

LAS VEGAS AGE

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TUESDAY MORNING, OCTOBER 29, 1929.

LOS ANGELES AND LAS VEGAS.

LAS VEGAS was pleased with the visit here of Mayor John C. Porter. There are two good reasons why we should be gratified—Mayor Porter is a man of fine personality whom it is a pleasure to know, and he came with an open mind and in the spirit of cooperation.

Mayor Porter quite evidently had sensed the fact that there has arisen a growing distrust of Los Angeles in the minds of the people of the smaller cities of the southwest. He was aware that, whether deserved or not, such a feeling would lead to an unhappy condition in the relations between Los Angeles and her sister cities. He saw that ultimately such would prove harmful to the interests of the whole region.

Mayor Porter, following his round-table discussion with a group of Las Vegas business men, now has knowledge of our conditions, our hopes and aspirations.

It is our hope that he will be able to impress his evident good intentions toward us upon the people of Los Angeles. We believe he can do so.

And, as is always the case, we find that most of our misunderstandings come from failure to know each other. Such visits as that paid us by Mayor Porter can result only in a more friendly spirit and better cooperation in the building of a great empire in the southwest.

MONEY AND JUSTICE.

THE CONVICTION of Alexander Pantages and former Secretary Fall, as do numerous other cases within a few months past, show that money is not all-powerful in our courts.

In both the cases mentioned millions were available for defense. Pantages had but recently sold his theatre interests for \$15,000,000. At Fall's side during his trial, sat his old friend, E. L. Dohoney, ready to place every dollar of his many millions at the disposal of Fall's defense.

Nevertheless the courts relentlessly convicted both defendants on the evidence produced. It begins to look as if too much money is a dangerous thing for one on trial in courts of this country.

HIGHWAY LAWLESSNESS.

SUNDAY EVENING a truck standing without lights on the highway north of Las Vegas very nearly brought disaster to several cars.

A person who allows his car on the highway at night without lights does a dangerous and criminal thing. Of course, in most cases, the person who does such a thing figures that nobody will come along and hit him. But our highways are carrying six or eight hundred cars a day, all traveling at high speed. One may stop in a place where no car is in sight and within two minutes several cars may pass.

It may be all right for a person to take chances with his own life and property, but not with those of others.

STRAY STOCK.

ONE OF the most annoying things these days is to have horses, burros and cattle camp over night on your front lawn. The damage to lawns by loose stock has been considerable lately; the damage to outraged feelings even more.

The Age wonders just why and how it comes about that owners of stock allow it to run at large to the damage of their neighbors.

And the damage to lawns is but a small part of it. As the Age has said several times before, horses and cows standing in the streets at night are a very serious menace to those who travel in automobiles. All the good an animal can get out of the roadside weeds or a newly seeded lawn is too small to justify endangering peoples' lives.

There can't be many who are careless enough to let their animals run at large. Perhaps if the city police would drop a word of advice in the right place the situation would be remedied.

PANTAGES IS GIVEN NUMBER

(Continued From Page One)

other sign that he had heard. His daughter, Carmen, who recently had announced her engagement to John Considine, motion picture producer, collapsed.

His adopted daughter, Mrs. Dixie Martin, became hysterical. His two sons, Rodney and Lloyd, attempted to comfort them.

Wife Absent

Mrs. Pantages, released on bail while awaiting the result of her plea for probation for her manslaughter conviction, was too ill to be in court. Miss Pringle was in seclusion at her home, where she has remained since the attack except when she came to the court room to testify.

Before Pantages was led from the court room Judge Fricks announced that the jury's "further recommend the mercy of the court" could have no bearing on the sentence.

The prison board, in setting the length of the sentence, might consider it, but the term of from one to fifty years was automatic with the penitentiary recommendation.

Judge Fricks remanded Pantages to a cell in the county jail.

The theater man was booked immediately and consigned to jail tank 10-S-2, the same tier of cells in which William Edward Hickman and Gordon Stewart Northcott once were housed and in which former District Attorney Asa Keyes now is held.

"Raw Deal"

From his cell today Pantages issued his first statement: "I think," he said, "that it was a raw deal."

Miss Pringle was "So glad justice has been done. I think it was the only thing the jury could do," she said. Whether she will continue

WESTERN AIR PLANE MISSING

(Continued From Page One)

noon, which failed to arrive with its two passengers and crew of three.

Not a word of its progress has been received here since that time, which was early in the forenoon. That the missing plane encountered heavy snowstorms between Bluewater and Holbrook was the report of T. A. T. flyers here tonight.

George Rice, Western Air Express pilot who located the wrecked "City of San Francisco" on Mt. Taylor a month ago, will leave at dawn for the search for the missing plane. He will fly the plane he used when he found the T.A.T. wreck. Gilbert Clark will accompany him.

The stage career she hoped to start was not certain. It developed today that it was the testimony Miss Pringle gave that really led to the conviction.

"We did believe the complainant and we did not believe the defendant," Frank E. Prantz, foreman of the jury, said.

"No one was able to shake her story and it seemed the very element of truth. Pantages' story was impossible."

Prantz said that Mrs. Christina Q. Ulrich was the person that delayed the verdict. Until she heard and read the testimony of Miss Pringle, she was for acquittal, Prantz said.

Mrs. Pantages suffered a relapse when she heard of her husband's conviction and her condition was reported critical today.

"She is very, very ill," her mother, Mrs. Elvira Mendenhall said.

A WASHINGTON BYSTANDER

By KIRK SIMPSON

WASHINGTON — Probably the most interesting government building for Washington tourists is the navy building, still that "semi-permanent" steel and concrete affair put up in exactly three months' time during the war.

It is in that Washington known colloquially as "Foggy Bottom," perhaps half a mile southwest of the White House.

Navy folks must grin skeptically when they observe that "semi-permanent" designation. The structure was supposed to last 20 years when put up 62 years ago.

All about it however are the war-built "temp buildings" known by numbers which were expected only to fill the war emergency. There is no definite plan yet for their replacement or removal, so the "semi-permanent" navy department is apt to stay a long time.

Craftsmanship But what gives the navy building its special interest for tourists is the warship and other models spaced about the seemingly endless corridors in their glass cases.

They are fine bits of craftsmanship and cost the government a heap of money. And in many cases they are the only visual reminders of fine old ships that played their part in making American history.

A young colleague of the By-stander, who does navy news, takes particular interest in the model of the old battleship Oregon.

He was not born when she made her first gallant 17,000 mile dash from San Francisco to reach the naval front at Santiago in time to fire the first shot at the Spanish fleet, attempting an escape to sea.

But the youngster knows the story and delights to tell it on occasions to less informed comrades on the "navy news run."

He was so engaged the other day when he observed an elderly chap in civilian attire standing close by and taking it all in with every sign of interest. The youngster was a little embarrassed, but pushed along with the story.

"And when the Oregon's 13-inch guns finally opened the battle, the guns of that forward turret," he said, "a man whom we all have known right here in this building commanded the forward turret. He was the late Admiral Eberle, who did not so long after his retirement as chief of naval operations."

The Stranger

The elderly stranger still stood there gazing at the Oregon model with a far-away look in his eyes. The young lecturer concluded he might be a navy man himself. He decided to find out.

"Well, did I tell the story right, sir?" he asked.

The stranger grinned. "I think you did it very well," he said. "Of course, there are parts of it you could hardly be expected to know; but you did it well."

"Do you know more of the story you might tell us?"

"Well, perhaps I do," the stranger answered. "For you see, when Eberle commanded that forward turret, I commanded the after guns."

And it turned out that it was Capt. C. S. Kempff, now naval hydrographer but in '98 a junior officer aboard the Oregon, who had listened in on the 30-year old tale that will never grow stale.

Noted Tree of Palo Alto Now Slowly Dying

By CYRUS ETHEREGGE

United Press Staff Correspondent PALO ALTO, Cal., Oct. 28 (U.P.)—Slow death is creeping upon California's oldest living landmark known to whites for 160 years.

Looked to for decades in the broad sweep of the Santa Clara valley as a guiding mark for the traveler on pioneer trails, the Palo Alto (high tree) giant Indian, Spaniard and early American settlers on their proper paths.

Today it is dying, victim of modern progress and swift erosion by the winter-surfing San Francisco creek that runs in a narrow canyon beside it.

Smoke Perils Tree The Southern Pacific double track main line crosses the creek beside the tree, and the belching smoke of oil-burning locomotives, more and more frequently passing each day as population increases, is bringing insidious poison into the green needles of its foliage that need air and sunshine for nourishment.

The tumbling San Francisco, once running in a shallow bed, winter after winter has cut deeper through the clay strata. More than 30 years ago it caused a lesser Palo Alto tree, sister to the redwood giant, to topple into the stream.

The Palo Alto was menaced—its roots exposed. So a bulkhead of concrete was built, but some of the roots no longer were able to draw sustenance, and the tree began to lose life.

Named By Portola

The ancient sequoia sheltered Gaspar de Portola in 1769 when he marched down the valley after discovering San Francisco bay. It was he who gave it its name.

With death of the tree revered by thousands of Stanford University alumni and other California residents, three things have been done already to perpetuate its memory.

HEIRESS MAY TAKE STUMP IF MOTHER GETS IN RACE



Rosemary Baur, rich Chicago girl (right), may desert aristocratic Astor street to campaign for her mother if Mrs. Bertha Baur, republican national committeewoman, re-enters the race for congress. Rosemary is 18.

CHICAGO Oct. 28 (U.P.)—Rosemary Baur, Chicago heiress, may be out on the political hustings if her mother, Mrs. Bertha Baur, decides to run for congress again.

Mrs. Baur, republican national committeewoman from Illinois, is being prominently suggested as a candidate to succeed Ruth Hanna McCormick, representative at large, now a candidate for senator. She recently returned from a tour of Russia, following Rosemary's presentation at the British court, and hasn't announced whether she will run.

Mrs. Baur rose from a stenographer's desk to become one of the government's highest paid employees as secretary to four Chicago postmasters. She left government service to marry the late Jacob Baur, millionaire manufacturer.

Her politics are of the catch-all catch-can school, generally known as "practical." When she ran for congress in 1926 against Fred Brit-

LETTERS TO THE EDITOR

In this department of the Age letters on topics of general interest will be published regularly. Names of authors must accompany letters, although they will be withheld from publication if this is requested. Letters must be reasonably brief and to the point.

PARKING WITHOUT LIGHTS

Editor The Age:

I would like to see a piece in your paper about some of these truck drivers and other drivers, for that matter, who have so little sense of responsibility that they park on the main highways at night without lights.

The other evening I saw two cars come near to crashing into a truck which a certain Las Vegas left standing on the road while the lights were being fixed or something of that kind.

There was plenty of room for the

truck to have been pulled at least half way off the highway, but evidently the driver of the truck didn't think it mattered enough to go to the trouble.

If someone had hit the truck, killed someone and wrecked both cars, he'd have thought differently about it.

You can't use the same tactics on a main highway that you can get away with out in the sticks. And this applies to every single soul who fails to pull over when he stops on the main highway.

—AUTO OWNER.

HOLLYWOOD'S FILM SHOP

By GEORGE H. BEALE

United Press Staff Correspondent

HOLLYWOOD, Oct. 28 (U.P.)—Hollywood can fight a war in almost any language.

For instance not long ago Paramount recently wanted seven men who could wear officer's uniforms with the proper poise and bearing.

Seven telephone calls brought the desired men and all of them were veterans.

It happened that four of these men were professional extras who make their livings doing military "bits" or an occasional small part.

The three other veterans were not actors but their military proficiency was known through Hollywood.

Included in the group of seven, who had the easy job of sitting around in a gay cafe during a sequence of a production starring Gary Cooper, were officers of high rank.

One had been a lieutenant colonel in a Canadian regiment, another was a major with the Australians and a third was a lieutenant commander in the German navy during the world war.

Two other Canadians, a French aviator, and a commander of the King's African Rifles, completed the delegation.

There is hardly a day in Hollywood, or on some location, when the

guns are silent. Ever since the close of the World War battle films have been popular. Some of them have been box office sensations. John Gilbert's "Big Parade" and "What Price Glory" are the most noted to date.

Recent talkie versions of the war days include "Marianne," in which Marion Davies starred; "She Was What I Was" featuring Eleanor Boardman, and "The Cock-Eyed World."

The last named is a rather broad sequel to "What Price Glory" and brings back the famous fighting and loving rivals, Edmund Lowe and Victor McLaglen.

Two great war pictures at present are occupying the attention of studio heads.

Universal is making preliminary preparations for filming "All Quiet on the Western Front," and Howard Hughes, after all these years is about to finish up "Hell's Angels," a story of war in the air.

"Hell's Angels" went into production two years ago and since it was first completed has been re-shot twice, once to put in sound and color and a final time to put in conversation.

Hughes, a young Texas millionaire, has spent something like \$3,500,000 trying to get the picture on the screen.

FOUR LICENSES ISSUED

Two marriage licenses were issued yesterday and two Saturday. Chester Herron Baker of Los Angeles and Thelma Mae Collins of Zanesville, Ohio, and Warren James Farwell and Mary Virginia Ellis of Bakersfield were issued permits yesterday, and Glen Wallace Hamilton and Helen Margaret Butcher of Taft and Max R. Burnham of Los Angeles and Alice M. Woodring of Jamestown New York, got licenses Saturday.

Three Persons Burn to Crisp In Plane Disaster

Machine Bursts Into Flame In Tree Tops When It Chashes In Oregon; One of Ill-Fated Trio is Woman.

COTTAGE GROVE, Oregon, Oct. 28 (U.P.) Three persons were killed late today when a plane piloted by Lieut. W. B. Clark, president of the Shields-Clark living service, crashed and burned twelve miles south of Eugene.

The Dead: Lieut. W. B. Clark; Portland; Capt. F. O. Mercer, of Aero-Mapping Engineers, Portland; Edith Rowe, 20, co-pilot, Portland.

The three bodies, burned almost beyond recognition, were removed from the wreckage by Deputy Coroner Mills of Cottage Grove. The accident was reported by A. B. Walford, a farmer on whose farm the plane crashed.

The three flyers had left Portland early today to take field pictures in northern California. Miss Rowe was listed as co-pilot, but from the position of the bodies it was believed Clark was at the controls when the accident occurred.

The ship hit a grove of tall trees and burst into flames. While it burned in the tree tops, some of the bodies fell from the wreck to the ground.

Car of Phosphate Is Brought Following Fertilizer Research

The great value of super phosphate as fertilizer in the Moapa and Virgin valleys is demonstrated by experiments which have been carried on during the past season by various farmers under the direction of John Wittwer, county agent.

This type of fertilizer has been proved so successful that a 40,000 pound carload of treble super phosphate has been shipped in for distribution in Las Vegas and the Moapa and Virgin valleys.

Reports made to Mr. Wittwer after completion of these experiments, with various types of fertilizers, have been analyzed by the county agent, and a continuation of the research is planned for the coming season.

Tomatoes, alfalfa, and corn and various vegetables were the object of experimentation. Work done at the Experimental Farm in Las Vegas showed the cost of manure for growing of corn to be five times greater than the cost of phosphate, the increase of yield of total dry matter with phosphate being 134 percent, while the increase when manure was used was only 124 percent. The same held true with alfalfa, manure and phosphate alone among the fertilizers tried showing significant gains over the untreated check plots.

Melons were found to mature five days earlier when grown with

Helping the Homemaker

By LOUISE BENNETT WEAVER

BEEF SALAD AS A RELISH BREAKFAST
Chilled Orange Juice
Whipped Cereal and Cream
Poached Eggs on Buttered Toast
Coffee

LUNCHEON

Celery Soup Crackers
Baked Apples, Sugar Cookies, Milk
DINNER
Cold Sliced Roast Beef
Hashed Browned Potatoes
Beef Salad

Bread Butter
Peach Pudding, served hot or cold
Coffee

Celery Soup (Nourishing)

2-3 cup diced celery
3 tablespoons fully chopped onions
1 cup diced potatoes
2 tablespoons green peppers
1 teaspoon salt
3 cups water
2 tablespoons butter
4 tablespoons flour
3 cups milk

Cook slowly, for 15 minutes, in a covered pan the celery, onions, potatoes, green peppers and salt.

Mash. Melt the butter and add the flour, when blended add the milk and the cooked celery mixture. Boil for 3 minutes.

Beet Salad, Serving Six

2 cups chopped cabbage
1 cup chopped, cooked beets
1-4 cup chopped sweet pickles
2 tablespoons horse radish
1-2 teaspoon salt
1-4 teaspoon paprika
1-3 cup salad dressing
Mix the ingredients with a fork.
Chill and serve.

Peach Pudding, Serving Six

2 eggs, well beaten
2-3 cups milk
1 cup bread broken into small bits
1 teaspoon vanilla
3-3 cup sugar
1-2 teaspoon salt
1-2 cups cooked peaches
1-2 teaspoon cinnamon
3 tablespoons melted butter

Soak the bread and milk for 5 minutes. Add the rest of the ingredients and pour into a buttered baking dish. Bake in a slow oven for 30 minutes.

If fresh peaches are desired, cover them with water and boil gently for 5 minutes. Substitute the peach juice for part of the milk.

The Doukubohrs are parading baked again in Canada. The Canadian Mounted Police could probably handle this with a couple of good wasp nests.

fertilizer.

Some of the growers who cooperated in this work were Thomas Abbott of Mesquite, Clarence Lewis of Overton, Robert Bunker of St. Thomas, Harmon Wittwer of Bunkerville and Carl Shurtliff of Koo-

Tobin Sees Trend To Metal Mining

W. J. Tobin, mining man of Pioneer, Nevada, arrived in Las Vegas Sunday night. Tobin reports that excepting the 20-mile strip in Arizona, the road from Salt Lake City is in good condition.

"There's a trend in the east," said Tobin, "toward development of metal mines, chiefly gold and silver, and I look forward to actively comparable to the old days, even exceeding those hectic times when Goldfield and Rhyolite held the attention of business throughout this country."

"Introduction of cheap power generated by Boulder Dam holds a fascinating glamour for the man of powerful financial status in the east. He visualizes himself holding the reins while thousands of workmen delve into the bowels of the richest mineral state in the Union, and this vision creates that impulse from which history shows new empires are made."

Mr. Tobin has large interests in Nye and Esmeralda counties and stated to the Age that his eastern associates are contemplating heavy investments in western mines.

He leaves for Los Angeles Wednesday morning.

Incorporation Papers For Laundry Filed

Articles of incorporation for the Las Vegas Laundry company were received from the state offices in Carson City and are on file in the County Clerk's office.

The principal offices are in the Mesquite building.

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