

# LAS VEGAS AGE

PUBLISHED TUESDAY, THURSDAY and SATURDAY Mornings by Charles P. Squires, Editor and Publisher, at the AGE BUILDING, 411 Fremont Street, Las Vegas, Nevada, and entered in the Postoffice at Las Vegas as Second Class Matter.

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SATURDAY MORNING, FEBRUARY 21, 1931.

## FIRE HAZARD

OPERATORS of gas stations in the city are tempted to store large amounts of gasoline above ground in close proximity to the residential and business sections.

We have been too lax in our regulations of fire hazards. The city board at one time started to pass an ordinance to prohibit the storage of gasoline above ground in such quantities as to be dangerous but abandoned the idea for some reason. Already there are fire hazards existing which may result in widespread destruction of property.

Decisive means should be taken immediately to put a stop to the storage of explosives within the city limits in such places as to be menaces.

## SPRING IS HERE

ALREADY the grass of the lawns is green and the trees are opening their buds to put forth a million tiny leaves. The rose bushes are radiant with new pale green and pink and brown and deep red foliage of a brilliance to vie with the roses which will follow a little later.

We have for a month been thinking that spring was almost here and now, suddenly we find it with us in full splendor. And where on earth is spring more beautiful and delightful than in Las Vegas.

## THE RAINS

SOUTHERN Nevada has been blessed with the most abundant rains of any year since 1905 when, according to records kept by our old friend Judge Deal, it rained 21 out of the 28 days of February.

The rainfall enjoyed by us here is in marked contrast with conditions in the northern part of Nevada where rainfall so far this season has been deficient and the early snows in the mountains upon which irrigation next summer must largely depend have been considerably below normal. However this condition may yet be remedied.

In Vegas we have had so far this month almost three inches of regular rainfall—a slow drizzle, every drop of which sank in to the ground to replenish our water sources.

Which means that the next two or three months will see the desert clothed with a carpet of gorgeous flowers beautiful beyond description.

## UNITED STATES COURT

JUDGE Frank H. Norcross of the United States District Court, will be in Vegas to open the first term of that court ever held in this city March 2.

Until the new federal building is completed the United States Court will sit twice a year in the large court room in the county court house and when the U. S. Court is sitting here Judge Orr will hold the district court in the small court room just completed.

The opening of the first United States court in this city is an occasion worthy of especial notice. We hope that people will be on hand to greet Judge Norcross on what someday will be looked back to as an historical event for Las Vegas.

## SUPREME COURT

WE are reminded that, having been successful in bringing the United States Court to this city, we should continue our efforts to have the state supreme court hold sittings in Las Vegas at least twice a year.

In many other states the supreme court sits in several cities besides the capital city. The court should bring justice as near to the people as possible. Under present conditions, when we have to transport witnesses and attorneys five hundred miles to try a case on appeal, it is cheaper to submit to injustice and let it go at that.

In view of the fact that a large portion of the future litigation will originate in Southern Nevada, it seems reasonable to provide that the supreme court shall come here for a portion of its sessions.

## NEVADA HIGHWAYS

NOT so long ago an automobile trip from Las Vegas to Reno required two long days of hard driving, jolting along in ruts filled with six inches of fine dust at the rate of ten to twenty-five miles an hour over much of the distance.

Now we make it readily in eleven hours allowing an hour or two for eating at the various stops.

To one who has frequently negotiated the road in the earlier days the development of this part of our highway system is a continual wonder.

To drive the 35 miles of improved highway between Beatty and Goldfield certainly brings one the feeling of luxury. And just recall the old miseries of the road from Topopah to Mina and compare it with the present 70-mile per hour highway!

The Nevada highway system is working a transformation of the state more rapidly than we realized.

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## AUTOMOBILE FIGURES SHOW BIG INCREASE IN ACCIDENTS

Out of every 1,000 motor vehicle accidents last year in this country, 1,191 persons were injured or killed on the average. It is shown by an analysis of accident reports. The exact figures disclose that 1,152 persons were injured and 39 killed for every 1,000 mishaps involving an automobile.

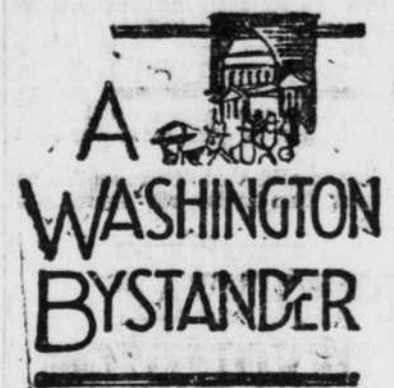
During the year there was a slight increase in the number of persons hurt or killed out of every 1,000 accidents, the number of motor vehicle mishaps last year amounting to a casualty record of around a million injured and killed, according to a compilation of state accident statistics extended through mathematical calculation by the Travelers Insurance company to cover the entire country.

In the collision of motor vehicles with pedestrians, each 1,000 accidents caused the injuring or death of 1,035 persons, of whom 45 were fatalities and 989 injured. Last year's record also shows that 1,236 persons were injured or killed for each thousand collision accidents among cars, the deaths being 18 and the injured 1,268. The comparison of the probabilities of death in the two types of accidents reveals that the chance of death for a pedestrian when hit is two and one-half times the chance of death for the occupant of a car involved in collision with another car.

Non-collision accidents during the year were responsible for the third largest number of deaths and injured, but out of each 1,000 accidents of this type 96 persons were killed and 1,290 were injured. The collision of cars with fixed objects, which as a type of accidents was fourth in the number of killed and injured, was responsible for the injuring or death of 1,370 persons out of each 1,000 mishaps, deaths averaging 86 and injured 1,284.

Among the four principal types of automobile accidents, which together caused the death of around 29,500 persons and the injuring of more than 300,000, only in the collision of cars was the number of deaths less than the average out of each 1,000 mishaps. The number of persons injured was less than the average only in those accidents involving the collision of cars with pedestrians.

Far more men are killed in automobile accidents than women, the number of men being more than 76 per cent of the total for women, in excess of 23 per cent of the total. Although more men were also hurt in automobile accidents than women, the difference was not as great as in the number of fatalities. Of the total number of non-fatalities, more than 59 per cent included men, with the women victims numbering more than 40 per cent.



## WASHINGTON BYSTANDER

By KIRKE SIMPSON  
WASHINGTON—Now that Smedley Butler has said he is sorry to have embarrassed Washington, been reprimanded by Secretary Agams or somebody else and the incident closed, probably everybody is happy, even Benito Mussolini.

Actually, to have brought the country's name before a court-martial might have caused a heap more embarrassment than did his hit-and-run remarks.

You can never tell just how court-martialing a high military or naval personage in peace times for non-military offenses is going to turn out. There must have been times while that famous drum-head court was sitting in the case of ex-General "Billy" Mitchell of the army that President Coolidge wished it had never been ordered.

As a matter of fact the Bystander heard a good deal of wonder expressed at the time the Butler court-martial order was announced as to why the reprimand method of dealing with the case was not invoked instead. The constitutional powers of the President as commander-in-chief of army and navy are very wide and flexible.

The Other Way  
The Bystander happened to be talking a day or so after the court-martial order came out with a former high naval official who has had subsequent experience as a political executive.

"Why didn't they handle the Butler case with a reprimand instead of going to all this fuss?" the former officer asked.

"How do you mean?"  
"Why didn't the President call Butler in, ask what he had said, reprimand him to his face as his

## LOOKING FORWARD

COMING back to Vegas after a visit to some other city we are conscious of a spirit of optimism which is not much in evidence elsewhere.

Other places are doing their best to "grin and bear it." Las Vegas is cheerfully looking forward to an assured future.

Some of us doubtless are putting on long faces and complaining about the business depression, when we ought to be all smiles at the activities which will soon be under way.

Las Vegas is in a position almost unprecedented in its advantages and we ought to have sense enough to be happy about it.

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## TESTS BANISH NAVY PILOTS' FEAR OF GAS FUMES MENACE



Lieut. Comm. J. J. White, head of naval aviation medicine, is shown bottling samples of air in an airplane cockpit, for tests which have shown carbon monoxide gas to be no menace to fliers in navy planes.

WASHINGTON, Feb. 20. (AP)—Carbon monoxide, the killer that gives no warning, is no menace to the pilots and passengers in navy planes.

This conclusion is the result of four months of investigation by Lieut. Comm. J. J. White, medical corps, head of naval aviation medicine, on all types of ships in the service.

He found that the tasteless, odorless, and invisible fumes were absorbed by occupants of only two types of planes, the observation and bombing planes, and even here the absorption was in amounts too small to be dangerous.

The investigation was begun after the fatal crash of Capt. Arthur C. Page, marine pilot, at the national air races on Labor day.

"Post mortem tests on Captain Page," Lieut. Comm. White said, "showed no foundation for the belief that carbon monoxide fumes had overcome him."

"We wished, however, to learn if such a danger existed in standard naval aircraft, and as a first step made blood tests of pilots and pas-

sengers before and after long flights, to determine, if the gas was present, whether they were absorbing it."

"We found that there was absorption in observation and bombing planes but in no case in sufficient amount to cause anything more than a tightness of the head, slight headache, or nausea in most susceptible people."

A second part of the work, consisting of analyzing air samples taken below the breathing level, in the planes, has been undertaken to eliminate all traces of the fumes, even where they cannot be absorbed by pilot or passenger.

Air-tight bulkheads between engine and cockpit will be installed in types showing seepage of the gas, or exhaust stacks will be modified to lead the fumes away.

The last forest service game census disclosed that 17,400 of the 50,000 black and brown bears in United States forests are in California.

## Marriage Licenses

Issued February 19

CARNAL—FARGASON: James Carnal, Jr., 24, Los Angeles, and Luella Fargason, 18, of Hollywood.  
CARLSON—MURRAY: Franklin P. Carlson, 21, Beverly Hills, and Joyce P. Murray, 18, of Hollywood.  
DRISCOLL—HUGHES: L. M. Robert Driscoll, 27, Glendale, Calif., and Christine Lotus Hughes, 25, Los Angeles.

Issued February 20

BROWN—NAYLOR: Louis Percy Brown, 54, Las Vegas, and Iva Taylor, 47, Los Angeles.  
DUNCAN—WOOLSEY: Denver Roy Duncan, 21, Latuda, Utah, and Hannah Woolsey, 18, Helper, Utah.

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## L. V.-Caliente Routes Studied By Engineers

Looking forward to the building of the Las Vegas-Caliente highway, a party of engineers are going over the several routes in order to make a report to the State Highway Department and Bureau of Public Roads.

E. C. Brown, senior highway engineer of the Bureau of Public Roads, from San Francisco, represents the federal bureau, while C. C. Boyer, division engineer of division one, Frank Repp, division engineer of division three, and Paul Rawlew, chief locating engineer, met at Caliente yesterday morning, and planned to spend at least two days in going over the various routes.

with a view to determining the most practical route. It is planned to start survey of the route between them at an early date, as \$10,000 has already been set aside for this purpose. It is hoped to be able to obtain sufficient funds from money made available by the Colten-Oddie bill, July first, to start construction.

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