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Fraternal Societies

Vegas Lodge No. 32, F. & A. M.
Stated Communications first Monday of each month at Masonic Hall at 7:30 p. m.
Special Communications, work requiring, as announced by the Trestle Board, issued each month. Visiting brothers are welcome.
EARL F. DAVISON, W. M.
W. N. Schuyler, Secretary.

ATTENTION EAGLES!
Las Vegas Aerie No. 1213 Fraternal Order of Eagles meets in regular session the Second and Fourth Tuesdays of each month at 7:30 o'clock p. m. at Levy's Hall. All Star Eagles cordially invited.

SOUTHGATE CHAPTER NO. 18
Order of the Eastern Star Meeting second and fourth Monday of each month at 7:30 p. m. at Masonic Hall. All visiting members cordially welcome.
MRS. GRACE NEWLIN, W. M.
MABEL R. ULLOM, Secretary

E. P. O. E.
Las Vegas Lodge No. 1468 Meets every Thursday evening at 7:30. Club rooms open from 11:00 a. m. to 12:00 p. m. Visiting brothers cordially welcome.
C. V. T. GILBERT, E. R.
Wm. L. SCOTT, Secretary

LAS VEGAS POST NO. 8 OF THE AMERICAN LEGION
Regular meetings, 2nd and 4th Mondays of each month at Club House on Third street, opposite the court house. Visiting members and ex-service men welcome. Club House open every evening.
C. D. FARRAR, Commander
LEONARD BLOOD, Adj.

CHARLESTON LODGE NO. 36 K. OF P.
Regular meetings first and third Tuesdays of each month at 7:30 p. m., at Beckley's Hall. Local members and visiting brothers are cordially invited.
JOHN GORDON, C. C.
JULIUS AHLSTROM, K. R. C.

PALM TREES
I have a few Palm Trees, of the long leaved kind, in gallon cans, for sale. Also a few Oleanders. Price, each, \$1. Buy now. I'll move Jan. 1, 1929. J. W. Carpenter, West Side, Las Vegas, Nev.

Artesia Lodge No. 43 I. O. O. F.
Meets 1st and 3rd Wednesdays of each month at 7:30 P. M. Levy's Hall, Fremont St., between First and Second. Visiting brothers cordially welcomed.
A. DONALD BRENNER, Sec.

NEW GEOGRAPHY

WASHINGTON, Nov. 17. (AP)—Friedrichshafen, home of the Graf Zeppelin, was a little known town in the Kingdom of Wurttemberg before the world war.

The arrival of the royal family to spend the summer in their castle overlooking Lake Constance caused some excitement among its inhabitants, but nothing happened that would interest the people far from its main street.

When the German people subscribed to the fund to build the Zeppelin factory in 1908, they handed Friedrichshafen the key to world fame. It was the attempted bombing of the Zeppelin works by the Allies' aviators that first brought the town into the spotlight.

Two years ago its name was again on the front pages of the press of the world when the Los Angeles, pride of the American navy and a product of the Zeppelin factory, was backed out of a Friedrichshafen hangar and pointed its nose toward Lakehurst.

Friedrichshafen normally has but 7,000 inhabitants. During the summer months this number is augmented by several thousand vacationists and weekenders, some of whom go there to frolic on the beaches, while others enjoy the town's numerous public parks and shaded promenades.

There are but few interesting "sights" for sightseers in the town, the National Geographic so-

ciety reports. The castle, set amid flowering gardens and groves of trees on the north end of the crescent-shaped cove around which the town is built, contains some fine stucco work. Incidentally the Schloss, as it is called by the natives, is also one of the town's oldest relics, being formerly a monastery, which was founded in 1050.

In the narrow streets of the old town on the opposite end of the crescent the doorways of quaint steep-gabled houses would make colorful background for the folk costumes that once adorned them, but Paris fashions now predominate.

While "weekenders" enrichen Friedrichshafen's main street, the town is never fully aroused until the eve of June 24, Midsummer's Day. Special trains from neighboring cities and town bring throngs to participate in the celebration of the birth of St. John the Baptist.

There is a street parade through the town, which ends up in the suburbs, where huge bonfires are lighted. Poles are erected on either side of the fires, tied together at the top with a rope, from which prizes, such as neckties, hams, pipes and sausages, are suspended. The competitors, mounted on horses, must ride to the bonfire and while the horses jump over it snatch the prizes from overhead. The feast is concluded with a frolic in the dance halls and inns in the town.

LAW OBSERVANCE HIGH AMONG CAR OPERATORS

BOSTON, Nov. 17. (AP)—Massachusetts' state police patrol found a high percentage of law observance among motor car drivers during a surprise campaign against violation of the automobile laws.

Less than 1.4 per cent of the drivers and automobiles were found to be at variance with the law.

During the 24-hour drive the police stopped 29,815 cars, and in this number only 410 law violations were detected.

The most frequent offense was unlicensed driving. Next to it were 168 unlicensed drivers in number were cars with defective lights, totaling 168. Other offenses included: licenses unsigned, 53; defective brakes, eight; transportation of liquor, four, and operating after license expired, four.

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National Ice Co.
PHONE 75

NOTICE OF APPLICATION FOR UNITED STATES MINERAL PATENT

Serial Number 016883
Survey No. 4668

UNITED STATES LAND OFFICE,
CARSON City, Nevada,
November 12, 1928.

Notice is hereby given that in pursuance of an Act of Congress approved May 10th, 1872, Charles Labbe, whose post office address is Death Valley Junction, California, has made application for a patent for fifteen hundred linear feet respectively on the Hillside and Westend lodes and fourteen hundred seventy-eight and three tenths linear feet on the Broadway lode and fourteen hundred ninety-nine and four tenths linear feet on the Doris A. L. lode, all situated in the Johnnie Mining District, Nye County, Nevada, and described by the Official Plat and Field Notes on file in the office of the Register of the Carson City Land District, NEVADA, as follows:

HILLSIDE LODGE
Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 33°53' E. 2992.8 ft. and running thence S. 10°03' W. 600.0 ft. to Cor. No. 2, thence N. 88°45' W. 698.8 ft. to Cor. No. 3, thence N. 88°15' W. 801.2 ft. to Cor. No. 4, thence N. 10°03' E. 800.0 ft. to Cor. No. 5, thence S. 88°15' E. 801.2 ft. to Cor. No. 6, thence S. 86°45' E. 698.8 ft. to Cor. No. 1, the place of beginning.

BROADWAY LODGE
Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 27°05' E. 3468.6 ft. and running thence S. 10°03' W. 600.0 ft. to Cor. No. 2, thence N. 81°47' W. 765.0 ft. to Cor. No. 3, thence S. 86°58' W. 717.5 ft. to Cor. No. 4, thence N. 10°03' E. 596.0 ft. to Cor. No. 5, thence S. 88°15' E. 581.2 ft. to Cor. No. 6, thence S. 86°45' E. 694.3 ft. to Cor. No. 1, the place of beginning.

DORIS A. L. LODGE
Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 14°15' E. 3856.0 ft. and running thence S. 9°02' W. 600.0 ft. to Cor. No. 2, thence N. 79°15' W. 1500.0 ft. to Cor. No. 3, thence N. 9°02' E. 489.3 ft. to Cor. No. 4, thence S. 81°47' E. 765.0 ft. to Cor. No. 5, thence S. 85°14' E. 736.5 ft. to Cor. No. 1, the place of beginning.

WESTEND LODGE
Beginning at Cor. No. 1, from which U. S. L. M. No. 1A bears N. 45°19'40" E. 4292.6 ft. and running thence S. 10°03' W. 596.0 ft. to Cor. No. 2, thence N. 88°33' W. 778.2 ft. to Cor. No. 3, thence S. 82°55' W. 724.3 ft. to Cor. No. 4, thence N. 10°03' E. 600.0 ft. to Cor. No. 5, thence N. 82°55' E. 724.3 ft. to Cor. No. 6, thence S. 88°15' E. 775.7 ft. to Cor. No. 1, the place of beginning.

Total Area of the lodes as follows:
Hillside Lodge 20,478 Acres
Broadway Lodge 19,001 Acres
Doris A. L. Lodge 18,358 Acres
Westend Lodge 20,069 Acres

Total Area 77,906 Acres
Conflict Area with Sur. No. 3799, Crown Point lode is 3,899 Acres

Which excluded from the total leaves net area 74,007 Acres
The adjoining claim is Crown Point.

The location certificates are recorded in the Office of County Recorder, Nye County, Nevada, in Book 83, pages 498, 499, and 500.

All adverse claims should be filed in this office during the sixty days period of publication.

CLARA M. CRISLER, Register.

First pub. Nov. 15, 1928.
Last pub. Jan. 17, 1929. Each issue.

NOTICE TO TAXPAYERS

NOTICE IS HEREBY GIVEN that Taxes for the year 1928 are due and payable at the office of the County Treasurer of Clark County, Nevada, from and after Monday, November 5, 1928, to and including Monday, December 3, 1928.

Unless all poll taxes and special taxes are paid on or before Monday, December 3, 1928, all will be delinquent and 15 percent delinquency will be added and 3 percent per month interest will be charged until paid.

J. M. ULLOM,
County Treasurer and Ex-Officio Tax Collector in and for Clark County, Nevada.

First publication Nov. 13, 1928.
Last publication Dec. 1, 1928, each issue.

In the Tenth Judicial District Court of the State of Nevada, In and for the County of Clark. In the Matter of the Estate of JAMES DOYLE, Deceased.

Notice is hereby given that the undersigned was on the 28th day of August, A. D. 1928, appointed and qualified by the above entitled Court as Administrator of the estate of James Doyle, deceased.

All persons having claims against said Estate are required to file the same with the proper vouchers and statutory affidavit attached, with the Clerk of the Court within three months from the date of the first publication of this notice.

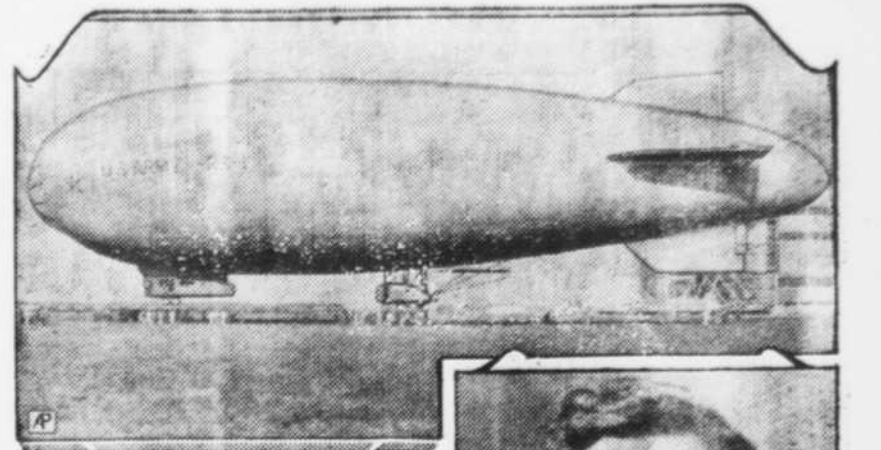
Dated October 25th, A. D. 1928.
GEORGE DOYLE,
Administrator.

Harley A. Harmon,
Attorney for the Estate.
Published Nov. 3, 10, 17, 24, 1928.

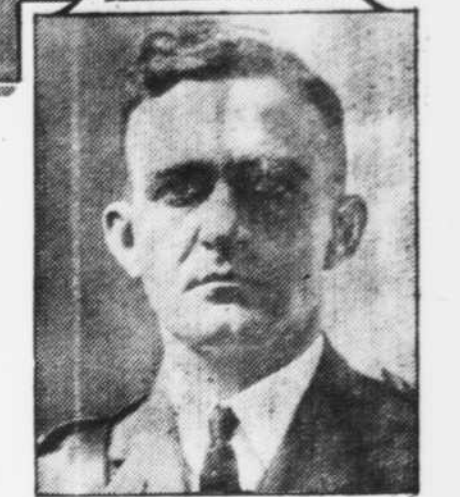
IDAS CELEBRATE
GARDNER, Mass., Nov. 17. (AP)—Nearly a third of all the women members of the Finnish Lutheran church here are named Ida. When the fact was discovered, the Idas joined in a festival and bazaar.

"Kind of tough on Jones to be perpetually finding himself in such a tight place."
"Why, does he?"
"Yes. He's doorkeeper up at the Home for Inebriates now."

Army Tests With RS-1 Show Way For Future Blimp Development



Possible use of the semi-rigid dirigible for military and commercial purposes is seen as a result of three years' tests with the RS-1 (above), world's largest craft of this type. Capt. William E. Kepner (below) has commanded the ship on most of its flights.



By WILLIAM E. BERCHTOLD (Associated Press Aviation Editor)

(BELLEVILLE, Ill., Nov. 17. (AP)—Three years of exhaustive tests with the world's largest semi-rigid dirigible, the RS-1, have shown the way for the development of this type of craft for military and commercial use.

The RS-1 now is being dismantled, a cut in air corps appropriations leaving the army without funds to buy a new envelope for the craft. If funds ever are available, it will be apt to re-assemble the big ship, experts say.

Developed for the United States army and flown on most of its adventures through wind, rain and snow with Capt. William E. Kepner as its skipper, the RS-1 has provided the builders of airships with a vast amount of technical data to aid in the development of future ships of her type.

Lacking in speed and lift efficiency, but proving capable of battling the stiffest squalls and thunder storms, the dirigible has attained a record for durability and airworthiness and has pointed out the necessity for changes to achieve speed and greater lifting ability.

Numerous tests during the three years it has been flown have subjected the huge ship, which is 285 feet long, to strains at all conceivable angles. Climbs, dives and even "stunting" have been included in the tests so that the dirigible's behavior might be charted under all conditions.

Long flights into the southwest, east and several sections of the middle west have made possible a detailed study of the semi-rigid airship's ability to weather squalls, thunder storms, heavy rains and even snow. Returning from San Antonio last month, the RS-1 provided her observers with one of their most exciting experiences when she weathered, not without

damage, two severe line squalls over Tennessee.

"The first squall struck the ship with terrific force and crushed her stiff nose," Captain Kepner explains, "but she demonstrated her greatest capability by weathering a second and even more severe line squall despite being crippled. She sailed slowly, but majestically, into her home port after 24 hours of storm-tossed flight on a 35-hour journey. That trip provided us with valuable technical data on the ship's ability to weather the severest storms."

Every flight during the three years of tests has been planned to provide new data on the huge ship's behavior under conditions which might be encountered while on military missions.

Although development of the Zeppelin, or rigid type of dirigible, has overshadowed in public popularity the experiments with the semi-rigid type craft, technicians and observers with the RS-1 believe that the semi-rigid ship offers extraordinary possibilities for both military and commercial use. If greater speed and lift efficiency can be obtained with future semi-rigid ships, they can be counted upon for great durability and safety, they say.

STEWART TRIAL IS ADJOURNED

WASHINGTON, Nov. 16. (AP)—Justice Jennings Baily today adjourned until Monday the perjury trial of Robert W. Stewart, chairman of the board of the Standard Oil Company of Indiana, without ruling on the defense motion that he direct a verdict of not guilty.

A New Yorker At Large

By G. D. SEYMOUR
NEW YORK, Nov. 15. (AP)—Most New Yorkers have an exaggerated notion of the speed at which their subway trains run. The underground expresses seldom attain a speed of more than 30 miles an hour, and are scheduled on a basis of a 25-mile gait, counting stops every 40 blocks or so. The local trains, serving stations six to ten blocks apart, make about 16 mile an hour, counting stopping time, and almost never get up to a 30-mile pace between stations.

It is the rush of air through the narrow subway tubes and the noise of the trains, echoing against the walls, which convey to riders the impression of being whisked along at a mile a minute.

The great problem of the subway engineers is to lessen the noise of the trains, and to this end the Brooklyn-Manhattan Transit Company is now installing a new type of car, designed to roll along with less din.

Fewer Wheels, Less Noise
The new cars are built in units of three. The old car was an entity in itself, with trucks at each end, and three cars had six trucks. The new units have but four trucks, with a single set supporting the ends of both cars, which meet above it. Since the trucks are movable on pivots, enabling the trains to go around curves, and since each truck has much loose apparatus attached to it for purposes of braking, power and safety, a lessening of the number of trucks by a third is calculated to reduce the noise of the trains in proportion. Safety gates—the clanking chains between cars—are done away with in the new units, and every rattling part which can be dispensed

with has been taken off. But nobody has invented rubber tires for subway trains, much less rubber rails, and the thin-voiced rider will still need to distribute ear trumpets with his underground conversation.

Rogers' Pay Check
Charles B. Dillingham is in conference with himself at French Lick, Ind., over the salary he shall pay Will Rogers for coming to the rescue of his musical comedy, "Three Cheers," and the disabled star who was intended for it, Fred Stone.

Dillingham and Rogers have no agreement about pay. Before the producer left New York for a vacation he asked Rogers to say how much he expected, and Rogers answered, "You name the amount." Dillingham demurred, and Will said, "Well, go ahead and take your vacation. Have a good time and we'll settle the little detail of money when you get back."

Rogers makes something like \$50,000 a year, it is estimated, as a lecturer and a one-man show. That would be \$10,000 a week the year around. Al Jolson has gotten \$10,000 a week for two or three weeks in special engagements, but never for an extended run. Eddie Cantor got \$5,000 a week in last season's "Follies," the most money Florenz Ziegfeld ever paid a star.

Rogers, a former cowboy on Tom Mix's ranch at \$30 a month, began his career as a speaker; actor by accident. He was twirling a rope on the stage, and missed. Embarrassed, he exclaimed, "I'm rotten!" and the crowd laughed. He talked some more and the audience laughed some more. And he has been talking and audiences have been laughing ever since.

IS IT FAIR?

To earn in Las Vegas and
To spend in Los Angeles?
Who is not guilty?
Is this the ethics of your service club?

VEGAS CREDIT BUREAU