

# LAS VEGAS AGE

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SATURDAY MORNING, JANUARY 24, 1931.

## CHAMBER OF COMMERCE

**T**HE ANNUAL election of the Las Vegas chamber of commerce is over and the time is near for the annual meeting.

The new president and officers are men of constructive ideas and can be of immeasurable benefit to the community during the next twelve months.

But it is necessary that the officers have the loyal support of the chamber if they are to accomplish anything. We have elected them to do an important job of work for us. Perhaps others could do it as well, but the fact remains that these officers and directors are our choice.

The Age appeals to the businessmen of Las Vegas to assist the officers in carrying out their policies. We do not all think alike on any subject. But when the majority decides on a proper course of action we should consider that particular matter settled.

And when the chamber holds its annual meeting it would be a fine thing if we would all attend and give the newly elected officers assurance of our loyal support for the coming year. Let's forget our own petty differences and work for the general good the coming twelve months.

## GOV. HUNT THREATENS

**F**AIRLY makes the blood run cold to read the cruel threat of Governor George W. P. Hunt, of Arizona. In his message to the Arizona legislature he said:

"If the iniquitous Boulder Dam Bill should be declared constitutional by the Supreme Court, I recommend to the legislature that a road be constructed from Chloride to the dam."

If this breaking down of morale keeps up we may soon have Governor Hunt claiming entire credit for the Boulder Dam project.

## WEAKNESS OF RAILROADS

**R**AILROADS are complaining of loss of passenger and freight traffic because of motor bus and truck competition. Of course we who are outside of the railroads are competent to advise what should be done.

First, speed up. The motorbus takes passengers from Las Vegas to Los Angeles quicker than the limited trains do. To the outsider it does seem that a higher rate of speed is perfectly feasible without unduly increasing the cost of operation.

Second, give service on freight. The motor trucks operating regularly between Las Vegas and Los Angeles, leave goods we wired for yesterday in our shop this noon. The railroad takes three or four days and then, instead of delivering the freight, unloads it into the freight house, requiring another handling and the additional expense of cartage.

The answer to the question as to why this condition is not met by the railroads with similar service is, we suppose, that the powers that dole out the funds for railroad improvements do not see fit to spend the necessary money.

Operating executives are fully aware of the necessity of meeting the competition of motor vehicles. In the passenger service the Union Pacific has created a great system of motor bus service covering all parts of its territory. The of motor bus service covering all parts of its territory. That is enterprising and fine, but what we outsiders can't quite understand is why, with the remarkable improvements of late years in roadbed, motive power and coaches, it is not possible for the railroads themselves to operate to better advantage? It is because the development toward great and powerful locomotives and long heavy trains is proving wrong?—Is it not possible that lighter trains moving often and faster might be the solution?

Well, when ideas for editorials are scarce and elusive, we can always criticize the railroads. What would the newspaper do without them?

## RIGHT ABOUT ARIZONA

**F**RED S. ALWARD, Clark county assemblyman, intimated on the floor of the legislature that Arizona has forfeited its rights to full participation in the benefits of the Boulder Dam project and alienated itself from the cooperative efforts of the other states.

It certainly does seem that Arizona has persistently maintained a position of obstinacy and selfishness without any fair consideration for the rights of any other states.

Nevertheless, we would not wish that any of the benefits to which Arizona is entitled in common with Nevada should be taken from her. Truly, Arizona stands to profit more greatly through the project as it now stands than any other state except California. But Nevada should not repay Arizona with the coin of petty selfishness. Neither should we be jealous because the fashionings of nature placed Arizona in a more advantageous position than are we.

# Germans Lead In World Air Records; France Ousts U. S. from Second Place



For the United States, Boris Sergievsky (lower left) has set four new world aviation records; Dieudonne Coste (lower right) with Maurice Bellonte holds the world distance mark, and U. Maddalena of Italy (upper right) shares two records for flights in a closed circuit.

By OSCAR LEIDING  
(Associated Press Aviation Editor)  
WASHINGTON, Jan. 21. (AP)—Eclipsed by France, the United States has slipped to third place in number of world aircraft records. In the official record list, revised for 1931 by the Federation Aeronautique Internationale and the National Aeronautical Association, Germany ranks first with 45. France second with 39, and the United States third with 33.

French aviators gained by entering 20 records into the books in 1930, while Germany was credited with 16 new marks and the United States, 14.

66 Records in 1930  
In all, 66 records represent 1930 achievements and the official list now contains 126 marks recognizing outstanding performances for all branches of aviation—airplane, seaplane, airship, balloon and glider.

All activity during the year was confined to shattering records for powered heavier-than-air planes, 42 out of 62 airplane and 24 out of 47 seaplane marks being new.

Two By Italians  
Italy placed twice by the flight of U. Maddalena and F. Cecconi, who established a record of 67 hours and 13 minutes for the longest duration nonstop in a closed circuit and a mark of 5,082.27 miles.

SEVEN REALTY DEALS TOTAL 300 MILLIONS  
Four of Transactions Occur During 1930 Depression

CHICAGO, Jan. 23. (U.P.)—The seven largest real estate deals ever consummated involved more than \$300,000,000, according to the National Association of Real Estate Boards.

The largest single transaction in Cleveland dates from 1928 to 1930 and included the assembling of 35 acres of land as the site for the 52-story Terminal Tower building, the 18-story Builders Exchange building, the Medical Arts and Midland Bank Building, the High-Bee Department Store and the Cleveland Hotel addition. The amount involved at present for the purchase of the land and buildings totals \$160,000,000, the association said. This was listed by the Cleveland Real Estate Board as a single transaction.

"Nasty Corner"  
In Cincinnati before the Civil war the intersection of Fifth and Vine streets was known as the "Nasty Corner." Last year the site at Vine, Fifth and Race streets, including "Nasty Corner," was leased to the Starrett Investment Corporation of New York for 30 years at an annual rental of \$300,000, this transaction giving the site a valuation of \$15,000,000. A \$16,000,000 building of 48 stories, a 28-story hotel, a 27-story automatic garage and two department stores are now under construction on this site.

The largest transaction in the history of Chicago, the association revealed, occurred in 1928 when the Continental Bank building was sold to the Utilities Power and Light Corporation for a reported

for the longest distance nonstop in a closed circuit.

Great Britain, which failed to enter a record during 1930, holds the major speed mark, 357,723 miles an hour, set by Squadron Leader A. H. Orlebar.

Two Germans, Wilhelm Zimmerman and Alfred Grundke, were in on six records each, five for Zimmerman representing personal achievement while one who with a companion.

Three of Grundke's marks were made alone and three more were set with Gottlieb Pfeiffer as companion.

America's leading performer in number of records credited at the end of the year was Boris Sergievsky, a naturalized Russian who accounted for four marks. For Italy, Cav. Domenico Anonini Caproni set five marks in a heavy six-motored ship in one day.

With Germany, France and the United States now holding 114 of the 136 recognized records, the remaining marks are divided between six nations. They are Italy, 10; Czechoslovakia, four; Great Britain and Spain, three each; and Switzerland and Austria, one each.

sum of \$20,000,000.

Back in 1897 in Seattle, Wash., A. A. Denny and his wife Mary invested \$1 in a lot now located at the corner of Fourth Avenue, Pine Street and West Lake Avenue, which last year was leased for long terms involving a total of \$60,000,000, the largest rental per front basis ever recorded in Seattle.

Birmingham Deal  
Birmingham, Ala., recorded an important deal last year when the 25 remaining feet of the 150 x 140 property at the corner of North 20th Street and Third Avenue was sold for \$1,915,000.

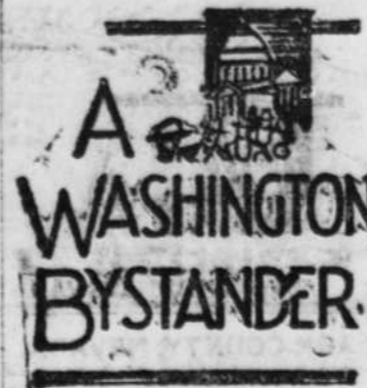
Los Angeles' largest transaction is represented by long term leases for \$60,000,000 covering the property at the southwest corner of Seventh and Flower Streets and running to the corner of Seventh and Figueroa Streets.

San Francisco's largest transaction, occurring in 1925 involved \$4,500,000 paid for parcels at the corner of Market, Eighth and Mission streets for a new site for the city's largest department store.

WOMAN ASKS ATLANTA POSTMASTER FOR HUSBY  
ATLANTA, Ga., Jan. 23. (U.P.)—There came a letter to the postmaster of Atlanta from a woman in Jacksonville, Fla., reading:

"I am sure you can find me a fine man to be my husband. But please select him carefully, as I am particular in these matters."

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By KIRKE SIMPSON  
WASHINGTON—When that slender, gray Vermont, Frank Partridge, came down to serve out the term of the late Senator Greene, Washington and its ways were no new thing to him.

Senator Parker has been in and out of the government service, in one way or another, over and over again these last 40 years or more.

Yet watching the informality of his induction into the senate, the Bystander could not help wondering if the new senator did not feel a bit chop-fallen at the callous indifference with which the senate observed the greatest moment to date in his political career.

He was led to the rostrum by his colleague, Senator Dale, duly sworn that he would "support and defend" the constitution—"obey" is not included in the oath except by implication—and before he could even sign the book the senate had forgotten him and was busy at something else.

The Bias Senate  
All that is quite usual. The senate ordinarily is a bit brusque in greeting its own newcomers. Only rarely, in a special instance like the advent of Dwight Morrow, or where a fuss has been kicked up against the applicant, as in the case of "Puddler" Jim Davis, does the senate indicate any general attention to the event, much as it may mean to the new senator.

And to Senator Partridge it must have been something of an event. His first Washington experience was as secretary to a secretary of war, more than 40 years ago. But, compared to his senatorship, his other government jobs were small potatoes.

What a Chance!  
Yet looking over his credentials to represent in part the great state of Vermont, the Bystander discovered a grand opportunity for Mr. Partridge.

All he has to do is obey literally his instructions from "The Freeman of the State of Vermont" and he can stir up a "story" that will get first page play a-penty.

For the said "Freeman," via the agency of Governor Weeks, addressed Senator Partridge's credentials to him personally. They informed him of his appointment, then commanded him to execute the duties of his office and perform "all and singular the matters and things thereto relating, without partiality or favor to any person or any party," and so forth.

Suppose Senator Partridge should do just that thing the "Freeman" have directed him to do. Suppose he should do his "senating" from now until March 4 or later "without partiality or favor to any person or party," and he a life-long active Republican.

Wouldn't that be a story?

MARK BARRON ENTERTAINS YOU IN HIS COLUMN A NEW YORKER AT LARGE

NEW YORK—Something like a score of years ago there was an auburn-haired young clerk in an optician's shop in Detroit.

His principal task was to fit glasses on gentle old women who couldn't see very well. There were frequent commotions around this young man, and the proprietor soon discovered the reason.

In his off-hours the clerk studied magic, and when he made coins disappear before the eyes of the gentle old ladies they thought they were "seeing things" and needed something more stimulating than mere glasses.

So ended the career of Nate Leipzig as an optician, and so began the one that has given him today a niche labeled "the magician's magician."

In those early days Leipzig practiced his tricks with two other apt conjurers: Merrill Day, now on a Los Angeles newspaper, and Nelson N. Downs, now a staunch citizen of Marshalltown, Ia.

He discovered that there were

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# China Pushes New Air Line

SHANGHAI, China, Jan. 23 (U.P.)—Commercial aviation in China is to continue to expand despite the crash of a Shanghai to Hankow airplane with a loss of five lives.

The Ministry of Communications of the central government at Nanking has issued orders to speed preparations for inauguration of the Nanking to Peiping airmail and passenger service.

The airplane from Nanking to Peiping is to follow the Tientsin to Pukow railway.

In nearly two years of operation during which planes flew 350,000 miles over the Shanghai to Hankow route there has been only one crash.

Officials are looking forward to inauguration this year of an air line between Nanking and Berlin. Preliminary negotiations for this service have been completed and plans for its operation are being speeded.

Commercial planes are operated by the China National Aviation Corporation, which is owned jointly by the National government and the Curtis Wright interests.

York's least-publicized and most exclusive clubs. It has been meeting every Friday evening for four years, and its membership consists of a half-dozen newspapermen, several stage hands and taxi drivers, prize fighters, business men, musical comedy stars and a couple of fellows who live on what quarters they can borrow. It is as cosmopolitan a group as one could find.

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