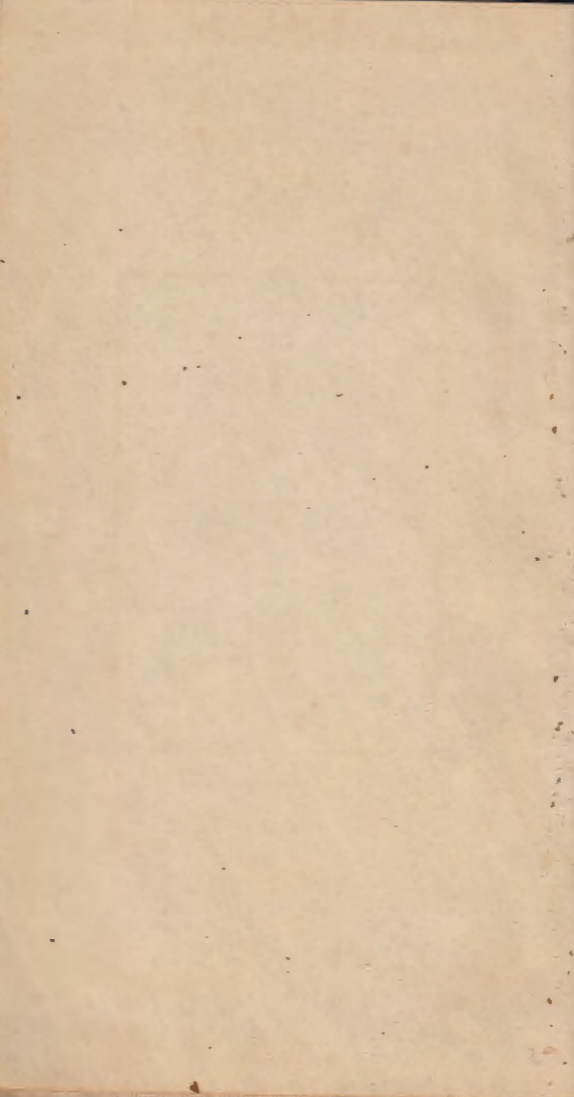
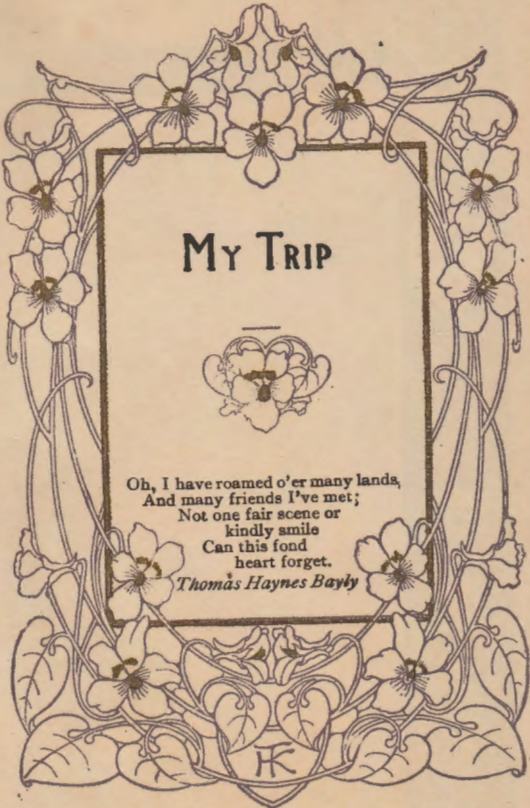


MY TRIP









MY TRIP

Oh, I have roamed o'er many lands,
And many friends I've met;
Not one fair scene or
kindly smile
Can this fond
heart forget.

Thomas Haynes Bayly



Itinerary



Principal Cities


CITIES	Population 1920.
New York, N. Y.	5,620,048
Chicago, Ill.	2,701,705
Philadelphia, Pa.	1,823,158
Detroit, Mich.	993,739
Cleveland, Ohio.	796,836
St. Louis, Mo.	772,897
Boston, Mass.	748,060
Baltimore, Md.	733,826
Pittsburgh, Pa.	588,193
Los Angeles, Cal.	576,073
Buffalo, N. Y.	506,775
San Francisco, Cal.	508,410
Milwaukee, Wis.	457,147
Washington, D. C.	437,571
Newark, N. J.	414,216
Cincinnati, Ohio.	401,247
New Orleans, La.	387,219
Minneapolis, Minn.	380,582
Kansas City, Mo.	324,410
Seattle, Wash.	315,652
Indianapolis, Ind.	314,194
Jersey City, N. J.	297,864
Rochester, N. Y.	295,750
Portland, Ore.	258,288
Denver, Col.	256,369
Toledo, Ohio.	243,109
Providence, R. I.	237,595
Columbus, Ohio.	237,031
Louisville, Ky.	234,891
St. Paul, Minn.	234,595
Oakland, Cal.	216,361
Akron, Ohio.	208,435
Atlanta, Ga.	200,616
Omaha, Neb.	191,601
Worcester, Mass.	179,754
Birmingham, Ala.	178,270
Syracuse, N. Y.	171,717
Richmond, Va.	171,667
New Haven, Conn.	162,519
Memphis, Tenn.	162,351
San Antonio, Tex.	161,379
Dallas, Tex.	158,976
Dayton, Ohio.	152,559
Bridgeport, Conn.	143,538
Houston, Tex.	138,076
Hartford, Conn.	138,036
Scranton, Pa.	137,783
Grand Rapids, Mich.	137,634
Paterson, N. J.	135,866
Youngstown, Ohio.	132,358
Springfield, Mass.	120,563



Principal Cities

CITIES	Population 1920.
Des Moines, Iowa.....	126,468
New Bedford, Mass.....	121,217
Fall River, Mass.....	120,485
Trenton, N. J.....	119,289
Nashville, Tenn.....	118,342
Salt Lake City, Utah.....	118,110
Camden, N. J.....	116,309
Norfolk, Va.....	115,777
Albany, N. Y.....	113,344
Lowell, Mass.....	112,759
Wilmington, Del.....	110,168
Cambridge, Mass.....	109,694
Reading, Pa.....	107,784
Fort Worth, Tex.....	106,482
Spokane, Wash.....	104,437
Kansas City, Kan.....	101,177
Yonkers, N. Y.....	100,226
Lynn, Mass.....	99,148
Duluth, Minn.....	98,917
Tacoma, Wash.....	98,965
Elizabeth, N. J.....	95,682
Lawrence, Mass.....	94,270
Utica, N. Y.....	94,156
Erie, Pa.....	93,372
Somerville, Mass.....	93,091
Flint, Mich.....	91,599
Jacksonville, Fla.....	91,558
Waterbury, Conn.....	91,410
Oklahoma City, Okla.....	91,258
Schenectady, N. Y.....	88,723
Canton, Ohio.....	87,091
Fort Wayne, Ind.....	86,549
Evansville, Ind.....	85,264
Honolulu, T. H.....	83,327
Savannah, Ga.....	83,252
Manchester, N. H.....	78,384
St. Joseph, Mo.....	77,939
Knoxville, Tenn.....	77,818
El Paso, Tex.....	77,543
Bayonne, N. J.....	76,754
Peoria, Ill.....	76,121
Harrisburg, Pa.....	75,917
San Diego, Cal.....	74,683
Wilkes-Barre, Pa.....	73,833
Allentown, Pa.....	73,502
Wichita, Kan.....	72,128
Tulsa, Okla.....	72,075
Troy, N. Y.....	72,013
Sioux City, Iowa.....	71,227
South Bend, Ind.....	70,983
Hoboken, N. J.....	68,166





Barometer

A RISING BAROMETER.

A rapid rise indicates unsettled weather.

A gradual rise indicates settled weather.

A rise with dry air and cold increasing in summer indicates wind from the northward; and if rain has fallen, better weather may be expected.

A rise with moist air and a low temperature indicates wind and rain from the northward.

A rise with southerly winds indicates fine weather.

A STEADY BAROMETER.

With dry air and seasonable temperature indicates a continuance of very fine weather.

A FALLING BAROMETER.

A rapid fall indicates stormy weather.

A rapid fall with westerly wind indicates stormy weather from the northward.

A fall with a northerly wind indicates storm, with rain and hail in summer, and snow in winter.

A fall with increased moisture in the air, and heat increasing, indicates wind and rain from the southward.

A fall with dry air and cold increasing in winter indicates snow.

A fall after very calm and warm weather indicates rain with squally weather.

The barometer rises for northerly winds, including from northwest by north to the eastward for dry, or less wet weather, for less wind, or for more than one of these changes, except on a few occasions, when rain, hail or snow comes from the northward with strong wind.

The barometer falls for southerly wind, including from southeast by south to the westward, for wet weather, for stronger wind or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from the northward.



Weather Signals



No. 1, alone, indicates fair weather, stationary temperature.

No. 2, alone, indicates rain or snow, stationary temperature.

No. 3, alone, indicates local rain or snow, stationary temperature.

No. 1, with No. 4 above it, indicates fair weather, warmer.

No. 1, with No. 4 below it, indicates fair weather, colder.

No. 2, with No. 4 above it, indicates rain or snow, warmer.

No. 2, with No. 4 below it, indicates rain or snow, colder.

No. 3, with No. 4 above it, indicates local rain or snow, warmer.

No. 3, with No. 4 below it, indicates local rain or snow, colder.

SMALL CRAFT, STORM AND HURRICANE WARNINGS.



SMALL CRAFT WARNING.—A red pennant indicates that moderately strong winds are expected.

STORM WARNINGS.—A red flag with a black center indicates a storm of marked violence.

The pennants displayed with flags indicate direction of wind—red, easterly; white, westerly; pennant above flag indicates wind from northerly quadrants; below, from southerly quadrants.

By night a red light indicates easterly winds, white light below red, westerly winds.

Two red flags with black centers indicate approach of tropical hurricanes.

No night small craft or hurricane signals are displayed.

States and Territories

States and Territories	Square Miles.	When Sett'l'd	Admitted	Popul'n in 1920.
Alabama.....	52,250	1711	1819	2,348,174
Arizona.....	113,020	1582	1912	333,903
Arkansas.....	53,850	1685	1836	1,752,204
California.....	158,360	1768	1850	3,426,861
Colorado.....	103,925	1806	1876	939,629
Connecticut.....	4,990	1635	1789	1,380,631
Delaware.....	2,050	1638	1787	223,003
Dist. of Colum....	70	1790	1790	437,571
Florida.....	58,680	1565	1845	968,471
Georgia.....	59,475	1733	1789	2,895,832
Idaho.....	84,800	1860	1890	431,866
Illinois.....	56,650	1682	1818	6,485,280
Indiana.....	36,350	1702	1816	2,930,390
Iowa.....	56,025	1788	1837	2,404,021
Kansas.....	82,080	1719	1861	1,769,251
Kentucky.....	40,400	1787	1792	2,416,630
Louisiana.....	48,720	1699	1812	1,798,509
Maine.....	33,040	1635	1820	768,014
Maryland.....	12,210	1634	1789	1,449,661
Massachusetts....	8,315	1620	1789	3,852,356
Michigan.....	58,915	1670	1837	3,668,412
Minnesota.....	83,365	1819	1858	2,387,125
Mississippi.....	46,810	1716	1817	1,790,618
Missouri.....	69,415	1764	1821	3,404,055
Montana.....	146,080	1860	1889	548,889
Nebraska.....	77,510	1854	1867	1,296,372
Nevada.....	110,700	1848	1864	77,407
New Hampshire....	9,305	1623	1789	443,083
New Jersey.....	7,815	1620	1789	3,155,900
New Mexico.....	122,589	1582	1912	360,350
New York.....	49,170	1614	1789	10,384,829
North Carolina...	52,250	1650	1789	2,559,123
North Dakota....	68,645	1780	1889	645,680
Ohio.....	41,060	1788	1802	5,759,394
Oklahoma.....	70,057	1834	1907	2,028,283
Oregon.....	96,030	1811	1859	783,389
Pennsylvania.....	45,215	1638	1789	8,720,017
Rhode Island.....	1,250	1636	1790	604,397
South Carolina...	30,570	1690	1789	1,683,724
South Dakota....	79,800	1794	1889	636,547
Tennessee.....	42,050	1750	1796	2,337,885
Texas.....	265,780	1685	1845	4,663,228
Utah.....	84,970	1847	1896	449,396
Vermont.....	9,565	1724	1791	352,428
Virginia.....	42,450	1607	1789	2,309,187
Washington.....	69,180	1845	1889	1,356,621
West Virginia....	24,780	1607	1863	1,463,701
Wisconsin.....	56,040	1669	1847	2,632,067
Wyoming.....	97,890	1869	1890	194,402
Alaska.....	561,409	1741	....	54,899
Hawaii.....	6,449	....	....	255,912
Porto Rico.....	3,666	....	....	1,299,809
Philippines.....	115,206	....	....	10,350,640

U. S. Standard Time

Name	From Greenwich		Standard for
	H	M	
Intercolonial	4	— W.	Porto Rico.....
Eastern.....	5	— W.	East Coast U. S. to Lg. $82\frac{1}{2}^{\circ}$ W. including Cuba.....
Central.....	6	— W.	Lg. $82\frac{1}{2}^{\circ}$ W. to Lg. $97\frac{1}{2}^{\circ}$ W.
Mountain....	7	— W.	Lg. $97\frac{1}{2}^{\circ}$ W. to Lg. $112\frac{1}{2}^{\circ}$ W.
Pacific.....	8	— W.	Lg. $112\frac{1}{2}^{\circ}$ W. to W. Coast U.S.
Hawaiian....	10	30 W.	Hawaiian Islands.....
Philippine ..	8	— E.	Philippine Islands.....

A standard of time was established by mutual agreement in 1883, by which trains are run and local time regulated. According to this system, the United States extending from 65° to 125° west longitude, is divided into four time sections, each of 15° of longitude, exactly equivalent to one hour, commencing with the 75th meridian. The first (eastern) section includes all territory between the Atlantic Coast and an irregular line drawn from Detroit to Charleston, S. C., the latter being its most southern point. The second (central) section includes all the territory between the last-named line and an irregular line from Bismarck, N. D., to the mouth of the Rio Grande. The third (mountain) section includes all territory between the last-named line and nearly the western borders of Idaho, Utah and Arizona. The fourth (Pacific) section covers the rest of the country to the Pacific Coast. Standard time is uniform inside each of these sections, and the time of each section differs from that next to it by exactly one hour. Thus at 12 noon in New York City (eastern time), the time at Chicago (central time) is 11 o'clock A. M.; at Denver (mountain time), 10 o'clock A. M., and at San Francisco (Pacific time), 9 o'clock A. M. Standard time is 16 minutes slower at Boston than true local time, 4 minutes slower at New York, 8 minutes faster at Washington, 19 minutes faster at Charleston, 23 minutes slower at Detroit, 18 minutes faster at Kansas City, 10 minutes slower at Chicago, 1 minute faster at St. Louis, 23 minutes faster at Salt Lake City, and 10 minutes faster at San Francisco.



Remembrancer

Name

Residence P. O. Box

Telephone No.

Business Address

Telephone No.

Watch No. Case No.

Airship

Automobile No.

Motorcycle No.

Bicycle No.

Bank Book No.

Safe Deposit Box No.

Laundry Mark

Size of Hat Gloves

“ Hosiery Cuffs

“ Collars Shoes

“ Underwear

“ Necktie Shirts

Company Premium Due

Fire Ins. Policy

Life Ins. Policy

In case of accident notify

.....

PLACES VISITED

DATE

January 15th 1929

PLACE

Sand Heeps,
California.

All last minute preparations have been made for the cruise and just before noon the forces are beginning to leave Sand Heeps Bay. A large torpedo plane brought several stragglers out to the rendezvous this evening. We joined the Saretoga and Lexington and proceeded south.

PLACES VISITED

DATE

January 16, 1929

PLACE

Winter Manoeuvres
enroute Panama.

As I said yesterday,
we are plane guard
for the Saratoga and
Kempston. They are
both loaded from
Bow to stern with
the new planes. A
few planes took off
today, but soon return-
ed because of unfavor-
able flying conditions.

We are in the
van of the fleet. It
rained this evening
and now the sea
is quite rough.

PLACES VISITED

DATE

January 17, 1929

PLACE

Enroute Panama.

Today we manoeuvred with the Saratoga. The Lexington has gone ahead to join the scouting fleet. The sea was very rough all day. In the morning the Saratoga sent 45 planes off, one right after the other. They returned right before lunch.

Never have I seen such a spectacular manover as this one today. All of those planes took off and landed perfectly.

PLACES VISITED

DATE

January 15, 1927

PLACE

Enroute Panama

Today was too rough for my plans to take off. We left the Saratoga and joined the Arvestock as plane guard. She has only one plane, a large Bi-motored Sikorsky amphibian.

It is getting much warmer now. The entire fleet is under radio silence and "darken ship" is maintained.

PLACES VISITED

DATE

January 19, 1979

PLACE

Enroute Panama.

Captain's inspection this morning. We had shifted to white uniforms early. I certainly like to wear white.

Now it is quite warm and I got sunburned the first thing.

We still maintain radio silence so there isn't much to do - altho we have a four hour watch every eight hours.

OH

PLACES VISITED

DATE

January 20, 1929

PLACE

Enroute Panama

There was nothing to do but sleep and rest today so we all broke out our bunks and caulked off.

It is hot now.
Much hot.

PLACES VISITED

DATE

January 21, 1949

PLACE

Enroute Panama

Still steaming
along at 13 knots.

Everyday is perfect.
Sometimes it is a
little rough but
always the sun is
shining and a
delightful breeze
is always there
to cool the shady
parts of the ship

PLACES VISITED

DATE

January 22, 1929

PLACE

Enroute Panama.

Today the battle officially started. At any time now we can expect to meet our enemy the scouting fleet.

We played acey ducey all afternoon and got rather badly sunburned.

The sea is beginning to rough up this evening.

PLACES VISITED

DATE

January 23, 1929

PLACE

Europe
Vanua

General quarters
this morning. We
are now acting
as anti-sub-
marine screen
for Bat div 3.

It has been
quite rough all
day, but the
old sun still
beats down.

PLACES VISITED

DATE

January 24, 1949

PLACE

Enroute
Panama.

General quarters
again. A watch
is kept on the
forward gun at
all times now
just as if we
were actually
in a war zone.

PLACES VISITED

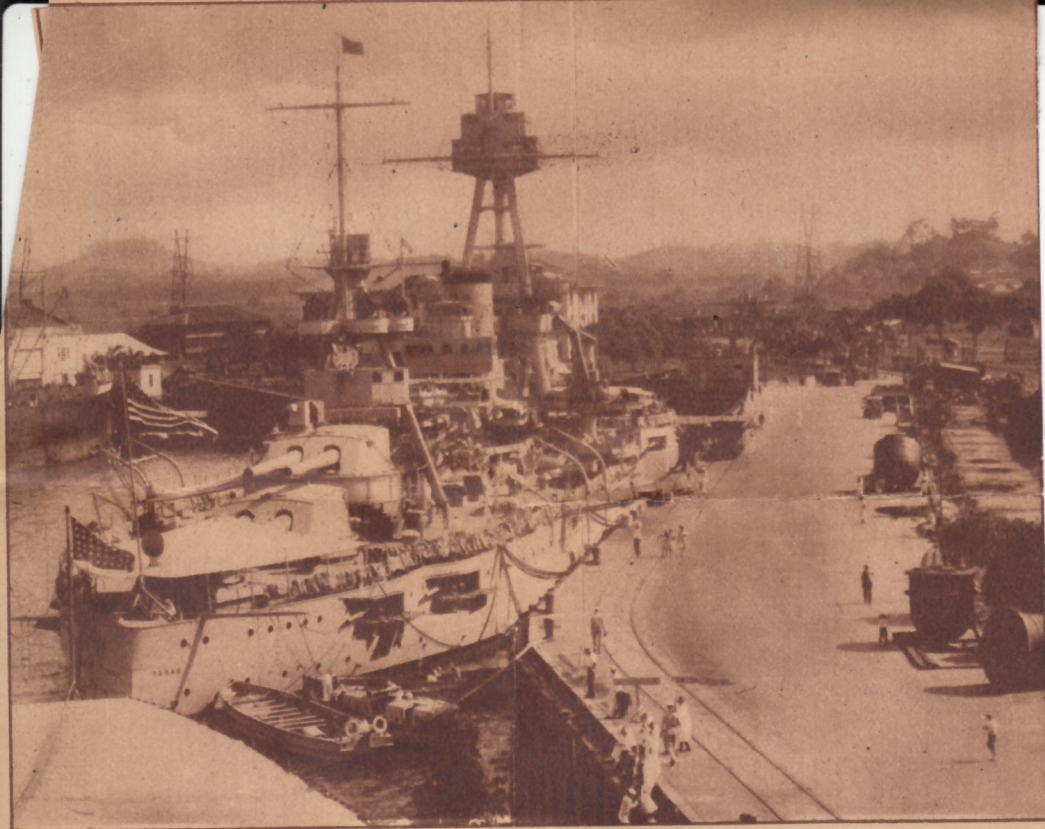
DATE

January 25, 1929

PLACE

Cruzote
Panama.

Our objective in this battle is to protect the air craft carrier Argos took until she can land her squadrons of planes on an island near Panama City. There are eight destroyers, the oldaho, Mississippi and the New Mexico detailed for this duty.



THE INVADERS LAND IN THE CAPTURED PORT: THE U. S. S. TEXAS
Flagship of the Fleet Which Theoretically Won the War Game Off Panama, at the Dock
Balboa When Peace Settled Again on the Pacific Shores.

(Times Wide World Photos.)

FEB 24 1929

PLACES VISITED

DATE

PLACE

PLACES VISITED

DATE

PLACE

Colchester

MA

PLACES VISITED

DATE

PLACE

[Faint, illegible handwriting, possibly "May 1910"]

PLACES VISITED

DATE

PLACE

Lola J. Hodagon

704 - Cleveland Blvd
Caldwell Idaho

Margaret Inwood

1040 - Channing ave
Palo Alto.

Anna C. Mindte

Nurses Residences
Welfare Island
N. Y. City

PLACES VISITED

DATE

PLACE

Mr & Mrs. Alfred Seast
 939 Yosemite St.
 Madera, Cal

Evelyn Clarke
 305 Green St.
 Martinez - Cal

Basel Miller
 Box 522
 Los Altos - Cal

Mrs. Fransee
 221 Bryant St.
 Palo Alto

PLACES VISITED

DATE

PLACE

PLACES VISITED

DATE

PLACE

PLACES VISITED

DATE DICK MINDTE

PLACE 5000 PARK PLACE

CHEVY CHASE MARYLAND

PLACES VISITED

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PLACES VISITED

DATE

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PLACES VISITED

DATE

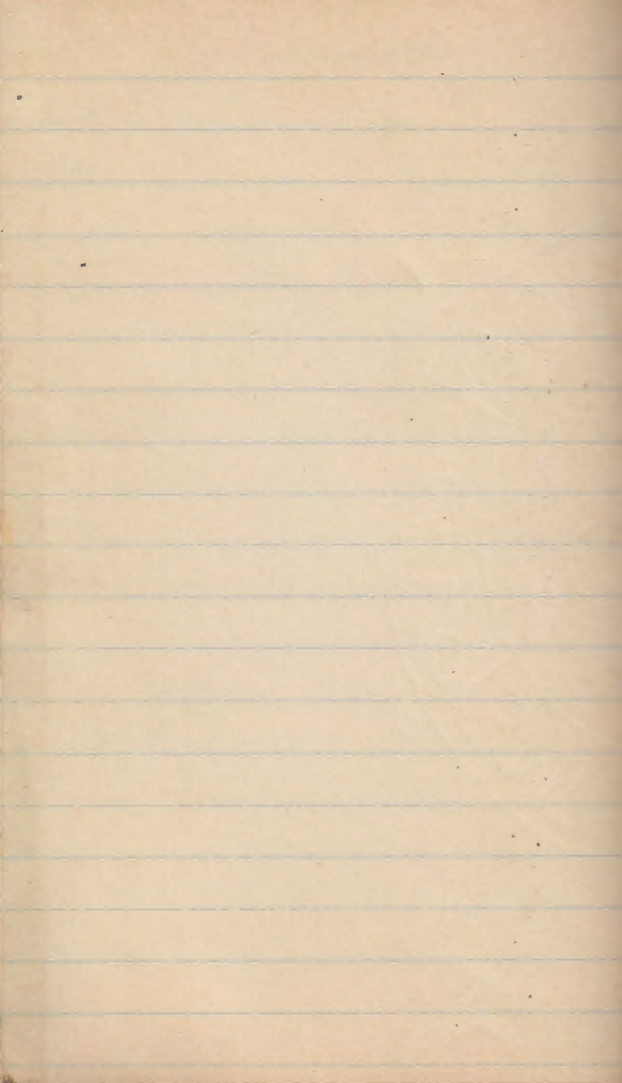
PLACE

PLACES VISITED Saturday

DATE JUNE, 21, 1952

PLACE CHEVY CHASE MARYLAND
5000 PARK PLACE

WELL JUST 9 MORE
DAYS AND THEN I'll
BE ON MY WAY TO
CALIFORNIA. TALKING
TO WILKINS YESTERDAY
AND HE SAID WE MIGHT
STAY IN MEXICO FOR
A DAY OR IF THINGS
GO GOOD 2 DAYS SO
\$50 IS NOT BAD IF
HE DRIVES A LOT. FOUND
OUT YESTERDAY THAT I
HAVE 2 MORE CHECKS
SO I HAVE ENOUGH
JUST NINE MORE
DAYS.



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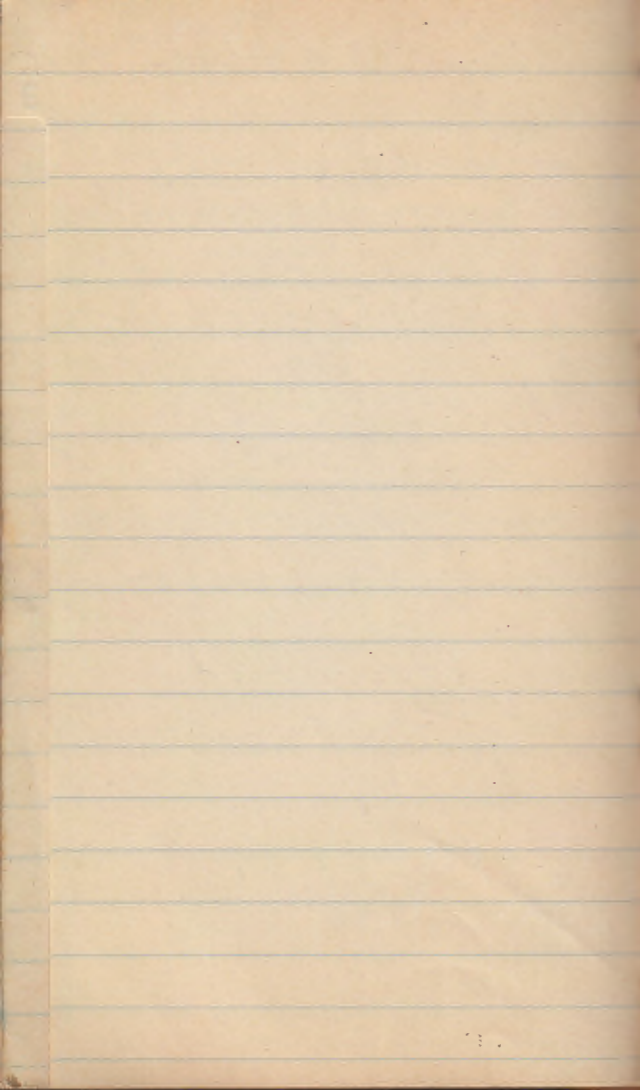
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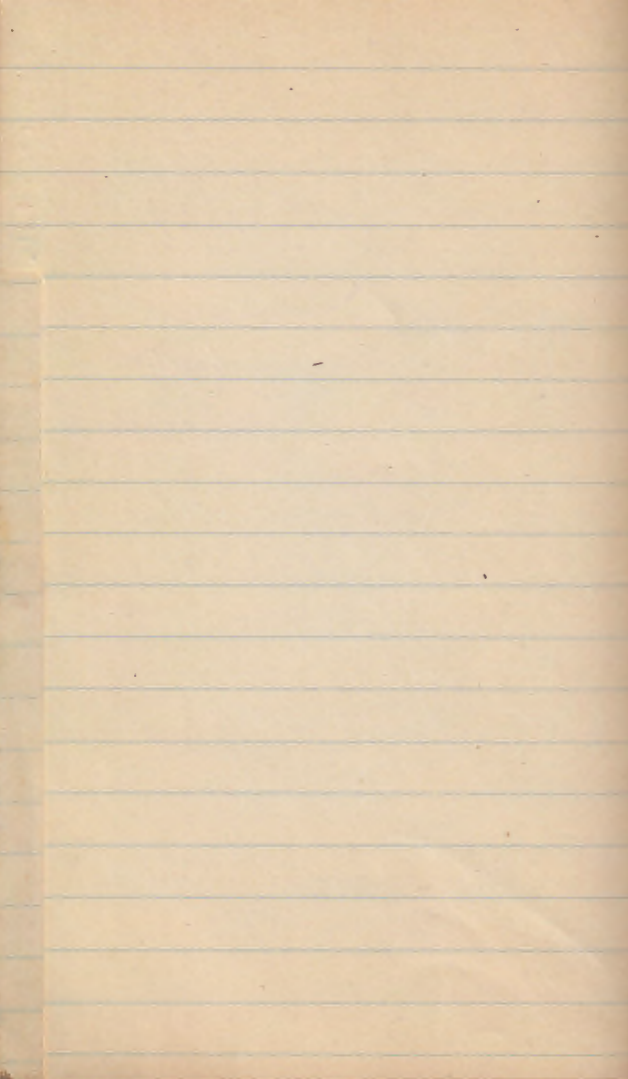
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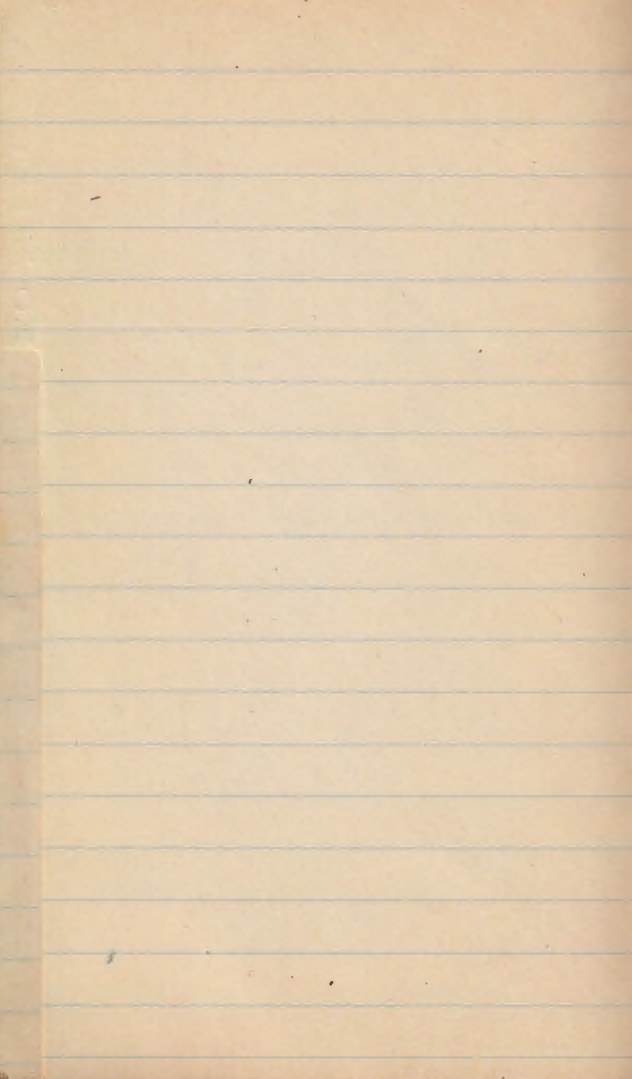
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Lola F. Hodgson

6614 1/2 ^{Pacific Blvd.} All Fanny Apts.
Huntington Park, Calif.

— — — — —

A. R. Ackley

P.O. Box 168

384 N. Coast Blvd
Laguna Beach, Calif.

— — — — —

Chick B. Currie

Box 523

Williamsville N.Y.

Currie

Arway Radio Station
Murfreesboro Tenn.

Al Cyn

317 N 1st St.

Yakima

Bob Munde

1103 1/2 Jefferson St

Phoenix Ariz

Joe Hodgson

1542 N. 10th Ave

Yakima

Wash.

MC
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Z

Long
516 Galar Place
Glendale Calif.

Lady Mary Treat
~~1747 Alta Oaks~~
~~2444 Woodland Calif.~~

2311 Alta Oaks
Los Feliz Terraces
Beverlywood Calif.

Elda Ringelman
674 Arroyo Blvd
Los Angeles Calif.

Lee Kore Smead
Berf 532
S. J. S. Teachers Col.

Alce. Currie
37 South Howard St.
Akron
Ohio.

Pauline
3441 Cooper Ave.
San Diego
California

Joseph Sheridan
U. S. S. Decatur

George Reed
104 - L - Ave
National City.

N
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Alexander
6654 Beland Way
Hollywood
California

Mr. C. D. Paulin
402 Spruce St.

Shinkle
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Pasadena

J. D. Durbee
Comm. Engineer
4619
Ravenswood Ave.
Chicago
Ill.

Edwin Martin
1924 Blaine St
Caldwell
Idaho.

Eldred Bechtel
Olympic Hotel
Seattle Wash.

Alexander
6644 Laurel Way
Hollywood

Clara Nerheim
13 W. Alvarius
Seattle
Washington

Albe Currie
Twin Lakes Co. Co.
Box 11 Plainfield

P
Q
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Runa E. Minde
259 W. 109th St.

New York, N.Y.

P. Mahoney (Apt-3)

John Badley
1156 Oxford
Berkeley
Calif.

Eleanor Pickle
534 W. 4th
Portland

Grossman Opts. Oregon

Agua

Box 17 U.S.S.

Texas

Ajelee
2050 Leyton & Pepper
Alhambra
California

Karl Mann
121 S. Market St
Inglewood Calif.

Rola F. Hodgson
306 W. Center St
~~7th & Center St~~
Anahim
Calif.

Eugene Martin
511 W. Jefferson
Boise
Idaho

R
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Luille Phenort
La Maure
N. Dakota

Rose Viani
542 E. 191st
N. York City.

P. B. Wilson
Hazard Neb.
Sheridan County.

Antonio Quintero
of Central Hotel
Panama City.

Anna C. Mudgett
Metro Hosp.
Weyer Hall.

Harry Redeker
Federal Telegraph
Palo Alto, Calif.

J. Edwin Spure
846 Portsmouth Court
Mission Beach
Box 15

Mrs. George Strong
La Plata City
Colorado

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Frisco.

Frank Turnell
1454 Argyle St
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Harace Myers
Bancroft Hall
U.S. Naval Academy
Annapolis Md.

Karl Mautz
128 1/2 St.
Hillcrest Bldg
Englewood Calif
phone 4095

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283 Lexington Ave
New York City

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Honolulu T.H.

R. W. Baker Jr.
Frederick & Nelson
Seattle Wn.

Joe Lorenzo
267 Douglas St
Pasadena Calif.

Allen Lyons
1112 Farr Lane
Honolulu T. H.

Russ C. Munde
242 W. 109 St
%o. Hardy New York City

Coyler Martin
Box 114 La Mare N. D.

Carl Munde
2907 Fielding
Chicago Ill.

Monrothy Pickerson
1003 Fort St
Baino, Idaho

Mrs. H. B. Herritt
1118 N. Clark St
Chicago Ill.

Olie Shure
145 Ocean St
Portland Me
Phone 9600 Forest

May Lydon
27 Monument St
Portland Me
Phone. Forest 6273W

Mrs. W. M. Killers
6225 de Lyzre Ave.
Hollywood.

Jim Birchland
Immaculate Heart College
5515 Franklin Ave.
Hollywood.

A. B. Currie
R. 2629 Radio Central
Navy Department
Washington D. C.

Miss Ida du Mond
San Jacinto Hotel
Madison at 60th
New York City

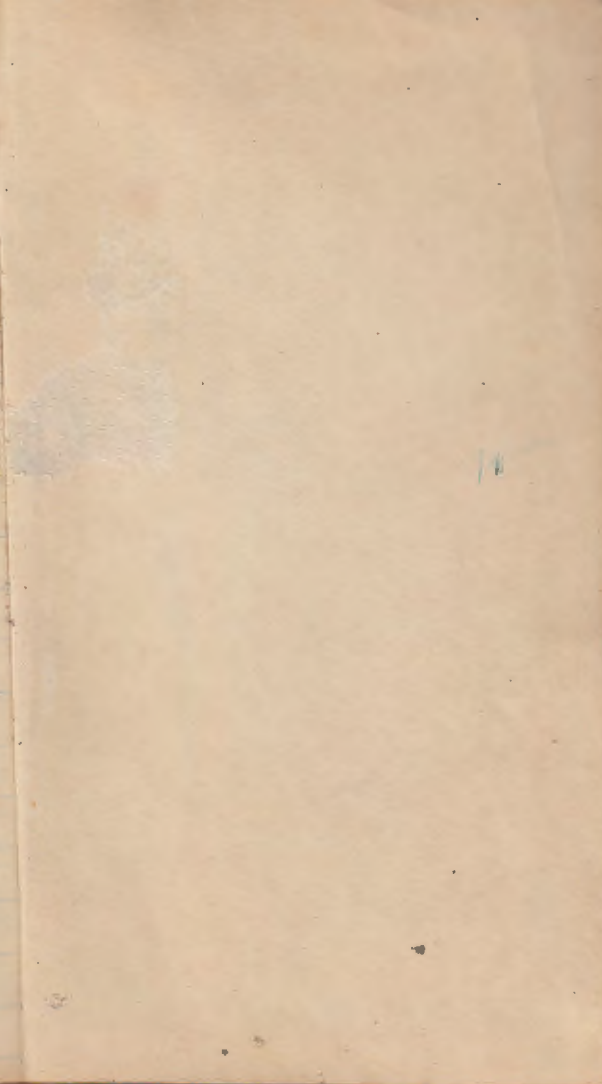
A. R. Ackley
107 W. Amherst St.
Fullerton Calif.

A. R. Ackley
512 W. Malvern
Fullerton Calif.

George A. Ackley
Pi Kappa Alpha
2327 Piedmont Ave.
Berkeley Calif.

Alexander
1342 N. Mariposa
Hollywood Calif.

Mrs. Birkland
9279 Pleasanton
Chicago.



K&T 2199

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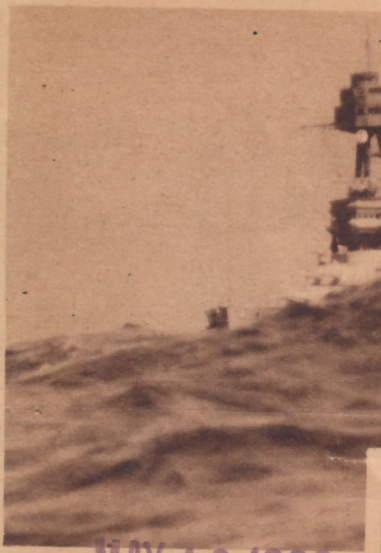
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Plowing through heavy seas, the battleship Texas gives the effect of a sinking ship in this unusual photo taken during Pacific maneuvers.

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