

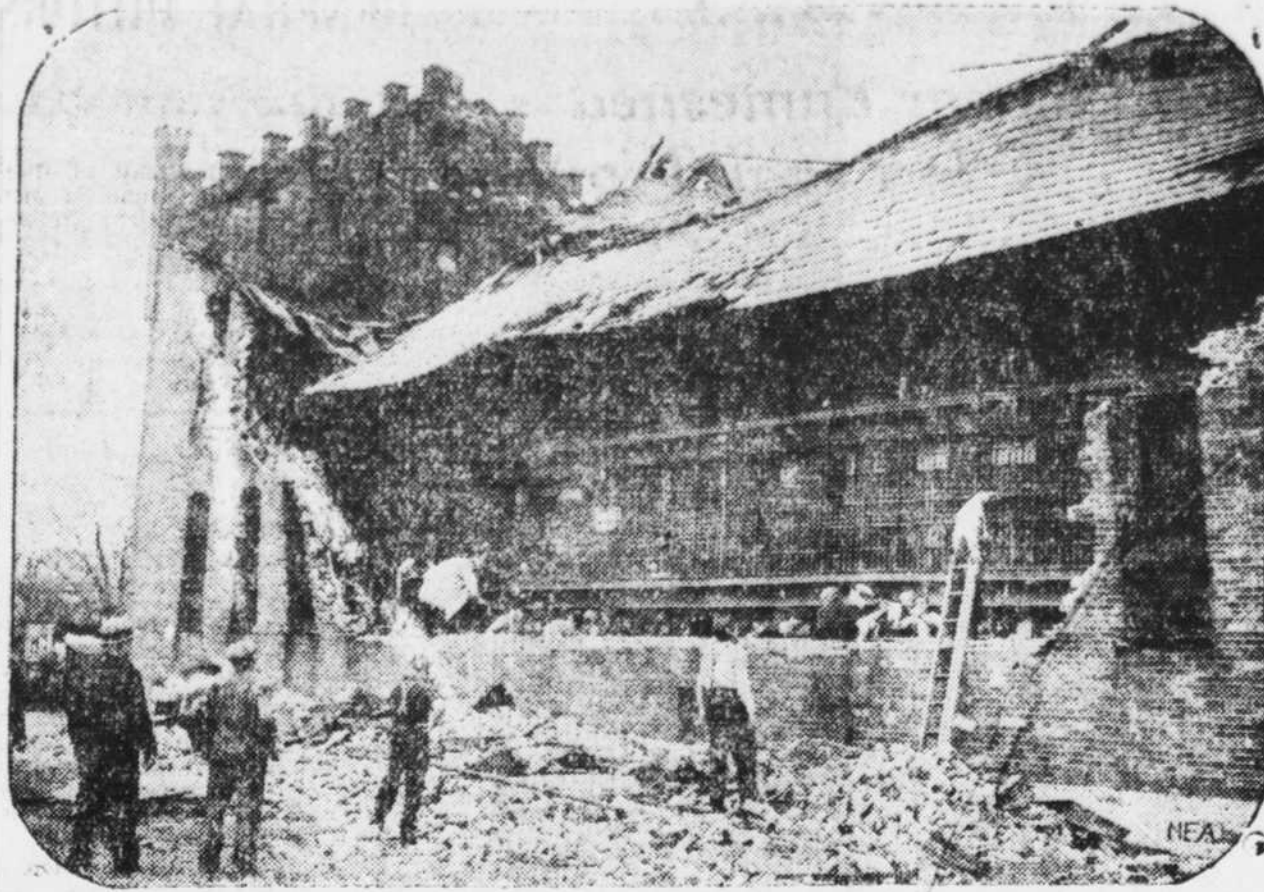
CASHMAN'S Nevada State Franchise  
**Boulder Canyon Stages**

Regular Trips to Dam Site  
**TUESDAYS — THURSDAYS — SATURDAYS**  
 28.50 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  
 LAS VEGAS, NEVADA

107 NORTH MAIN ST. PHONE 116



Two prisoners were killed and nine injured when a 70-mile-an-hour twister ripped out the wall of the city prison and workhouse at Columbus, O., as shown above. The fury of the wind lasted for only a moment, tearing off roofs in the vicinity and uprooting large trees.

**POPULATION OF CALIF. SHOWS BIG INCREASE**

SACRAMENTO, May 15, (UP)—California had a population of 5,466,104 at the end of January, 1928, an increase of 57,847 over the previous year, Ray L. Riley, state controller, estimated today.  
 The figures represent an increase of 2,039,243 since the 1920 census when the state's population was 3,426,861.  
 Populations for the cities upon which estimates have been made total 4,399,569, Riley reported, indicating that approximately 19 per cent of the state population is rural.  
 Estimates for cities over 20,000 follow:  
 Los Angeles 1,343,923; San Francisco 698,963; Oakland 412,442; San Diego 125,194; Sacramento 101,370; Berkeley 82,351; Long Beach 139,467; Pasadena 85,469; Fresno 72,507; Stockton 49,635; San Jose 56,377; Alameda 38,344; Vallejo 22,382; Santa Barbara 32,368; Riverside 31,484; San Bernardino 41,237; Bakersfield 29,552; Richmond 21,145; Santa Ana 34,692; Santa Monica 53,604.

**WOMEN LIKE NEW OAKLAND**

By PRUDENCE PENNY  
 Everything certainly seems to be coming our way! Car dealers and manufacturers are considering our needs and desires, giving us our favorite colors in their new cars, putting in finer cases, ash trays, everything they can think of that might please us. The woman driver is the queen bee of the whole automotive hive. In the midst of all this popularity, it occurs to me to wonder what we really do to deserve it.  
 Are we playing the game on the great highways as squarely as the men do? Do they really like to encounter us in traffic when we are at the wheel of our own cars? Are we as good drivers as the men, and if not, why not?  
 Honestly, I do not believe we are, or perhaps ever will be, as good drivers as men are, average for average. We have not the sheer physical strength nor the physical training. And our nerves are uncertain in tight places. We have not played ball in our childhood as little boys do, and learned to gauge speeds and distances.  
 On the other hand we've a lot more caution—we have to have. And we are not so competitive. Men instinctively lay back their cars when anyone else tries to pass them. At least we don't have the urge to start silly races for no reason at all.  
 But seriously I'd like to see us influencing the driving of cars as much as we do their enamel and upholstery. What about acquainting ourselves with the traffic laws, for instance, and obeying them?  
 The men have certainly done their utmost to make cars safe for us to drive. If women drivers did as much for safety, we'd get along very well indeed! The New Oakland All-American six, for instance. They've thought of everything—even a foot button controlling the tiller headlights, so that you can dim for an approaching car without taking a hand off the wheel for an instant. There's an instrument board devised especially so that you can take in everything at a glance and have the controls all at your finger tips. And even the coupe has an adjustable seat, so that small women drivers are never handicapped by not having a good strong pressure on the pedals—and yet their taller husbands are not cramped.  
 There was an Oakland that I felt was my affinity, because it just matched my new winter coat. "But certainly," said the salesman, "didn't you know that General Motors have stylists in Paris who get advance news of the smart colors from the great costume houses, and then develop the car designs accordingly?" Imagine!  
 A car like the Oakland, with every mechanical excellence to talk about, things like the harmonic balancer, and the rubber biscuit engine mounting that would certainly be all the selling points any man would need; and yet they take the trouble to find out beforehand what our winter modes are going to be and match our coats!  
 Not of course, that we are indifferent to the harmonic balancer and all the rest. We may not like to talk about machinery, but we do enjoy vibrationless riding. (Reprinted from New York American.)

*Drive a Good Will used car*  
**BUY NOW**  
*a liberal allowance on your present car*  
 we will make you



This is trade-in week at our store. Bring in your car for appraisal. We have a ready market for every kind of used car, and can make you a liberal allowance on your present car in trade on a fine, dependable "Good Will" used car. "Good Will" used cars are reconditioned and guaranteed. They offer you practically new car appearance and performance but at an amazing price reduction! They are just the cars for the man who wants high quality at a saving. Bring in your present car for appraisal today.

- 1926 FORD COUPE—Delco ignition, Water Pump, Oil Pump.
  - 1926 MODEL FORD TOURING—Good pickup and performance. You'll have to hurry if you want this car.
  - 1925 CHEVROLET TOURING—New top and seat covers. Finish and upholstery are excellent. Tires are good, engine is smooth and responsive.
  - 1928 OAKLAND CABRIOLET—Complete equipment. Fine finish and upholstery to match. Perfect mechanically after "Good Will" reconditioning and a beautiful car at an exceptionally low rate.
  - 1925 OAKLAND COUPE—Priced way below the cheapest new car made. Ideal for business. Duco finish. Fisher body. "Good Will" reconditioning and complete equipment. Comfort, dependability, beauty and economical operation at a lower cost than ever before.
- Many other good buys in Used Cars  
**Southern Nevada Motors, Inc.**  
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**GOOD WILL USED CARS**



**Kellys do not cost more**

There are several good makes of tires on the market, but some are better than others. Among these better tires Kelly-Springfields hold an undisputed high place.  
 Kellys have always been built to give service. That is what has given them their reputation. This reputation has created an impression that Kellys cost more than the so-called "standard makes." As a matter of fact, they don't. You can buy a Kelly for the same price you would pay elsewhere for a tire with a lesser reputation.  
 Give us a call the next time you need a tire; you won't regret it. The Kellys of today are the toughest, longest-wearing and easiest-riding tires that ever came out of the Kelly plant—and the prices are the lowest in Kelly history.

**A. C. GRANT**  
 118 So. Fourth St. Phone 227



**That New HOME**  
 Is Not Complete Without a Modern  
**TILED BATH**  
 LET US GIVE YOU AN ESTIMATE

**O K Tile and Woodstone Contractors**  
 205 South First Street

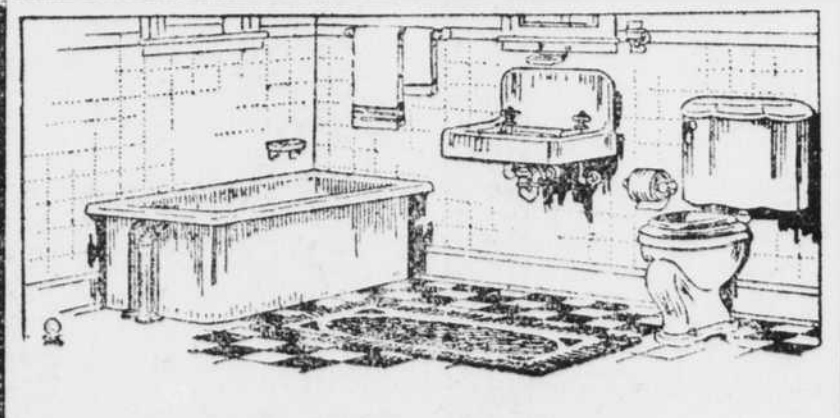
**Nancy Miller and Daughter**



In introducing, in the first photo ever to be released! Her Royal Highness, Princess Sherado Rajo Holkar, -months-old daughter of Tukoji Rao Holkar, former Maharajah of Indore, and Nancy Miller, formerly of Seattle Wash., now known as Her Highness Maharani Sharmisthabai Holkar. The happy family group was snapped by an NEA Service photographer in their exclusive high-walled chateau at Saint Germain, near Paris.

**MT. CHARLESTON PARTY OF L. A. SURVEY BEGUN SURVEYORS HERE**

To survey the land about Mt. Charleston a party of U. S. surveyors arrived here last week, and are now engaged in the work under the direction of Andrew Nelson, cadastral engineer.  
 Township 19, South range 36 East, is being re-surveyed by the party of seven which includes Clarence Burgess of this city, the remainder being from Salt Lake City. The work is expected to take all summer, it was stated by J. T. McWilliams, county surveyor.  
 A party of surveyors from the Los Angeles Bureau of Light and Power arrived here this week and are engaged near the dam site making surveys for land points, probably in connection with the proposed aqueduct to be built to Los Angeles from the Colorado River, according to County Surveyor J. T. McWilliams. There are five in the party.



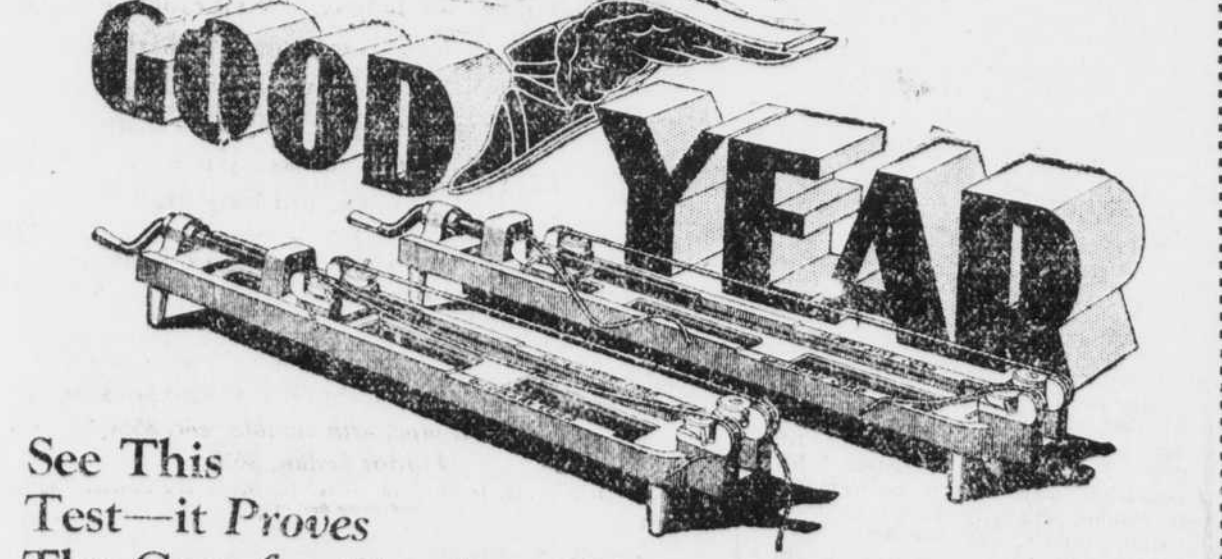
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WE guarantee the quality of these attractive fixtures. Expertly installed by our plumbers they should give years and years of satisfactory service without repair. We invite you to inspect our plumbing fixtures.

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**The Most Important Part of a Tire is—**  
*the part you can't see!*  
 The new improved Pathfinderers—Goodyear's crowning achievement of 29 years to give you top-notch quality at the price of mail order "gyp" and second-rate tires!  
 IT IS HARD to understand why one tire is better than another, judging by looks or the first thousands of miles of service.  
 But after you've thumped and hammered your tires for months, the hidden part of a tire—the most important factor in determining life and mileage—then reveals its worth. It is the body, concealed under the tread, and composed of plies of cord fabric. This body absorbs the blows a tire gets. It bends millions of times, under the car's weight, to cushion your riding.  
 The cords, to do this, must be elastic. How many times they will flex and recover, or how far they will stretch without breaking, determines their usefulness.  
 In repairing all makes of tires we find that the patented cords used only in Goodyear casings outlast any other kind. By a patented process these cords—called SUPERTWIST—are twisted so that they will stretch up to 60 per cent farther before breaking. They also stretch and recover repeatedly, after the best competitive cords are lifeless.  
 This greater elasticity of SUPERTWIST explains (1) the longer life of Goodyear tires—their greater resistance to injury, and (2) the fact that the average well-worn Goodyear is worth retreading when another tire similarly used is broken down in the body.



See This Test—it Proves The Case for Goodyear Tires!  
**J. WARREN WOODARD**