

LAS VEGAS AGE

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ADVERTISING RATES ON APPLICATION

SATURDAY MORNING, JULY 27, 1929.

VICTORY FOR THE PEACE PACT.

THE WORLD sees victory over war in the Kellogg Peace Pact which was proclaimed by President Hoover as in effect Wednesday last.

The pact has been signed by 46 nations, each of which has agreed to renounce war as a national policy. Its existence is the reason that today two of the great nations of the world, China and Russia, are not tearing at each other's vitals.

Another immediate effect of the Pact is the cessation of the naval building programs by Great Britain and the United States pending a resumption of the naval reduction conference next fall.

Either of these effects of the Kellogg Pact are ample justification for its existence and are prophetic of better relations in the future between the nations of the world.

FORD ON PROHIBITION.

HENRY FORD, in answer to a request for his views on prohibition, recently made some forceful, simple and obvious statements.

"The Constitution ought to be enforced just the same as any other law," said Mr. Ford. "Conditions in the way of law enforcement are getting better all the time."

"Liquor never did anybody any good. I'm against it in every form. I wouldn't have a laborer who drinks. He can't drink either on or off duty. We can't afford to risk machinery that costs thousands of dollars, and priceless human lives, to a worker who poisons himself even if he does his drinking outside of working hours. I do not want a man working for me if he has the smell of liquor on his breath or if he is known to frequent bootleg joints.

"No industrial leader with any sense allows booze in his shops. That was stopped long before the Volstead Act came about. It was stopped because it hurt business. Business and booze are enemies. I have noticed a great difference in our plants since the prohibition law went into effect. We can't have liquor and automobiles too. If the war had not come, the automobile would have forced the people to protect themselves from fools who think they can drink and drive an automobile. Gasoline and liquor do not mix."

All of which is so true that there seems hardly a chance for controversy. And the views of Mr. Ford are the views of nearly all the great leaders of industry and, we might add, of labor as well.

DAM PREPARATIONS MOVE.

JUST AS FAST as human ability can do it, preparations for the building of Boulder Dam are being perfected. The announcement from Washington Saturday that the Interior Department has increased the engineering staff at the Denver office to expedite the preliminary work should be reassuring to the pessimists, if any remain.

The Boulder Dam problem is settled. All that now remains is to carry out the provisions of the law as to the sale of the power and have an appropriation made by Congress.

With all the various branches of the government from President Hoover down committed to the project, there is not the slightest reason for anyone to worry. It should be remembered, however, that the enterprise is a vast one involving many interests and cannot be prepared for in a day.

U. P. PREPARING.

THE PREPARATIONS for the new conditions being made by the Union Pacific are worthy of comment. There evidently is no doubt and certainly no hesitation in that great organization. They have full faith in the ability and good intentions of the government to push construction of the Boulder Dam project to the utmost and are giving wholehearted cooperation.

It is, perhaps, not generally known that for some weeks the Union Pacific has been assembling large quantities of rails and ties in the yards at Las Vegas. There is now material for the construction of approximately 40 miles of track ready for use.

It is reasonable to assume that the company would not assemble such an amount of material here unless they expected to have use for it in the near future.

The branch line to the Boulder Dam material yards will be about 22 miles. The necessary trackage in the yards will require several miles more. Material for that construction is here ready for use.

The new trackage in the Las Vegas yards which is contemplated in connection with the building of a new station will require several miles additional steel and ties. The material is here ready for it.

That the Union Pacific will proceed with construction of its Boulder Dam branch and with the new station and increased yardage at Las Vegas just as soon as the Secretary of the Interior is ready to give the word is apparent.

And it may be said, the interest of the Union Pacific in the Boulder Dam is by no means new. During all the years of controversy that great organization has always given helpful cooperation, a larger and more valuable cooperation than most people realize.

Las Vegas Stock Exchange

Closing Bids and Asked Quotations LOS ANGELES CURB AND EXCHANGE STOCKS

Monday, July 29, 1929



By DEMING SEYMOUR NEW YORK—The George Washington memorial arch which looms at the foot of Fifth avenue, in the asphalt mall of Washington Square, has a little iron door at the very base of its west wall.

The door seldom is noticed by those who walk around the arch to admire the statues of Washington as general and president, or to read the legends chiseled overhead.

It has no knob, and the latch always is locked, but anybody with a pair of pliers can spring the latch in a minute and proceed up narrow stairs, inside of the arch pier, to a flat roof 60 feet high and hemmed in only by a stone balustrade.

The little iron door hasn't been opened in months, and upon that fact Washington Square policemen base their premise that Greenwich Villagers aren't so roistering a bunch as they used to be.

The policemen used to have the very devil of a time keeping rollicking Villagers from holding parties on top of the tower. Tenants of the sedate old red brick townhouses around the Square would complain of sounds of revelry, and police would hasten to the arch to discover a dozen drinkers of both sexes merrily on the roof.

Woe's Independence Party

Probably the most famous of the arch-top parties was held by a girl from Texas, a painter and violinist who took the name of Woe. She had only that engraved on her cards, and when anybody asked her why she called herself Woe she explained: "Because Woe is me."

Art Young, the artist, tells about Woe's party in his memoirs. "On My Way" She bade her guests be at the doorway of the arch at midnight. As they entered she gave each one a cap pistol. On the roof Woe read a bill of rights, the revellers all pulled the triggers of their pop guns, and Greenwich Village was proclaimed an independent republic.

But nothing came of it, although John Sloan perpetuated the memory of the party in an etching and oysters in the Square, the morning after, saw a score of toy balloons floating from strings above the arch.

It's dull nowadays, the policeman on the night beat says, with no more parties to chase out of the arch.

Correction Between acts of "Broadway Nights," as the crowd poured out to the sidewalk for a smoke, the red-headed newsboy on Forty-fourth street dashed up crying "Late final papers! News. . . American . . . Mirror. . . Last edition just out!"

Suddenly he stopped. "What's this, mister, intermission, or is the show over? Intermission? Hully gee, what'm I hollerin' . . . Early morning papers . . . News . . . American . . . Mirror . . . First edition just out!"

And Kealey Allen, dean of the town's theatrical critics, knows a family so old-fashioned that whenever one of its members sails for Europe, all the rest go down to the boat and cry.

A man who was a candidate on the workers' party ticket last November for a state senate seat from an east side district only a few blocks square, has just discovered that he made all his campaign speeches in the wrong district.

City Folks The druggist on Vanderbilt avenue who specializes in removing cinders from irritated eyes, and whose client's sometimes stand in line to wait for his services on windy days.

The woman who lunches every day in the front window of a Broadway restaurant, and scans the menu through a lorgnette to decide which 50-cent table d'hote meal she'll have today.

The seedy men who stand for hours in the narrow doorways of Broadway song shops listening to the amplified phonograph music from within.

The peanut man in a Broad street office building whose investments turned out so well that he has taken his family to Italy for a holiday.

The girl, who, though stockless, is still modest enough to draw black crayon lines down the back of each leg to look like hose.

The dentist who advertises on the

SUCH FOOLISHNESS.

A WRITER in the September number of Motion Picture Magazine has a funny little story entitled "The Embarrassed Embalmer." It purports to be about the marriage of John Gilbert and Ina Claire in "Las Vegas, a little town in Arizona."

Dorothy Calhoun (a nice enough name) is the writer. Her style is entertaining, but she displays an ignorance colossal. Or, perhaps, it is just a disregard of truth for the sake of the story as is the case with many of the "smart Alec" class of writers.

The Gilbert-Claire romance and Las Vegas are both so full of legitimate and true material for story writing that it seems inexcusable for one either deliberately or in ignorance to lie about Las Vegas. Aside from the one fact that the couple married, most of the whole article is falsehood.

Not that it hurts us materially. Las Vegas is far beyond the place where petty sneers count. But we can't help feeling sorry for Dorothy.

Old Timers at Vegas Picnic

Crowd of Past and Present Vegans Exchanged Reminiscences of Old Home Town at Long Beach Sunday.

The Las Vegas annual picnic at Bixby Park in Los Angeles, was attended by a goodly crowd of present and past residents of this city.

The occasion permitted the renewal of old and valued acquaintanceships and the cementing of new ones. The day, as might be expected, was devoted to recalling the many fine people who were identified with Las Vegas in the early days, some of whom long since had passed to their reward and almost from memory, and to explaining by those who still live in Vegas to those who have long been away the tremendous strides the city has taken.

The Boulder Dam project and its effect on the city came in for much of the conversation and most of those who have been long away promise themselves another look at the old-new town.

Among those who were observed on the grounds at Bixby Park, were the following:

Mr. and Mrs. J. P. Ingles, Mr. and Mrs. Wm. Dobson, Mrs. Reeves, Mrs. Wm. E. Ferron and daughters Barbara and Shirley, Mrs. C. C. Corkhill and daughters Madeline and Nina, Mrs. David Farnsworth and daughters Dorothy and Betty, Mrs. N. E. Williams and daughter Carol and son Richard, Miss Augusta Williams, Mrs. C. P.

Alvin Joplin Suffers Blood Poisoning

Believed to have been bitten by some sort of insect Saturday, 91-year-old Alvin Joplin, one of the boys employed by the Age, is suffering from blood poisoning, and has been compelled to remain home in bed for a couple of days. His foot and leg became badly swollen late Saturday and he was taken to Dr. Forest R. Mildren for treatment. Alvin did not know when he was bitten, if at all. The family home is at 527 South Main street.

Squires. Miss Eva Wilson, Mr. George Hayes, Mr. and Mrs. H. F. Eberhart, Mr. and Mrs. Willard Copper, Mrs. J. J. Trout, Glen Trout and daughter Betty Jean, Mr. and Mrs. Will Beckley, son Bruce and daughter Virginia, Mr. and Mrs. J. A. Schlapp (Bernice Cragin) and daughter Marian, Mr. and Mrs. Ed Borsack and son Donald Edward, Mrs. Alice Lake Alter, Mrs. Dora Lee, Mr. and Mrs. Thomas N. Lord (Ione Jurden) Mr. and Mrs. C. G. Hitt, (Mrs. Jurden), Mr. and Mrs. E. S. Sheppard, Mr. and Mrs. Mart Sullivan, Mrs. Cragin, Mrs. Al Bishop, Mr. and Mrs. J. T. Wilcox and daughters, Mr. and Mrs. H. A. Whiteneck and sons Kenneth and Klengery.

Mrs. Bishop told of the death of her husband, Al Bishop, who was killed three weeks ago by an automobile, most of those present not having heard of the sad accident.

Mr. Bishop was standing on a safety zone when he was knocked down by one automobile and run over and killed by another, both "hit and run" drivers.

Nina Corkhill, it was reported, is holding a secretarial position at the Pacific Coast Club in Long Beach.

WEDDING LICENSES ISSUED

Two marriage licenses were issued yesterday as follows: Charles L. Tweedell and Alma Elizabeth Wynne, both of Los Angeles, and James D. Presley and Mae Mitchell, both of Needles, California.

On Saturday four licenses were issued as follows: Ralph Clayton Hinderliter and Florence Aileen Murphy, both of Bakersfield; William H. McCarver of Los Angeles and Eula Evans of Yermo; Ben F. Godbey and Bernice Trowbridge, both of Los Angeles.

Friday David P. Trester and Esther Dorothy Davis, both of San Bernardino, were issued a license.

Among careful drivers, list the one who is taking home a 40-pound cake of ice on the running board.—Toledo Blade.

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IN HER BIGGEST SENSATION

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WITH DON ALVARADO AND WARNER OLAND

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Wednesday

THE PICTURE WE HAVE BEEN WAITING FOR

The Isle of Lost Men

WASHED BY SEAS OF ROMANCE AND TRAGEDY. ALSO "THE DIAMOND MASTER" UNIVERSAL SUPER-SERIAL

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THE NEW Dictator Six

ONE HUNDRED AND FIFTEEN (115) INCH WHEELBASE

FINER, LARGER, SMARTER

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A NEW Dictator Six, genuinely

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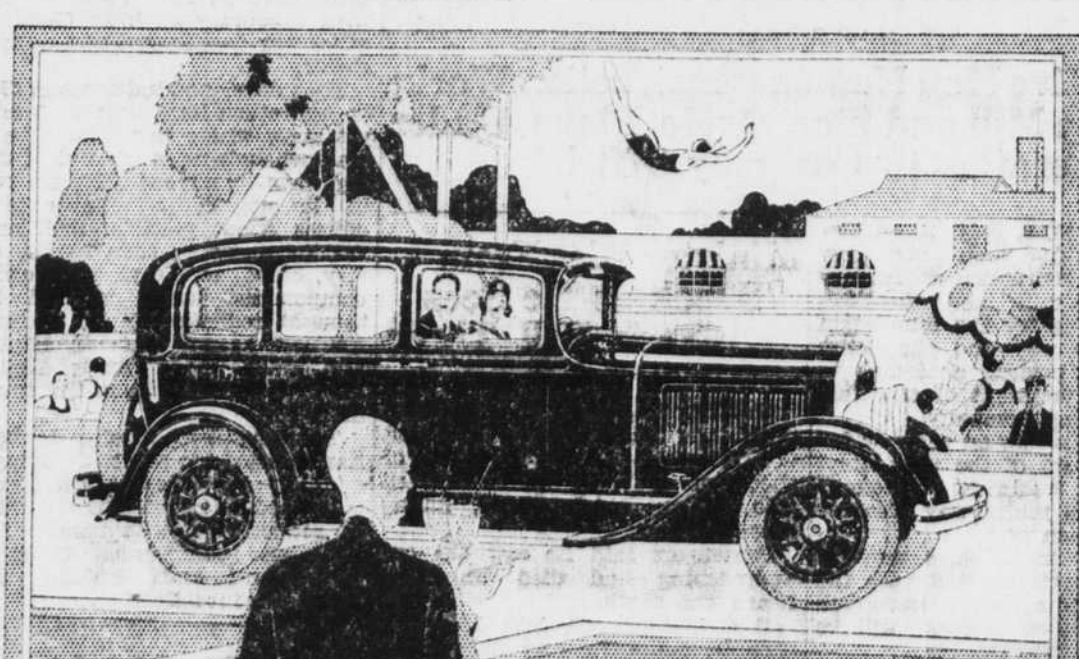
unique One-Profit manufacturing advantage makes possible a lower price for this beautiful New Dictator Six than for any Studebaker closed car in history!

Studebaker, holding every official stock car record for speed and endurance, has also deliberately pre-

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Drive The New Dictator Six! Observe its cradled riding ease, its flashing mile-a-minute answer that comes unlagging when your toe asks for it! Come, take the wheel of a New Dictator Six and prove it yourself!

- 115-inch wheelbase. reached precisely correct temperature for highest operating efficiency. Upholstered arm rests at each side of rear seat, which is 46 inches wide. Oil filter, gasoline filter and crankcase ventilating system insure maximum engine efficiency. Hardware of soft Butler finish, further beautified by a line design. Timken tapered roller bearings in rear axle, front and rear wheels and steering knuckles. Full-visor, full-ventilated bodies of steel over hardwood foundation—the accepted fine car coachcraft. Double-drop frame of new compound flange design—far costlier but sturdier, safer and permitting graceful flow of body lines. One-piece steel core safety steering wheel. Fully adjustable steering wheel and front seat. Lanchester vibration dampener. Rubber engine mountings. Fuel pump insures constant, adequate flow of gasoline, regardless of speed or grade. Genuine mohair upholstery. Thermostatically controlled cooling system retards flow of water until motor has Hydraulic shock absorbers, front and rear.



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