

Conciliating Conductors
HAVANA.—Street car conductors in Havana have a high regard for their own honesty. Pocketing fares is beneath them, they contended, and threatened a strike when pay as you enter machines were installed. Labor leaders convinced them, however, that it was no reflection upon their honesty but a labor saver and they were satisfied.



Pure Paint
 Costs Little More than
Cheap Paint
 Forget the price per Gallon—Figure your Painting cost in
years of service
W. N. Schuyler
 119 No. Main St.
 Telephone 381

3 days only
Great pre-summer Sale of Good Will Used Cars
Buy now for BIG Savings

If you have delayed buying your car for summer, you can still get the car you want at a big saving. Heavy new car sales have filled our stock with an idea selection of makes and models. To make room for trade-ins coming in, we must reduce our stock quickly. Grasp this chance to own a beautiful, dependable car at a sale price. Buy now from one of the most complete stocks in town. Come 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.
- 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.

If You Are in the Market for a **Good Used Car**
 Let us show you what we have during this sale.
Southern Nevada Motors, Inc.
 207 So. Main St. Phone 160

Ford Topics

Professor Floyd Field, mathematics teacher and dean of men at the George School of Technology, has bought a new Model A Ford automobile after the exceedingly serviceable career of his old Model T. He drove the old car, which he still owns, 150,000 miles, a distance equal to six trips around the world. He burned 10,000 gallons of gasoline and wore out 17 sets of tires.

The largest power press in the Ford industries, outside the frame presses for the Model A automobile, is used to shape fenders, wheel housings and radiator shells at the Lincoln automobile plant. It weighs 250,000 pounds and stands 24 feet 10 inches above the floor line. Three feet of the structure extend below the floor level and it has a foundation 11 feet 9 inches deep.

In line with the activity of the Ford Motor company to stimulate interest in aviation, the Rapids Motor company, Ford dealers of Dell Rapids, South Dakota own and operate a government licensed airplane landing field, equipped with the latest power night-landing lights.

F. H. Merritt, photographer of San Pedro, Calif., has made several trips by automobile from his home to Boston, Mass. This year he drove a Model A Tudor sedan and the entire round trip cost him \$128. He traveled 9,104 miles and his only trouble was one punctured tire. His daily average was 325 miles.

Total fuel consumption of the Rouge Plant of the Ford Motor company during the past year was 12,700 carloads enough to make a coal train 100 miles long.

W. G. Bailey of Wauchula Fla. drove his Model A Ford business coupe on a 4,000 mile trip carrying two passengers and heavy baggage, and the cost of oil and gasoline was only \$40, a rate of one cent per mile.

Rich Purse Attracts Famous Drivers



The 2 1/2-mile rough brick speedway at Indianapolis again lures auto races. The backstretch turn marked with an "X" is the most dangerous of the four curves. Cliff Durant (inset), millionaire driver, again is seeking America's Grand prize race, as is Peter DePaolo (below), winner in 1925.

INDIANAPOLIS, May 23. (AP)—Thirty-three young men riding spidery "toy" automobiles, will dare the rough brick rim of the Indianapolis motor speedway May 30 to win a portion of the \$100,000 purse to be awarded for the 500-mile grind. Forty-six have entered but only 33 may qualify. Seventeen years ago the first motor race was held at the speed-

way. Once a year since then the fame and fortune that goes to the winner have lured the racers. This race is the last for the single-seated machines. Next year the cars will be two-seaters, and the motors will be larger. Since 1926 the machines have been powered with tiny engines of 91 1/2 cubic inch displacement.

The front-wheel driven machine will make its greatest bid for racing fame on Memorial day. Fifteen of the 46 cars entered are of that type.

Proponents of the front-drive car declare it is the ideal type for the rough, sharp turns of the speedway, eliminating or holding to a minimum the skidding and loss of speed. Then a driver may safely pile into the turns without spilling off his gas. In fact he must do it to stay in the race. Those who favor the rear-drive point out that all the winners have been of that type. The new type machine they claim, is too delicate to stand the grueling 500 miles.

Only a few of the old-timers of the game are on the track this year. Leon Duray is one of the veterans among youngsters. So is Cliff Durant, the millionaire driver.

Of the younger school will be Louis Meyer, 1928 winner, Tony Gullotta, who had the race in the sack last year until his gas tank cracked; Lou Moore and Peter DePaolo, the 1925 winner.

Norman Batten, who thrilled the crowd two years ago when he brought his flaming machine to the pit himself seriously injured, will be absent. So will be Earl De Vere. They went down with the steamer Vestris. But Batten's car will be in the race; his widow is manager.

Three foreign drivers will give this year's race an international aspect, and for the first time a woman pit manager will be employed.

CITY CLUB SEEKS COLORADO RIVER

Auto Caravan to Boulder Dam Site Gets Kick Out of Las Vegas, Searchlight and the Desert.

The City Club Bulletin (Los Angeles) in its issue of May 18, gives an account of the auto caravan trip to Boulder Dam site which, while describing Las Vegas as "luridly fascinating" and clothing us with a wide open, romantic character not apparent to most of us, is, nevertheless, interesting reading.

Through the courtesy of Mr. F. V. Owen we are enabled to give our readers the benefit of seeing ourselves as other see us in the following article:

By LEW HEAD
 Six Department of Water and Power automobiles and one private car, taking B. F. Pearson and his sister, Mrs. Walter Stepley of Australia, set out from the City Club at 8 a. m., May 9th, for the Colorado River. The Department cars carried thirty members and guests of the club and they included: Messrs. E. Wood, P. LeFevre, J. H. Knowlton, John F. Schindler, E. B. Mansur, L. E. Moselle, T. P. Stipp, E. E. Winchester, R. Neutra, L. Scott, J. A. Ford, L. C. Dale, George Dunlop, Thos. F. Cook, Lew Head, J. J. Farnsworth, Ezra Farnsworth, S. A. Jubb, Ben F. Smith, A. F. Warner, Charles M. Smith, T. J. Rivers, W. E. Sibertson, G. Grabe, D. G. Healey, O. J. Sutton, T. W. Newman, D. Gage, H. W. Techtent, O. G. Skuse, J. W. Walker, L. M. Anderson, L. W. Hession, Robt. Miller and Dr. A. Justice.

The caravan was planned to permit those who wished to do so, to inspect at first hand, the enormous project that is contemplated by the United States Government, to provide water, power and flood control for the great Southwest. Representing the Department and in charge of the party was Ralph Criswell, "commander" of the cruise. It was largely to "Ralph's" adequate and perfect arrangement of the tour that the whole experience was devoid of a single misfortune, disappointment or disappointment. Expressions of gratitude to Criswell were unanimous and ended in a proposal to tender him a dinner at the Club before his trip to Washington next week.

The unusually competent chauffeurs of the Water and Power service sped us a total distance of over 700 miles of which more than 600 miles were on desert roads. The first morning out took us through Victorville and into Barstow at noon for luncheon. It was long dusty and hot stretch of desert that faced us in the afternoon. Although we were due in Las Vegas, Nevada at dinner time, and while most of the cars arrived on time, the final car came in for dinner at the Union Pacific eating house in Las Vegas at 9:30. Las Vegas is a typical "frontier" town of about 7,500, actually "wide open" and luridly fascinating. Some of the party enjoyed the almost forgotten experience of "leaning against a bar" and answering the familiar invitation: "What'll you have?" Then there was "Melody Lane," a strip of street that reminded one of Chicago, thirty years ago; Los Angeles, less time ago than that, and San Francisco, within the memory of us all. Comfortable beds in the Nevada hotel, however, summoned the party to early rest at midnight, preparatory to a short run to the Colorado River in the early morning.

About thirty miles in the early morning gave us our first view of the Colorado River, far below us, as we hastened down grade along an astonishingly decent road to the waters edge. Here we divided into two groups of about fifteen each for a run down stream to Black Canyon in a flat-bottom launch. It is a distance of only three miles down the river to the forbidding walls of the canyon, 1,500 feet in vertical height and about 800 feet in width, through which the mighty river swirls in constant anger. Clever handling of the launch turned the craft upstream in midst of this seething turmoil. It required about an hour but fifteen minutes to follow down. The second group followed while the first remained in the shade, drinking "near beer and pop, ice cold."

Leaving the river, we hurried South to Searchlight, Nevada, where we ate a prepared lunch on the "stoop" of the general store. This is an abandoned mining town, with all the drama and color of Bret Harte days. The splendid woman who operates the store, we were told, had many "notches" on her gun, reminiscent of the "tough days" a half score or more years ago. An old gentleman, eighty-four, proprietor of the first newspaper of the town, regaled us with yarns that would have made the blood of younger chaps "run chill." Another "old timer" volunteered a score or more of plots for the "movies," which he averred "actually happened. It is rather a strange reflection that the movies have not as yet 'staged a thriller' in this natural setting. The old bars, dance halls, gambling rooms and hotels, just as they were the day they were abandoned, made it easy to believe there were ghosts about. It was difficult to tear ourselves away from this town of forty, which was once a city of more than 2000.

At Goff, we had a cool and pleasant afternoon's rest; ate a steak dinner; played a few games of cards and slept to the tune of a real desert wind, including the fast driven sand that lodged in every uncovered spot. This is an auto camp, comfortably furnished and splendidly conducted. We retired early, making ready for the last lap for home Saturday morning. A rapid run through Barstow, where we oiled and watered, to Victorville, found a finely cooked dinner awaiting us. Here in car-

avan broke up, each speeding as rapidly as possible to Los Angeles. One by one, they arrived at the City Club, where we washed and made ourselves look as respectable as possible, preliminary to meeting the looks at home.

As a City Club caravan, this was a tremendous success. As an education in the possibilities of future Southern California, it was a revelation. As a pleasure jaunt, it was chuck full of humor, thrills and experiences that will live long in memory. As commander of such a trip, Ralph Criswell is a past master. There was not a dissenting voice to this conclusion. As a host, Secretary Moselle outdistanced anything he has ever done of this character. Nor, would this report be complete without a word of compliment to the corps of drivers that took us through without mishap. A finer bunch of boys than these chaps, does not exist elsewhere in the Southwest; every one a gentleman, thoughtful, kind and anticipating every want and need.

Now in course of preparation is a testimonial dinner to "Commander" Criswell, to which will be invited all who have participated in the past five similar caravans, including the chauffeurs. This should be one of the outstanding events in club history. Every one of the laughable and interesting experiences will be related and the wives of the husbands who made the tours will be made acquainted with the manner in which their spouses behave when away from home.

SHE GOT FAT FOR THE MOVIES

HOLLYWOOD, May 22. (UP)—A strange sacrifice for motion picture realism was brought to light today. Winifred Westover, former wife of Bill Hart, deliberately added forty pounds to her weight so that she could qualify for the leading role of "Lummock," a sluggish servant girl. Fat-producing foods and abstention from exercise had the desired effect, it was said. Miss Westover has been out of pictures for eight years. Her normal weight is 120 pounds, but with the added weight she has put on and with leaded shoes and clothing she weighs 195 pounds for her part in Fannie Hurst's story.

CASHMAN'S
 Nevada State Franchise
Boulder Canyon Stages
 Regular Trips to Dam Site
TUESDAYS — THURSDAYS — SATURDAYS
 \$2.50 One Way \$4.00 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 \$19.00 Each
AUTOMOBILES TO ANY POINT
RATES ON APPLICATION
LAS VEGAS, NEVADA
 107 NORTH MAIN ST. PHONE 116

—Whoopee!—
---Here It Is---Another
\$50.00
Bring this ad in and receive Credit for Fifty Dollars on any Used Car that we may have
 We offer these cars while they last.
 2—1926 DODGE SEDANS.
 1—1926 DE LUXE DODGE SEDAN.
 1—1925 DODGE ROADSTER.
 1—1925 STANDARD BUICK TOURING.
 1—1924 DODGE 1/2 TON COMMERCIAL TRUCK.
 1—1927 DODGE 1 TON COMMERCIAL TRUCK.
 WE ALSO HAVE TWO GOOD USED DUMP TRUCKS
ALL USED CARS NOW ON DISPLAY AT OUR SALESROOM
 209 FREMONT STREET
 OPEN EVENINGS PHONE 146
BRING THIS AD WITH YOU AND RECEIVE THE FIFTY DOLLAR CREDIT
RICHARDSON - LOVELOCK CO.
Dodge Dealers

THE NEW FORD TUDOR SEDAN
\$525
 (F. O. B. Detroit, plus charge for freight and delivery. Bumpers and spare tire extra.)

A SMART, good-looking car, yet more than merely smart and good-looking. An economical car to drive because of its low first cost and low cost of up-keep. Built to give you thousands of miles of faithful, uninterrupted service under all conditions and in all kinds of weather.
In other words, you are buying more than beauty, speed, comfort and safety when you buy the new Ford. You are making an INVESTMENT IN RELIABILITY that will save you many dollars a year in repair bills.
A. C. Grant
 118 South Fourth St. Phone 227

BAIR SIGNS
ANY KIND
 309 No. Main
 Just North of Gateway Hotel
STORAGE MOVING PACKING SHIPPING
FIREPROOF STORAGE
NORTH OR SOUTH—OR EAST OR WEST—WE MOVE WITH CARE, WE MOVE YOU BEST!
Las Vegas Transfer & Taxi Co.
 19 1/2 Fremont Street
 Res. Phone 230 Office Phone 210
 Las Vegas, Nevada

THE NEW AJAX GOLD BOND BALLOON
With A Gold Bond At No Extra Cost

 Incomparably the finest tire AJAX has ever produced—the splendid culmination of 26 years' experience in quality tire building.
 Moreover, with every AJAX Gold Bond Balloon goes the Gold Bond Performance Contract—a definite, comprehensive pledge secured by the AJAX reputation for honest dealing.
 See these big, husky, handsome tires. Investigate this sensational performance pledge—and remember that the AJAX Gold Bond Balloon is the first extra quality tire at popular prices.
 Warranted for eighteen months, while used in passenger car service, against Blowouts, Cuts, Bruises, Wheels Out of Alignment, Under-inflation, Accidents and any other road hazards that may render the tire unfit for further service.
 Made in the tire industry's newest and best equipped factory, by experts trained in the building of extra quality tires.
Arrowhead Trail Garage

KELLY SPRINGFIELD

Quality, Better than Ever; prices, lower than ever
 A few years ago, Kelly-Springfields were the highest priced tires on the market—and they were well worth the difference in cost.
 Today, Kellys are consistently giving two and three times the mileage they did seven or eight years ago, yet they now cost no more than any of the well known makes.
 The explanation is simple. Public demand for Kellys led to large production and lowered costs, thus making it possible for us to offer you far better tires than the old Kellys, at half the price.
 If you have never used Kelly tires, it will pay you to get acquainted with them.
A. C. Grant
 118 So. Fourth St. Phone 227