

LAS VEGAS AGE

Published Tuesday, Thursday and Saturday Afternoons
Entered in the Postoffice at Las Vegas, Nevada, as Second Class matter.

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MEMBER OF
THE ASSOCIATED PRESS

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SUBSCRIPTION—One Year \$5.00; Six Months \$3.00

AIRWAY TERMINALS

AIR FIELDS or terminals for air routes are just as necessary as are depots for railroads or docks for steamship lines.

When an enterprise is in its infancy and struggling to get a place in the world, community assistance is often necessary and wise. When it becomes strong enough to stand on its own feet it usually provides its own facilities for carrying on and increasing business.

The Western Air Express in the past three years has made an astonishing record in efficiency and safety of operation and an even more astonishing financial success of its Los Angeles-Salt Lake route. Its record of efficiency shows that its planes have not had a single accident worth mentioning in the paper and that they have been on time more than 90 per cent of the trips.

Financially, the Los Angeles-Salt Lake line of the Western Air Express leads all other lines, having earned a net profit of nearly half a million dollars in the past year.

The Las Vegas Chamber of Commerce has for three years furnished the Western Air Express with terminal facilities, such as they are. The Company needs more room and a permanent location where they would be justified in making expensive and substantial improvements. The City of Las Vegas took steps toward this when they secured 40 acres of land three miles northwest of the city.

But it is now said that this tract is not suitable for an air field either in size or the lay of the ground. Moreover, with all their good intentions, the city commissioners have been unable to find the money to improve it.

Now the question that comes to mind is, would it not be better for the Western Air Express to provide its own air field? They are amply able to do so and, we believe, willing.

And another question—would it not be better for the city and the future of the air traffic if a private company should own and operate the air field under such reasonable restrictions as could be imposed?

Private operation will be cheaper and more efficient and companies using the terminal would not be hampered by official or political meddling.

We have heard it suggested that if Las Vegas does not hurry up and provide a new air field for the use of the Western Air Express the company will discontinue stops here. In the opinion of the Age the Western Air Express will continue to stop in Las Vegas if this is the most logical and convenient place for them to stop. On the other hand the Western Air Express could not by the gift of a dozen air fields be induced to continue its stops here if some other location were more advantageous.

With the Western Air Express, operation is a matter of business not sentiment. They do not stop here for love of Las Vegas, neither will they leave for spite.

Unfortunately the field used for the past three years will not much longer be available. The Age has long urged that the City, if possible, provide a municipal airport. But this being out of the question seemingly because of a depleted city treasury, it would seem the wise thing for the Western Air Express to purchase and equip a field, out of which it would ultimately reap a profit, and where it could best serve its own interests.

T. J. LAWRENCE—BUILDER

WHEN A DEVELOPER like T. J. Lawrence comes into Las Vegas and declares that he will subdivide a tract of land of any dimension it is time for us to inventory our realty holdings.

This man has a reputation for conservative accomplishment. He has subdivided and developed some of the most beautiful communities on the Pacific Coast.

The fact that he has come to Las Vegas is evidence enough of this builder's good faith. Lawrence does not flourish. He does not panhandle. He either fishes or cuts bait. That is his record.

And his coming here has added new values to property; has stimulated civic vision and has aroused appreciation of the bigness of the endowment imposed upon us.

The Age welcomes Mr. Lawrence and his staff of builders.

**U. S. C. OFFERS
UTILITY COURSE**

Dealing with the duties, powers, and responsibilities of those engaged in public service, a short summer course for public officials and personnel is to be given at the University of Southern California in June, under the auspices of the Division of Public Administration.

Departments of study, to be attended by state, county, and municipal officers and employes, include the following:

Administration of Justice, Assessments and Taxation, Budgets, Building Inspection, City Clerkship Administration, Educational Administration, Fire Prevention and Control, Governmental Accounting, Juvenile Welfare, Municipal Law, Police Administration, Public Health, Planning and Zoning, Recreation and Parks, Street Traffic Control, Sanitary Engineering, and Water Supply.

Two separate sections will be held, one the week of June 8-15, and one the week of June 15-22, so that public officials and personnel may attend without inconvenience to routine.

The program will provide a scientific and practical university course on modern governmental administration to public officials, department heads, and staff members in Rocky Mountain and Pacific coast states, according to Emery E. Olson, Director of the Division of Public Administration of the University of Southern California.

TOKYO, Feb. 5. (AP)—Ninety-three per cent of the families in Japan must keep their living costs within \$50 monthly. The average Japanese family includes five persons.

DIED

CROUSE—At his home in West Side, Las Vegas, Friday, February 1, 1929, George Crouse, aged about 60 years.

Mr. Crouse was in his usual health last evening. About eight o'clock he was sitting at the table talking with his friend, Charles Potter when, without warning, he fell from his chair dead.

Dr. Bulette was immediately summoned but on arrival found there was nothing to be done for the stricken man.

The remains were taken to the Palm Funeral Home. Funeral arrangements will be announced later after communication is had with a son of the deceased living near Cincinnati, Ohio.

Mr. Crouse was a resident of Vegas most of the time for the past 20 years. He had many friends among the older residents who sincerely regret his passing.

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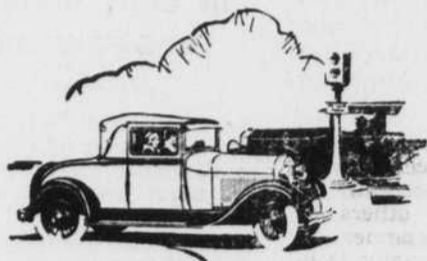


During the cold weather a great deal of sickness is common among children. It is almost impossible to keep them in; but it is possible to see that their feet will be kept good and warm. Do not neglect this, but send them over to our well equipped Shoe Shop for repairs. Our prices are reasonable.

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There are many reasons
for the ease of steering
the new Ford



THE new Ford is exceptionally easy to steer because of the well-proportioned weight of the car, the steel-spoke wheels, the co-ordinated design of springs and shock absorbers, the size and design of the steering wheel, and the simple mechanical construction of the steering gear.

The Ford steering gear is of the worm and sector type used on high-priced cars and is three-quarter irreversible.

In simple, non-technical language, this means that the car responds easily and quickly to the steering wheel, yet there is no danger of the wheel being jerked from the hands of the driver by ruts or bumps in the road. A light touch guides the car, yet you always have that necessary feel-of-the-road so essential to good driving.

Strength of materials and careful workmanship give unusual stability to the Ford steering gear and housing.

The steering worm, for instance, is splined to the steering worm shaft and is stronger, of course, than if a single key were used to hold

the shaft and worm together. The steering worm sector is forged and machined in the same piece with its shaft.

The housing of the steering gear mechanism is made of three steel forgings, electrically welded together. This housing is then electrically welded to the steering column. Such a one-piece steel unit is naturally much sturdier than if several parts were used and bolted or riveted together.

Throughout, the new Ford steering mechanism is so simple in design and so carefully made that it requires practically no attention.

The only thing for you to do is to have the front steering spindles, spindle connecting rods, and drag link lubricated every 500 miles and the steering gear lubricated every 2000 miles.

For this work, you will find it best to consult the Ford dealer. He has been specially trained and equipped to help you get the greatest possible use from your car over the longest period of time at a minimum of trouble and expense.



FORD MOTOR COMPANY

**LAST OF MILLER
BROS. IN TRAGIC
AUTOMOBILE DEATH**

PONCA CITY, Okla., Feb. 2. (AP)—George Miller, one of the owners of the famous 101 Ranch and Wild West Shows was killed today when the car in which he was riding overturned on a slippery pavement near here.

Miller's skull was crushed. His tragic death recalls the violent death of his brother, Joe, who was a victim of monoxide gas in his garage less than a year ago.

C. O. Pulliam, brick mason contractor of Los Angeles, has been in Vegas with the view to becoming interested here.

**U. S. SENATE REFUSES
TO CENSURE DEPTS.**

WASHINGTON, Feb. 2. (AP)—The Senate Lands Committee refused to adopt a report censuring the Interior and Justice Departments for the administration of the Sinclair oil contracts in the Salt Creek royalty deal.

LETS WATER CONTRACT

Mr. J. A. Bailey, secretary and treasurer of the Las Vegas Development Company has just returned from a trip to Provo, Utah, placing the first contract on pipe and equipment for a modern water system or water works for Boulder Dam Park.

WOULD TAX CHAIN STORES

ST. PAUL, Feb. 5. (AP)—Rep. J. H. Masek of St. Paul proposes to introduce at the 1929 legislative session a bill establishing a \$500 license fee for chain store organizations having more than five branches in the state.

NEOSHO, Mo., Feb. 5. (AP)—Neosho's controversy over hitching racks around the public square has ended in a draw. Farm and city men clashed over the issue recently, masked men tearing down the racks one night. Now a lot near the public square has been set aside for farm wagons.

This is the hog-killing season, but nothing can be done about the truck that gets ahead of you in traffic.—Toledo Blade.

**Own Your Own
HOME**



WHEN you build a home save money by putting into it only the highest grade of building materials. Depreciation costs can be cut to practically nothing if you use fine, seasoned lumber and protect it with full-bodied paint.

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WHEN?
WHAT?
WHERE?**

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