

LAS VEGAS AGE

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CITY LIMITS EXTENSION

A BILL TO EXTEND the city limits of Las Vegas sponsored by the City Commissioners is before the legislature.

The present area of the city is 14 square miles, approximately three by five miles. The City Commissioners now propose to take in the surrounding country and include 80 square miles (approximately eight by ten miles) within the city. The reason or excuse for the proposal is to raise more revenue by taxation.

The Chamber of Commerce, after brief discussion passed a resolution that the increase in size should not exceed one in each direction.

To the Age it seems that any increase in the territorial area of the city is unwise, unfair and unnecessary, and that it would defeat the very purpose which the sponsors of the bill had in mind.

The city area is, if anything, already too large. To extend it even one mile in each direction as suggested by the Chamber of Commerce, would add burdens and obligations to the city far greater than the additional revenue could meet.

To attempt by legislative act to force without their consent owners of property in the outlying districts to contribute to the expenses of city government is unfair and unethical. When we consider the expense and obligations the city would assume in the way of policing, fire protection, sewers and street improvements by taking in an additional 66 square miles of territory, it seems that the very object of the movement is defeated.

Property values in Las Vegas have practically doubled during the past few months, and that increase should be reflected in the tax rolls, thereby producing a considerable increase in revenue.

The Age recognizes the perplexing problems which the finances of the city now, and for several years to come, will continue to present. But to attempt to place the burden of city financing on the owners of country property is no the property solution.

VEGAS IN THE SPOT LIGHT

"THE BOOM AT BOULDER," an article by Magner White in the issue of the Saturday Evening Post on sale today puts Las Vegas in the spot light as never before.

The article shows careful study of conditions and a very fair grasp of conditions. Of course the Las Vegas "boom" is trimmed up a little for the sake of a good story, but on the whole Las Vegas is treated fairly.

As a matter of fact the real "boom" in Las Vegas has not yet started. Property has changed hands at prices far above those of a few months ago it is true, but those increased prices are fully and fairly justified by the certainties of our future. Prices might be considered high for a town the present size of Las Vegas, but with the absolute knowledge that the city will double several times in wealth and population during the next two or three years, today's prices are absurdly low.

We are not dealing with the Las Vegas of the past twenty years, but with the new city which the changed conditions will inevitably be built here whether we wish it or not.

SOUR GRAPES?

SOME CALIFORNIA AND ARIZONA writers are taking their little fling at criticism of Las Vegas. It seems that too many are buying our town lots and desert sage brush when they might just as well spend their money in Kingman, Needles, Imperial Valley, San Diego or Los Angeles.

Nevertheless, Las Vegas is sitting quite complaisant and undisturbed by the cry of "sour grapes." True, the people of Las Vegas do not approve of some of the more, or less shady promoters who are selling "Boulder Dam Lots" located anywhere on the desert from 20 to 200 miles from the dam site, to people who know nothing of the locations or conditions.

But as for Las Vegas, she is doing quite well, thank you. There are many meritorious subdivisions on the market and the lots are selling at fair prices like hot cakes. Wise investors who take the trouble to investigate in buying property on which they are certain to cash in fine profits.

The "shoestring" speculators never built a city and never will. A 25 foot lot on the desert 20 miles from railroad and water is high at any price, but the dollar down and a dollar a month forever idea gets a certain misguided following.

Property within a reasonable distance of Las Vegas even at the present increased prices has a far greater prospective value and wise investors who study conditions are buying every day.

The real activity in Las Vegas has not begun. The present is merely a preliminary flurry, comparatively local.

In every town and city in this United States are little groups who vision the great future of Las Vegas and who will bring money and brains to the task of building a city here.

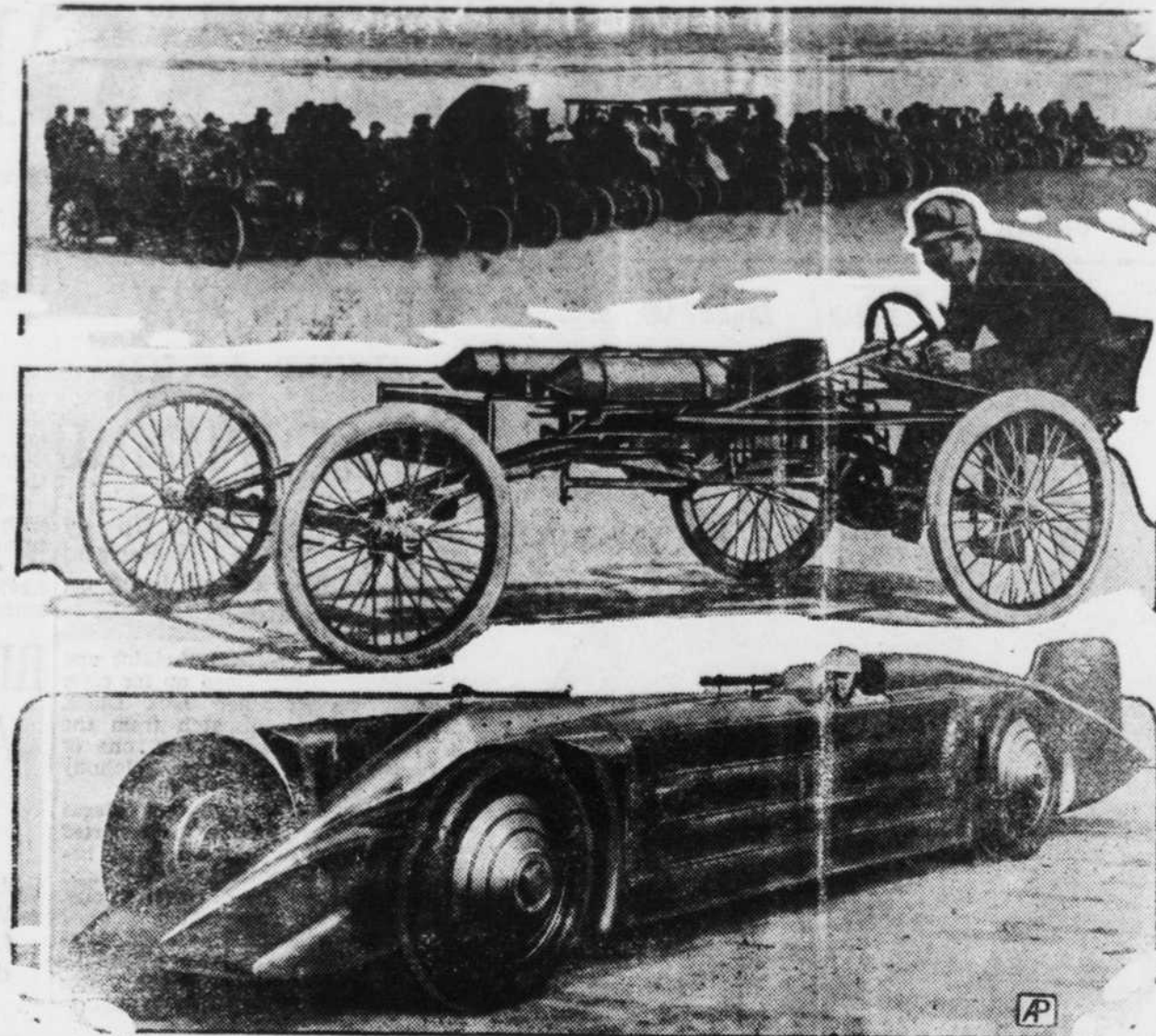
The shoestring speculator in worthless desert lots is an annoyance to be sure. Unfortunately some poor people who can ill afford to lose even a few dollars may be defrauded. Las Vegas cannot protect those who insist on buying unsight, unseen.

But the destiny of Las Vegas is assured. Nothing can prevent our great growth and prosperity. So why not continue to go our way serenely, oblivious to the cries of sour grapes from our not so fortunate would-be competitors?

ASSURANCE

IF A LESSON in assurance were needed we might point to the enterprise of the Union Pacific. Not only have they been spending money on surveys and preparations for building the branch line to serve the Boulder Dam project, but they are spending large sums in providing local facilities necessary to care for the future business of Las Vegas. Many thousands of dollars are being spent preparing

Racers of 1903 Counted Split Seconds, Too



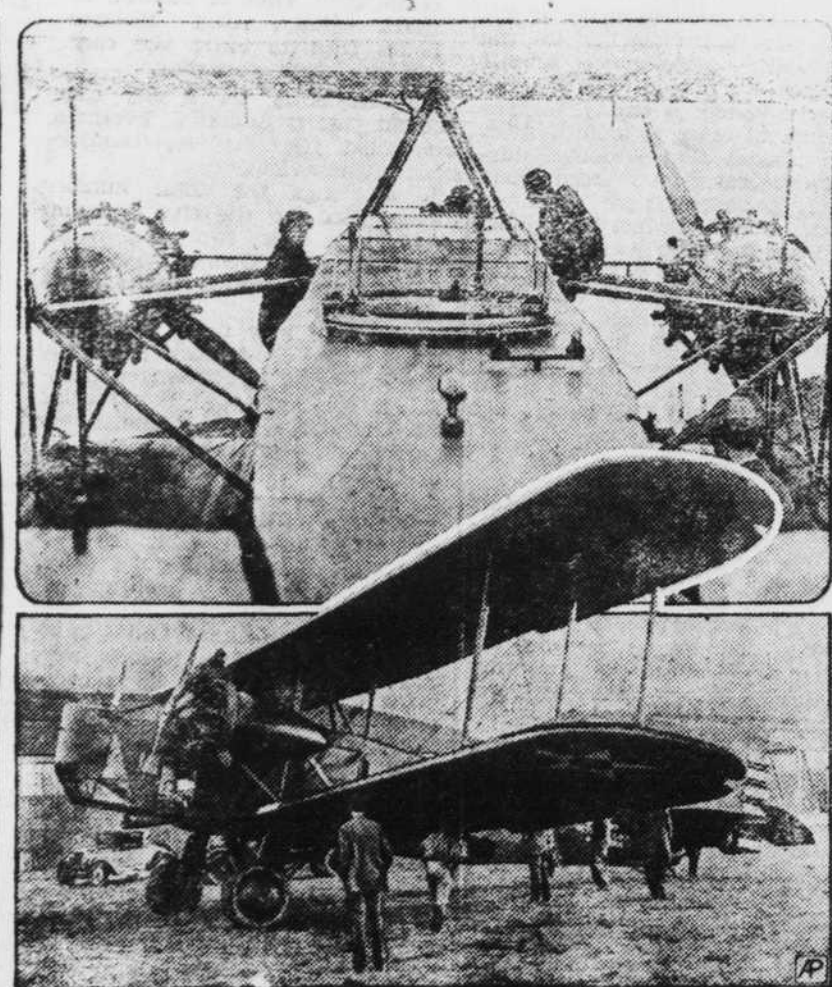
Twenty-five years have brought amazing changes in racing automobiles. Above is shown the lineup of an early day speed trial at Daytona Beach. "The Pirate" (center), owned by R. E. Olds, was one of those that scooted over the beach sands in 1903. Below is Maj. H. O. D. Seagrave's "Golden Arrow," which has set a new world speed record of 231.26246 miles an hour.

DAYTONA BEACH, Fla. Mar. 21.—A second's time today means much more today than it did a quarter of a century ago—at least it does to automobile racers. Maj. H. O. D. Seagrave of England, present holder of the world's speed title, gained it here March 11 when his low hung "Golden Arrow" roared down the sands for an average speed of 231.26246 miles an hour.

That was much faster than the speed attained last year by Ray Keech of Philadelphia, who took the title with a speed of 205.552 at the rate of a mile in 52 1-5 seconds. That was speed in those days, but subsequent record hold-

ers had little difficulty in clipping one or several seconds from the record marks. The old original beach record making "Pirate," owned by R. E. Olds, pioneer manufacturer and driver who was one of the first to enter racing events here 25 years ago, would present a humorous comparison to the huge "Golden Arrow" which Seagrave drove to the present record. The "Pirate" was a tiny, chain-driven car, without a body and mounted on small tired bicycle wheels with the driver's seat suspended from the frame in the rear unprotected from the wind.

'Panther' Of Skies Is Army Air Corps' Newest Battle Unit



The new Keystone "Panther" (below), an evolution of a long line of light bombers, is the army air corps' latest addition to its aerial fighting units. The view along the fuselage from the rear (above), shows the gunner's cockpit in which two 50 caliber machine guns will be mounted.

Industrial sites and building the necessary spurs to serve them. The Las Vegas Land & Water Company, a subsidiary of the Union Pacific, has spent a vast sum of money in recent months improving its system and extending its mains. With the marketing and improvement of new subdivisions other extensions are contemplated.

The Union Pacific is one of the greatest business organizations in America. Knowing that the Boulder Dam project is assured and realizing the tremendous growth which it will inevitably bring to Las Vegas, they are, as a matter of business, preparing for the future. An example we would all do well to follow. Las Vegas needs hotels, apartment houses, homes and business blocks. The sooner we get busy and provide them, the sooner will Las Vegas realize her great destiny.

BUILDING ACTIVITY

IN SPITE OF OUR IMPATIENCE, when we look around us we must realize that we are not doing so badly after all.

On every side we find new buildings going up, many of them modest in dimensions, with some of considerable size. But as yet the period of large construction has not begun. But when George Wingfield leads out by beginning the actual construction of his new hotel at Second and Fremont streets the middle of April the transition of Las Vegas from a small town to a city will actually begin. Others, who have been waiting for a visible leadership, will quickly follow and the new Las Vegas will arise fast enough to keep us old-timers gasping.

By **WILLIAM E. BERCHTOLD** (Associated Press Aviation Editor) **DAYTON, Ohio Mar. 21.**—"Panther of the skies," a new army air corps bomber, is being put through its paces at Wright field to determine its capabilities.

The big plane, the first of 35 ordered by the army, is designed to carry heavier loads of bombs at higher speeds than any bombing planes now in use.

Twenty two hundred pounds of bombs, a sufficient quantity to cut off a day from outside communication or sink a battleship, can be carried by the plane on a single flight. It is protected from fire of "enemy" planes by five machine guns, mounted at strategic points to insure the safe flight of the plane while on a bombing mission.

Two guns are mounted on a turret in the rear of the fuselage, permitting the gunner to ward off fire from the sides, above and rear. Two other mounted in the nose of the plane, guard it against attack from the front or sides within a wide arc. A fifth gun manned by a gunner concealed in the fuselage is ready to beat off "enemy" fire from below, out of range of the other four guns.

Special plane observers' bays have been constructed in the nose and along the bottom of the fuselage to direct the bombing activities of the plane as it approaches an objective and prepares to drop its load.

Two air cooled engines mounted in wing nacelles are capable of pulling the plane through the air at a maximum speed of 128 miles an hour and maintain a cruising speed of more than 100 miles an hour. The plane can remain in the air with a full load for six hours.

Use of air-cooled engines in the new bombing planes is a departure from the policy followed by the army until recently. Eighteen of the new bombers will be equipped with 525 horsepower Pratt and Whitney engines, while the others are equipped with new Wright engines.

The plane has been named the "Panther" by its designers, the Keystone-Loening Aircraft corporation and will be known officially to the army as the T-27, representing the seventh in a line of light bombers evolved along the same principles of design and construction.

CHAMBER OF COMMERCE

ADmits 10 NEW MEMBERS
The Chamber of Commerce admitted ten new members to membership at a meeting of the board of directors. They are C. E. Bryant and B. E. Tankel, realtors; F. N. Riley, Carl Rau, D. G. Lorenzi, T. J. Lawrence, capitalist, subdividers; Rowland Braugh, William Aetinger; James Rear, realtor; and Dan Jondahl, painter.

RUM RING LEADER SHOT

LOS ANGELES, Mar. 21.—A man identified by police as a leader in bootlegging circles here was shot and probably fatally wounded yesterday by two unidentified assailants who invaded his headquarters in the fashionable Wilshire district.

FORMER CONVICT KILLED
NEW YORK, Mar. 21.—Several gangsters battered their way through the iron-sheathed home of Sam Sacco, former convict, and shot him and his wife as they lay in bed.

COTTON CROP INCREASES
WASHINGTON, Mar. 21.—The 1928 cotton crop was placed by the census bureau at 14,450,000 the equivalent of 500-pound bales compared with 12,956,043 last year and nearly 18,000,000 in 1926.

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