

REPORT SHOWS SLOCUM FAILED TO ENFORCE PAVING SPECIFICATIONS

Astonishing Disclaimer of Responsibility for Paving Made By Engineer for City, Who Demands Payment on His Contract.

King Report Criticizes Slocum; Lack of Proper Inspection Alleged; Surfacing in Places Only One Inch Thick.

A most astonishing situation arose at the meeting of the City Commissioners Tuesday afternoon, when A. P. Slocum, engineer for the city, demanded payment in full on his fat contract as engineer for the paving job and at the same time disclaimed any responsibility for the work as done by the contractor.

The situation was astonishing in more ways than one. It was astonishing that the engineer should have the nerve to demand payment on his contract before the work is completed and accepted by the city.

It was astonishing when it developed that the engineer on June 19 had reported "everything all right."

It was astonishing when the engineer for the city asserted, "My contract specifically provides that I do not guarantee fulfillment of the contract for the paving."

It was astonishing when the city engineer criticized the board for not having settled with him when he reported "everything all right," and asserted "the paving was in much better condition than now."

Paving Deficient One thing was not astonishing. That was the report of County Road Supervisor J. P. King, showing that the surfacing was deficient in thickness in many places and that on certain streets the mixture was too rich in oil.

The attitude of the engineer places the city board in an embarrassing position. Officially, according to Engineer Slocum, the paving is all right. Technically, the contract which Slocum induced the board to sign some months ago to pay him eight per cent on the contract price, the contractor to pay the cost of setting the grade stakes and the city to pay the cost of inspecting the work, is binding and the amount therein specified is due.

According to the engineer's contract he is the sole judge. If he says the pavement is three inches thick, it is officially three inches thick, no matter what it measures on the ground.

There was criticism of the Slocum contract of employment as engineer for the city on this job when it was made. But most of the people felt that more than the customary compensation to the city engineer might be justifiable if a good job of paving could be secured thereby.

Now, in addition to the many thousands of dollars of unnecessary expense which the peculiar engineering plans prepared by the engineer cost the property owners; in addition to the unsightly mess in which his engineering leaves some of the streets, we are informed that the surface material on the streets is in many places less than called for by the specifications.

It was the reasonable supposition of the board and of people generally that the reason for hiring an engineer and paying him eight per cent of the entire cost of the job, was to assure a good piece of work. We are now informed by the engineer himself that his contract does not call for such a thing. It would seem that his chief duty if we are to give credence to his own assertions is to get his pay. So far as enforcing the contract and specifications for the paving, he asserts he has no responsibility.

What Mr. King Says Mr. J. P. King was asked by the city commissioners to inspect and report on the paving work. They, very properly it seems, had no confidence in Mr. Slocum's report that "everything is all right," made June 19. They wanted some one in whose judgment they themselves and the public generally would have confidence. Here is his report filed with the board Tuesday, July 9:

Las Vegas, Nevada July 9, 1929 To the Honorable Board of City Commissioners: Gentlemen:

In compliance with your resolution instructing me to make an inspection of the newly laid pavement, herewith I hand you my report on same.

I find that by measuring the pavement that you have the quantity of material called for in your specifications, but in several places poorly distributed.

In particular I wish to call your attention to the following places where the pavement is thin:

a. The North gutter line of Ogden Street to the corner of Fourth and Ogden street.

b. Third Street from the alley between Third Street and Ogden Street.

c. Fourth Street from Fremont to Carson Street, principally along the East gutter line.

d. East Fremont Street from a point about twenty-five feet from the west line of Eighth Street, along the South side of Fremont, extending about forty feet.

e. Second Street from Fremont to Ogden Street.

f. West gutter line of First Street from Lewis to Bridger.

g. Second Street from Fremont to Carson Street, principally along the East gutter line.

h. East Fremont Street from a point about twenty-five feet from the west line of Eighth Street, along the South side of Fremont, extending about forty feet.

i. West gutter line of First Street from Lewis to Bridger.

j. Second Street from Fremont to Ogden Street.

Sub Dives Near Sister Ship Lost Recently

Boat Fails in Efforts to Communicate with British Boat in Which Crew Believed Lost.

LONDON, July 10, (UP)—Raging weather on the Irish Sea today blasted whatever hopes had been entertained of rescuing the lives of the crew of the British submarine H-47 which was rammed yesterday by the L-12 and sank within a few seconds.

LONDON, July 10, (UP)—The British submarine L-69, sister ship of the L-12, which yesterday sent the British submarine L-47 to the bottom of the Irish sea with a crew of 21 aboard, dived continuously today in mountainous seas attempting to communicate by sound telegraph with the sunken craft. A bell was used with the Morse code, but no reply was forthcoming from the depths.

The preliminary report of Rear Admiral H. E. Grace, in command of all British submarines, was most pessimistic today regarding the likelihood of rescue of the 21 reported aboard.

All Thought Dead "I am convinced," the report stated, "that there is no possibility that any of the crew of the L-47 remained alive more than a very few minutes. The weather momentarily is against successful efforts to locate the sunken vessel."

"Both the L-47 and the L-12 were cruising on the surface at 8:10 a. m. when the collision occurred. The L-12 struck the H-47 on the port side at right angles abaft the foremost control room bulkhead. The H-47 sank within a few seconds, bow foremost in a depth of 35 fathoms, (330 feet)."

"Orders had been given to close the doors and abandon ship. From the evidence of the surviving commanding officer it appears the doors could not have been closed at the time."

"The L-12 was carried down 40 feet at an angle of 50 degrees after the collision. The captain, other officers and men on deck were thrown into the water. Considerable water entered the L-12 before the hatches could be closed."

The deaths were placed at 24 today by P. V. Alexander, first lord of the admiralty. This includes the member of the L-12 crew who died last night from injuries, Alexander told the House of Commons.

Early in May J. A. Fulton went to Washington and New York to confer with members of the metallurgical and electro-chemical industries and he found a very interesting situation. The electro-chemical industry is finding that the power which they have been using is now becoming so valuable and that they can sell it at such high rates that they can no longer afford to use it as they have been in the past, provided they can find other sources of cheap power and they are therefore intensely interested in this Boulder Canyon development.

All of these activities are of major importance to the state because it means that probably all of the power which will be allocated to Nevada can be utilized within the borders of the state; this of course means big payrolls, large increases in population and direct and indirect economic benefits which at this time are impossible to predict, but which unquestionably will be very great, and these facts are called to the attention of the people of the state for the purpose of informing them more fully as to the situation and impressing upon them the great importance of the fullest cooperation and support for the putting over of this proposition.

A very important meeting was recently held in Los Angeles between Dr. Mead and the Boulder Canyon dam engineers, with a large group of representative Nevada men composed of the following: Senator Tasker L. Oddie. Senator Key Pittman. George W. Malone. John A. Fulton. E. W. Clark. J. Kinneer. Henry Rivers. C. B. Lakenan. Leigh Hunt.

The result of this meeting was very gratifying because the government authorities recognize the great opportunity and the great importance that this is to Nevada and assurance was given that Nevada will unquestionably get her allocation of power, provided of course she can pay for it. This means that we must find industries which will be established in the Boulder Canyon area to use the power.

25 Countries Protest U. S. Tariff Raises

Proposed Increases Draw Communications from All Over World.

WASHINGTON, July 10.—(UP)—Communications of 25 foreign governments protesting the increased duties proposed in the House tariff bill were made public today by the Senate finance committee.

Some of the notes were couched in strong language, others were merely letters forwarding the protests of foreign industries through diplomatic channels.

Austrian Minister Trochinnik's communication was a suggestion of "a general tariff war with no quarter to be given or accepted."

Marques de Estrella, Spanish minister for foreign affairs in a note through the embassy here, threatened denunciation of the existing modus vivendi under which trade between the United States and Spain now is conducted.

Admiral Moffatt Leaves on Trip West

WASHINGTON, July 10.—(UP)—Admiral Wm. E. A. Moffatt, chief of the bureau of aeronautics of the U. S. navy, left Washington today for the West Coast to spend three weeks inspecting sites for a proposed naval lighter than aircraft base.

Aviators Do Great Things All Over World in Last Twenty-Four Hours

By United Press Important achievements in aviation during the last 24 hours were as follows:

Roger Q. Williams and Lewis Yancey landed their monoplane Pathfinder in Spain last night after a trans-Atlantic flight from Maine and continued their flight to Rome today.

L. W. Mendell and R. B. Reinhardt bettered the endurance flight records and passed a mark of 200 hours in the air as they circled their base at Culver City, Calif.

Capt. Charles E. Kingsford-Smith started a nonstop flight from Rome to London in the Southern Cross. The plane he flew from California to Australia.

The Chicago to Berlin amphibian, 'Untin' Bulger, reached Fort Burwell, Laborador, and was ready for the next stage of its flight, a water hop to Mount Evans, Greenland. Capt. Albin Ahrenberg was at Reykjavik, Iceland, and with completion of repairs on his plane, Sweden, was expected to take off soon for a continuation of his flight from Sweden to New York.

Here's How Carroll Building Will Look



Work on this new \$70,000 structure, to be located on Third between Fremont and Carson, will be started in a few weeks, according to Tom Carroll, for whom the building will be named. The first building originally three stories. It will be so built that a fourth story may be added later, according to the plans.

Mines Bureau Makes Report On Dam Power

Excellent Possibilities of Developing Extensive Metallurgical and Electro-Chemical Plants.

After the Swing-Johnson bill was passed by Congress assuring the building of the Black Canyon dam on the Colorado River, the Bureau of Mines and the southern Nevada area for the purpose of ascertaining what the mineral possibilities were down there. Dr. J. Claude Jones, geologist, and Jay A. Carpenter, mining engineer, made this survey which has just been completed. The results indicate that there are excellent possibilities of developing extensive metallurgical and electro-chemical plants near Boulder Canyon when the power from the dam is available. The fact that this power will be very cheap makes this proposition very attractive to the electro-chemical and metallurgical industries and information which the bureau has in hand indicates that there will be no question but what large industries will be created there along these lines. A Bureau of Mines bulletin is being prepared and will contain complete results of this survey.

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Structure Will Be Valuable Because Of Unique Feature

SUITES TO BE SO BUILT THEY CAN BE USED FOR OFFICES OR HOTEL ROOMS

Suites of rooms that can be adapted to use either as offices or as hotel rooms will be the unique feature of the three-story \$70,000 building to be constructed this summer and fall by Tom Carroll, Las Vegas realtor.

Both beauty and utility will be carried out to the nth degree in this structure, according to plans outlined by Carroll, the nature of the suites making the building adaptable in the extreme to the needs of the city during its coming great growth.

Built in Spanish style of reinforced concrete with beautiful towers at the four corners, and having a large lobby running half-way back, furnished sumptuously with heavy rugs, and being modern in every detail, the building will be one of the finest in the city, in addition to being the first business structure originally built to three stories.

Addition of a fourth story will be possible by the nature of the structure which will be 50 feet wide by 65 feet deep.

Two store spaces, the lobby, a hallway running to the back, and in which beautiful desert paintings will be displayed, and six suites will comprise the first story. These suites, of which there will be thirteen on each of the two top stories, will consist each of a main room with small bedroom, shower and lavatory in connection.

The building will be finished in white stucco, with red tile for roofs and towers, and vari-colored tile for the front.

An air circulating cooling system to keep down temperatures during the summer will be installed. There will be a phone system giving each suite a direct connection through the lobby switchboard. Other special features will be announced later, according to Carroll. The building will be on the Carroll property on the west side of Third, half a block south of Fremont.

First Passenger Coast to Coast Airline Planned

WASHINGTON, July 10.—(UP)—The basis of what probably will be the first transcontinental "all-air" passenger route will be laid by the Boeing Air Transport, Inc. next fall when it places in operation a dozen all-motored transport planes between San Francisco and Cleveland.

Announcement of his new air route was made by Harold Cray, Boeing representative.

The San Francisco-Cleveland line, according to reports in aviation circles, eventually will be extended to New York, thus forming the first "all-air" line between the Atlantic and Pacific.

Inasmuch as an all-night run is contemplated, the dozen 18-passenger planes to be used will be equipped with reclining chairs so travelers may sleep.

Simultaneous with his announcement of the cross continent service, Cray said his company was building five large flying boats which are to be placed in service between Seattle and Juneau, Alaska. This line will follow the "inside route" up the coast without going over the open Pacific.

NEW YORK, July 10.—(UP)—An all-air passenger service from New York to San Francisco working on a 30-hour schedule will be started October 1, it was announced today. The United Aircraft and Transport Corporation, one of the largest aircraft groups in the country, will operate the line—the first such from coast to coast. The planes will fly at night as well as daylight and there will be three stops between the two coasts—Cleveland, Chicago and Cheyenne, Wyo.

With beacons every three miles, the airway at night will be a lane of lights stretching across the continent, with emergency landing fields located every twenty miles.

Airway to Rome Is Blazed By "Pathfinder"

Mussolini Welcomes American Flyers to Capital of Italy After One-Stop Flight from America.

ROME, July 10, (UP)—The Pathfinder lived up to its name today by blazing the first direct aerial route from America to Rome.

The silver and green American monoplane of Roger Q. Williams and Lewis A. Yancey of New York came to rest at Littoria airfield here at 9:30 p. m., competing a one-stop flight from Old Orchard, Me.

The plane arrived from Albericia near Santander, Spain, where it was forced down yesterday by lack of fuel.

Three airplanes sent out by aviation under Secretary Italo Balbo escorted the fliers to the airfield and circled above the crowds of hundreds of thousands who cheered the Americans until the roar of the Pathfinder's motor could not be heard.

Premier Mussolini and Balbo arrived at the air field about an hour before the Pathfinder. Mussolini drove his own racing car and Balbo sat beside him. Commander Francesco de Pinedo, Italy's air hero, members of all the embassies in Rome and prominent persons from near and far were in the colorful throng which had waited for hours to see the Americans arrive.

Mussolini departed from Littorio field, leaving Balbo to represent him.

Williams was the first to crawl from the plane, followed closely by Yancey. Balbo was the first to greet him.

"I welcome you in the name of the government," he shouted to make himself heard above the deafening cheer of the multitude.

The fliers had consumed 10 hours and 12 minutes in traversing the 235 miles from Albericia temporary airfield, five miles from Santander, which they left at 11:18 a. m. Spanish daylight time.

A giant searchlight provided illumination as bright as day into which the Pathfinder swooped to a perfect landing.

Elks Promised Huge Fund For Blind Children

Eastern Multimillionaire Offers Large Sum, Reported to Be Over a Million Dollars, Says Hulbert.

LOS ANGELES, July 10, (UP)—An eastern multimillionaire stands ready to contribute a huge sum to the Elks' \$200,000 foundation fund under the stipulation that the proceeds be used to aid blind children and that directors of the foundation fund take charge of its expenditure.

Such was the last announcement grand exalted rulerhip passed from him to Colonel Walter Pemberton Andrews, of Atlanta, Ga., after the election of officers late yesterday.

The name of the prospective donor was not divulged. Nor was the extent of his proposed gift revealed, although indications given by officers of the lodge placed it well in excess of \$1,000,000. On making the announcement, Murray Hulbert said that he had received a number of letters from philanthropists' attorney setting forth plans for the gift and asking for all available information on the Elks' foundation fund.

The entire matter was left to the incoming officials, who today continued hearing committee reports during grand lodge sessions. All national business was expected to be cleared up before the convention week is climaxed by the spectacular parade and motion picture electrical pageant in the Coliseum tomorrow night.

The various sports contests entered final rounds today. Entrants in the first national Elks' golf tournament played their last rounds at Rancho Country Club and the championship was to be decided before nightfall and the Elks' trashouting team supremacy was to be determined by today's matches.

A preview of fall fashions was offered for the approval and enjoyment of ladies attending the convention of the Los Angeles Retail Dry Goods Merchants' association. The latest style creations were paraded before spectators in the famous Coconut Grove by the best that Hollywood provides.

Ford to Send Man To Auto Tariff Talk

WASHINGTON, July 10.—(UP)—Henry Ford notified the Senate finance committee today he will have a representative at its hearings tomorrow on the automobile tariff but will be unable to attend personally.

CHINA WOMAN'S LUGGAGE REVEALS WORLD-WIDE OPIUM SMUGGLING RING

Translation of Messages Found in Possession of Vice Consul's Wife, Along With Million Dollar Drug Consignment, Tells Story; She Faces Death Penalty.

SAN FRANCISCO, July 10, (UP)—An opium smuggling ring, international in scope, was believed to have been uncovered here today when federal officials translated Chinese letters found in the baggage of Mrs. Ying Kao, wife of the Chinese vice-consul of San Francisco.

Covering half the world in area, the plot is said to have originated in China, extending from there to Honolulu and from the mid-Pacific islands to San Francisco.

Many prominent residents of Honolulu and Chinese officials are implicated in the notes, according to George Hatfield, United States district attorney.

Meantime Mrs. Kao, in whose trunk approximately \$1,000,000 worth of opium was found, maintained that death probably would be her lot.

"If I tell you it is involved I shall be killed," she said.

Chinese authorities say that death also will be the fate of the woman if she is convicted of smuggling opium and returned to China.

SAN FRANCISCO, July 10, (UP)—The spectre of death today confronted an attractive 32-year-old Chinese woman, Mrs. Ying Kao, wife of the Chinese vice-consul in this city.

Under suspicion of smuggling nearly \$1,000,000 worth of opium and laces into this country, Mrs. Ying may be returned to China, tried there for the alleged offense, and, if found guilty, executed.

The executive committee of the Kuo Ming Tang of America, semi-official organ of the Chinese government, has voted favorably returning the woman to China to stand trial.

Following the meeting here of the Chinese organization, a statement of known facts was sent to Chinese Minister Wu at Washington, D. C., and the desire expressed that Mrs. Ying be returned to China and tried for violation of laws of the United States and the Chinese government.

"China has recently enacted stringent laws against the narcotic traffic and for such a high crime as this a person conviction carries the penalty of death," said Chinese officials, who expressed great regret at the occurrence.

Angeleno Flies 204th Hour In Gathering Fog

Mendell and Reinhart Take on Thirtieth Full Load After Eight and Half Days of Continuous Flying.

RECORD FELL LONG AGO

Bad Weather Brings Expression of Gloom from Official Timer; Low Ceiling Will Force Men to Fly Low

CULVER CITY, July 10, (UP)—The Culver City airport was cleared of all obstacles after the record-breaking Angeleno received its 30th refueling at 7:30 tonight at the end of its 204th hour in the air as low hanging fog threatened to force the plane to land.

L. W. Mendell and R. B. Reinhardt, who passed all former endurance records yesterday afternoon, were flying the Angeleno under heavy fog blanket which hung within 900 feet of the earth. The Angeleno took on 85 gallons of gasoline at the final refueling, for the night.

Mr. A. Nikroff, official N. A. A. timer, said the low ceiling did not look good to him.

"The fog is worse tonight than it has been since the early days of the flight," he said.

"It looks to me like they will have to fly low most of the night to keep their bearings on the airport."

Germany to Try Out 100-Passenger Plane Largest Ever Built

FRIEDRICHSHAFEN, Germany, July 10.—(UP)—The world's largest airplane, built secretly by the Dornier plant here, was put on exhibition to the press today. Test flights are scheduled for next week.

It is a three-deck, twelve motored seaplane, each engine capable of 590 horsepower. The craft is 137.78 feet long and has a wing spread of 157.44 feet. It is believed that it can develop a maximum speed of 155.25 miles an hour and a cruising speed of 118 miles an hour.

The airplane will carry 100 passengers and a crew of 12 with a 50 per cent fuel reserve for an average flight of approximately 620 miles.

Union Pacific Officials To Come Tonight

G. D. Hanford, J. Pfister Advanced; J. E. Norris Transferred to Utah; C. R. Wilcox Coming Here.

President Carl R. Gray of the Union Pacific System, accompanied by Vice-President W. M. Jeffers and F. M. Robinson, assistants E. E. Adams and H. L. Haugh and General Manager F. H. Knickerbocker, will arrive in Las Vegas at 6 o'clock this evening and remain here during the night.

The party is on a trip of inspection of the right of way, tracks, shops, rolling stock, buildings and property of the company.

While in Las Vegas they will doubtless discuss the matter of the proposed Boulder Dam branch line and other matters whereby they can co-operate with the government in carrying out the work.

Application for permission to build the branch line is now before the Interstate Commerce Commission at Washington.

Envoy in U. S. May Have Their Scotch

LOS ANGELES, July 10.—(UP)—Future ambassadors to the United States from Great Britain are assured of their Scotch and soda—if they want it. Sir Esme Howard, present ambassador from England, spoke only for himself when he said he would not apply for any more liquor permits in Washington, according to revelations in the House of Commons today.

Mrs. Colby Seeks Divorce in Reno

RENO, July 10.—(UP)—Efforts to obtain a divorce in Paris having failed, Mrs. Nathalie Sedgwick Colby has come to Reno to file divorce papers against Bainbridge Colby, former secretary of state in the cabinet of Woodrow Wilson.

The Colby decree was denied by Paris courts last year when there was considerable stir over the granting of divorces to Americans.

BALL SCORES

COAST LEAGUE

Table with 3 columns: Team, W, L. Rows: Portland (4-10), Missions (12-16), San Francisco (9-13), Oakland (3-8), Los Angeles (1-7), Sacramento (0-6), Seattle (5-10), Hollywood (11-16).

AMERICAN LEAGUE

Table with 3 columns: Team, W, L. Rows: Boston (6-11), Detroit (10-15), Philadelphia (0-2), St. Louis (0-1), Philadelphia (4-7), St. Louis (1-2), Boston (6-11), Detroit (10-15), New York (3-8), Chicago (6-11).

NATIONAL LEAGUE

Table with 3 columns: Team, W, L. Rows: Pittsburgh (15-19), Philadelphia (9-15), St. Louis (6-12), Brooklyn (9-16), Chicago (6-12), New York (3-7), Cincinnati (10-15), Boston (2-7).