

# LAS VEGAS AGE

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WEDNESDAY MORNING, MAY 6, 1931.

## CONGRATULATIONS

The Age heartily congratulates Mayor-Elect Ernie Cragin and Commissioner-Elect W. B. Mundy. Their election by an overwhelming vote is a tribute to their citizenship and a testimonial of the high regard in which they are held by the people of Las Vegas.

The Age has faith to believe that the new city administration will carry on the affairs of the city in the same earnest way they have been accustomed to attend to their own private affairs.

And we bespeak for them the loyal support and hearty cooperation of the people. Now, more than ever before, we need a united people, all moving in the same forward direction. The board will find many difficult problems to solve. They will need the advice and assistance of the businessmen and taxpayers of the city, but their final action will be their own responsibility. Whatever decisions are made, there will be some who do not approve. But, when once a decision is made we should consider that particular matter settled. Constructive criticism is always helpful, but petty carping and bitter criticism of every act of the board will prove destructive.

The Age appeals to the people of Las Vegas to forget small personal differences and stand solidly behind the new city administration in their efforts to direct the growth of the city along those channels which will lead us toward our great destiny.

## IS THEY IS, OR IS THEY AIN'T?

The sewer bonds are defeated by a vote of 736 for and 895 against, according to the totalled returns of each city precinct. Which, under the circumstances, signifies nothing at all. For all we know the bonds may have carried.

Two systems seem to have been used by the various election boards. At least two of the precincts counted the votes on the bond question as instructed by the directions on the ballot. That is, when the voter stamped out the word "yes," leaving the "no" to stand, the vote was counted "No." That is the proper system as provided by our rather antiquated city charter which was made when it was the custom to scratch out the names of those for whom one did not wish to vote.

The other seven precincts, or at least some of them it appears, counted the X as the vote, although that is directly opposite to the instructions on the ballot and the provisions of the city charter.

So the face of the returns leaves the question of sewer bonds entirely up in the air. It is possible that a recount of the votes in some or all of the precincts may be necessary before the result of the bond vote is known with any certainty.

And even then there will still be the feeling of uncertainty as to whether people really voted the way they intended to vote.

## STEPPING FORWARD

Las Vegas is stepping forward faster than any little city in the west—in the whole country probably.

The Hoover dam project is moving forward with tremendous vigor and the city is making an effort to keep up with the procession. We are being provided gradually with additional hotel accommodations and habitations, but by no means sufficient to meet the demand.

The new hotel project, several of them in fact, are necessary to provide accommodations for the constantly increasing horde of visitors. The uncertainties surrounding the Hoover dam project have gradually been removed and Las Vegas is beginning to step forward with new courage and vigor.



## WASHINGTON BYSTANDER

By KIRK SIMPSON  
WASHINGTON—In one respect that phrase of the Wilsonian epoch about "open international covenants, openly arrived at," has a very recent application.

About as good an illustration of what is meant by it as you could wish is the manner in which the United States senate conducts all its treaty ratification debates in open session. Anybody who cares to may listen in to or read everything that was said.

Suppose that had been the practice as long ago as 1796. It is not conceivable that the senate would have ratified a treaty containing the statement:

"The government of the United States of America is not in any sense founded on the Christian religion."

Yet that is just what the senate supposed it was doing when it consented to ratification of the treaty with Tripoli of that date.

But for the skeptical eye of David Hunter Miller of the state department, it might stand indefinitely in the history books that such an official American declaration had been made.

**SKEPTICAL**  
In preparing old treaties for publication in book form, Miller ran across this perplexing "Article 11" of that treaty. It stands in the English translation of the original Arabic text that must have been before the senate when it approved the treaty.

But despite this tacit acceptance of so amazing a statement for nearly 150 years, Miller was confident it could not be the fact.

He collected practically everything relating to that treaty without clearing it up.

Retranslation of the original was required, and it is all so far in the past that Miller managed to find a man to do it only by combing the scholarship of the world.

He discovered Dr. C. Snouck Hurgronje of Leyden. And by virtue of the verdict of that famous Dutch scholar, the nation, if not the senate at last is exculpated from about as strange a mistake as history records.

**THE NATION CLEARED**  
The volume of the new book of treaties containing this Tripolitan document is just out, and with it is Dr. Hurgronje's translation. It discloses nothing whatever vaguely resembling that long-standing Article 11 of the English translation.

The thing from which it must have been drawn, the Dutch student says, is an attached letter "drawn up by a stupid secretary who just knew a certain number of bombastic words and expressions occurring in solemn documents."

Even Dr. Hurgronje could give no more than "an impression of the nonsensical original," and that in no way sustains the English translation.

**NEW FACULTY MEMBER**  
DURHAM, N. C., May 5 (U.P.)—Professor John S. Bradway, professor of law in the University of Southern California, will join the Duke university law faculty next September.

**CATCH SWARMING BEES**  
QUINCY, Mass., May 5 (U.P.)—Firemen were called out here to recover a stray swarm of bees. Protected by gas masks and rubber gloves, the removed the insects from a house and returned them to their hive.

**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 \$48,890,999.00.

## Aviation 'Hall Of Fame' Pools Genius To Give U. S. World's Biggest Airship

### Air Queen's First Flight Nears

AKRON, O. (AP)—Building of the giant navy dirigible Akron has drawn together a "who's who" of aviation.

Men of talent swarm with workers in the great airship dock of the Goodyear Zeppelin corporation as the craft is prepared for its first flight this summer.

There are shipbuilders and iron workers; men who worked on the Shenandoah. Los Angeles, Graf Zeppelin and R-100; balloon men who hark to the pioneer Tom Baldwin; men expert in metals, motors and aerodynamics; and men used to the silence of research laboratories.

Back stage are two men who have played major parts in sponsoring an American airship industry—Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics, and P. W. Litchfield, Goodyear president.

Moffett is 61, a South Carolinian by birth, Annapolis-trained in the class of 1890, and a sea-going sailor who knew hard service with the fighting fleet. He has long been a champion of aeronautics.

Litchfield is 56, a Bostonian and a classmate at Massachusetts Tech of Sloan of General Motors, Swape of General Electric, Irene duPont and Roger Babson.

**STAFF OF EXPERTS**  
Each man commands a strong technical staff. Comm. Garland Fulton heading the navy group and Dr. Karl Arnstein the industrial staff.

Fulton, 41, a silent and profound student, was chief representative of the navy at Friedrichshafen during the construction of the Los Angeles, and developed the basic design for the new navy ships, the Akron and ZNS-5.

Arnstein, 44, is a round-faced, smiling Bohemian who has designed more Zeppelins than every one else in the world combined. From building bridges in the Alps, he was drafted in 1914 to Friedrichshafen to compute stresses on airships.

He came to America after building his seventh ship, the Los Angeles, and is in charge of design and construction of the new navy ship. He has become an American citizen.

**"SKIPPER" A TEXAN**  
Lieut. Comm. Charles E. Rosendahl, skipper of the ship, is 33, tall and slender, another Texan. He has had extensive service in airships and has made notable contributions to mechanical handling of lighter-than-air craft.

Comm. Jerome C. Hunsaker, vice-president of the Goodyear-Zeppelin corporation in charge of developing passenger airship service, is a graduate of the naval academy and holds a doctor's degree from Massachusetts Institute of Technology. He built the Shenandoah, first modern non-rigid ship, and the NC flying boats.

Z. W. Wicks, former navy commander, is superintendent in erecting the Akron. He is 40, a New Yorker, described as having "a gift for getting things done."

J. P. Cooper, the Ohioan who heads the balloon room, has built more than 1,100 free and observation balloons and gas bags for more than 100 blimps.

He flew balloons, too, until his entry in the 1928 national race was struck by lightning. He slumped unconscious on the floor of the basket and fell 2,000 feet with 85,000 cubic feet of hydrogen blazing overhead. But he came out safely to build more balloons.

Ward Van Orman, champion American free balloonist, is working on weather studies to determine the best location for America's terminus of a trans-Atlantic airship line.

Dr. Wolfgang Klemperer, an expert in aerodynamics who flew with the Austrian army during the war, is also assisting in the construction work.



Aviation's foremost experts have joined forces in building the Akron world's largest dirigible, shown above in an artist's drawing. Left to right are: Lieut.-Comm. Charles E. Rosendahl, commander of the craft; Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics; Ward Van Orman, balloon specialist; and Dr. Karl Arnstein, designer of the craft.

## A New Yorker AT LARGE

By MARK BARRON  
NEW YORK—The Family Album! Anne Morgan is the personification of two adjectives—stately and regal. The sister of J. Pierpont Morgan easily dominates any scene in which she appears.

The first time we saw her was at the Polo Grounds in 1926. The grand stand and boxes were filled with members of the "400" and the better known social climbers. Whipped races were being staged for the sake of sweet charity.

Few eyes were watching the slim dogs speed down the racing lanes. Most of them were turned upon the box where sat Her Majesty, Miss Morgan, attired in a quiet gray tailored suit and with her bobbed, white hair bared to the autumn breezes.

Although one of the tsarinas of authentic New York society, Miss Morgan' principal activities have to do with philanthropic missions. Those duties in the cause of charity keep her busy 12 hours a day, and she arrives at her office every morning at 8 o'clock.

Her two closest friends are Elizabeth Marbury, the political leader and theatrical manager, and Elsie de Wolfe, now Lady Mendil. The three once lived together in a chateau in France. Miss Morgan is a strong admirer of the French, and she was leader of the movement to restore French villages destroyed in the war.

**ALOOOF**  
She has no more to do with gentlemen of the press than do her father, and if she had her way every news cameraman probably would be burned at the stake.

Her aloofness and royal demeanor on weather studies to determine the best location for America's terminus of a trans-Atlantic airship line.

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or sometimes make her appear unseemly cold, yet her incessant working for charity belies such an impression. It is simply that she is more interested in the welfare of the community than in little social graces toward the individual.

She is an excellent public speaker and smokes only while at work. She wears little jewelry, usually just a string of pearls.

She has never married, although both her sisters did. One is Mrs. Morgan Hamilton and the other is Mrs. Herbert L. Satterlee, both leaders in the conservative society set.

Miss Morgan lives in Sutton place, overlooking the East river. She may be often seen there walking in her garden, her constant companion being a wire-haired terrier called Randy.

**OCEAN COMMUTER**  
She is never factious and is only happy when she has more work than she can possibly do. She likes golf, walking and the movies. She speaks a half dozen languages and goes so frequently to Europe that she could almost be regarded as a trans-Atlantic commuter.

Once, probably because she was such a good friend of Miss Marbury, she was exceptionally interested in the theater. Today one rarely sees her on Broadway.

How much money she is actually worth is not publicly known. It is said her personal fortune, or "spending money" is something like \$3,000,000. Of course her share of the Morgan banking interests must raise this to a much higher figure.

Most of her charitable works have to do with hospitals and summer camps for working girls.

**REMEDY FOR OLD AGE**  
SANFORD, Me., May 5 (U.P.)—If you would live long, get your exercise by wielding an ax. That's the advice of Mrs. Annie Murphy, who celebrated her 75th anniversary by cutting up a large pile of wood.

It won't be long now until Gandhi will have to yield the spotlight to Babe Ruth.

**FLOOR HER WEDDING BED**  
LAWRENCE, Mass., May 5 (U.P.)—On her wedding night she had to sleep on the floor while her husband occupied the bed, Mrs. Joseph Latino testified in court here in opposing the divorce action brought by her husband.

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# CARD OF THANKS

Let us at this time express our sincere thanks and gratitude for the overwhelming support voters of the City of Las Vegas gave us yesterday as their choices for Mayor and City Commissioners, respectively.

It will be our pleasure and our earnest desire to conduct our offices in the name of Good Government, working always toward a Bigger and Better Las Vegas.

Sincerely Yours,

- E. W. "ERNIE" CRAGIN
- WM. B. "BILL" MUNDY
- W. C. "BILL" GERMAN