

# Las Vegas Age

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THURSDAY MORNING, MAY 23, 1929.

### ALT LAKERS COMING

CARAVAN of prominent Salt Lake City business men will reach Las Vegas next Monday, May 27, at 5:00 p. m., according to the announcement received by the Chamber of Commerce.

The party will visit Boulder Dam site on Tuesday and will have ample time to view the city and surrounding valley.

It is most gratifying that at least a portion of the Salt Lake City business element have awakened to the fact that Las Vegas exists. So far Las Vegas has been an unknown land to most Salt Laker. Moreover, it was for long their practice to advise automobile travelers not to tempt the Arrowhead Highway, picturing many dangers and much distress for such as did. Furthermore, the letter which the Salt Lakers wrote to the Las Vegas Chamber of Commerce seems to breathe a lurking and hidden suspicion that they are in danger of being "stung" when they venture to come here.

All of which is contrary to the facts. Las Vegas will in this case, as in many others through the years of the past, give to the visitors every courtesy and consideration. The Secretary of the Chamber, as always, will be at their service. A committee will meet them and do whatever is possible to supply information and make their visit pleasant and profitable.

And when they go away it will be, we hope, with an entirely different idea of our status as a civilized community, from what some of them have previously had.

**HOSPITALITY**  
THE DESTINY OF NATIONS sometimes swings on peculiarly slender and intangible threads.

One of the strangest incidents of national psychology of recent years has happened to entirely change, for the moment at least, the distrust and hatred heretofore existing between France and Germany.

When the Graf Zeppelin asked permission on several occasions to traverse French territory, the permission was given in unkindly words and with severe restrictions as to time and place.

But, when the great airship with its cargo of human lives was driven buffeted here and there over Southern France, the French people and the government leaped to the rescue with an enthusiasm which was nothing less than astonishing. All the French airports were manned in hope of averting disaster to the Zeppelin. When the great ship was finally brought safely to shelter through the efforts of the French people there welled up in the nation an entirely new and strange idea—the Germans were human beings after all, and perhaps not so terrible as the imaginations had painted.

And, it appears, as the result of this incident, the question of German reparations which has threatened the peace of the world since the Armistice, is in process of settlement, fairly and peaceably. All because the sympathy of the French were aroused to the point where they were glad to extend help and hospitality to their erstwhile enemies.

**BOULDER DAM VICTORY**  
CONGRESSMAN SAM ARENTZ is performing a notable service for Clark county and the State of Nevada in advocating the building of a highway from Las Vegas to the site of the Boulder Dam as a part of the project.

Two things, it seems, are necessary preliminaries to the beginning of actual construction of the dam. One is the railroad. The other, no less important, is a paved highway.

Both of these things are properly parts of the Boulder Dam project and should, we believe, be constructed as such.

Dr. Elwood Mead, director of the bureau of reclamation, and Secretary of the Interior Wilbur will be here in June and both have promised to give the matter of this highway their careful consideration.

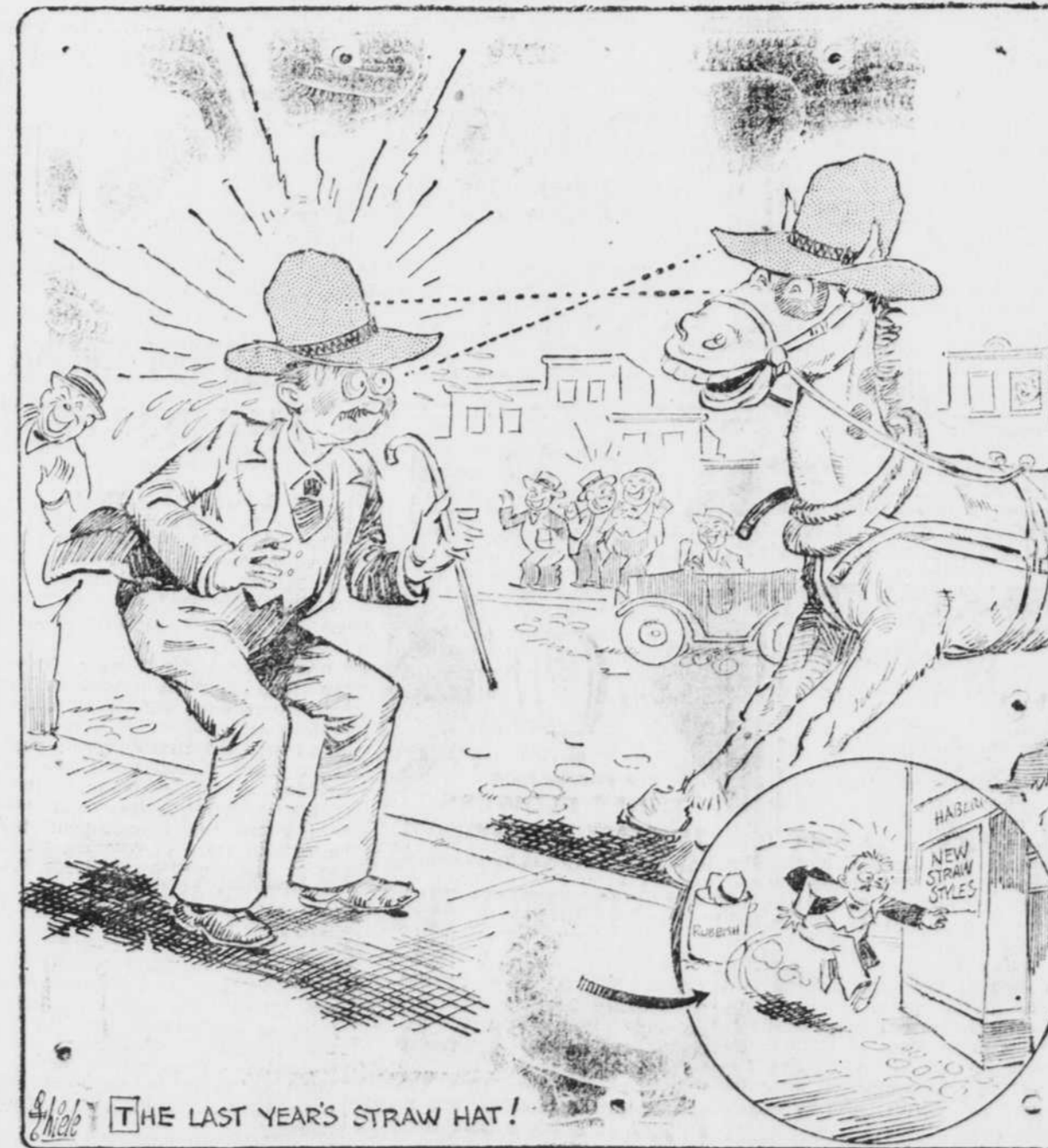
In a work so national in its scope as the Boulder Dam project, the burden of building lines of communication should not be placed on the county or the state, but rather, should be financed out of the money advanced for the project.

Congressman Arentz is preparing to introduce a bill providing for an advance of \$500,000 to Nevada, to become available at the rate of \$50,000 a year. If this can be passed it will prove a good solution of the problem since it would obviate the necessity of waiting until July 1, 1930 before beginning the important work of constructing an adequate highway to the site of the dam.

**GAMBLING DISTRICT SPREADS**  
THE GRADUAL SPREADING of the area in which gambling licenses are issued again brings to mind the importance of a zoning plan. The advance of gambling houses through the business section and toward the residential district should receive the careful attention of the city commissioners. It seems reasonable that the gambling houses should be kept within well defined limits and not be permitted to penetrate sections of the city where they will depreciate property values.

### Out Our Way

### By Williams



## Washington Letter

BY RODNEY DUTCHER  
NEA Service Writer

**WASHINGTON.**—Whatever the immediate results of strikes now in progress in southern textile centers may be, the work of organizing the underpaid mill workers apparently is going to continue on a large scale.

Discussion of the situation in the south was uppermost among leaders of the Women's Trade Union League, who have just wound up their triennial convention here and who decided to move their national headquarters from Chicago to Washington with the announced purpose of establishing a nearer base for their campaign to unionize southern industrial workers.

The apparent interest of the American Federation of Labor, as voiced by President William Green, has also astonished many persons who had never expected to hear from the A. F. of L. again. It looks as if the federation also intended to keep up the fight to rescue southern mill workers from what they contend are atrocious wage and working conditions.

**Hard on the Women**  
Women mill workers, judging from stories told here, have been getting the worst of it. Stories of girls who were paid \$6 to \$10 a week and worked 60 hours a week appear to have startled some of the senators, who must decide whether there is warrant for an investigation of textile industry conditions in North and South Carolina and Tennessee.

Leaders of the Women's Trade Union League revealed that average yearly earnings of women in industry are lower than they were five years ago, despite the prosperity enjoyed by other classes. Latest official reports from the large manufacturing states,

New York, Illinois and Massachusetts, show that women wage earners receive on an average about 55 per cent of the weekly earnings of men wage earners," says Miss Lillian Herstein of the Chicago Federation of Labor.

"The National Industrial Conference Board's reports on weekly earnings of men and women, covering 1600 plants in the United States, showed women's weekly earnings for all industries for November, 1928, as 70.5 per cent of the earnings of unskilled men workers and 54.9 per cent of those of skilled and semi-skilled men workers.

"One of the great future problems of labor is the fact that while the majority of women are in industry because of necessity, many are entering because they want to turn spare time into cash and are willing to work for low wages."

This situation, the woman trade unionists asserted, had been especially hard on women workers in the textile, shoe manufacturing and garment industries.

**Emphasizes Union Label**  
The league is working on plans for a campaign to persuade women generally to look for union labels on such articles of clothing as are made principally by women. It also seeks to educate the public generally to look for union labels on shoes and men's neckties. By so doing, it holds, women especially can do a great deal to improve the condition of women who work in mills and factories. Incidentally, the league voted to support a strike of 30,000 members of the International Ladies' Garment Workers' Union which is planned for June against three large New York employers' associations which have refused to recognize the union.

### WILL UNCOVER LAKE NEMI TREASURES

ROME, May 22. (UP)—Now that the time is approaching when the Roman galleys in Lake Nemi will yield up their 200-year-old secrets, archeologists and historians here are speculating as to what is likely to be discovered.

A couple of feet of wooden poop of the larger galley already shows above the water of the lake, and it is now only a matter of a few months before the galleys will be high and dry, or at any rate entirely accessible and explorable.

The galleys are generally supposed to have been luxurious house-

boats of the Emperor Caligula, but historians, as a matter of fact, are not in agreement on this point. Some think that they belonged to Tiberius. Fragments of the galleys brought to the surface during the last fifty years have revealed the names of both emperors. A piece of lead piping taken from the larger galley, and now in the Rome national museum, has Caligula's name on it, while some tiles used for an ornamental pavement in the same vessel which were brought to the surface are marked with the name of Tiberius. It is recognized that possibly both emperors used the famous pleasure-boats.

It is the firm conviction of many archeologists that the vessels at the bottom of Lake Nemi, or the larger one at any rate, possessed handsome libraries, composed of papyri, parchment and wax writing tablets, bound in silver and ivory, such as the wealth Romans used. These papyri were often enclosed in metallic cases, called "capsac," and there is a fair presumption that this form of protection may have saved for the curiosity of the modern world the famous library.

Another object known to be in the larger ship is the emperor's strong box called the "arca ferrea." Cardinal Colonna attempted as far back as 1446 to salvage this, but the rudimentary means available at the time were quite inadequate to the task. This strong box may well contain a hoard of gold available for the imperial entourage while the emperor was passing the time of the summer heat of Rome on the lake.

### BARBS

When President and Mrs. Hoover entertain for the cabinet members this fall, why not invite Mrs. Gann, Mrs. Longworth and all the other waiting factions to a nice buffet lunch?

The Mayflower, former presidential yacht, is to be sold. It's rather a bad time to be selling pleasure yachts, too.

Ex-President Coolidge says his father was a good trader, but the elder Coolidge probably never tried to drive a bargain in a second-hand car.

There are lots of girls who would go through anything for a man, including his bank account.

Don't conclude that Wall Street is crooked just because some of the brokers seem to be following their natural bent.

A herd of deer roams the Illinois bottoms near Peoria, says a dispatch. Probably they fled for safety from the Chicago zoo. (Copyright, 1929, NEA Service, Inc.)



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