

## Royalty's Nursing Skill Is Recalled By King's Illness

LONDON, Feb. 2. (AP)—Queen Mary's personal supervision over the nursing of the king during his illness is a reminder that nearly every woman in the British royal family has been well trained in nursing.

Among the most outstanding are Princess Mary, Princess Arthur of Connaught, the Queen of Norway and Princess Alice, Countess of Athlone.

This training is attributed largely to the late Princess Mary of Cambridge, mother of Queen Mary, who personally superintended the education of her majesty in that respect.

Princess Mary, only daughter of Queen Mary, had considerable experience during the war. At the outbreak she entered a London hospital as a probationer, at a time when the demand for nurses far exceeded the supply. Now she finds the knowledge acquired in those days of great benefit in supervising the health of her two sturdy sons.

Princess Arthur of Connaught is on the nursing staff of the Middlesex hospital and continues to serve occasionally in the sick room, taking her full share of the duties

in the out patients' department. Many of those passing through her hands never realize that they are being attended by a niece of the king.

Princess Alice, Countess of Athlone, is proficient in nursing and often has remarked that she would have liked to have devoted herself exclusively to this work.

The late Queen Alexandra, widow of Edward VII, was the head of the British military nursing service and she was highly trained, having at one time devoted considerable study to surgical nursing.

The Queen of Norway is another excellent sick-room nurse, as is another British-born queen, the Queen of Spain. Many of the members of her family are by no means physically robust, and she frequently has been called upon to supervise their nursing, both surgical and medical.

Queen Mary remarked some years ago to an intimate friend that she did not consider that any girl should be allowed to marry unless she were fully qualified to take charge of a sick-room whenever the necessity arose.

## AUTO DISTANCE MEANS NOTHING

PONTIAC, Mich., Jan. 29.—Newspapers, good roads, and modern trucks are in a natural alliance which may, during 1929, contribute powerfully to a reduction of America's merchandise-distribution costs—estimated at 60 per cent by most economists.

That is the opinion of Paul W. Seiler, president of the General Motors Truck Company, in a statement made here today.

"A year from now," he said, "we may speak of 1929 as the year that wiped out distances. To do that is one of the greatest opportunities this year bring to American business. In facing our part of the opportunity, we of the truck industry find ourselves allied with the newspapers of this country by the very mutuality of our aims and plans.

**Better Roads a Key**  
Vastly freer movement of commodities between city and what is still called "country" is a basic factor, Mr. Seiler contends, in any real reduction of the 60 per cent distribution costs with which American industry now wrestles.

"There is a fundamental trend, which none of us has yet calculated accurately, and which very few businesses have even started to use, toward tremendous expansion in the influence-areas of cities. The growth and influence-expansion

of newspapers illustrates that quite clearly, I think.

"This trend is apt to be more sharply defined in 1929 than in any previous year and, perhaps, than in any single year to come.

"Therein lies ripe opportunity for the manufacturer who would cut his distributor costs. And an equally golden opportunity for the great city merchandising establishments which must find ways to increase their armies of customers in order to use the full potentialities of their remarkable organizations.

"The merchandising and storage facilities are in the cities. Outside the cities are vast new salesfields of people as modern-minded as any who live within formal city limits. Communication is already established, influence is already created and functioning, by progressive newspapers.

"Cutting distances and time, getting full and free flow of commodities between the great, modern 'inner-city' and the rich 'outer-city' is the final link.

"And that pulls us squarely back to paved roads of quality and quantity both adequate—a cause in which newspapers are doing some of the most effective fighting."

**Farm Relief Angle Seen**  
Modern trucks have already contributed a great deal toward this result, Mr. Seiler declares, but adds that their full use in the basic industry of commercial transportation cannot really begin until adequate road building programs are a reality.

"Movements from the cities outward will automatically bring greater movement of commodities inward to the cities. And this will, quite naturally, aid in solving some of the farmers' problems.

"When more farmers own and control, as part of their farm equipment, the means for transporting a greater part of their produce, farm profits cannot fail to show the results. In this connection it is interesting to note the findings of a survey recently conducted by government agencies in Illinois: that 86 per cent of the state's 225,595 farms have automobiles (and 13 per cent of them more than one car!), while only 12 per cent have trucks.

"It is my firm conviction that a man cannot begin to get the potential earning-power out of his farm, today, unless he owns, and intelligently uses, the distance-cut-

ing modern truck."

### Explains New Rating Method

Mr. Seiler declared that one of the most serious aims of his company is the promotion of more effective cooperation between truck-buyer and truck-maker or seller.

"When the word 'modern' is applied to trucks it really conveys something that came into being when we first employed Buick engines in commercial transportation: greater speed with greater safety, and the ability of a truck to do its work under modern traffic conditions.

"But modern trucks, we feel, call for modern methods in their selling and in their use—factors which do not, unfortunately, follow as naturally as might be supposed.

"That is why we have recently announced the clearer, new method of 'straight rating' to determine truck capacities. The old terms—'one ton,' 'two ton,' etc., were vague and, too often, misleading. 'Straight rating' is based on the maximum allowable total gross weight—from which are subtracted the exactly-known weights of chassis and bodies. This gives exactly the top-efficiency, top-economy pay-load capacity of any model truck, equipped with any type of body.

"It clarifies buying, by substituting exact advance knowledge for guess-work and vagueness. It is in line with our policy eliminating excessive allowances on trade-ins. And it is in line, too, with our of-

fer of a real work test on any General Motors Truck."

These developments, Mr. Seiler stated, apply to the complete line of General Motors Trucks—including the new light duty series, just announced, powered by 1929 Pontiac engines; and the Big Brute powered series, for heaviest duty. The new Buick-powered series of medium-duty and

### A HEALTHY TOWN

WENTWORTH, N. C., Feb. 2. (AP)—This little town, seat of Rockingham county, evidently is a healthy one. It hasn't experienced the need of a resident physician in 10 years.

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## WHAT?

## WHERE?

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## Las Vegas Mercantile Corporation

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# OVER \$35,000 OF BOULDER ADDITION LOTS SOLD IN JANUARY

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LOTS 50 x 140 PRICED RIGHT EASY TERMS

See These Today . . . They Are Going Fast

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## GOOD PRINTING

### Inspires Confidence

When you send out a poorly printed circular, you make a very bad impression upon its recipient.

When you send out a well-printed circular, you inspire confidence and respect.

The quality of your printed matter reflects the dignity and distinction of your business enterprise.

We do expert printing at the lowest prices in town; you have nothing to worry about when you place a printing order with us—the work will be turned out promptly, correctly, and will be of the sort that inspires confidence, creates interest, and impresses with its good taste and neatness.

Give us a trial the next time you need to have some printing done, and we'll prove that we live up to all the claims made in this advertisement.

Las Vegas Age



## Consolidated Power & Telephone Company

SAM J. LAWSON, Manager

Desires to express to the people of Las Vegas its appreciation of the wonderful cooperation they have given in the task of bringing Long Distance Telephone service to this city.

Without the good will of the telephone users of Las Vegas such a step would not have been possible. We have endeavored to meet the requirements of the public in this connection as we hope to in all other matters affecting the convenience of our patrons.

We also wish to express our thanks to the Bell Telephone Company of Nevada, and the Pacific Telephone and Telegraph Company of Los Angeles, through whose hearty cooperation Long Distance Telephone communication with Las Vegas was so promptly installed.

