

LAS VEGAS AGE

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TUESDAY MORNING, MARCH 17, 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 10 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-Knudson Company, J. F. Shea Company, and Pacific Bridge Company. Amount of bid \$48,896,999.00.

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 \$500,000.

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 R. 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.

LET THE PEOPLE DECIDE

TO SO amend the charter of the City of Las Vegas that the city could be obligated to pay vast sums of money for public utilities without the same having been first approved by the people at an election would not be well.

Any proposal for the purchase of a public utility by the city should be submitted to the people and be subject to discussion and investigation. The people should decide for themselves whether, in the first place, they wish to have the city acquire the public utility proposed, and in the second place, whether the price they are to pay is a fair price and the best that can be obtained.

The Age believes an amendment such as is proposed which would permit the city commissioners to plunge the city into debt for public utilities unless prevented from doing so by a petition would be very unwise.

LOCATING THE HOSPITAL

THE government has appropriated \$625,000 for building a veterans' hospital in Nevada. The question now arises, where should it be built? What particular location will best serve the purposes for which the hospital is designed?

It is the desire of the Veterans' Bureau, we believe, to serve sick and disabled veterans to the utmost. In this desire all of Nevada joins.

Nevertheless, there is a decided difference of opinion as to the best place for the hospital. Several cities in the northern part of the state each desire to have the hospital located there. Each has some outstanding feature which is being put forward to recommend it.

Las Vegas can, we believe, more than match any advantages of climate, water supply, transportation, and health conditions which the others have.

And we have another claim of such importance as to dwarf all others. That is that here, at Las Vegas, during the next eight years will be several thousand veterans working on the Boulder Dam project. They will come from all parts of the country, and many will come who do not find employment, although veterans are to be given the preference.

So, it seems to us, that no other city in the state has such an impelling reason for expecting the government to select it as the site of the veterans' hospital as Las Vegas.

Other things being reasonably equal, the hospital should be located where it will best and most promptly and conveniently serve those who will have need for it.

ACTIVITY INCREASING

ACTIVITIES in construction of the Boulder Dam project are getting under way at an astonishing rate. One after another the preliminary features of construction are

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WASHINGTON BYSTANDER

By KIRKE SIMPSON
WASHINGTON — Among all Washington's assorted "ologists," and they are many and varied, nobody has a more fascinating field than Dr. Arthur MacDonald, who styles himself a "legislative anthropologist."

He is the chap who has been measuring legislative heads and otherwise seeking data upon which to base scientific deductions.

Dr. MacDonald is not ready yet with generalizations that might help voters pick their representatives on the basis of each candidate's cranial data. He has been diverted for the moment from his effort to create a sort of political "divining" rod which would enable voters to tell from the outside of a politician's head what's on the inside.

His intention has been attracted instead to the knotty problems of whether Republicans or Democrats are going to control the next congress.

Reasonably enough Dr. MacDonald assumes that mortality statistics of past congresses might throw important light on that question. Where the Republican majority in house and senate will be a mere matter of a vote or two at best, obviously vacancies due to death may be the deciding factor.

Going back no more than five congresses, Dr. MacDonald produces the startling statistical predictor that if the seventy-second congress meets before next December, its regular date, the Republicans will organize both houses; while the chances are in favor of Democratic organization if it does not meet until December. That's one aspect, he contends, of the extra session problem.

To reach his conclusions, the doctor figured out that the Republican death rate in the senate for those last five congresses was 7.4 per cent against a Democratic rate of 3.2 per cent. In the house, the Republican rate was 4 per cent, the Democratic 3.8.

The explanation of this the doctor contends, is that the Republicans have been so much in power during the years that on the average they are older men in both houses. There are about 100 new Democrats coming into the house next session, for instance. Mostly they are relatively young men.

Good Legislation
The "legislative anthropologist" deduces still another and highly optimistic conclusion about the close party margins in the coming congress.

"Beyond the supply bills," he says "there can be very little legislation (in the seventy-second congress) unless it is very generally agreed to; that is, almost requiring unanimous consent, so it is very likely to be very good legislation."

In short, minimum legislation of maximum quality may characterize the next congress. It may turn out to be a model congress.

That sounds logical, and may prove true. The Bystander will hazard a prediction of his own, however. It is that the seventy-second will be a mighty exciting congress.

Turquoise Gown Trimmed in Sable

WASHINGTON, (AP)—A long afternoon gown of turquoise blue crepe worn by Miss Dorothy Fowler, a sub-deb, is trimmed with bands of sable. It has long, flowing sleeves

developing and we may now say that the great enterprise is under way.

The face or nature near Black Canyon is being changed overnight. The terrain will be harder to recognize than a woman with a lifted face. In a short time we will scarcely recognize our old Colorado River.

THE CONFERENCE

THE Mormon Church in Las Vegas on Saturday and Sunday entertained the quarterly conference at which a large number of people were in attendance. Most of them were members of the Church. But some non-members were attracted by the subjects announced and by the names of the speakers.

By one thing in particular the non-members were impressed—that the Mormon religion is intensely practical, entering into the smallest details of everyday life. We once heard a member of that church say, "Our religion is our life." And it does seem that the Mormon people go far toward putting their religion into the practical things of existence and do not lay it on the shelf week days to be taken out at church time Sundays.

SPRING BEAUTY

THE writer just looked out the window of his office and noticed that the roses are blooming and the shade trees green and beautiful.

The seasons creep up on one with stealth. We have had it in our minds for long that spring is just about here, and of a sudden we notice that Spring is right on the job and doing well.

Like the Boulder Dam project we find that we have insensibly changed from anticipation to realization. Both spring and the project are here and both are fulfilling their promises.

Warm Weather Brings Out Cupid's Victims

Whether it is the first warm days of spring, or improved business due to the building of the Boulder dam, or some other unknown force, we cannot say, but Cupid has been one of the busiest little boys in these parts during the past two days.

On Saturday our local Cupid, Wm. L. Scott, and his deputy, Dorothy Keeler, issued marriage licenses to nine victims of the little god of the bow and arrow, and three more were added to the list yesterday.

Only a couple and a half of this number were Vegas residents, California supplying the greater number of applicants.

"Drive Yourself" Service Started

Seeing a great need for a "drive yourself" car rental service in Las Vegas, L. E. Riley has purchased five new Ford cars from A. C. Trant, local Ford dealer, and will inaugurate the new service this morning.

The new concern is known as the "U Drive It" company and will for the time being be located at the Ford Garage on south Fourth street.

Huge Gains Seen For Citrus Fruit Spring Shipments

ATLANTA, March 16. (AP)—Increase of 245 per cent in shipment of citrus fruits is forecast for the second quarter of 1931 over the same period last year, by the Southeast Shippers' Advisory Board.

The forecast estimates 13,500 cars will be needed to move citrus fruit placed on the market during April, May and June. Last year the cars required were 3,903.

It is estimated there are around 3,000 cars of oranges and 12,000 cars of valencias yet to move from Florida.

There will be an increase in the movement of crushed stone, sand, gravel and slag of 12 per cent during the quarter, the advisory board of the American Railway Association estimates.

Last year 91,793 cars of this group of commodities were moved, while it is believed 102,808 cars will be necessary to move the product.

The increase will be due to large highway building programs throughout the south, and the special highway relief fund appropriated for use in southeastern states, of which 26,469,074 will be available. Highway building also will be responsible for a six per cent increase in the movement of cement, the committee said.

Other commodities expected to show an increase in southeastern states are: chemicals and explosives, 5 per cent; furniture, 5 per cent; textiles, 8 per cent; petroleum and products, 3 per cent; machinery and boilers, 2 1/2 per cent.

Feather 'Flowers' Adorn Paris Collars

PARIS, (AP)—Feather flowers are a new and bright gadget which pleases fastidious fashionables just now. The new posies, about the size of a full-blown rose, are worn on the collar of a tailleur or a wool street dress. Chocolate brown is a favorite hue, while sapphire blue, cranberry crimson and ochre yellow are often seen.

The bouquiers are of intricate design, even the "leaves" being made of feathers.

Radio City of Skyscrapers Looks to Chain Television

This perspective view of New York's "Radio City" in miniature shows the proposed development of nine buildings, to cost about \$50,000,000, which are to house huge facilities for broadcasting, television and other fields of entertainment.

By C. E. BUTTERFIELD (Associated Press Radio Editor)
NEW YORK, March 16. (AP)—Broadcasting, for which New York's "Radio City" is named, will inaugurate this huge proposed entertainment center.

Newest in the amusement field, this fast-expanding enterprise is to be the first tenant of the gigantic group of buildings that will bring to the Fifth Avenue district an elaborate theatrical and radio set-up.

Radio City is the stretch over three square city blocks, from 48th to 51st street and from Fifth to Sixth avenue, facing on Fifth.

Tentative plans provide that the 65-story skyscraper, the central structure of nine, new home of the National Broadcasting company, is to be among the first completed. It is to be ready about May 1, 1933, with the entire "city" in operation by 1934 or 1935.

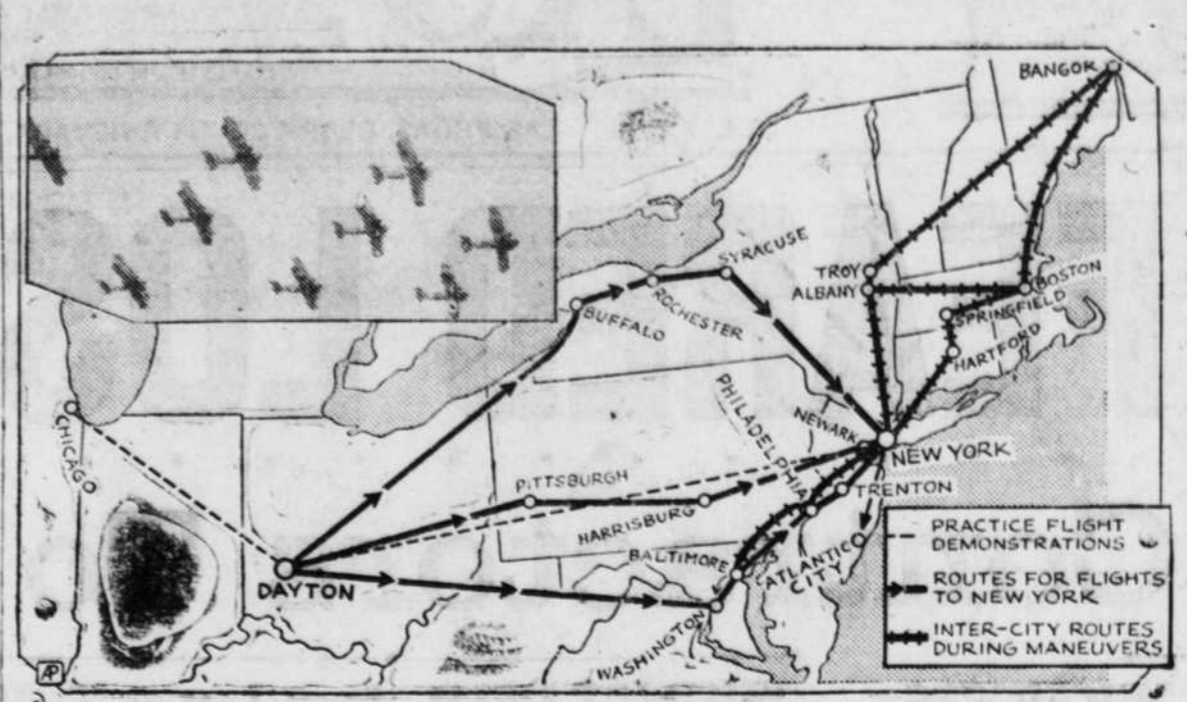
Thus, with radio as the keynote, there will be grouped together the movies, the theater, the opera and television, and such "sidelines" as phonograph records, broadcasting recording and movie-making.

In keeping with the progress of television, which by the time Radio City is ready is expected to be developed on a nation-wide basis, this art may give the city its trademark.

There are plans under consideration to place the high antenna towers and the transmitter for radio pictures on the roof of the highest structure.

Three of the buildings will be skyscrapers, flanking the central

MONSTER FORCE OF 672 PLANES WILL 'FIGHT' IN MAY WAR GAMES



"Battle fronts" for the air corps war games in May are shown by this map. From Dayton, O., the forces will split while engaged in demonstrations en route to the Atlantic seaboard. After an "attack" on New York, various groups will present demonstrations in New England and middle Atlantic states. Mimic battles over Washington will end the field exercises.

By OSCAR LEIDING (Associated Press Aviation Editor)
WASHINGTON, March 16. (AP)—The mightiest force ever mustered by the air corps for its annual field exercises—672 planes—will be flung into mimic battles in May.

Drawn from army and national guard squadrons, the winged fleet will represent nearly one-fourth of the nation's actual air strength when the combined army and navy five-year aircraft programs are completed.

Concentration at Wright and Fairchild airdromes, near Dayton, O., the force will form an air division composed of 295 pursuit, 325 observation, 51 attack, 36 bombardment, and 45 transport planes. The personnel will total 740 officers and 631 enlisted men.

"War" Begins May 21
Brig. Gen. Benjamin D. Foulois, dean of military pilots in point of service and assistant chief of the air corps in charge of plans, will command the monster force.

Formation and combat practices will take place May 18 and 19, climaxed by flight demonstrations over Chicago and Detroit.

The actual "war" will begin May 21 when the armada, believed by the air corps to be the largest concentration of modern planes ever assembled for a single mission, will descend upon New York.

Because of fuel demands, the force will not travel as a unit but be broken up to reach New York over a number of airways. Pursuit planes will go by way of Buffalo, Rochester and Syracuse, and others by way of Pittsburgh, Harrisburg, Washington, Baltimore and Philadelphia.

Headquarters will be established at Mitchell field while three adjacent airdromes—Roosevelt field, Fairchild airport, and Valley Stream airport—will accommodate some wings of the division.

To "Bombard" New York
Equipment will be inspected May 22 and near midnight a demonstration of bombardment will be made over the city. On the following day,

over the lower part of Manhattan, combat tactics against defensive pursuit planes will be shown by bombardment, attack and pursuit.

Assembling over Westchester county after the "battle," the force will fall into combat formation and return over the city to Floyd Bennett field, New York's new municipal airport, to be dedicated in honor of the pilot who flew Rear Admiral Richard E. Byrd over the North pole in 1926.

The force will fly into the New England area May 24, to be scattered at airports in Hartford, Conn., Boston, and Springfield, Mass., and a regrouping the next day for a mass demonstration over Boston.

On the same day a composite group of pursuit and bombardment will visit Maine and join the main group May 26 when it returns to New York City by way of Albany, Troy, and the Hudson river, passing in review on the way before the cadets at West Point.

Final "Battle" Over Capital
The whole flying division, coming in waves, will engage in demonstrations May 27 over Atlantic City, Trenton, Jersey City and Newark. The next day the planes will be inspected and the air corps will be received by Mayor James Walker at the New York city hall, a large detachment of marines marching to the ceremonies while others in planes soar overhead.

On May 29 the division will stage demonstrations over Philadelphia and Baltimore. That night they will be berthed at Baltimore, Langley field, Va., and Bolling field, in preparation for the final mimic battles Memorial day over Washington.

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MARK BARRON ENTERTAINS YOU IN HIS COLUMN AT LARGE

NEW YORK — A summons to raffle ticket is bad news in any walk, but it's a prize announcement in this town.

New York policemen roar harshly if you break through a red light or make a wrong turn, but if the offender is docile and accepts his epimund meekly, he usually is released without a ticket.

It is during the last few days of the month that a motorist is most likely to visit Mott street court. Policemen seem to get a sudden idea that they should have more arrests on their monthly pencil busy in a last minute rush.

If one gets a summons he must travel far downtown in the early morning to Mott street court. Mott, oddly enough, is a street that always has broken glass and nails lying around. And when the motorist parks his car (here he finds himself besieged by a mob of urinals who ask for a quarter to watch the car.

If the ransom isn't paid, the odds are that the motorist will return an hour later to find that nails have been driven in his tires.

In traffic court there is always a long line of offenders. The hearing is pretty simple and mechanical, after one has waited for hours for his name to be called. If the plea is guilty, a fine is assessed and it is all over in a minute.

If the plea is not guilty, the arguments begin. Most of the traffic court judges have heard so many thousands of cases that they can get a pretty clear picture of what happened after only a few words from the defendant and arresting officer.

If one has a pretty secretary or sister, it is a good idea to have her appear in court as proxy. The case then gets quick attention, and afterwards the cameramen take her into an anteroom to get her picture for the tabloids.

Fachyderm Player
The ballyhoo boys who put on wrestling matches tried to lure Wesley Shumerich here for a couple of matches. Wesley declined, as he had to hurry south and start training for his season with the Boston Braves.

Wesley spends his winters wrestling and last fall he condescended to telegraph Judge Fuchs and ask his permission to gather in a few of the dollars floating around for mat embraces.

The judge wired back that he thought it would be unwise, as wrestling was a dangerous game and Wesley might hurt himself so badly he couldn't play baseball.

This didn't stop Wesley. He wired right back: "Thanks for your consent. Wrestling isn't at all dangerous."

Street Scene
West Seventy-second street is only three blocks long, running from Central park across Broadway and stopping at Riverside drive. Once it was one of the town's quietest lanes. Distinguished brownstone houses lined both sides.

In those three blocks now are 16 hotels, 22 restaurants and the remainder of the buildings are palace-like apartment houses.

Suits Filed In District Court

Carl V. Hamilton, plaintiff, vs. Tilla Keen Hamilton, defendant. The parties married at Los Angeles, Calif., April 24, 1924. Extreme cruelty is charged in the complaint filed by Harmon & Salter.

Marriage Licenses

SMITH—STONE: Frank Bradley, 48, and Gladys Marie, 27, both of Los Angeles.

HYER—ROBEY: Joseph F., 30, and Mary H., 27, both of Los Angeles.

HELL—WIMMER: W. Glenn, 30, of Long Beach, and Norma Lee, 20, of Anaheim.

CLEMON—REED: Harry, 24, of Los Angeles, and Helen L., 19, of Burbank.

ARNDS—LONDON: Fred R., 30, and Lorraine, 21, both of Los Angeles.

HOORN—BLISS: Kenneth M., 21, of Huntington Park, and Edna Marion, 18, of Los Angeles.

HUNTER—HOWARD: Roy Edward, 19, and Bernice Jane, 18, both of Compton.

JENKINS—HUBER: Harry E., 23, of Las Vegas, and Goldie, 28, of Springfield.

STEPHENS—MONSON: Irvin Alva, 5, and Gladys Luella, 24, both of Las Vegas.

WEKING—SIDLEY: Theodore E., 35, of Los Angeles, and Betty, 39, of Salt Lake City.

WILTON—DUNLOP: George H., 27, and Margaret E., 21, both of Long Beach.

MINOR—LEMMON: Roy E., 45, and Naomi K., 38, both of Salt Lake City.

White Lapin Coat Worn With Taffeta

WASHINGTON, (AP)—A three-quarters length coat of white lapin is worn by Miss Dorothy Kurtz, daughter of Representative Kurtz of Pennsylvania, with an evening dress of green taffeta figured in gold. The slippers are of green with gold buckles.

A Swiss furniture dealer is giving life insurance policies to newly married couples who buy household furniture at his stores.