

FICTION WRITER HAS HIGH PRAISE FOR NEW BUICK

While not disparaging the seriousness of purpose of either the government or revolutionary forces in the present Mexican conflict, the military activities thus far immediately south of the United States border have their "outrageous" moments to Ralph Cummins, nationally known writer of western fiction.

After spending a series of weeks visiting the scenes of principal border hostilities Cummins has only recently returned to his study far back in the mountains of northern California. His strenuous scouting trip was made in a newly acquired 1929 Buick coupe and had for its primary objective the accumulation of material for future stories.

"As far as my quest was concerned, I considered it quite fruitful, but I am a bit afraid the galaxy of newspaper war correspondents assigned to the border fighting zone do not consider themselves so fortunate," Cummins remarks to executives of the Howard Automobile company on his homeward journey, according to word received here by James Cashman, Buick dealer.

"The news writers declare they are not getting enough action and are literally champing at the bit for bigger and better fighting," the author resumed. "And it is quite true that up to the time I left for the north the border has indeed been desultory, to say the least."

"The long awaited rebel attack on Naco was especially disappointing to the press representatives. Chafing over the dearth of 'hot' stuff the reporters, during one of the numerous battle lulls, actually rounded up a group of warring generals and suggested that steps be taken to provide more action. They urged that some tanks be brought into play—these would at least provide something new to wire home about. There were no stray tanks in the neighborhood, however, and the ingenuity of the reporters was thereupon put to up a couple of decrepit tractors and these they made available to the Mexicans. Result—next morning the 'tank' made its auspicious bow in the border war theater and was introduced with fitting notice to the great American reading public."

After putting his car successfully through every conceivable test of stamina on his tour, Cummins wrote Buick executives: "I have a convincing proof of the lack of vibration, which will interest you and which I hope to show you when I get back. For over a thousand miles of rough cow country roads I have carried a handful of gravel on the round cap that covers the hole for the hand crank. Try that one on your demonstration."

Writer Smiles at Border Strife



Ralph Cummins, nationally known western fiction writer, returning in his 1929 Buick coupe from a tour of embattled Mexican border points, reports fighting "desultory." Newspapers, he declares, have been at wits' ends to stir sufficient action for "hot" story material.

AUTO AGENCY KEEPS BUSY

The Richardson-Lovelock Company distributors of Dodge Cars and Graham Brothers trucks, have been more than busy during the past week in an attempt to keep up with the demands for their products.

Among the deliveries of the past few days are the following trucks and cars: Las Vegas Motor Express, two three ton trucks, Fred Bachert, a three ton dump truck, H. O. Barber, Dodge Deluxe sedan, and E. H. McMurray a Dodge coupe.

The Seenic Airways, Inc., has completed plans to light its airport at Phoenix, Ariz. Standard equipment will be utilized for the beacon, boundary, flood and obstruction lights. Two regularly operating passenger lines now are using the port in addition to the Seenic Airways.

HIGHWAY OILING TO BE STARTED

Oiling of the 227 mile stretch of road which has been worked over by the state between a point 11 miles from this city and Crystal will be started Saturday, according to C. C. Boyer, State Highway department division engineer.

The work will require about a month and half. The contractor working on the widening of this stretch of road will be done in about 30 days, said Boyer last night.

HOW TO HANDLE WOMEN
CLEVELAND, Ohio, May 2. (AP)—Cleveland is to have college-bred policemen. The broad A will be common after the flatties finish the courses worked out by professors at Cleveland college, along lines of training at Scotland Yard and the New York police academy. Subjects include detective methods, psychology, fires, parades and "how to handle women."

'GRANDFATHER' OF PONTIAC SIX IS FOUND

Pontiac No. 1 Built About 1904; Instruction Book Lists Many 'Don'ts'

PITTSBURGH, May 2. — The story of the unknown relative who suddenly crops up at a family gathering had a counterpart here when a Pontiac car built years ago bobbed into the limelight at the home of W. J. Frazier, whose father had purchased it about 1904.

When A. B. Glaney, president and general manager of the Oakland Motor Car company, introduced the present line of Pontiac cars in 1928, they were believed to be the first automobiles so named, until the uncovering of the old-timer here.

A tricky and dilapidated one-seater, with a two cylinder engine, a dash board, steel rimmed wheels and all the other appointments demanded by the gay blades of the early nineteen hundreds, the car wore a plate distinctly emblazoned with the name PONTIAC and revealing the manufacturer as the Pontiac Motor Vehicle company.

Subsequent investigation at Pontiac, Mich., home of the Oakland Motor Car company, discloses that such a firm had been organized to build passenger cars but that it had no connection with the Pontiac Buggy company which in 1907 evolved into the Oakland Motor Car company.

From official documents and the memories of old residents at Pontiac, it has been learned that the Pontiac Motor Vehicle company had a transitory existence around 1901 or 1905 and then fell by the wayside, like many a similar venture at that early date, leaving Mr. Frazier's car an orphan until it came out of storage to claim name-relationship with the present line of Pontiacs.

While the old-timer bears the mysterious label—Model 3, No. 99—it has been pretty definitely established that not more than fifty or sixty cars ever were built by the firm, a volume equalled today in only a few minutes on the assembly

lines that turn out the new Pontiac big sizes.

It also was learned that the Pontiac Spring and Axle Works founded the Pontiac Motor Vehicle company to build passenger cars, and also founded a second firm, the Rapid Truck company, for the manufacture of trucks and delivery cars. While the first subsidiary dropped from the automotive picture, the second one flourished and later was absorbed by General Motors. Today it is doing a huge business at Pontiac under the name of the General Motors Truck Corp.

Along with the Pontiac's "grandfather," Mr. Frazier also produced a book of instructions issued with the car. This asserts that "there is nothing of a complicated nature in connection with the operation of the Pontiac, and with a little perseverance anyone of ordinary intelligence can easily become an expert."

From this point on the treatise presents a subtle argument seeking to justify gasoline propulsion as against steam and other forms of transportation of that early date. After asserting that there is nothing complicated in operating the car, the book proceeds to list a forbidding series of "don'ts" that have caused modern sales experts to marvel that any cars ever were sold.

It warns against fractured arms in climbing about the difficulty of climbing hills, and states that "wide means esting chesty, and because you can drive up a lane without tearing down the fences don't start hunting for hard stunts."

It advises grinding the valves with dust from a grindstone mixed with oil, and applying tallow to the drive chain to reduce wear and insure silent operation.

A re-echo of that fast wise crack of early days, "Go get a horse" is seen in this sage observation near the end of the book: "The exercise of good common sense on the part of owners and drivers of automobiles has done and will do much to remove the odium that has been heaped upon the much scandalized mobile. With proper care and intelligent use of an automobile you may have as reliable and trustworthy a means of transit as any in existence, but neglected and abused you may become the subject of the humorous friend and harping critics who despise the thing until you invite them to ride with you."

CHEVROLET IS CLOSE TO PEAK OF PRODUCTION

Information was received this week that the entire manufacturing facilities of the new six-cylinder cars, are rapidly approaching the volume of output necessary to meet this year's revised annual quota which calls for the production of 1,350,000 passenger cars and truck units, an original estimate.

This was signified when Mr. W. S. Knudsen, president of the company, announced that March production reached 147,274 units—an amazing output when it is considered that active production of the new six-cylinder cars has been under way less than three months. Although no definite figures have been issued, it may readily be assumed that the April schedule will call for an even larger production and that midsummer will witness a quantity output in all of Chevrolet's assembly plants never before equalled by a manufacturer of six-cylinder automobiles.

February production according to Mr. Knudsen, amounted to 121,240 units. With only 22 working days in the month, daily production for the period averaged more than 5,500 cars and trucks. These figures challenge any question that in changing over last fall from four- to six-cylinder production, with an interim of only six weeks to affect necessary alterations, the Chevrolet Motor company deserves credit for an astounding achievement.

Upon his return to Detroit from a six weeks' trip, which took him across the northern part of the country, through the Pacific Northwest and south through California, R. H. Gray, vice-president in charge of sales, spoke with marked optimism of the prevalent demand for the new six-cylinder cars. Nearly everywhere, he asserted, dealers awaited him with orders for the new line. Cars are now being distributed at the rate of 45,000 per week.

NEW DRIVE-IN MARKET BEGUN

Work on the new Drive-In Market being built by Contractor J. C. Jesse for Mikkelsen, Dorward and Wisen on South Fifth street is well started, with floors laid and walls being reared.

This market, which is half a block off Fremont on the East side of South Fifth, will have 12 unit markets and a Shell service station, according to Jesse, the service station having been leased already to the Shell company.

The property is 150 feet wide and 140 feet deep. The buildings, which will be of Spanish architecture and of stucco, will cost around \$10,000 according to Jesse, and will be completed about June 1, it is planned. Paul A. Warner is architect.

"TAFFY" LEAVES CHING NEW YORK, May 2. (AP)—When the New York Rangers sold Taffy Abel to the Chicago Black Hawks, they broke up a defense combination which Abel and Ching Johnson set up on the Minneapolis team four years ago.

VOTE FOR
W. H. MORRISON
for
CITY CLERK
NON-PARTISAN
Your Support is Appreciated

CASHMAN'S Nevada State Franchise

Boulder Canyon Stages

Regular Trips to Dam Site

TUESDAYS — THURSDAYS — SATURDAYS

25.50 One Way \$1.00 Round Trip
Leave Las Vegas 1 P.M. Return 5 P.M.

Making Connection with Boat to Dam Site

Special Trips to Dam Site

3 Passengers or Less \$12.00 3 Passengers or More \$4.00 Each

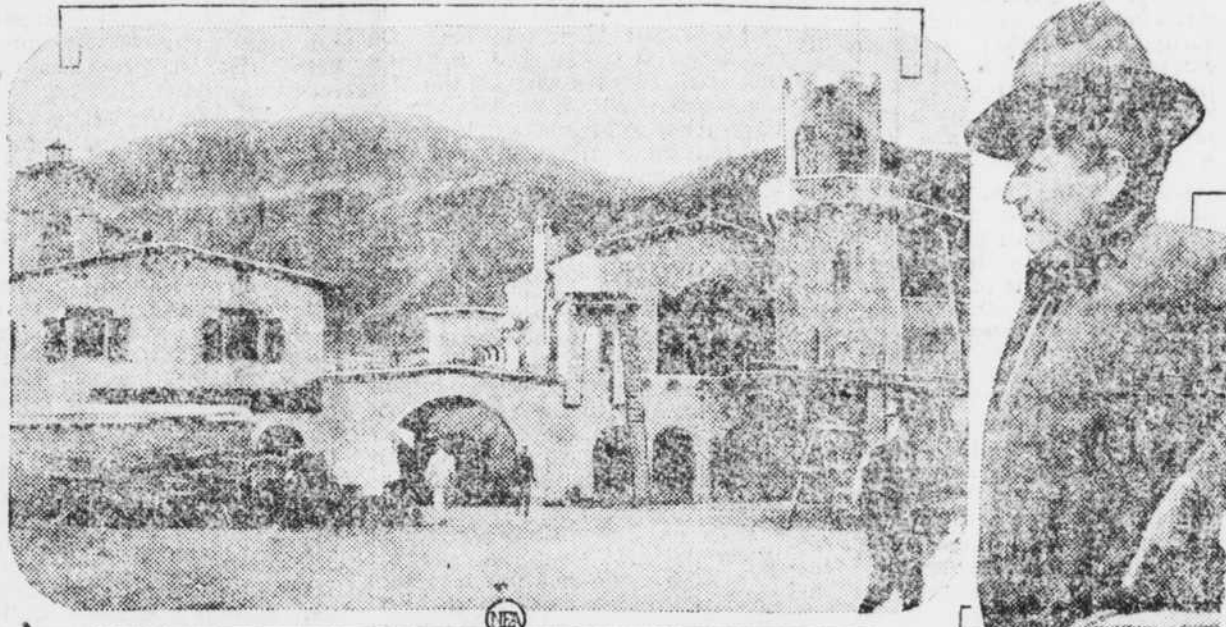
AUTOMOBILES TO ANY POINT

RATES ON APPLICATION

LAG VEGAS, NEVADA

107 NORTH MAIN ST. PHONE 118

"Death Valley Scotty's" Million Dollar Show



Down in the depths of Death Valley, the nation's most desolate and heat-stricken area, 100 arkans are at work on the latest exploit of colorful "Death Valley Scotty"—erection of a million-dollar show. Scotty says it's "Just a winter home for me and my partner, Albert Johnson, millionaire Chicago insurance magnate, and we're splitting the cost 50-50." Scotty's source of wealth has remained a mystery since the days 20 years ago when he first amused the nation with special limited trains and plain fancy spending. Scotty and the house are pictured above.

Choice Entertainment Critic's Judgement

(Continued from page 1)
to the very part taken.

Personality Stressed
Miss Cecile Doan, charming at all times, was a real finished actress. She did not need to rely upon the tricks of the scenic painter. Her scenery was in her lines. She gave us mountains and rivers, and valleys, and cliffs, flowers and clouds, all by her own personality. Love and reason blended in perfect truth.

To speak of Mrs. A. W. Ham, who had a most difficult role, and one that required her every thought and emotion, it would not be enough to say fine things. Those emotions must be lived again. And they certainly were done, and well done.

Mrs. Pembroke, an old favorite of our theatergoers, and who has so often delighted us on other occasions, was, as usual, the sweetest heart beat. She was the mixture of the white and the red of a beautiful rose.

"Street Is Artist"
Of Mr. S'rett, one need only say, as has been so often said of him, that it is from such artists that the mighty peaks of the top of dramatic art, have arisen. With him it is great to do these things, that doubles our better thoughts like an echo. From a leaf or a drop of water, he constructs a forest, or a great sea.

Dr. Martin was at his best, and that is saying a great deal. We all know him. We all love him. We know already the "kind of eggs that he eats" personating the iron, father of a rich man's sonality, brought out this iron in his soul, only to at last fervid with all his heart. It was great.

Who does not love our "Fem?" So many times has he cast his wealth of pearls before an admiring audience in his home town, and every time has won the admiration and sympathy of his admirers. There is only one "Fem."

And now let me say, Mr. Director that when you want a real honest-to-goodness comely man, just get "Fem" Garrett and he will not disappoint you. For he surely won

the hearts of our people last Tuesday night in a way that was fine.

Others Praised
John Beville has a talent far greater than he had opportunity to demonstrate Tuesday night. His part was absolutely perfect in his conception and rendition of same. And that is what constitutes great acting. We hear that Mr. Beville has accomplishments in the musical comedy work, and we are waiting for him to favor us in that line at an early day. Come on, Mr. Beville.

Mr. Perry did not have the opportunity to really give us all that was in him in his work, though he brought out his personations in a splendid way. We are expecting Mr. Perry to favor us some time again, in a part that will give him a broader opportunity, and we will not be disappointed.

We would dislike to be in the position of young Mr. Smith in the play, and owe Mr. McChesney money, if Mr. Elbery Edwards was to be his collector. Wasn't he the real McChesney?

A newcomer in our midst, Mr. Ray Seavert, clearly demonstrated his splendid training in his art, both in carrying his part perfectly, but also in the beautiful stage setting that was under his immediate supervision, and also his management of the play in many ways.

No matter how beautiful a jewel may be, its beauty can be much

enhanced by its setting. Wasn't it beautiful? To this we are indebted to our splendid citizens, the Las Vegas Mercantile Corporation. We thank you gentlemen.

The writer of this knows from experience the great amount of labor and inconvenience accompanying the preparation and production of a play such as this one, and he is sure the players appreciate the enthusiasm and encouragement of such an audience as was present.

ARCHERY SANCTIONED BY BOSTON UNIVERSITY

BOSTON, May 2. (AP)—Archery now is an official minor sport at Boston university and two varsity teams are to represent the university—no composed of men and the other of girls. A tournament is planned for May 2.

Archery will be the first varsity sport for the several thousand women attending the university. Hitherto the only athletic competitions open to girls were inter-class meets and basketball games.

The forthcoming tournament will take place in connection with the university's annual field day, inter-departmental, inter-society, inter-class and interfraternity trophies are of offered.

Archery is the second new minor sport recently adopted at Boston university. A few weeks ago sanction was given lacrosse.

SIGNS!

ARE YOUR BEST AND CHEAPEST MEDIUM OF ADVERTISING

WE HAVE ONE FOR EVERY PURPOSE

Painting and Paper-hanging

JONDAHL PAINT CO., Inc

117 South Main St. Phone 312

Used Cars

1928 Oakland Cabriolet
Fine Condition

1925 Oakland Coupe
A Snap

1928 Essex Coach
A Real Bargain

1925 Chevrolet Touring
A Pick-Up

Southern Nevada Motors Co.
Oakland---Pontiac

Phone 160 207 So. Main St.

Put Your Tire Troubles UNDER BOND!

Buy AJAX Gold Bond Balloons—and your tires are under bond to "keep the peace" for a year and a half.

The bond protects you against rim cuts, blowouts, and other road hazards for eighteen months, and warrants your tires against defects for life.

There's new driving comfort in tires pledged to give trouble free performance. AJAX Gold Bond Balloons are the first tires to be thus pledged. And they are also the first extra quality tires ever sold at popular prices.

Without question—the best buy in the tire market today

The New AJAX GOLD BOND BALLOON
Arrowhead Trail Garage

WE INVITE YOU TO SEE THE "TIRE OF TIRES"

Souvenirs to Visitors!
An Exhibition of a Masterpiece---not a sale!
Nothing like it has been known before. A new type--the first super-tire!
The finest, strongest, handsomest tire that can be built, without limit on cost.

It is Goodyear's 30th Anniversary masterpiece. You will hear it much discussed.

You may not drive so hard, or fast, or far, or punish tires on bad roads enough ever to need one. But you will be interested in seeing this "tire of tires"---a super-example of the endurance and beauty built into all Goodyear tires.

J. Warren Woodard
Distributor

IDENTIFICATION:
On the sidewall of this tire you will find in silver silhouette the Double Eagle, world mark of supreme quality and value, symbol of that Goodyear union of seasoned experience and youthful progress which has produced the tire of tires