

LAS VEGAS AGE
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 TUESDAY MORNING, APRIL 7, 1931.

WASHINGTON BYSTANDER

WASHINGTON — Ever-watchful observers report that Mr. Hoover smiled, there in the President's room of the senate, as the gavel fell to adjourn the seventy-first congress without date.
 As a matter of fact, Mr. Hoover is disclosed as still smiling a bit when he posed with his cabinet later on the steps of the senate for a news picture.
 Why not that Hoover smile? Here was a man with presumably a nice-month vacation granted him. Very likely Mr. Hoover was looking forward most happily to that surcease from the senate.
 The ordinary, everyday routine of presidential administrative duties must have offered him the prospect of pleasurable relaxation, contrasted with his months of wrangling with the senate. Just ended. He had a smile coming.

Extra Session? It can conceivably prove impossible to avoid calling the new congress in special session before the regular December resumption of political activities "on the hill." Something may happen, although not now foreseen, that would make it necessary.
 But the situation in the seventy-second congress, with its lack of definite and workable party majorities for anybody in either house, makes it doubtful that even the members of that congress eagerly look forward to its convening.
 Looking over majorities by which a lot of men went seats in the next house, it is easy to suppose they will know much anxiety about how to vote on many a problem the seventy-second congress will have to deal with.

The Bystander counted up half-a-hundred or so who got in by less than 2000-vote margins. Those are quite aside from the handful who have only a hundred or so majorities and who face contests when the house meets.
 There are seven members-elect from Ohio, for instance, with no more than a two-hold on their jobs. There are two or three in the same boat from Illinois: several from Indiana, Colorado, Connecticut, Iowa, Massachusetts, Nebraska, New Jersey, New York, Oklahoma, Pennsylvania, Utah, West Virginia, Wisconsin and even Tennessee have their tight spots.

And a single mistake in casting his vote on any proposition before the house may result in any of these members being rejected in 1932. By contrast those huge majorities of 40,000 to 75,000 from greatly overpopulated districts in Michigan and New York are appalling.

Past Performances Statistically considered, the prospects of avoiding an extra session of the seventy-second congress this year would not appear good. Only four of the last ten congresses have held their first sessions on the regular December opening date. The others were all called in special session in April except the sixty-sixth, which met first in May. However, war and post-war emergencies account largely for that situation.

Hand-Made All! However, when she offered to expose the police he had a hand-made alibi, so to speak, and took immediate advantage of his opportunity; for he knew that the first reaction of the public would be to blame the police who might fear her exposure. Such cases of crimes deferred until an opportune moment arrives are common in the history of criminology.
 The psychological clues pointing to this theory cannot be wholly ignored. Vivian Gordon's body was placed in a spot where almost immediate discovery was inevitable; whereas a murderer who did not want the body found could have made a much better job of hiding it.
 It appears almost as if the murderer placed the body to be found. In brief, he pointed up to his alibi too neatly and too obviously—he was a trifle too eager to cast suspicion elsewhere.

Biological Aspects The crime, therefore, instead of being a logical result of an obvious cause, shows the illogical elements of a mind attempting to build a false relationship between cause and effect.
 In the mystery screen story, "The Blue Moon Murderer," which I have just written, I used a similar murder, treated from the reverse angle, in which the detective uncovers the true culprit by the very fact that suspicion pointed too directly toward the person whom the murderer had sought to involve.
 There are two other points which might be considered in formulating a theory of Vivian Gordon's death:
 First: strangling, or garrotting, is not, and has never been, a popular Anglo-Saxon method of murder.
 Secondly: strangling is rarely if ever a method of purely impersonal or expedient murder—that is, murder without personal wrath or passion. And if the killer of Vivian Gordon actually did seek to throw suspicion on the police, he used a psychologically wrong method of murder, in addition to emphasizing his alibi to a point where it tended to defeat his purpose.

Predatory animal bounties paid by Montana last year totaled \$9,336.

HOOPER 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; Heortliff, J. Keiser and W. A. Bechtel, McDonald & Kahn, Morrison-Knudsen Company, J. E. Shea Company, and Pacific Bridge Company.
 Amount of bid \$48,890,599.00.
 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 \$800,000.
- GOVERNMENT RAILROAD**—Boulder City to dam site, 8.6 miles under construction by Lewis Construction Company. Contract price \$455,508.50.
- GOVERNMENT HIGHWAY**—Boulder City to dam site, 10½ miles of 22-foot highway, under construction by R. G. Le-Tourneau, Inc., subcontractors. Contract price \$329,917.15.
- BOULDER CITY**
 Excavation for water tanks—Contract let to Eutterfield 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 Colorado Springs, Colo., is now doing the new 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.

Tammany Tangle May Sway Presidential Race



Three times Franklin D. Roosevelt (left) has nominated Alfred E. Smith for the presidency in Democratic conventions, and now political strategists believe Roosevelt's own prospects for the nomination may be affected by the investigation of New York City's administration.

Results May Determine Democrats' 1932 Lineup—Roosevelt's Fate Linked with New York City Quiz

WASHINGTON, April 6. (AP)—An analysis of the aspects of the Vivian Gordon murder would seem to indicate a solution quite different from the first emotional conclusion of the public mind.
 Looking beneath the rather obvious facts of the case, one theory which emerges is that Vivian Gordon was the victim of a purely personal and perhaps a passionate crime.
 We might even tentatively reconstruct the attitude of mind of her slayer. To wit: Some man desired Vivian Gordon's death as a result of wrath, passion, or vengeance. But because of his association with her, he feared to do murder last suspicion fell on him.

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Arizona Ruins

Tell Story of First Citizens

PHOENIX, Ariz., April 6. (AP)—A story of Arizona's first citizens—brown men who enjoyed life on a civilized scale at a time when ancestors of present day Nordics were savages—is being uncovered by this city.
 Excavation and restoration of the Pueblo Grande ruins, six miles from the city limits, is under way as a municipal project. Work will continue until the picture of prehistoric life is as clear to layman as it now is to archaeologists.
 It is the only municipally owned and administered ruins of the kind in the United States and was fully reconstructed to show a chapter in the life of an ancient community, now buried beneath this city.
 Phoenix acquired title to the ruins several years ago, named a commission to direct restoration and research and appointed G. S. Henshaw as the archaeologist in charge.
 Located on an ancient canal, the ruins already have contributed to the store of knowledge concerning those who lived in the southwest ages ago. Soil and rock formations, covering the ruins, proves conclusively that the people who inhabited the dwellings lived several thousand years ago.
 That these prehistoric "apartment house" dwellers were civilized is proved by the presence of the canal and other evidence that an intelligently operated system of irrigating farm lands was in general use.
 Pottery as an industry existed also while the dwellings, fundamentally similar to modern city apartments, were admirably suited to the climate then prevailing in this section.

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

NEW YORK—Taxi drivers are strange fellows, but they are the adventurous ones who really get the thrills and adventure out of New York.
 Many of them are in the business for the pure zest of it. There isn't much money in piloting a cab around the town at five cents a mile.

Powhatan Luigi is a negro who came out of the hills of North Carolina and somewhere acquired a rickety, tinny cab that makes a good deal of racket, but gets where it's going and in a hurry.
 "My name used to be Elijah, but that was back in the hills," he said. "I figured I should get an American name if I was coming to the city, so I looked in a history book and found Powhatan. I like it here except I miss the hot weather, so I found I used to get down south."

Commander Robinson is a huge giant from Haiti, and he cruises with his cab along Central Park West. His name is really a name, and not a title. He has no idea why he was given it.
 Customers' Guide
 He likes to hunt out strange taverns and resorts. Then he picks up a lot of bored couples from swanky apartment houses around Central Park. They want to see "something different" and he takes them to mysterious little taverns along the waterfront, or to hidden amusement places along dark alleys of Harlem. He acts as both chauffeur and bodyguard.

Richard is just driving a cab temporarily. It's a good job, but he has to be moving on. For 15 years he has been "toughing" it all over the world, working at odd jobs and never staying anywhere long.
 He came from Jamaica and talks with a British accent. He has been stranded "on the beach" in Buenos Aires, Caracas, Shanghai, Bangkok and Mobile.

In Gibraltar he lived in a lodging house that rented rooms for 18 cents a week. Philadelphia is the coldest town in the world toward buses, he says, and Baltimore the most hospitable. Atlantic City, Miami, Havana and other such resorts are "poison" to the fellow trying to beg a square meal.

Clean Shirts Pay
 Richard has a philosophy of his own about "toughing" it. A ragged and dirty bum can never get a job or a meal, he believes.
 So when he is tramping around this country he mails a couple of clean shirts ahead and when he gets stranded "on the beach" there they are waiting for him. He changes his linen, gets a shave and a shine. Then he says, it is always easy to get help. Contrary to tradition, Richard says, small towns are not hostile to strangers if they look respectable.

It is a simple matter to get a job in Sandusky, Longington, Marion or Waxahatchee. This is because all the home town boys rush for some big city as soon as they can break away.
 New York is the only port Richard can't get away from. "I'm toughing it about eight months a year," he explains, "but when I get any place I always turn around and head for Manhattan. You can stay round here for years and still feel you are just visiting the place."

"If you stay in any other port very long you get the feeling that it is your home and then you are afraid to leave. But you can come and go in New York all the time and still feel that it will always be here when you get back.
 "When I'm here I always want to get away, but once outside for a glimpse of the Battery again,"

138,000 Miles in Desert Run



This Chevrolet truck has been driven 138,000 miles in the desert near Las Vegas, Nevada, and is still running strong. The driver steps along at fifty miles per hour through torrid summers and winters, through

One hundred and thirty-eight thousand miles and still running. That's the story of a Chevrolet truck on the run between Las Vegas, Nev., and Littlefield, Ariz., through the desert sands and the terrific heat of the summer months.
 "George H. Bowler of Littlefield, Ariz., owns this Chevrolet truck which travels approximately 200 miles every day from Littlefield to Mesquite, Bunkerville, Glendale and Las Vegas, and returns, and has run up a total of 138,000 miles," according to words received by E. W. Fuhr, Pacific regional manager of the Chevrolet Motor company, in a letter from B. B. Coultas of the Desert Chevrolet company of Las Vegas.
 "The truck has had only two overhaul jobs on the motor and one on the transmission in the 138,000 miles, in all the time the truck has been in service. It is a 1½ ton capacity job and is called upon to carry 1,000 pounds to 3½ tons depending on the requirements of the merchants for whom Bowler hauls. It is driven at a rate of 50 miles per hour on the highway and dirt road sand seems to do it so easily that the driver does not think the speed excessive.
 "Up until a few months ago only 30 miles of the road this truck travels every day were paved, the balance or 70 miles were gravel, very rough and during the construction of an additional 25 miles of surfacing on this road the truck daily made detours which were full of chuk holes and dust which is hard on any equipment.
 "The last overhaul job was done at 123,000 miles and the driver claims the truck will be good for 50,000 more without repairs."

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