

GOODYEAR TIRE USER LAUDS DOUBLE EAGLE

Logan, Hard Trip in Car Fully Equipped With Double Eagle Tires Fails To Show Much Wear.

J. Warren Woodard, local distributor of Goodyear tires, has received a very interesting letter from Mr. C. W. Davidson, who has just returned from a long trip through the east. Mr. Davidson's letter follows.

"April 4, 1929. J. Warren Woodard, Las Vegas, Nevada.

"Sir: As you will recall I purchased from you on October 10, 1928 four Goodyear Double Eagle tires and tubes, 30x4.50, and you assured me at that time that I should be free from tire trouble if equipped with Double Eagle tires. I wish to state that your prediction was true, and so true that I am back in Las Vegas after a trip from here to Death Valley, Los Angeles, San Diego, Calif. and then to Kalamazoo, Michigan, entering in Michigan and had had chains on for 9 weeks continuously up to March 1, 1929. Have just returned to Las Vegas by way of Indianapolis, Ind., leaving there early 27th at noon and arriving here April 3rd at 2 p.m., coming by way of St. Louis and Joplin, Mo., McAlester, Okla., El Paso, Texas, Deming, N. M., Lordsburg, Colo. and Prescott, Arizona, crossing the Colorado River between Arizona and Nevada, and through Nevada, all of which you know is exceptionally rough desert country, and want to assure you that the Double Eagles that you sold to me justified your what seemed to me at time of purchase, broad assertions and claims. During this entire trip there was but one tire removed mounted for me by you. It was the left rear tire which picked up two large nails, the remaining three tires retaining the original Las Vegas air. I will drive around in a day or so and let you examine these tires for yourself as they show no noticeable wear and as you are somewhat familiar with the road conditions I have outlined you will see the wonderful condition of these tires after twelve thousand miles of exceptionally hard use such as I have described. I am more than satisfied with the service given and will gladly back any statements that you make for the tires to any one that may be skeptical. Wishing you success always, I remain,

Yours respectfully, C. W. Davidson, Box 839, Las Vegas, Nevada.

FORDOR SEDAN IS ATTRACTIVE

In discussing the individuality of different Ford automobile body types, Mr. A. C. Grant, local Ford dealer, pointed out that a richness of finish and appointments usually associated only with custom built bodies has been obtained in the Fordor sedan.

"The Fordor sedan possesses many features exclusive in the low price automobile field," said Mr. Grant. "Its distinctiveness may be seen in the streamline effect given by the length of the narrow belt molding, which is accentuated by the raised panel on the cowl and the roll belt beneath the wide windows.

"This Model 'A' type is ideally suited for the family of two or three persons who desire more room than is afforded by the coupe or sedan. It is an ideal car for persons who frequently take friends on motor rides or who are accompanied by friends on evening engagements such as the theater. "The exterior finish of the Fordor sedan is in pyroxylin, highly polished, and the type is available in an attractive variation of color schemes. "Interior appointments of the Fordor sedan are excellent in taste and strikingly rich and inviting in appearance. The wide seats are of the lounge style, upholstered in soft, woolen cloth with brown hair-line stripe, harmonizing with the light brown interior trimming. Other refinements and conveniences include arm rests, a flexible robe rail, an oval bow light in the rear compartment and paneling around the doors and on the front compartment seat."

MILLION-CAR MARK IS SET

One more entrant into the "million-car" class was recorded at Pontiac, Mich., when the Oakland Motor Car Company passed that enviable milestone on March 18, last.

The history-making model—a four-door sedan of the latest Oakland all-American series—passed final inspection and rolled down the end of the assembly line late in the afternoon to be received by a group of factory executives headed by A. R. Glancy, president and general manager.

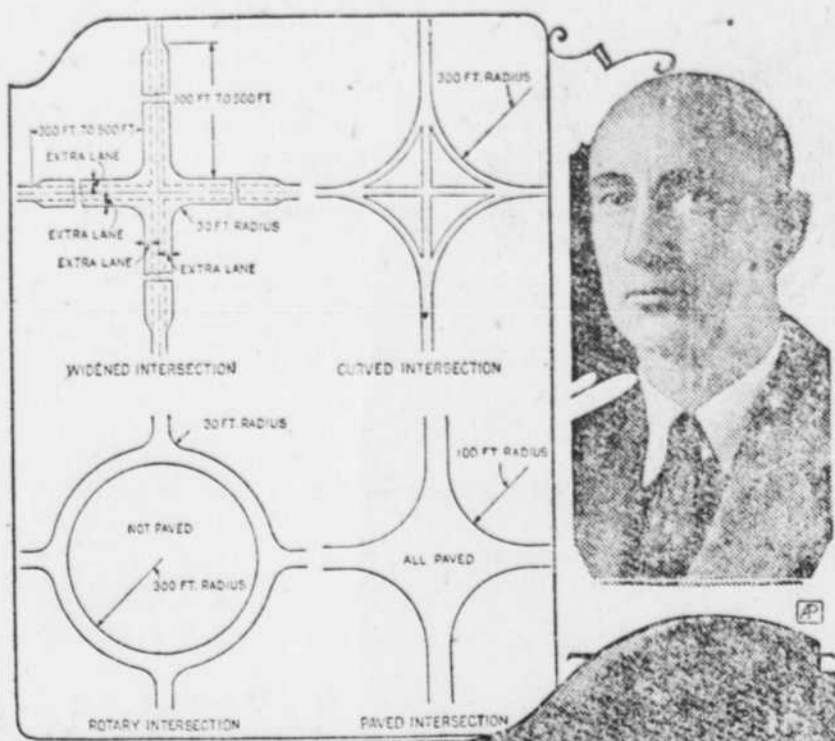
Little ceremony attended the building of the 1,000,000th Oakland car, with a consequent minimum of interruption in the most active March car-building program in the twenty-two years the Oakland company has been manufacturing automobiles, according to information received by Southern Nevada Motor Co., local Oakland-Pontiac dealer.

Organized in 1907, the Oakland Motor Car Company did not build its 500,000th car until July 20, 1926—a period of more than nineteen and a half years—while only two and a half years were required to turn out its second 500,000th product.

Oakland's sudden arrival in the "million-car" class comes as a climax to three consecutive years of record-breaking sales and production. During its first year of operation in 1907, only a few cars were produced. They were two-cylinder affairs assembled by a group of workmen most of whom previously had been engaged in carriage making. The men merely worked on a chassis until it was finished, there being no such thing as an assembly line. In 1909, the year Oakland was taken over by General Motors, production reached 1030 units.

Oscar (Stub) Jones, star half-back on the Washington state college football team, is taking a course in cooking.

Speeding Motor Cars Dictate New Features In Highway Designs



By WILLIAM E. BERCHTOLD (Associated Press Automobile Editor)

WASHINGTON, April 11. (AP)—The average speed of motor cars on the open highway, computed to be 20 miles an hour faster than it was 10 years ago, is dictating the employment of many new features in road design.

Special treatment of intersections on heavy-traffic highways and banking curves are being recognized by highway engineers as necessary to insure the safety of high speed motor cars.

A. G. Bruce, senior highway engineer in the bureau of public roads' division of design, says state and federal engineers are focusing their attention on the problem arising out of the inevitable boosting of speed limits throughout the country.

The banked or super-elevated curves, which were stormed with criticism when first used, now are solving one of the most important problems in road design to meet increased speeds. Bruce says that the users of horse drawn vehicles

on rural roads objected to super-elevation, contending that the highways were being converted into motor speedways.

Accidents at highway intersections are pointed to as making it imperative that some new means be devised to make right and left hand turns easier, as well as to provide the driver full vision in all directions.

The two designs most effectively used are widened pavements with nearly right angle intersections or right angle crossings with wide curves connecting the intersecting routes. In the widened pavement design, two additional traffic lanes are added for 500 feet on each side of the intersection, and the curves are about 30-foot radius.

The rotary and paved intersections are favored by some highway engineers, who claim they eliminate confusion of traffic and cut down the possibilities for accident.

Then years ago, only three states had speed limits of 35 to 45 miles an hour. Today, 36 states fall into that class with three others scrapping all speed laws.

HIGH SCHOOL STUDENTS DOUBLED IN TEN YEARS

WASHINGTON, April 11. (AP)—Twice as many students are entering high school now as were enrolled 10 years ago, the bureau of education finds.

Virtually all children attend school until completion of the fifth grade, the bureau announces. Frank M. Phillips, chief of the division of statistics, directed the investigation into high school conditions. He declared that of 1,000 pupils reaching the fifth grade in 1918, only 342 entered high school

and 189 were graduated. In 1926 the latest year for which figures are available, 635 of every 1,000 pupils entered high school and 247 were graduated.

BELGRADE, April 11. (AP)—One of King Alexander's most recent gestures of amity toward the Croats of Jugo-Slavia was his donation of money to Prof. Peter Dinkovitch to pay for hospital treatment. The professor was an irreconcilable foe of the old regime. Of late he has been poverty stricken and in poor health.

AUTOS, END TO END, ENCIRCLE WORLD THRICE

If all the automobiles in the country were placed in a straight line it would take a road 65,000 miles long to hold them, according to estimates reaching the automobile club of Southern California. That means that the string of cars would wrap around the world nearly three times, and it is rapidly growing longer.

Enough new automobiles are sold every week throughout the country to extend over 100 miles of road. This means that over 5000 miles of buses end on end are added annually to those already on the highways.

This is one of the reasons why different States in the Union are frantically endeavoring to widen, straighten and otherwise improve their existing highways and planning new ones.

CLEARANCE HAS MINUTE WIDTH

The corner jeweler who sits in his window all day long performing minute and mysterious operations on tiny objects would probably gasp in amazement if he were asked to shave a scale from a butterfly's wing down to one-third of its original thickness. A scale from a butterfly's wing is only fifteen ten-thousandths of an inch thick, and to cut it down to five ten-thousandths calls for tools almost too fine for the mind to conceive.

L. Dimock, of the Richardson-Lovelock company, local Dodge dealer, states that this is the limit of tolerances allowed in fitting pistons of engines used in the Dodge Brothers new six. They must fit into the cylinder bore with a clearance varying not more than one-third of the thickness of the scale on a butterfly's wing.

EXECUTIVE OFFICE WILL BE BUILT INTO PLANE

SEATTLE, April 11. (AP)—An office in the skies will be utilized by Walter T. Varney, president of the Varney Air lines and operation of air mail planes in five states west of the Rocky mountains when a luxurious \$20,000 cabin plane is delivered this spring. Varney has to travel 2,200 miles to visit all of his operating bases in Seattle, Portland, Pasco, Boise and Salt Lake City. By train the tour takes a week, but with his new plane he will be able to make the rounds in fifteen hours flying time and will do practically all of his own piloting. A desk and office equipment will make it possible to take a stenographer along.

A new industry was a-borning in Las Vegas yesterday when H. Barnett, president of the firm of Barnett, Cooper and Pertie, interior and exterior stucco manufacturers closed deals for several new buildings.

It has been necessary until the advent of the new firm to send clear to Los Angeles for the necessary material to make the various kinds of stucco, now however, all types of exterior and interior stucco will be manufactured right here in Las Vegas at a tremendous saving of time and expense to the builder.

Traveltime, an imitation of Italian marble is especially difficult to secure here. The new firm will specialize in the production of this beautiful material. H. Barnett, C. E. Cooper and G. Pertie are the members of the new firm.

WAR SMOKE SCREEN IS NOW MADE INTO A RARE METAL

TROY, N. Y. (AP)—An element from which smoke screens were made in the world war has been converted into a rare metal at Rensselaer Polytechnic institute. The smoke screen was from titanium chloride and the metal is titanium.

There is no present use for this metal, but it is being made experimentally on the well established principle that after a new substance is developed the commercial and scientific worlds soon find useful applications.

The chloride of the wartime smoke screen is a liquid, and in the middle stage of titanium. It comes from the earth in form of a metallic substance, titanium oxide, usually found with iron.

The chloride is placed in a laboratory bomb, a small metal container built to resist internal pressure that would detonate an ordinary bomb. With the chloride in the bomb is mixed metallic sodium. When the bomb is sealed and heated, the chlorine and the sodium catch fire, producing a tremendous heat equal to about one third that of the surface of the sun. In this heat is deposited titanium, a metal the color of steel.

It's "Honeyfogle" Down In Missouri

JEFFERSON CITY, Mo., April 11. (AP)—Missouri senators have resurrected an obsolete word to add to the state's colloquial vocabulary. What is "honeyfogle" to Alfred E. Smith is "honeyfogle" in Missouri's senate. As explained by Senator McCawley, the word is used to denote cajolery or subterfuge by "sweet-sounding phrases."

Rope Climbing Champ



James Burton of the Los Angeles Athletic Club is shown hauling himself up a piece of hemp to win the title of champion rope climber of the world. He made the 25 foot climb in six seconds.

NORTON, Mass., April 11. (AP)—Home and community would be better off says Dr. J. Edgar Park, president of Wheaton college, if parents went on night parties with their daughters and "painted the own red" now and then.

"If you do not have trouble with girls of high school age," Dr. Park suggests, "take them to a psychiatrist for examination."

There seems to be something wrong, the educator remarks, with girls who are 100 per cent perfect in all things.

In addition to the foregoing suggestions to aid parents to get along better with their daughters, Dr. Park says:

"As soon as you get 'het up' about your children you are lost. The relationships between parents and children should always be a battle of wits. Don't get peeved. Mothers must take their responsibilities in an intellectual way.

"Young people are going to the limit in tasting every drink once. But I think they are right in doing so. They are enjoying their youth and if you do not enjoy your youth you do not deserve to enjoy your old age. The young people of today are hard but clean. We are a slushy jelly of sentimentality compared to them."

Dr. Park says he would rather have young folks clean and hard than slushy and repressed. Girls take more chances today, he says and are better off in doing so. Parents, he suggests, must realize that this is a different world from the one they roamed about in.

"Feminine morality survived the long skirt and will survive the short skirt," he asserts. "Love making is no longer a public scandal. It is a public art."

A woman, Mrs. Edith Wilson, is a deputy district attorney in San Francisco.

SYDNEY, April 11. (AP)—The legislatures of Australia and New Zealand have been considering measures to ban further importation of Alsatian dogs, and its prevalent increase in the breed already here. It is asserted that Alsatians are really wolves and unfit for these sheep countries. Excepting New York, Illinois leads the states in paint and lacquer concerns. Illinois has 109; New York 162.

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GAUDY GOWN COLORS COPIED FROM FISH

SAN FRANCISCO, April 11. (AP)—Gorgeous butterfly fish that provide inspiration to modistes are among the oddities of the Steinhart aquarium here.

"Nature never makes mistakes in combination of colors or in proportions," explained Ernest Arnold, designer of women's gowns in giving credit to the marvellously beautiful colors of the Hawaiian and South Pacific specimens in the aquarium for the ideas for "some of my best creations."

"These fish have fins like sheer chiffon or gauze," he said. "As they move gracefully through the water, with fins undulating, I am reminded of esthetic dancers. Their coloration is adaptable perfectly for women's wraps, for stage costumes and for evening gowns. The cubic designs are suggestive of beautiful shawls for the theater or ball."

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