

Las Vegas Age

PUBLISHED TUESDAY, THURSDAY and SATURDAY Mornings by Charles P. Squires, Editor and Publisher, at The AGE BUILDING, 411 Fremont Street, Las Vegas, Nevada and entered in the Postoffice at Las Vegas as Second Class Matter.

MEMBER OF— THE ASSOCIATED PRESS - UNITED PRESS ASSOCIATION The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published therein. All rights of republication of special dispatches herein are also reserved.

SUBSCRIPTION RATES—By Carrier or Mail—Per Year \$5.00 Six Months \$3.00, Per Month fifty cents.

ADVERTISING RATES ON APPLICATION

TUESDAY MORNING, MAY 14, 1929.

DESTRUCTION OF TREES

HOUSE MOVING comes to take its place as a good second to paying in mutilation of street trees. It is inevitable that if large houses such as the one moved down Fremont street Sunday are to be permitted to navigate our streets, trees must be damaged. In spite of the care taken by the mover several fine trees were badly mutilated.

But we wonder just what superior claim the owner of a house he wishes to move has on our streets. Is it compulsory that traffic be blocked; that trees be sacrificed; that streets be damaged at will in order to meet the convenience of one who wants to change location of a house?

Or, if a house is to be moved over the streets at all, should it not be done with the least possible obstruction to traffic; with due regard to the rights of property owners who own the trees; and in such a way that no damage to the streets would be done?

At present we understand, it is not necessary to secure a permit from the city before moving a house over the streets. Hitherto we have had but little house moving to annoy us. But, with the impending development of the city, there will be much moving.

Now would be an excellent time for the city fathers to provide some definite rules and regulations which will protect the public from what threatens to be a serious source of loss and inconvenience.

There are times when it would be better and cheaper for the city to buy a house and burn it than to permit it to be moved. At any rate the matter should have intelligent regulation.

YELLOW PINE ACTIVITY

THE RENEWED ACTIVITY of the Yellow Pine Mining Company at Goodsprings is in line with the increasing general prosperity of the county.

Of late years metal mining has been at low ebb in this section because of the high price of operation and the low price of metals. Changing conditions make the mining field in all lines, especially in zinc, lead and copper more attractive.

The lead of the Yellow Pine will doubtless be followed by other companies in the Goodsprings and other districts of the county.

The Yellow Pine has already a notable record of achievement, having paid approximately \$3,500,000 in dividends to its stockholders. It made fortunes for a number of those who were identified with its earliest developments and distributed much money to thousands of stockholders scattered over the entire country.

The Yellow Pine is entering upon a new phase of development made possible by improved metallurgical methods and with its vast amount of comparatively low grade ores stands a good chance of duplicating its past dividend performances.

Clark county is, unless all signs fail, due for a decided increase in activity in its mining operations.

BOULDER DAM

THE LOS ANGELES TIMES of Sunday printed a Washington special to the effect that Governor Dern of Utah, after interviewing the President, quoted Mr. Hoover as saying that work on the Boulder Dam cannot begin until contracts have been made for repayment of its cost to the government through sale of power.

Everybody at all informed on the subject knows this is true. It is so written in the bill. The regret is that a great newspaper like the Times should permit its Washington representatives to use so obvious a thing in an effort to cast doubt on the feasibility of carrying out the legislation.

The power companies have opposed the whole project from the beginning, basing their opposition principally on the fear of harmful competition through state or municipal ownership and operation.

Nevertheless, whenever the Secretary of the Interior calls for the one million installed horsepower at Boulder Dam, we will see the great power companies of the country greedily grasping for all then can get of it. They cannot afford to do otherwise. So great a power resource going into the hands of independent competitors would be too damaging.

The threat of cheaper steam power has no terror for the established power corporations. If they acquire the Boulder Dam power they will be permitted to make the same profit from capital invested there as they would were the investment in steam plants.

The Age sees no danger to the great project in the present setup and no delay beyond what is reasonably necessary in arranging the details of so great an enterprise.

Out Our Way

By Williams



WHY MOTHERS GET GRAY.



WAR CLOUDS

WONDERS OF AIR NAVIGATION

SEVERAL CITIZENS of Las Vegas, including the editor of the Age, were Saturday given their first view of the Colorado River from the air through the courtesy of officials of the Rio Grande Oil Company which flew a party here from Los Angeles in their big tri-motored ten-passenger Fokker.

The Editor, who has seen the river many times, was thrilled by the wonderful panorama of river and mountain as seen from seven thousand feet altitude. It was an experience which we advise all who have the opportunity to enjoy.

MORE AIR TRAVELERS

THE LAS VEGAS KIWANIS CLUB had the honor of entertaining the high officers of the order yesterday. The honor was heightened, so to speak, by the fact that the visitors came here from Alameda, California, by airplane.

Recently Las Vegas has become more and more prominent as an airport, but we are still in the dumps as to an adequate air field. Not wishing to rush the matter, the Age believes that it is the part of wisdom to solve this long-standing problem of an airport just as soon as possible.

ENCOURAGE THE BAND

A GOOD BAND is a real pleasure to a city and a good business asset as well. Just now a bunch of public spirited fellows are organizing a band and they should have all possible encouragement.

Because of the changing population incident to employment on the railroad in past years, our bands have been organized, been successful for a time and then lapsed because of members going away. Now, with a more settled condition and a larger proportion of permanent residents, we should be able to form a band and the nucleus of which at least will be lasting.

WASHINGTON LETTER

By Rodney Dutcher

NEA Service Writer WASHINGTON—Uncle Andy Mellon probably will be allowed to resign as secretary of the treasury in his own good time, without being pushed out as some impetuous senators would like him. Nevertheless, there is good reason to fear that Uncle Andy's happiest days are over. Two reasons, in fact, and as follows:

First, and probably worst from the viewpoint of the so-called greatest secretary of the treasury since Alexander Hamilton, being Mr. Mellon isn't by any means what it used to be. Being Mr. Mellon used to be almost the most powerful man in the United States. Being Mr. Mellon today merely means being a very rich man who takes his orders from Mr. Hoover.

Embarrassing Facts Second, although his enemies probably will not find out enough about Uncle Andy to force a majority of senators to vote his beloved post no longer, they have nevertheless found out enough to make a distinguished gentleman of Uncle Andy's sensitive temperament feel somewhat embarrassed.

One who notes all this with a slight pang of sorrow, for Uncle Andy's personality is in many ways so appealing and gives off such an atmosphere of ethereality that it is almost certainly quite sincere. One calls him aged, of course, because he is well over 70. But no one knows just how old he really is because the authorities differ.

In any event the distinguished appearance and perfect poise of Uncle Andy, whatever his age may be, is worth going many miles to see. All of which is somewhat aside from the fact that Uncle Andy probably would be happier if he had gone out of office on March 4, although he would not have been especially happy if he had. It would merely have saved him certain painful experiences which one hates to see inflicted upon him.

Between Calvin Coolidge and Uncle Andy there existed a strong feeling of mutual admiration. Each has been quoted as describing the other as having attained perfection in his own line. Now Uncle Andy's attitude toward Calvin Coolidge may or may not have been slightly patronizing, but one may say with assurance that there was nothing of that in Mr. Coolidge's attitude toward Uncle Andy. In those days the Mellon policies "went."

But Hoover Is Different Then came Mr. Hoover, who always had very little if any admiration for Uncle Andy—and most certainly never stood in awe of him. As a matter of policy, Mr. Hoover concurred with Uncle Andy's ambition to serve under three presidents, the understanding being that Uncle Andy would resign in a year or so. Even so, Uncle Andy had long since reached the zenith of his popularity with bankers and business men of the country through postwar tax reductions and debt reductions which no one could have prevented.

Perhaps the worst blow Uncle Andy ever received came then Mr. Hoover publicly announced that his long policy of secrecy about income tax refunds was no longer the treasury policy. Publicity for such refunds had always been the thing Uncle Andy was strongest against. Hoover's announcement that he would collect a tax the proceeds of which will be placed in the county-state highway fund, was now merely taking orders.

COUNTY-STATE TAX LEVY IS RULED ILLEGAL

Ten Cent Assessment Must Be Dropped from Clark County Budget, Says Attorney General Diskin.

The 10 cent levy included in the Clark county tax budget for this year must be stricken out, according to a ruling of Attorney General M. A. Diskin.

An amendment to the state highway law, Section Number 11, eliminated the authority of the county commissioners to levy the county-state fund tax, according to the opinion included in the statement made by the attorney general in a letter received here Saturday.

"All money remaining in the county-state highway fund and not obligated by July 1, 1929 is to be expended on the state highway system within the counties, such expenditure to be under the control and direct supervision of the state highway engineer," says the amended statute.

The attorney general was asked whether the amendment worked to abolish the county-state highway fund, and if it would be permissible to levy and collect a tax the proceeds of which will be placed in the county-state highway fund.

His opinion was that under the statute of 1917, Chapter 169, by virtue of Sections 10 and 11 of this law, the county-state highway fund was created. Statutes 1929, Chapter 138 amended Sections 10 and 11, striking out the provision creating this fund.

The 16 cent county road fund will still remain legal and effective in Clark county despite this ruling, it is pointed out.

BARBS

Jail beds are the same the world over, and by this time Mr. Sinclair probably has come to the conclusion that most of the punishment is the bunk.

A Cincinnati burglar stole a bathtub. Maybe he's only trying to get a start in the theatrical business.

The German mariner who crossed the ocean in a 22-foot boat missed a great opportunity for publicity by not pushing an orange all the way over.

Reduction in the duty on garlic is proposed in the House of Representatives. A dentist's life is not a happy one.

Dr. Charles Olivier says New York City might be wiped out in an instant if chance happened to direct a meteor to that spot. There's an idea for Mabel Walker Willebrandt.

Quite a few people are urging Coolidge to run for the Senate, but he probably won't. The Congressional Record doesn't pay a dime.

(Copyright, 1929, NEA Service, Inc.)

Hollywood Film Shop

By George H. Beale

United Press Staff Correspondent HOLLYWOOD, May 14. (UP)—To that ever present bugaboo of film players—"the face on the cutting room floor"—has been added—"the voice in the shaving machine."

The editors who prepare pictures always have bothered ambitious actors and many a broken heart has followed opening night discovery that a bit part or a scene in the film was left on the cutting room floor.

Wax rolls now are used for tests and for play backs in talking productions. When the dialogue displeases the director the disk goes to the shaving machine and the unsatisfactory sound is removed.

Esther Ralston christened the fine shaving machine at Paramount by removing the recording of a highly touted jazz band whose music had found favor in the microphone.

A lot of nearly good music and nearly good talking has been lost to the world in the same way.

Dogs trained to respond to oral commands have been forced to learn to act to silent directions since the talkies awakened Hollywood.

A good many of the once-famous canines have been forced to retire and most of the trainers have been pushed one notch nearer a nervous breakdown.

Scenes with dogs have become generally trying although some of the more intelligent animals have learned when to start and stop barking without audible commands.

Long rehearsals have been necessary for such successful results.

Even before sound pictures there were few dogs which were really dependable.

Although some 600 of them were on file, less than 30 were considered responsible for film work.

Most of the other 570 gave amazing private exhibitions but became unduly excited in the atmosphere of a crowded movie set.

One of the best was and is King Tut, owned by T. A. J. Henry. His rather doubtful ancestry possibly accounts for the fact that he seems devoid of any nerves.

He played most recently in Paramount's "Thunderbolt."

Rin Tin Tin still is a masterful actor, although he has been a bit temperamental for the past several years.

He refuses to go through his paces unless he has his kind of music, his kind of coaxing and sweets.

Given the proper background he probably is the best trooped of them all.

There are times when a man's cheek is his fortune.

ing on either land or water. No pilot's training will be given the midshipmen at the naval academy, but they will be required to take thorough courses in navigation, gunnery and radio, in addition to their ground work.

Following graduation at the academy, each midshipman is required to serve one year at sea. He may then apply for aviation training either at Hampton Roads on the Atlantic coast or San Diego on the Pacific. If, during this preliminary instruction, he proves mentally and physically adaptive to the air service, he is sent to the Benning Naval Air Station for advanced courses.

Some knowledge of aeronautics by line officers has been found indispensable by the navy for efficient coordination between the air and the fleet.

STATE HIGHWAY BULLETIN ISSUED BY DEPARTMENT

Regular Bi-Weekly Information Sheet Available Free: Road Conditions in Nevada Given.

A State Department of Highways Bulletin showing condition of roadways in Nevada was received recently by the Age.

Copies of this bulletin may be had free of charge by any person or touring bureau interested, according to a statement in the introduction to the bulletin.

The information is obtained from reliable sources, but reporting of any errors is welcomed by the department, according to the bulletin.

For the purposes of these bulletins roads are classified as follows: Good; improved state and county highways; Fair; unimproved highway whereon good time can be made; Poor; unimproved roads that require care as well as patience in driving.

State Route No. 3 Carson City to Minden. 11 miles oiled, balance gravel, good condition.

Minden to Gardnerville. Cement concrete, good.

Gardnerville to Schurz via Wellington and Yerington. Gravel surface, good.

Schurz to Hawthorne. Part state construction, balance well maintained county road, good condition.

Hawthorne to Tonopah via Coaldale, Hawthorne to 12 miles east. Good. Balance of route gravel surfaced, good condition.

Tonopah to Goldfield. Gravel surface, good.

State Route No. 5 Goldfield to Beatty. Desert road, fair to poor condition.

Beatty to Las Vegas, Good.

U. S. Route No. 91 Arizona state line by way of Las Vegas to California state line. Gravel surface, excellent condition; oiled between a point 8 miles northeast of Las Vegas and Jean.

Oiling operations under way between Crystall and a point 8 miles northeast of Las Vegas. Detours constructed and in good condition.

LOCOMOTIVE'S PULL RIVALED BY CLOCKS

In the little wheels, weights and springs of 3,000 clocks which regulate operations of a great railway is stored power sufficient to haul a heavy passenger train at sixty miles and cur speed, according to S. A. Pope, supervisor of time service for Southern Pacific.

More than 3,000 clocks used by the company range from the lowly alarm clock which awakens the dining car chef to his responsibility for preparing coffee for the company's patrons, to the highest type precision regulators with which train and engine men compare watches before leaving terminals.

To operate these 3,000 clocks a surprising total of power is required in the form of weights and springs, the motive power for each clock representing an average force of six pounds, or a total of more than nine tons.

COLLEGIATE ROAD TRIPS HELP STUDENTS' GRADES

DES MOINES, Ia., May 14. (UP)—Long road trips for college and university athletes improve rather than retard their scholastic standing, in the opinion of Joe Pipal, coach of Occidental College, Los Angeles.

Pipal brought nine men to Des Moines for the Drake Relays last month and in an address to a civic club explained his views.

"Before an athlete can be taken on a road trip he must have a scholastic standing of one-fourth better than necessary for home competition, with the result he studies harder in order to assure himself of a place on the traveling squad," Pipal said. "Also our students are required to study two hours a day while on trips."

WALTER G. CAMPBELL Director of Regulatory Work

The office of the director of regulatory work of the U. S. Department of Agriculture has charge of adjusting and keeping the department in systematic running order. In addition to this office the director has charge of the food, drug and insecticide administration. This office looks after the enforcing of the food and drug act, tea act, naval stores act, insecticide act, import silk act and caustic poison act. It analyzes various products, assists manufacturers in keeping their products within the law and removes inferior material from trade channels.

VOLUNTARY GUIDE FINDS SERVICES ARE EXPENSIVE

GREAT BALLS, Mont., May 14. (UP)—It cost William Carlson \$110 to show a man and two women the way to a dance hall.

The trio approached him in a restaurant and inquired the way. He replied by accompanying them to the hall and dancing a few times. On the return, the male member of the group produced a gun and relieved Carlson of his money.

There are times when a man's cheek is his fortune.

No pilot's training will be given the midshipmen at the naval academy, but they will be required to take thorough courses in navigation, gunnery and radio, in addition to their ground work.

Following graduation at the academy, each midshipman is required to serve one year at sea. He may then apply for aviation training either at Hampton Roads on the Atlantic coast or San Diego on the Pacific. If, during this preliminary instruction, he proves mentally and physically adaptive to the air service, he is sent to the Benning Naval Air Station for advanced courses.

Some knowledge of aeronautics by line officers has been found indispensable by the navy for efficient coordination between the air and the fleet.

The new Sikorsky amphibian planes for use at the U. S. Naval Academy, Annapolis, Md.

Contrasted with the obsolescent planes now used, the new Sikorsky are of the latest type. Each is powered by two 450 h.p. Pratt and Whitney "Wasp" motors, can carry 10 passengers, and has a cabin sufficiently soundproof to enable an instructor to teach a class in the air.

Ground work in aviation has been given at the academy during one or two terms for some time, it was said. The new schedule of air training, however, provides aeronautics instruction covering each midshipman's four years in the academy. Students now will have 10 hours in the air before graduating, it was stated.

Sturdiness and Safety The new Sikorsky, it was said, were chosen for sturdiness and safety qualities. They can be flown and even climbed with only one motor and are equipped for land-