

About New York

By RICHARD G. MASSOCK
NEW YORK, Mar. 9.—The first "meditation chapel" to be established in a hotel has gratified the expectations of John McEntee Bowman, proprietor of the midtown inn that houses it.

Since the chapel was opened more than two months ago, an average of 30 persons a day have visited it. Letters on file in Bowman's office attest to the comfort it has given some of his guests.

The chapel is not the first evidence of Bowman's interest in religion. It is said that on his estate at Portchester, N. Y., he has a number of cottages to which each summer he invites ministers who otherwise could not afford a vacation. Perhaps that is how he happened to get the idea of setting aside a room where strangers between trips to Fifth Avenue or Broadway, could indulge in prayer and introspection. At any rate, a clergyman is supposed to have made the suggestion.

How many come to meditate, and how many are merely curious, the hotel staff cannot say. But the letters tell of some who have knelt at the altar, as well as others whose interest apparently was in the \$25,000 worth of stained glass windows and churchly decorations that represent the Italian renaissance school of ecclesiastical architecture.

Duchess Looks At Us

The Grand Duchess Marie Pavlovna, former Russian wife of Prince William of Sweden, has devoted her first visit to America largely to the repaying of social calls. It has been quite different from the trips that Prince William made. Where he was wined and dined and feted, she has gone about almost unnoticed.

The duchess met a great many Americans in Paris, where she has lived for more than 10 years and where she has an embroidery factory which employs refugee countrymen. Since coming to this country two months ago, therefore, she has been busy renewing old acquaintances.

At the same time, however, she has been studying the United States and its people. She has travelled across the continent to

Fried Favors Ocean Flights But Scorns Landing Stage

NEW YORK, Mar. 9. (AP)—A hero of the seas has pinned his faith to trans-oceanic flying. Capt. George Fried, skipper of the America and rescuer of the Florida and the Antiope shipwreck victims, believes the next few years will see established services for passenger and light freight.

Captain Fried calls it "overseas flying" and believes that with the rapid development of aircraft and the radio a trip across the Atlantic will embody few more dangers than a similar trip by steamer.

"The multiple-motored airplane appears to be the practicable method. Dirigibles seem more difficult to handle and more easily influenced by the elements. I think four motors would be the best equipment, with the ship able to carry on two motors out of commission," he says.

Landing stages are impracticable and unnecessary, believes the man who has weathered some of the worst storms of the North Atlantic.

"An ideal route would be along the steamship lanes to the Azores," he says. "A plane hopping off from New York could make the long jump to the Azores, re-fuel there and carry on to Paris without any great difficulty. I scarcely believe a landing stage would stand up in mid-ocean, and I doubt that a pilot could pick up so tiny a spot in the ocean's expanse.

Captain Fried puts his trust in radio beacons as aid to navigation for steamship and airplane. With beacons established at strategic points, he says, it would be possible for a pilot to keep his bearings even in the thickest fog.

California and back, and it was in San Francisco that she met the most compatriots. These she found to be "more expanded, mentally and morally," than in Paris, where they are much more numerous.

Politics and the question whether there ever will be another car do not interest her so much as modern literature. She has been looking into American literature and finds it, like the people, "strong and extremely human." When not otherwise engaged, she likes to stand at the window of her eighteenth floor apartment here and gaze at the Manhattan skyline which still causes her to marvel. She expects to return to Paris in about a month, but she hopes to make another visit to California, which, the natives will be glad to know she "likes very much."

"A beacon on the Azores," he says, "would be sufficient guide for a pilot. He need only set his nose in the direction from which the beacon sounds loudest. Eventually and barring mechanical troubles he would pick up the island. Beacons from other points could be used to fix his position and enable him to calculate his speed at all times.

"Even when it is perfected I do not look for overseas flying to interfere seriously with shipping. Air lines will provide an express service—say 48 hours from New York to Paris—but there must always be shipping to care for heavy freight and passengers in no particular hurry.

"Wireless and telegraph facilities provide for rapid transportation of messages, but mail trains still must be run. So the sea captain need not start looking for another job just yet."

These developments are not for the immediate future, Captain Fried believes. Aircraft design is not sufficiently far along to warrant an attempt at regular service yet. But the man who has followed the sea since early boyhood expects to live to see great planes winging from east to west and back again on regular schedule.

"There will be accidents," he concluded. "There are accidents to shipping. But I look for comparative safety of operation and speed of service."

Mr. J. C. Fisher, prominent attorney of St. Louis, and owner of valuable Las Vegas property, and for many years a subscriber to the Age is spending some time here. He is accompanied by his daughter, Miss Fisher. Last evening Mr. Fisher and Uiss Fisher were dinner guests of Mrs. Charles P. Squires. Miss Fisher leaves this evening for California to join Mrs. Fisher, who is spending the winter there.

Mr. and Mrs. Walter Ham of Los Angeles are spending the week end with Mr. and Mrs. A. W. Ham and family.

Mrs. A. W. Ham who has been ill recently has greatly improved. Frank Millett returned yesterday morning from a business trip to Los Angeles.

CORRECTION

Leo Roth is owner and manager of the Las Vegas Mercantile Corporation, be it stated, in correction of an erroneous statement recently published, in which the wrong name was used.

WASHINGTON DAYBOOK

By HERBERT C. PLUMMER
WASHINGTON, Mar. 9.—The move to preserve Ford's theater—the place where John Wilkes Booth fatally shot Abraham Lincoln—has hit a snag in congress.

Rep. Charles L. Underhill of Massachusetts believes that preservation of this historic building would, in effect, be erecting a monument to the murderer of the great president.

Richard Yates, member of congress from Illinois, is sponsoring a bill to make the old theater fireproof, thus converting it into a national war memorial museum and a place where the Grand Army of the Republic may hold its meetings.

Mr. Underhill is very definite in his opposition. The other day when Representative Yates arose in the house and asked unanimous consent to have his bill considered, Underhill objected and with quite a show of spirit told his colleagues why.

"Perpetuation of a building," he said, "which was the site of a tragedy from which the world has not yet recovered, will not be a monument and memento to the life, works, mercy and kindness of our martyred president. Rather would it become a monument to his murderer."

"I will do everything in my power to secure proper quarters for the old veterans—if that is what is wanted—everything except vote for the preservation of this gruesome, morbid, disgraceful monument to the memory of a murderer."

Ford's theater is directly across the street from the little brick

house in which Lincoln died. This house contains the famous Oldroyd collection of Lincoln relics which the federal government purchased last year at a cost of \$50,000. The Yates bill provides for the transfer of these bits of Lincolniana to the remodeled theater.

Only the shell of the theater now remains. The balconies, seats and stage were removed many years ago, and it is now properly a dusty relic of history. Row upon row of files filled with mysterious government charts about patents and other matter that have accumulated through the years are lodged here.

Ullyses S. Grant, III, director of public buildings and public parks in Washington, and the man who would have charge of the reconstruction of the theater, does not share in the view expressed by Mr. Underhill.

"I appreciate his abhorrence of the crime committed in this building," said Colonel Grant. "Ford's theater, however occupies such an important place in history and is so associated in the public mind with Mr. Lincoln that I doubt if any ignoring of the site and physical remnants would tend to efface the memory of the crime."

Mrs. H. L. George and Frank Kellam of Los Angeles are here visiting their sister, Mrs. Myrtle Joplin who has been very ill recently.

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INSURANCE ANNUAL STATEMENT THE MASSACHUSETTS PROTECTIVE ASSURANCE CO.

18 Chestnut Street, Worcester, Mass.

Capital (paid up in cash) \$ 300,000.00

Assets 1,683,903.09

Liabilities, exclusive of capital and net surplus 1,063,706.92

INCOME

Premiums \$ 544,695.30

Other sources 54,447.69

Total income, 1928 \$ 599,142.99

EXPENDITURES

Paid Policy Holders \$ 70,282.18

Other expenditures 147,870.56

Total expenditures, 1928 \$ 218,152.74

BUSINESS, 1928

Risks written \$6,925,000.00

Premiums thereon 186,100.56

Losses incurred 5,000.00

NEVADA BUSINESS

Number of risks written 17

Amount of risks written 46,000.00

Premiums received 2,429.34

Number of policies in force December 31, 1928 41

Amount of said policies 100,500.00

LEMUEL G. HODGKINS, Secretary.

INSURANCE ANNUAL STATEMENT CONTINENTAL CASUALTY COMPANY

Hammond, Indiana

Capital (paid up in cash) \$3,000,000.00

Assets 21,596,813.04

Liabilities, exclusive of capital and net surplus 15,096,813.04

INCOME

Premiums \$15,389,829.76

Other sources 1,163,838.82

Total income, 1928 16,553,668.58

EXPENDITURES

Paid policy holders \$6,490,627.24

Dividends 480,000.00

Other expenditures 7,889,193.53

Total expenditures, 1928 \$14,859,820.77

BUSINESS, 1928

Premiums on Risks written \$15,389,829.76

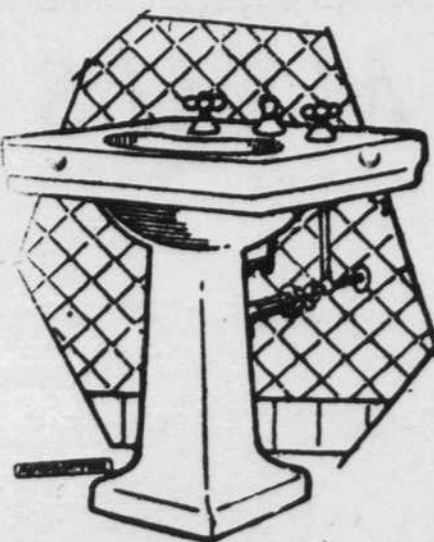
Losses incurred 7,028,965.11

NEVADA BUSINESS

Premiums received \$28,825.78

Losses paid 16,476.05

E. G. TIMME, Secretary.



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