

LAS VEGAS AGE

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TUESDAY MORNING, MAY 12, 1931.

MOVING ON

ACCORDING to those in position to know, there are approximately 1,100 men now engaged on the various phases of work at Hoover dam, with a payroll of about \$6,000 per day.

A year ago this month we were hoping that congress would appropriate money for beginning the work. But at times it seemed uncertain whether that would be done. Powerful interests were then still opposing the project.

Early in July congress made the appropriation of the first \$10,660,000 for the work. Secretary Wilbur, with the backing of President Hoover, ordered full steam ahead. It was part of the President's policy to furnish employment just as soon as possible.

At first progress seemed slow. But as one after another various phases of the work started, we could appreciate the fact that great efforts to advance this work were being made by the officials.

President Hoover has been a friend of the great Colorado river project since 1920 when he first came in contact with the problem. Through all the intervening years Mr. Hoover exercised a powerful influence in favor of the enterprise.

Now, after the legislation is complete and the money made available, President Hoover as the engineer bent on getting the best results in the shortest possible time, is using the great power of the administration to advance the work. Never in the history of large public works have all the forces of engineering and construction been brought together so effectively as on this project.

To President Hoover we owe far more than most people know. The expedition with which this work was put in motion has had a beneficial effect not alone on Las Vegas, but on the whole west. It has served to reassure the public at a time when things throughout the west had a dark and gloomy appearance.

EMPLOYMENT PROBLEM

THE RESPONSIBILITY of selecting employees for the work on Hoover dam project is a serious one.

In Las Vegas the government has established a labor commissioner whose duty it is to register the names of those seeking work, with their qualifications, etc. And the contractors are supposed to select their men from the list in the labor commissioner's office.

But, it chances, there are approximately twelve hundred people who have ignored the registration process and have rushed to the river in order to be on the spot when men are wanted. Many of them, most of them we are informed, are destitute. Some of them are near starvation.

Now the question is, shall the contractor, needing a few men, send to the office of the labor commissioner for them, or shall he select some of those who are there waiting right on the job?

Whether he likes it or not the contractors have assumed certain responsibility for those who have gathered at the river. They can't permit people to starve right before their faces, even if there is a recognized method of employment in force in Las Vegas.

It would seem a wise move to give the labor commissioner a deputy to be located near the work at Boulder City. Or else clear the entire area of unemployed. The heat of summer will soon be on and groups of people living near the Colorado river without food, money, shelter or sanitary arrangements will be in a very desperate condition. Many will die unless something is done to remedy the conditions which prevail.

Leave Your Address With Western Union

Huge S. F. Bay Bridge Project Near

SAN FRANCISCO, (P)—Realization of San Francisco's 25-year-old dream of a train and vehicular crossing of San Francisco bay now virtually awaits only war department approval of a proposed \$75,000,000 structure.

Technical data and plans are being completed for making an application for a permit to build the bridge. Congress has already authorized the structure in principle, and war department action on the specific plans and route is no expected to raise serious difficulties.

The huge bridge—technically two bridges of four spans each—will connect the city by the Golden Gate with Oakland, Berkeley and Alameda by way of Goat Island.

It will end the isolation of San Francisco by a salt water barrier which surrounds the peninsula on three sides, and will shorten the highway distance approximately 55 miles. To drive from San Francisco to Oakland, at the present time, without ferrying, involves a trip of more than 60 miles, although the two cities are less than five miles apart.

On the San Francisco side of Goat Island, the proposed structure will rise to a height of 214 feet above the water. On the Oakland side the clearance will be 180 feet.

A definite decision has not yet been reached as to whether the main spans will be cantilever or suspension, but technical opinion has swung toward the latter as being more suitable to local conditions.

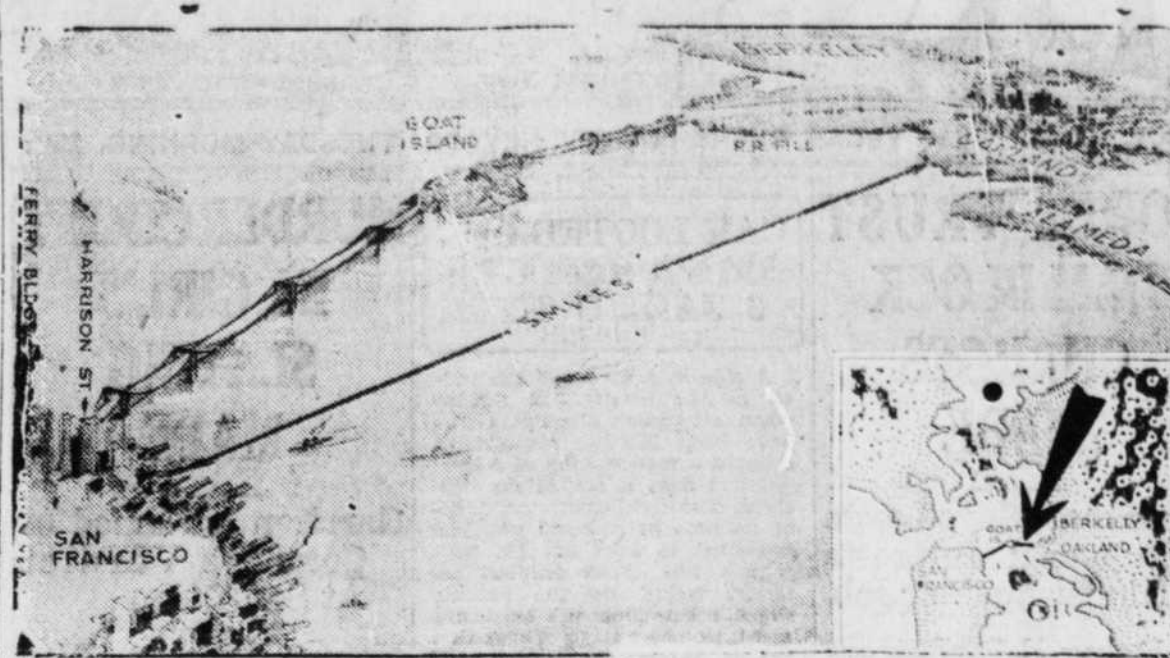
ENGINEERING PROBLEMS
Although the building of the bridge itself is rated as one of the greatest projects of the kind in years, the most difficult engineering achievement involved will be the construction of a pier on the Oakland side 314 feet deep.

This great depth, exceeding that of any other pier ever constructed, is necessary to get down to bed rock through the hundreds of feet of sand and silt of the mud flats on the mainland shore.

On the San Francisco side of the island there will be two spans of 1,400 feet each and two of 1,680 feet. On the Oakland side there will be one span of 1,420 feet long and three 480 feet in length.

PLANNED TO PAY FOR SELF
The precise specifications remain to be determined, but it is planned to provide accommodations on the upper deck for 16,000,000 to 18,000,000 passenger automobiles yearly, and on the lower deck to care for two lanes of trucks in each direction, besides allowing right-of-way for two electric train tracks. The construction will not be heavy enough to carry steam or transcontinental trains.

Congress gave permission to levy tolls on the bridge for a period of forty years, but it is expected that the bridge will pay for itself through tolls in from 16 to 20 years. It will be financed through the issuance of bonds by the state toll bridge authority.



After a quarter-century's planning, San Francisco is preparing to ask the war department's final approval for this bridge crossing San Francisco bay by way of Goat Island. The span, costing \$75,000,000, will cut 55 miles from the 60-mile highway distance between San Francisco and Oakland, which are but five miles apart by air line.

A New Yorker AT LARGE

By MARK BARRON
NEW YORK—When the circus was in Madison Square Garden, the aisles were generally cluttered with men and women in grave conference. They were pitch people—the merchants who own the various concessions.

They were debating the advisability of going with the circus when it started out under canvas. They are, most of them, eager to troupe again, but last season's misfortunes have made these once reckless business men cautious. Drought, cyclones and general shortage of spending money hit them hard last year.

It really amounts to a business panic, although the industrial experts don't pay much attention to it. But what's a circus if you can't spin a few spare dimes trying to win a Japanese vase or a Kewpie doll?

EMBARRASSED? RATHER
Tallulah Bankhead, who was something of a headliner in the informally droll stories in London, has become quite a working girl since her return. Indeed, she was so retiring as a recent party in her honor as to yield first billing to a scene outcast who had been specifically barred by the host.

The exile had appealed to his pals to bring him to the party, but they ruled him out. So did the host, who, while fond of the destructionist, had no wish to have his home torn apart.

Determined to attend, the outsider persuaded Tallulah to give title in the yard, its picket fence and rail fences, poultry yard, garden, stock pastures, cattle and horses and the big farm.

Near the house is a woodpile and axe. A hitching post and mounting block are depicted and a saddled horse stands ready.

A church, typical of the pioneer days, is shown in detail. A picket fence surrounds the miniature building and a feeding rack may be seen in the rear containing hay for the horses of the settlers who drive to church. A corner nearby is fenced off for the cemetery. Crude white crosses mark the graves.

THE BROADWAY STAGE

NEW YORK—Alice Brady's long search for a play worthy of her talents has, at last, been rewarded.

This despite the fact that "Brass Ankle" requires her to play a role as strange to her particular type as can be imagined.

In this foreboding tragedy of miscegenation, DuBoise Howard, co-author of "Porgy," cruelly leads a narrow path towards the fate for which he has condemned others.

He is a serious, sincere young man—admirably played by Ben Smith—who wishes to preserve the supremacy of the whites in a community overrun by children of mixed blood.

Just as he is condemning to ostracism these half-white, half-colored citizens, he discovers that



ALICE BRADY

GREECE DECIDES TO JUNK SHIPS

ATHENS, May 11 (P)—Two old American warships, now serving in the Greek navy, are to be scrapped. The ships are the Kittis, formerly the U. S. S. Mississippi, and the Lemnos, formerly the U. S. S. Idaho. They are 13,000 ton craft carrying 12-inch guns and were purchased from the United States in 1914.

Under an agreement with Turkey, Greece is entitled to replace these ships with eight destroyers and two min-layers. Construction of the new ships is to be spread over a period of years.

his own wife and children have negro blood in their veins. It is a salient play of thick, boiling blood and one that would have been much better had the author told his story from the viewpoint of an unbiased observer. Instead, he is inclined at times to push aside his characters and lose his own personal opinions.

'RECITING' A NOVEL
In "The Bellamy Trial," already made favorably known in book and motion picture, we find the mistake made so often when novels are placed on the stage. Instead of writing a play around the characters and situations, the authors have attempted merely to have the actors recite the contents of the novel in three acts.

As a result, the excellently written story of Frances Noyes Hart is long in playing, repetitious and rarely builds to a climax needed to hurdle the auditors' minds towards new developments. It is a grand court room scene, and most people are fascinated by testimony and trial procedure, whatever may be the plot.

CURIOSITY LANGUISHES
The story is that of the mysterious murder of Mrs. Bellamy. Charged with the crime are Mr. Bellamy and Susan Ives, wife of the man who was supposed to have been having a love affair with the murdered woman.

In the end the one you least suspect confesses to the deed, but there have been so few twists to intrigue the curiosity that it seems a solution forcibly dragged in to end the play.

increase in the size of the membership and the removal of individual desks in favor of the rows of benches of today played a part in the tendency.

Reverting to the days of his own house service, Burke wrote that while congress may not have done as much business "or worked even as hard" as the legislators of today, "the contrary conceded it a respect that it does not have today."



By KIRKE SIMPSON
WASHINGTON—Forty years of politics, ten of them as a member of the house, have produced in James Francis Burke of Pennsylvania, general counsel of the Republican national committee, philosophical reflections about this great American sport.

So far as the Bystander is concerned, these views came to light in an exchange of letters with Burke, prompted by a previous mention of him in this column.

It developed that the Pennsylvania, looking back over those forty years, has reached the conclusion that the standard of integrity in public life is higher today than at any time in the last half of century; yet that the standard of statesmanship has fallen off.

It sounds a bit paradoxical, but Burke has interesting explanations for his views.

BUSINESS A SCIENCE
The decline in statesmanship, he argued, was "due in no small measure to the fact that while the rewards of public life have not increased with its burdens, the rewards of service in other lines of activity have been multiplied many times."

"Business has become a science," Burke's letter said. "More dignity, social and civic prestige and greater financial rewards attach to it than in former years."

"By comparison private and public life have witnessed somewhat of a reversal of the influences and standing they exercised and enjoyed in days gone by."

It is an interesting comment. The Bystander can recall men who seemed unusually well fitted for public service and who had their feet well planted on that ladder; but felt compelled to retire to private pursuits to provide adequately for their families.

It is not often that an opportunity to return to public service later comes as was the case with Chief Justice Hughes.

LEGISLATURES INFORMAL
Another thing in modern life tending to depress public estimation of politics as a life work, Burke said, is the increasing formality of legislative bodies in this country, state or federal.

"The old dignity, decorum, imposing formality, imparted a halo to the ceremony that resulted in its own exaltation at least," he continued, adding that such things as the

Chevrolet

has struck a popular new note
in motor-car styling




Many factors have contributed to the remarkably widespread popularity of the new Chevrolet Six. Among these are smooth performance, low price, matchless economy, exceptional riding ease and driving comfort. But no feature has been more strikingly evident in the enthusiastic public reception of the car than its smart new style.

Fisher Body craftsmen, with their background of fine-car designing, have made this new Chevrolet an exceptionally attractive automobile. Study it from any angle and you find it extremely pleasing. Look at it from the front and you are impressed by the modish ensemble of deep radiator, large headlamps and arched tie bar—all gleaming in rich chromium plate. Viewed from the side, the long hood, low-swinging body

lines, sweeping fenders and massive wire wheels strikingly suggest the car's fleetness and power. And the appeal of Chevrolet's beauty is made more pronounced by the fact that all models are available in a variety of colors.

Interiors, too, are unusual in every way. The upholstery is carefully tailored. Seats are roomy, deeply cushioned and invitingly soft. And the interiors are tastefully appointed.

In fact, the new Chevrolet Six is such a thoroughly fine-looking automobile that it has become a very popular choice with every type of buyer. You find it not only the smart family car, but the smart personal car as well—a worthy companion to the expensive automobiles of the two- and three-car household.

ANNOUNCING

THE OPENING OF THE

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75c

PER NIGHT

PACIFIC DORMITORY

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