 1/2 yards of 35 inch material.

Pattern 1307 is designed for sizes 12 to 20 (30 to 40 bust). Size 14 requires 3 1/4 yards of 39 inch material plus 7 1/2 yards of ribbon for trimming as pictured.

Pattern 1324 is designed for sizes 14 to 20 (32 to 42 bust). Size 16 requires 3 1/2 yards of 39 inch material plus 1/2 yard contrasting, and 1 1/4 yards of ribbon for the belt and bow at the neck.

Send your order to The Sewing Circle Pattern Dept., 247 W. Forty-third street, New York, N. Y. Price of patterns, 15 cents (in coins) each.

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Household Questions

The Measuring Cup.—Grease the measuring cup before measuring sirup or molasses and the ingredients will not stick to the cup.

Sauce for Meats.—For a snappy and delicious sauce to serve with meats, mix one cup apple sauce, 1/2 cup horseradish and one cup whipped cream.

Burnt Saucepans.—If the bottom of a saucepan is burnt, sprinkle salt over it and leave for an hour or two. Then add a little water, rub well, and when washed out the marks will have gone.

For Washing Brooms.—Allow two tablespoons of ammonia to half a gallon of water, which should never be too hot. Speed is essential as the glue which holds the bristles in place will melt if allowed to rest in the water for long. Rinse the brooms in clear cold water and hang up to dry. Never allow a broom to rest on its bristles on the floor. Hooks should be high enough for the bristles to clear the floor.

Foreign Words and Phrases

Ab hoc et ab hac. (L.) From this and that; confusedly.

Per aspera ad astra. (L.) Through trials to glory.

Maintiens le droit. (F.) Maintain the right.

Lucri causa. (L.) For the sake of gain.

O tempora! O mores! (L.) O the times! O the manners!

Gli assenti hanno torto. (It.) The absent are in the wrong.

Ignosce saepe alteri, nunquam tibi. (L.) Pardone another often, thyself never.

Il sent le fagot. (F.) He smells of the fagot; that is, he is suspected of heresy.

Beneplicito. (L.) At pleasure.

Laborum dulce lenimen. (L.) The sweet solace of our labors.

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CHEW LONG BILL NAVY TOBACCO

5¢ PLUG

LIFE'S LIKE THAT

By Fred Neher



"No gas man is going to track up my clean linoleum!"