

CLUB LIFE SO INVITING  
WIVES WON'T STAY HOME

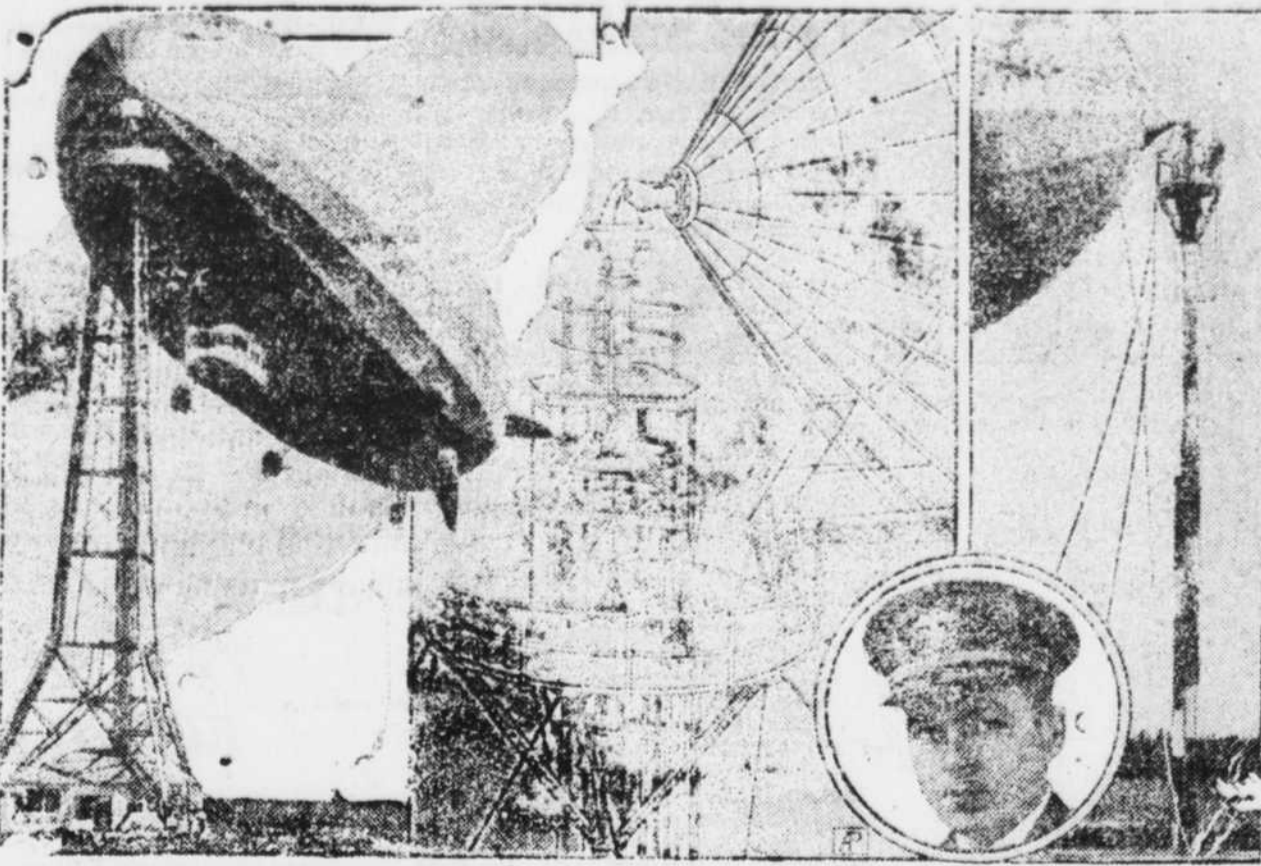
LONDON, May 11, (UP)—Englishmen are complaining that women's clubs are getting so comfortable and luxurious that their wives won't stay home. They blame Americans for setting the example. The newest and finest of the women's clubs will be the Ladies' Carlton Club on Grosvenor Place. In the building will be Turkish baths, a swimming pool, a squash racquets court, and a miniature skating rink.

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Airships to Dock Easier than Ocean Liners



Navy engineers are developing a telescopic mooring mast for dirigibles. Comm. Garland Fulton (in set) says the best feature of the recently developed stub mast (right) and the widely used high mast (left) are combined in the new one under construction. The drawing (center) shows the top of the mast in detail with its passageway for passengers from the airship.

By **WILLIAM E. BERTHOLD**  
(Associated Press Aviation Editor)  
LAKEHURST, N. J., May 11, (AP)—A telescopic mooring mast, capable of towering into the sky to receive giant dirigibles and their

brinking to earth to moor them a safety, is being developed by navy engineers.

Its perfection is seen as a definite step in the development of apparatus to enable future merchantmen of the air, carrying scores of passengers to moor with greater ease than ocean liners now in employing the high mast now deck at their piers.

generally used attendants must keep constant vigilance lest vertical gusts of wind sweep the airship upward or pound it toward earth. The recently developed stub mast which solves this problem has its own disadvantage: it is difficult to maneuver the ship to the mooring position. The telescopic mast has been designed to meet the objections of both.

It raises its head 70 feet, a height considered advantageous for an

easy mooring; then shrinks to 40 feet, which is considered the safest height from which a big ship can ride the air while attached to a mast.

Airships not only offer possibilities for cutting days from trans-oceanic voyages, but new devices being perfected to facilitate their handling will cut the time the ocean traveler must wait for his ship to dock.

The trans-oceanic airship passenger may climb a stairway in the nose of the dirigible, walk out air gangplank swung down like a hinged doorway, and alight on the mooring mast's platform. An elevator will wait to lower passengers to the ground, while the airship's crew completes the mooring operation.

The dirigible Los Angeles, using equipment now available, has achieved a "flying moor" to a stub mast in 14 minutes. New equipment is expected to cut this time considerably as well as reduce the size of the ground crew. Under extremely unfavorable conditions, the dirigible has required an hour for the operation but even an hour is less time than required by ocean liners maneuvering to their piers.

The projected telescopic mast will be mounted on a triangular frame equipped with caterpillar-like wheels. Navy experts hope it be able to attach future airships to the mast while they are still in their hangars tow them onto the field, swing them into the wind, and permit them to ride in safety until they take off.

Comm. Garland Fulton of the bureau of aeronautics, who has had an active part in the mast development, says that although predic-ture moorings of large ships can be accomplished with ground crews of 150 men or less.

"The development of satisfactory equipment to handle big dirigibles will remove a great obstacle to their successful use for military and commercial purposes," Comm. Fulton says.

OLD TIMERS TO  
TAKE A TRIP

Ed. R. Bailey, veteran Union Pacific engineer and former resident of Las Vegas, was here Thursday in the interests of the Union Pacific Old Timers' Association, composed of employees who have been in the service of the company for 20 years or more.

Mr. Bailey is looking after the details of an excursion which the U. P. is to give to the Old Timers, when a special train will take them to Salt Lake City for a two day picnic, June 21 and 22.

Mr. Bailey still owns his property in Las Vegas. He expressed surprise at the rapid advancement the town is making.

OASIS FEATURES  
SUNDAY DINNERS

Ernie Bihlmaier of the Oasis has taken a rather new departure since remodeling recently and is now featuring an exceptionally fine Sunday dinner for \$1.00. The menu for tomorrow's dinner may be found in another column of this issue.

Regular home cooking is the rule at the Oasis and none but women cooks are employed.

The increased seating capacity and improved kitchen equipment have greatly increased the popularity of the Oasis as a place for eating.

SPATZ SAYS AMERICA  
LEADS IN AVIATION

SALT LAKE CITY, Utah, May 11, (UP)—America now leads the world in aviation development, Maj. Carl Spatz, commander of the United States plane Question Mark declared. Spatz made a brief visit in Salt Lake recently while on his way to the Pacific coast.

"Europe led us in aviation until the last two or three years," Spatz said, "but we have picked up noticeably. We still may be trailing a bit in the number of passengers using planes for daily and routine business trips, but we have passed them in the number of miles of passenger lines and are far ahead in the bulk of mail and other transportation work."

Spatz said in his belief the most important work being conducted in aviation research is the efforts being made to make aviation as safe as walking.

"The parachute idea of landing a crippled plane may be developed to a point where it will be a great help, but it isn't while a plane is that high in the air that safety aids are needed so much. After a plane reaches that height it is comparatively safe. Most of the accidents occur while taking off and

"There's one thing I don't quite understand, however. Some men or in landing and in collisions in mid-air while planes are flying low, a man in the east are working on

WOULD-BE M. P.  
TOILED IN U. S.

LONDON, May 11, (UP)—England's tallest candidate in the forthcoming elections carries with him a background of rough and tumble living in the United States. Charles Emmott, six foot six inches tall, is the nephew of the late Lord Emmott and son of Mr. Charles and Lady Constance Emmott. He is standing for election from the Preston division of Lancashire.

When Emmott finished college, he wanted to go to America but was broke. Once at Liverpool he was arrested for loitering around the docks while trying to get on a grechian boat going to the United States. Finally he got over.

His first job was cutting down brush wood on a farm for about \$2.50 a day. He worked on many farms cutting corn, picking beans, driving a wagon with a negro, and working in a Maine lumber camp.

a plan to drop the motor and gasoline tank from a crippled plane in order that it may glide easier to earth. Dropping the motor would throw the plane off balance. Unless the idea is being worked in conjunction with the parachute idea, I don't see where any good would develop from it. The army already has been using the idea of dropping the gas tanks. They come from the center of the plane and do not affect the balance."

MINISTER DIES  
AFTER ATTACK

PORTLAND, Ore., May 10, (UP)—Andrew LaJuen, Mullen, Idaho, Finnish minister died in Multnomah hospital last night from injuries said to have been received April 8, when four men, who resented something he had said during a sermon in Mullen attacked him.

LaJuen, however, refused to sign a complaint against his assailants up to the time he died.

LaJuen told detectives that he was unconscious for two days following the manhandling. After regaining consciousness he journeyed to Spokane, coming alone to Portland May 4 to stay with a friend, I. Isaacson.

His condition became serious and the Isaacson family arranged to have him admitted to the county hospital for treatment.

LaJuen, police said, either could not or would not divulge the names of his attackers or give any details of the cause of the attack.

PROMPT DIVIDENDS

ATLANTA, May 11 (AP)—Henry Martin Atlanta golfer is a great believer in new clubs and there's a reason.

Playing his first round with a brand new set Martin not only joined the ranks of the Dodo club, but turned his first round in 97.

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TWO GIRLS FACING  
PRISON SENTENCE

SALT LAKE CITY, Utah, May 11, (UP)—Two young and pretty girls face sentence on a charge of violating the Dyer act for the first time in the history of the federal court of Utah.

The girls, Gladys Brown and Lillian Sutton, both 20, appeared before U. S. District Judge Johnston and admitted their part in the theft of a large automobile from Mississippi last fall.

The girls were captured with J. D. Snyder near St. George, Utah, last fall, after a gun battle with officers in which the fourth member of the party, Jesse Self, was killed.

The two girls related a story of adventure in which they told of traveling all over the country in stolen automobiles, looting gasoline stations and stores to secure supplies.

"Having both met with matrimonial difficulties, we started out for Omaha on a hiking trip," Lillian Sutton related after pleading guilty in court. "On reaching Wameuca, Nevada, last September we met Self and Snyder and joined them continuing our trip by automobile. We were not aware at first that we were riding in a stolen car, but when the boys picked us, a faster machine we learned the truth. We were anxious to see all we could of the world so we stayed on with them."

"Our trail then turned east and the boys started robbing stores to get supplies. At Duchesne, Utah, they entered a store on Main street and stole a tent, camping equipment and food."

"At Hoxie, Kansas we again ran short and the boys robbed another place. We then went to Mississippi and at Lambert stole the big car we were caught with at St. George."

"On our way west on the second trip we left behind us a trail of burglaries. Leaving Salt Lake we stole supplies and gasoline from several places in Utah and near Cedar City we fired on a night watchman and were captured a few days later."

Judge Johnston told the girls that by pleading guilty they would probably be sent to a woman's penal institution in West Virginia.

The American Bankers Association reports say that the per capita savings deposits increased from \$90 to \$188 from 1916 to 1925.

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