

# LAS VEGAS AGE

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TUESDAY MORNING, NOVEMBER 19, 1929.

### LIGHTING STANDARDS.

THE STANDARDS for the new ornamental street lighting are exceptionally artistic and beautiful and, even before the lights are turned on, add much to the appearance of the streets.

In another week or ten days the system should be complete and ready for operation. The occasion should be made something of a gala event for Las Vegas.

### BILL BOOTH SAYS "30".

"BILL" BOOTH, on Saturday last, put the Tonopah-Bonanza which he brought into being more than 28 years ago to "bed" for the last time. With that issue the Bonanza went out of existence after an active and honorable life as an important factor in the great silver camp and in the state.

In writing "30" for the Bonanza, in the next to last issue of the paper, Bill Booth does not write finis to his newspaper activities. With Mrs. Booth, who has for all the years had an active part in the Bonanza he goes to Hawthorne, Nevada, to publish the Hawthorne News.

"Bill" Booth established the Bonanza as a weekly paper, June 15, 1901. On October 24, 1906, he made it a daily and during the entire 28 years and five months of the life of the Bonanza, he was its editor and manager. A long time as mining camp newspapers go.

In his "30", speaking of Tonopah, Bill Booth is still loyal. He says:

"It is a good town—the best in all the world. In it are the best people in all the world. These people the Bonanza is to leave, but not the editor. He will not live here, but he will live not far distant, and if he were in Africa his heart and the heart of Mrs. Booth always would be with Tonopah—good old town.

"When the telegraph operator handling "press" signs off at the close of his shift he puts after his "stuff" the numeral "30." People within and without the newspaper business have come to know the meaning of "30." Tomorrow night will be "30" for the Bonanza. It will sign off."

## PERSONAL PARAGRAPHS

Brief News Items Concerning Las Vegas People and Their Friends

- Dr. L. B. Sandall, formerly of Las Vegas, but now in charge of the government Indian reservation at Pyramid Lake, Nevada, was in Vegas yesterday.
- George Scudlan, George Riggs, David Donaldson and Phillips Weid, all residents of Los Angeles, were Las Vegas visitors Sunday.
- Mrs. Marion G. Bowen, director of civilian rehabilitation for Nevada, was in Las Vegas yesterday on business, and will leave today.
- Ruth Talbot of Carson City, state home economics supervisor, arrived in Las Vegas yesterday on official business and will leave this morning.
- Mayor Henry McEain of Glendale, Calif., was a visitor here yesterday. He returned to his home the same day.
- Mrs. B. F. Knowles and Mrs. T. C. Patterson returned Sunday evening after a very pleasant trip sight-seeing in and around Los Angeles for the past two weeks.
- State Superintendent of Schools Anderson plans to leave this morning for the Moapa Valley, en route to Reno.
- W. E. Campbell and family plan to leave today for Los Angeles. Margaret and Mary withdrew from the Las Vegas high school.
- Mr and Mrs. George A. Ferris plan to leave this morning for Reno. Mr. Ferris is architect for the new high school buildings.
- Mr. and Mrs. J. P. King returned Sunday from Drain, Oregon, where they visited relatives and friends for a few days.
- Judge Wm. E. Orr plans to leave for Pioche, expecting to return to Las Vegas Wednesday.
- City Attorney Frank A. Stevens is in Carson City, and is expected to remain the greater part of the week.
- Oscar Ray is in Las Vegas from Needles for a few days on business.
- Woodard Toled of Death Valley underwent an operation Saturday by Doctors Forrest R. Mildren and F. M. Ferguson for ruptured appendix.

## ROTARY CLUB LEADER SPEAKS

(Continued From Page One)

sional world. And yet such is the fact. Theodore Roosevelt said, "If you do anything for the average man, you must do it before he becomes a man," and another able writer has said, "Democracy has not been a success—not yet; has not been a failure—not yet. Democracy tomorrow, when we have world democracy, will be a success just in proportion as the boys of America today are taught the principles of democracy and the duties and responsibilities."

is the names of those by which he lives, then surely boy's work is a wonderful way for each of us to live our lives to the fullest. "And in this process it does what to my mind is one of its most wonderful accomplishments; it brings back into the lives of busy men the spirit of play. "Many men are finding in this play-part of Rotary that which they have "loved long since and lost a while", the joys of their boyhood; and many other men, because of an unfortunate start in life, are finding these joys for the first time. Rotary (to quote from an unknown author) is teaching life; it is a state of mind. It is not a matter of ripe cheeks, red lips, and supple knees; it is a temper of the will, a quality of the imagination. Youth means a predominance of courage over timidity, of the appetite for adventure over the love of ease. This often exists in a man of fifty more than in a boy of twenty. "Rotary has its great hold on men because it is continually sending messages of beauty, hope, courage and power into every life that it touches."

A Missouri woman, shot by a bandit, through the left side of her chest, escaped death. An X-ray picture showed that her heart is located on the right side of her chest. Here is one instance where it paid not to have one's heart in the right place.



## WASHINGTON BYSTANDER

By KIRKE SIMPSON

WASHINGTON—Representative Thatcher of Kentucky came back from a personal re-survey of the Panama canal, which he helped to build, convinced that no good reason yet exists to start construction of a second Atlantic-Pacific waterway connection "in the Nicaraguan route."

Since he served three years, 1910 to 1913, as a member of the Isthmian canal commission and head of the civil administration of the canal zone, Thatcher presumably speaks with considerable authority. The Panama canal is now operating at about 40 per cent of its ultimate capacity. Thatcher held that any additional locks be increased in size over the 1,000 feet long by 110 feet wide dimensions of the present locks. That would meet "the possible need for increased lock capacity in the future," he said.

### A Naval Problem

It would also meet what is already a troublesome navy maneuver problem. The huge aircraft carriers Lexington and Saratoga are so close to the maximum size of ship which can pass through the present locks that it is no joke to transit them. They have a clearance measured in feet in length and inches in width. When the canal was planned nobody expected ships of commerce or war ever to exceed 700 to 800 feet in length, and the widest ship then afloat was not much over 70 feet across at the widest part. To provide locks 1,000 feet by 110 feet seemed, therefore, a liberal factor of safety.

There even then were naval constructors who urged a width of 125 feet, however, believing battleships eventually might approach that size. The last battleships designed before the Washington treaty, with its 35,000 ton maximum size for capital ships, were to have been about 400 feet long. They were never built, but with the wartime expansion of government gun factory equipment to handle possible future 20-inch naval rifles it was clear that the time when the canal lock limits of size would be reached was fast approaching.

### Limited by Canal

When the Wilson administration was involved in hot political clashes in congress on its army and navy policy in 1914 and 1915, the late Senator "Pitchfork" Ben Tillman of South Carolina was chairman of the naval committee. He was a very impetuous man, as his nicknames implies. He finally proposed that the construction of the greatest ship of war ever built be undertaken as a warning to all other powers that the United States would start building a fleet of such craft unless naval rivalries were kept within reasonable compass. The senator called on Admiral Taylor, then senior naval constructor, for a sketch of what such a ship would be. The Bystander does not remember details exactly, but the suggested ship, in Admiral Taylor's judgment, would have been of some 60,000 tons displacement, carry a score of 14-inch or 16-inch rifles and have a speed and cruising radius beyond anything ever before known. The limiting factor, the navy expert then said, was the size of the Panama canal locks.



## Manufacturer of Autos Expected To Boom England

By WADE WERNER (Special Feature Service Writer)

LONDON, Nov. 18. (AP) Great Britain soon should be rolling on the balloon tires of a big automobile boom. Financial interests and manufacturers of motor cars are cooperating with the labor government's "minister of unemployment," J. H. Thomas, in preparations for a world-wide raid in markets today dominated by American cars. The British dominions and colonies have been spending, it is estimated, \$500,000,000 for American automobiles annually. This money, argue industrial and political leaders here, should go to British manufacturers.

If it can be made to go that way, most of Britain's 1,200,000 unemployed might be absorbed by the automobile industry and other industries which eventually would profit by a boom in motor manufacture. The motor industry now employs 250,000. The opening gun in the new offensive was the announcement that the Prudential Assurance company, regarded as the richest corporation in the world, had undertaken to back the British motor industry in a campaign for increased exports, and already had invested \$5,000,000 in Rootes, Ltd., largest of the automobile distributing agencies in England.

Further developments, leaders of the industry expect, will include an official assurance from the government that the McKenna duties, averaging 33-1/3 per cent on imported automobiles, will not be abolished by the labor government, thus maintaining the British industry in its present protected position in the home market. As another concession the trade expects removal of the present automobile tax of 55 per horsepower. The average motorist's desire to keep down his tax has led to popularization in Great Britain of the very small, low-powered car which, manufacturers find is least popular abroad. Once the horsepower tax is out of the way they can concentrate on the types of cars popular in the dominions and the United States.

To an American visiting the annual British motor show the threat to United States Manufacturers does not seem at first glance very serious. For among the automobiles priced around \$1,000, f. o. b. factory in England, he finds cars which remind him of those sold in the United States for \$1,000 back in 1919. His conception of a \$1,000 car has changed radically in the 10 years since then, and it is hard for him to see how any factory quoting the motor show prices plus ocean freight could compete with American.

## Helping the Homemaker

By LOUISE BENNETT WEAVER

Swiss Steak Mashed Potatoes Swiss Steak Cabbage Salad Coffee

Swiss Steak, Serving Six 2 pounds round steak, cut 2-3 inch thick. 1-2 cup flour 1 teaspoon salt 1-4 teaspoon paprika 1-4 teaspoon celery salt 4 tablespoons bacon fat 2 tablespoons chopped onions 2 cups tomatoes. Wipe off the steak with a damp cloth. Pound the flour into both sides of the steak. Sprinkle with the paprika, salt and celery salt. Brown in the bacon fat, which has been heated in a frying pan. Add the rest of the ingredients and cover. Cook very slowly for 1 1/2 hours. Turn the meat frequently to allow even cooking. If desired this meat can be placed in a casserole and slowly baked in the oven for 1 3/4 hours.

Cabbage Salad 3 cups chopped cabbage 1-4 cup chopped green pepper 1/2 teaspoon salt 1-4 teaspoon paprika 1-3 cup salad dressing. Mix and chill the ingredients. Chess Pie (Very rich) 1 pie shell, baked 1 cup sugar 1-4 cup flour 1-8 teaspoon salt 3 egg yolks 1 1/2 cups milk 1 teaspoon vanilla 2 tablespoons butter 1 cup raisins 1-2 cup nuts. Blend the sugar and flour, add the salt, egg yolks and milk. Cook in a double boiler for 10 minutes. Add the rest of the ingredients and pour into the shell. Cool and serve plain or topped with whipped cream. Small slices should be served, as this is a very rich pie.

To use up leftover mashed potatoes, use 1-2 cup to each 2 cups of milk used in making cream soup. The potatoes will thicken the soup so that flour will not be needed. The flavor of the potatoes in the soup is good. When substituting canned mushrooms for fresh ones use one cup of canned for each half pound of fresh.

Francisco Rozzini, French artist in profile portraits to suit each individual, according to his or her physiognomy. Located at Edna's Beauty Parlor, 111 South Main street. Phone 225 for appointment



## Germany to Make Tail-less Planes

By DEMING SEYMOUR

BERLIN, Nov. 18. (AP) German aeronautical circles herald the advent of a new era in aviation as the result of the remarkable performance of a tail-less airplane. With an ordinary motorcycle motor of only 6 to 10 horsepower, the plane developed a speed of 75 miles an hour. It was invented by Alexander Lippisch, glider expert in the employ of the Rhon-Rosenthal company, pioneers in glider construction.

Lippisch's machine was built without a tail but with larger wings on the theory that such construction lessens air resistance, thereby reducing the necessary engine power. Successful flights were first made with the tail-less plane without a motor. Then the motorcycle motor was installed. The machine showed a surprising capacity to rise to high altitudes. That it was able to develop a speed of 75 miles an hour is regarded by Lippisch as proof of the technical soundness of his invention.

The success of the tail-less plane has encouraged the Rhon-Rosenthal company to build larger machines of this type. The town's newest automot is on Fifth avenue, and right up in plain sight on the ground floor of a very interesting in the Forties. For years the automot, perhaps with a slight inferiority complex, has kept to basements when it ventured to feed swank Fifth avenue, but now it has come upstairs.

Jimmy Durante, the night club wags, tells how he dropped into an automot the other evening for a cup of coffee and put a lead nickel into the slot. "And what came out?" inquires Lou Clayton, his fellow buffoon. "A lead!" roars Jimmy. "The manager!"

### Beware Below!

Here is a page from a tug boat's log which reveals one solution of a major national problem. "Tug Thomas E. Moran arrived at Thirty-eighth street and East river 8:30 a. m. Loading blades 8:30 to 10:20 a. m. Left for sea 10:20 a. m. Returned from sea 4:40 p. m. Dumped load overboard in 15 fathoms of water three miles southeast of Scotland Light. Dumping time 1:30 to 2:15 p. m. Boat moved seaward all the time load was being thrown overboard, approximately one and one-half miles. Frank Smith, master."

The explanation of this nautical document is that the tug carried out to sea and dumped the other day 3,000,000 safety razor blades. They were a year's accumulation of "spalls"—defective blades from the factory of the Autostrop Safety Razor plant, and the company, after pondering how to get rid of them and finding that there was no way of disposing of them as junk, had them carried out into the Atlantic ocean and thrown overboard in 30 feet of water.

Dr. Misc., Cum Laude Dr. Frank H. Vizeletti, philologist and lexicographer, is called upon to solve the vocabular problems of hundreds of New Yorkers, but even he was stumped the other

## New Receiver Named For Foshay Company

MINNEAPOLIS, Nov. 18. (AP) Resignation of Joseph Chapman as receiver for the W. B. Foshay Company and appointment of former judge C. J. Rockwood to succeed him has been announced. Mr. Chapman will retain his post as receiver for the Foshay Building Corporation and the Public Utilities Consolidated Corporation, another Foshay enterprise.

Mr. Chapman took charge of all three firms when receivership petitions were filed November 1. In announcing his resignation as receiver for the W. B. Foshay Company, the general holding concern for a number of Foshay interests, Mr. Chapman said he quit in justice to cred-

## T.A.T. Maddux Air Lines Consolidate

Effective November 15, a consolidation of operation between the TAT and the Maddux Air Lines has been announced jointly by TAT officials and J. L. Maddux, president of the concern bearing his name. This consolidation, we are informed, was begun several months ago with the purchase of controlling interest of the Maddux Air Lines by TAT. This merger will extend the TAT lines by a thousand miles now under operation by Maddux on the coast from San Francisco to Agua Caliente, Mexico. Tors of all three companies after finding that conflicts of interests probably would develop.

## Good Used Cars You Can Trust

- 1928 Chevrolet Coach \$400 This car has run about 6,000 miles.
- 1926 Master Buick Sedan \$500 Good rubber, two extra tires.
- 1925 Master Buick Coupe \$375 Fair rubber, two extra tires.
- 1924 Marmon Speedster \$400 Wire wheels, two extra wire wheels, new rubber.
- 1925 Dodge Coach (A dandy) \$300 New rubber.
- 1922 Dodge Touring \$100 This car in A-1 condition, new rubber.
- 1924 Star Sedan (As Is) \$50
- 1924 Chevrolet Touring (As Is) \$50

Also some good used trucks, stake bodies and dumps, priced right. Many other cars, to pick from. Coupes, Sedans etc.

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## Community Builders

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