

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.

MEMBER OF— THE ASSOCIATED PRESS — UNITED PRESS ASSOCIATION
The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published therein.
All rights of republication of special dispatches herein are also reserved.

SUBSCRIPTION RATES — By Carrier or Mail — Per Year, \$5.00.
Six Months, \$3.00, Per Month, Fifty Cents.
ADVERTISING RATES ON APPLICATION

SATURDAY MORNING, MARCH 14, 1931.

HOOVER DAM PROGRESS

Resume of Present Activities and Those of the Near Future on Greatest Engineering Project of the Age

MAIN CONTRACTS

The principal contract was awarded March 16 at Denver to Six Companies, Inc., of San Francisco, a combination of Utah Construction Company of Ogden, Utah; Henry J. Keiser and W. A. Bechtel, McDonald & Kahn, Morrison-Knudsen Company, J. F. Shea Company, and Pacific Bridge Company. Amount of bid \$48,890,995.00.

The contract covers tunnels, penstocks, outlet works, spillways, coffer dams, excavations for main dam, main dam construction, valves and gates, and power houses.

UNION PACIFIC RAILROAD—Main line to Boulder City, 22 miles, completed. Cost estimated at \$860,000.

GOVERNMENT RAILROAD—Boulder City to dam site, 8.6 miles under construction by Lewis Construction Company. Contract price \$455,569.50.

GOVERNMENT HIGHWAY—Boulder City to dam site, 10 1/2 miles of 22-foot highway, under construction by E. G. LeTourneau, Inc., subcontractors. Contract price \$329,917.15.

BOULDER CITY—Excavation for water tanks—Contract let to Butterfield Co., Los Angeles.
Tanks for water system—Contract let to Lacy Manufacturing Company, Los Angeles.

Residences—Bids for first group of 12 three- and four-room cottages were opened at Las Vegas office of the Reclamation Service March 12.
Laying out of final plans for the city—As soon as these are approved, contracts will be let for the streets, sidewalks, curbs, paving, water system, sewer system, pole lines for electricity, etc. Administration buildings, dormitories, garages, etc., to follow as soon as possible.

POWER SUPPLY—Transmission line from Southern California under construction by Southern Sierras Power Company. Substation—Earl Roche, General Construction Company of Las Vegas, grading site near dam for Southern Sierras Power Company.

COMMUNICATION LINES—Telephone Lines—Line from Las Vegas to Boulder City was built by Southern Nevada Telephone Company and is now in operation.
Telegraph Lines—Joint Western Union and Union Pacific line to Boulder City now in operation.

ELECTRICAL MACHINERY AND EQUIPMENT—To be installed by the government and includes turbines, alternators, switchboards and transformers.

THE HIGH PRICE OF SEWERS

THERE is every probability that the electors of the City of Las Vegas will be given the opportunity of voting upon the question of the issuance of "Las Vegas Sewerage Bonds" at the general city election May 5. Senate Bill No. 109, introduced by Senator Henderson provides for an amendment to the charter of the City of Las Vegas, and, in addition to other powers conferred upon the board of city commissioners, if adopted, will authorize said board to issue bonds for the purpose of constructing sewerage systems within said city in an amount not to exceed the sum of two hundred fifty thousand dollars (\$250,000.00).

The bill further provides that the issuance of such bonds shall be voted upon at a special election called by the board, or at a general city election if the board finds it convenient to do so.

Two hundred fifty thousand dollars is a lot of money, and before being asked to vote bonds for any such amount the people should know exactly what they are getting and whether it might be possible for them to secure greater value for the same amount of money in some other way.

It has been stated that the board proposed to expend the sum of \$200,000 on the installation of three new mains and a disposal plant, the laterals to be paid for by the property owners.

There is no dispute as to the fact that sewer extension is badly needed but do we need \$200,000.00, or \$250,000.00 worth of sewer extension, and are we going to get \$200,000.00 or \$250,000.00 worth of sewer under the present plans?

Let us suppose that the bonds are voted, and the new mains and disposal tanks installed. Then where are we? The property owner is exactly where he was in the first place, except for the raise in his taxes. Before he can get any benefit from the \$250,000.00 worth of bonds he is paying for, he must have an assessment district formed. Should 51% of the property owners in his district protest the proposed improvement, he will have to do without his sewer unless he and his neighbors wish to lay the laterals at their own expense.

In 1910 our present sewer system was installed at a cost of \$40,000.00. This included mains, laterals and septic tank, and covered 40 blocks in Clark's Las Vegas Townsite in addition to several blocks in Buck's and Wardie additions.

If the expenditure of \$200,000.00 or \$250,000.00 for the proposed extension is a necessity and it can be shown that the tax payers will be getting improvements actually worth the amount expended, the bond issue should be voted.

On the other hand if it appears that we are shooting too high, an dthat ample extensions could be obtained for an expenditure of a fraction of the above amounts we should revise our plans.

One thing more. Would it not be to the advantage of

South American Aviation Trade Worries France

U.S., Italy and Britain Taking Bulk Of The Airplane Orders

By STEWART BROWN
United Press Staff Correspondent
PARIS, March 13 (UP)—Urgent pressure is being placed upon France's new Air Minister M. Jacques Louis Dumesnil, to strengthen French aviation interests in South America before the Americans, Italians and British capture the air riches of that continent.

French airplane manufacturers started worrying when General Italo Balbo, Italian Air Minister, sold a squadron of 11 seaplanes to Brazil after a spectacular flight from Italy to Brazil over the South Atlantic. Their worry was increased by the travels of the Prince of Wales and his brother, Prince George, on a salesman's tour of South America. Because of his great interest in aviation, Frenchmen realize the Prince of Wales will prove a super-salesman for British aviation interests.

It is estimated here British aviation orders in South America will be doubled, if not tripled, by the Prince's visit.

The Prince of Wales' use of airplanes, wherever possible in South America, will greatly increase popular interest in tourist aviation in South America, according to French observers.

After the British Prince has concluded their tour of South America, the French expect Colonel Charles A. Lindbergh to make a similar trip in the interests of American aviation. The American flyers trip was scheduled for this winter but was postponed because it might conflict with the visit of the British royal.

"Between the Italians, Americans and British, just where do we stand," is the common question now being fired at the Air Ministry by French plane manufacturers. Plans are being made to increase France's aviation propaganda in South America, but no definite campaign of action has been decided upon.

The French are proud that they were the first nation to develop commercial aviation in South America through the regular postal services of the Aeropostale. The Aero Club of France and similar organizations have started an intensive campaign to encourage French air interests "to increase their sales propaganda in South America."

There is agitation for a Vice-President of the French Republic who would act as a sort of traveling salesman to foreign markets, like the Prince of Wales does for England.

International competition for foreign aviation markets has been growing each year. Only last year France, formerly the exclusive fur-

STOCK SLUMP FAILS TO CUT TRAVEL CRAZE

Passport Department Ready For Another Big Season

By JOSEPH H. BAIRD
United Press Staff Correspondent
WASHINGTON, March 13 (UP)—Stock market may collapse, jobs may dwindle, but the eager American tourist, it appeared today, still spends thoney inspecting queer corners of the Earth.

Down in the State Department passport office they are planning to increase their forces of clerks. Spring is just around the corner, and soon scores of tourist-laden ships will sail for strange harbors. Passport satellites show more Americans traveled abroad in 1930, despite the depression, than in 1929.

Little Decrease
Officials see little diminution so far this year in the demand for Uncle Sam's travel cards.

Last year 209,211 Americans received passports, as compared with 193,372 in 1929. In both years our citizens manifested a wider urge to travel than in 1928 when prosperity was moving along under full steam. And more than ten times as many Americans wander abroad now than in the last post-war year, 1914, according to statistics.

How much do Americans spend when on a foreign lamboze? In 1929, the Commerce Department estimates, they scattered \$317,000,000 (about the globe, and in 1928, \$18,900,000. The 1930 figure is not complete, but officials expect it to rival that of 1929.

"Went Tourist"
The depression, however, has had one effect on travel. The Commerce Department, delving into thousands of pleasure and business trips found more persons "went tourist" in 1929 than in earlier years, when first-class accommodations were in wide demand.

Nevertheless, Commerce Department researchers were surprised to find, spending "per class" was much freer last year than the one before.

In the first two months of this year the State Department issued 2,609 fewer passports than in January and February, 1929. This is explained in part by a recent ruling prolonging the life of passports. Many persons went abroad without applying for new ones.

Number of aviation material to the Belgian War Department last an important contract to the British. These factors have given rise to much comment in aviation circles.

As the result of British American and Italian trade pressure on South America, it is believed France will take immediate steps to bolster her aviation interests here.

It is lawful for Florida anglers to catch any kind of fish on Sunday except snad.

Two Idols Of Millions, Lenin and Gandhi, Both 'Lost' As Young Students In London



Mahatma Gandhi (left), leader of India's nationalists, studied law as a lonesome youth in London, and Vladimir Lenin (right), later the leader of bolsheviks, studied there about the same time.

By EDWARD STANLEY

LONDON, March 13 (UP)—In the stiff and formal London of another century, two young men studied earnestly, quietly—mere bubbles on the city's stream.

Both were to sway their millions, arouse something very akin to worship. Neither could know that.

One was Lenin. One was Gandhi. The point is not that the ways of the two great rebels came together, for it is not recorded that they did. But their bodies and their hopes were nurtured at the same time in the same city—two boys who were to become world leaders.

Lenin had lived, would be 61 now; he died at his height, as the leader of the bolsheviks. Gandhi remained to lead a different sort of revolt in another sphere.

Only 19, and a dreamer was Gandhi when he came to study law in the solemn old Temple. He found life hard, full of unexpected stings in the strange city. Likely enough he was homesick.

Perhaps all that helped when he later came to hate the British as no other man.

But he learned his law, returned to his India and was called to the bar. A scene with a high official led him to believe it useless to continue practise there, and he turned to South Africa to practise law in the Indian community.

His experience with officials in India had made him keenly sensitive about the attitude of English-speaking people towards Indians. South Africa crystallized this feeling.

He was, for example, refused admission to hotels, pulled out of a first-class railroad carriage, beaten by the conductor.

Gradually he became the champion of his fellow-countrymen. He was mobbed, barely escaped. It was in South Africa, too, that his first passive resistance campaign was waged on behalf of some Indian labor. It was the same cause which led him back again to India in 1917 to win again.

Two spiritual influences, meantime, had been shaping up within him—Tolstoy's philosophy and the Sermon on the Mount. He abandoned a \$5,000 law practice, distributed his worldly goods among the poor, dressed himself in only a loin cloth.

The rumor of his saintliness spread throughout the land, and his camp at Ahmedabad became the fermenting center of the crisis that has blossomed in India, which Lloyd George has called Britain's most tremendous internal problem since the mutiny.

He has no parallel today as a religious reformer; perhaps there are few in history. Crying out against what he characterized as the barbarities of the Hindu religion, he has turned Christianity as a weapon against his enemies.

Now it was the vastness of this passion for spiritual regeneration of his people which led him into the political field.

No one in England thinks of India without thinking of Gandhi, and no one thinks of Russia without references to the things Lenin helped to build.

Nevada Mourns Its Desert Music Master

TONOPAH, March 13 (UP)—Folks of the southern Nevada desert country have mourned the passing of Fred Thomas, known as the "music master of the desert," who died here recently only a few days after re-establishing relations with his high-born kinsmen in England.

Born to the purple, Thomas left his ancestral home in England in 1906, where he enjoyed the wealth and luxury of peerage, to roam the world as an adventurer, and wandering musician. The mining and construction camps in many parts of the west knew him before he came to Nevada in 1914 with his violin to play for the desert folk.

Several months ago, when he knew death was approaching, he wrote to his relatives who could not at first believe he was alive. Two days after they had accepted him, he died.

A WASHINGTON BYSTANDER

WASHINGTON—A majority of a million votes—\$38,848, to be exact—in a state election where just under two million were cast is quite a political happenstance. On the face of the figures alone it would seem to be a fee simple title to office.

Not many men in America politics except candidates for the presidency or vice-presidency ever have counted their popular pluralities in anything like such staggering totals.

And so far as the Bystander knows nobody but that hustling little Welshman with the tousled shock of white hair "Puddler" Jim Davis of Pennsylvania, ever got in to the senate by any such majority.

Dwight Morrow of New Jersey proved himself a great senatorial vote getter, but not in the Davis class. Morrow had to be content with a majority of a mere 260,000 or so.

Nye's Quandary
Perhaps that million majority for "Puddler" Jim was what induced young Gerald Nye to forego the pleasure of attempting to unseat the little Welshman in his campaign.

Even if too much money was spent from Mr. Nye's point of view it would be hard to convince anybody that all those \$38,848 surplus votes were improperly come by.

Nobody ever bought that many votes, directly or indirectly. It couldn't be done.

Mr. Nye's reason, given following his exploration of the Pennsylvania campaign as chief senate investigator, for not pressing his attack on Davis' election was that Mr. Davis did not appear to have had any personal knowledge of large expenditures made partially in his behalf. Mr. Davis seems to have had a lot of other and equally effective ways of getting votes.

His Union Card
One of those other ways is of particular interest. Mr. Davis is the only persons holding a union card ever to have gotten into the senate.

"Puddler" Jim is still a union man in good standing. He has been since boyhood, when he actually began his puddling.

Organized labor can, and no doubt does, point with pride to his case. There have been plenty of union cards of one kind and another in the house, from time to time, but not the senate.

Now, assuming that organized labor has this perfectly justifiable pride in the Davis election—and Pennsylvania organized labor must have contributed largely to that million majority—it could conceivably make things a little tough for Mr. Nye himself, even out in North Dakota, when he comes up for reelection next year, if he made too much of a point about trying tooust "Puddler" Jim from the senate. That idea would give pause to most politicians.

Wedding Meant Jail For Him
MODESTO, Cal. March 13 (UP)—Harris Blasigame, 37, had to go to jail here so Gene Holtzhans, San Francisco, could get married. Holtzhans had put up \$500 bail for Blasigame when the Modesto man was charged with driving while intoxicated. Three weeks later Holtzhans decided to get married, so he withdrew his bail money, causing Blasigame to return to the city bastille.

Twenty students are building their own gymnasium at Southwest Mississippi Junior college, McComb, Miss.

LYMAN WILL ATTEND VEGAS CONFERENCE

Dr. Richard R. Lyman, widely known as an engineer for his participation in reclamation and other water projects in America, and also well known as one of the twelve apostles of the Mormon church, will be a visitor in Las Vegas Saturday and Sunday, March 14 and 15, to attend a conference of the Mosop stake of the Church of Jesus Christ of Latter-day Saints.

The first session of this conference will be held at 7:30 p. m. Saturday, and three L. D. S. conference men will be held Sunday.

Dr. Lyman is well known to many residents of this section of Nevada, having visited in company with a number of government engineers and reclamation officials, the Hoover dam site, St. Thomas, Overton and other cities of the Moapa Valley. On this tour he was an invited guest of Secretary of the Interior Ray Lyman Wilbur and U. S. Commissioner of Reclamation Elwood Mead.

The experience of Dr. Lyman in connection with reclamation and sanitary projects on a large scale go back a number of years. During the ten years in which he has served as one of the twelve apostles of the Mormon church, he has continued to spend time in engineering feats, and was connected with a number of great engineering projects of our country.

He was one of the 28 consulting engineers employed by the sanitary district of Chicago to study and make recommendations for the solution of the problem confronting 50 municipalities of that district—the disposal of their sewage. When Chicago was a small city, the sewage was emptied into Lake Michigan, but since the city grew into the 4,000,000 class, such disposal of this waste matter became unthinkable.

(Continued on Page Five)

Alaskan Fights U. S. Wire Sale To Private Firm

SEATTLE, March 13 (UP)—Sale of the government-owned and operated Washington-Alaska Military Cable and Telegraph to a private concern would retard commercial progress of Alaska, in the opinion of Judge James Wickersham, the territory's new delegate to congress.

Discontinuance of stations in isolated points, and increased costs for messages would result from the transaction, and Alaska only means or rapid communication with the outside world would be impaired, Wickersham believes.

The United States army has already started construction of wireless stations to supplant the cable and telegraph system, and bills authorizing the Secretary of War to sell the old system have been introduced in the house and senate.

"On the government-operated system," Wickersham said, "we receive good service at very reasonable rates, and my isolated points that would ordinarily have no means of communication are served by wire. A private company would discontinue those non-profit making stations."

"Since the system as a whole is operating at a profit, it would be the utmost folly to place it in private hands, with the resultant increased rates and fewer stations."

Wickersham went to Washington to fight for government retention of the cable system and against proposed rate increases on the Alaskan railroad, government-operated transportation system connecting Fairbanks and the interior with Seward, a seaport.

Manhatten All
Travelers may have lost some of its population during the past decade, but its itinerant quota has increased amazingly.

For instance, during 1929 more than 38 million people boarded subway stations. The city department is planning to use water from the North and East rivers which biases are near enough to those streams.

Various plans have been suggested to remedy the situation, but there doesn't seem to be much relief except by sudden rains or melting snows upstate. The river water around here is unfit for use, although there are a number of artesian wells on Long Island which will be put to use if necessary.

It appears that New Yorkers may have to quit taking baths for a while. One alarmist feels that most of the water wasted is caused by rich folks who take hot showers and let the water run too long.

French Oppose Proposed Auto Gas Tax Bill To Replace Existing Motor Vehicle Assessments

PARIS, March 13 (UP)—Motorists in France have been greatly aroused by the introduction of a private member's bill to the Chamber, in which it is proposed to replace the existing tax on motor cars by a surtax on gasoline amounting to 38 cents per hectiliter, or nearly a gallon.

The author of the bill, M. Malinre, argues that the present system of taxing the car itself is unfair to the ordinary user, who is called on to pay as much in taxation as owners who average double and even ten times the mileage. His proposal is based on the principle that the tax on motoring should be in direct ratio to the use made of the roads.

M. Malinre further stated that, under the present system, the owner of a ten horsepower car pays a direct tax of \$32.40 a year. Such a rate of taxation if the impost were based on gasoline at the rate of 68 cents a gallon, and assuming that the car used 11 liters every 100 kilometers, would give an ordinary ten horsepower car a mileage of 14,375 a year, or approximately a little over 275 miles a week. This is far above the average motor-car owner's record.

Critics who are adversely inclined to the proposal insist that, although the average automobile owner would apparently benefit from the change the proposal would prove unworkable hardships to owners of commercial vehicles.

In 1929 these comprised nearly one-third of the total motor vehicles registered in France, while over 70 per cent of the so-called "touring cars" are primarily used for business purposes by traders, commercial travelers, agriculturists and others.

Alaska has 70 aviation fields in actual service with about 30 regular commercial planes using points on the Alaska railroads as a supply base.

Leave Your Address With Western Union