

LAS VEGAS AGE

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ADVERTISING RATES ON APPLICATION

TUESDAY MORNING, MAY 19, 1931.

THE ARIZONA SUIT

THE SUPREME COURT of the United States, after having the matter before them for months, decided with but one dissenting voice that the Arizona suit brought in the effort to hamper, delay or defeat the Boulder dam project by fair means or foul, has no good foundation either in law or in equity.

Briefly, the Supreme Court finds that the Colorado river is and has been a navigable stream, over which the government has complete control. Also that Arizona has no right to the water she claims; that she is not putting such water to use and has not appropriated that amount and that until the building of the dam is shown to take from Arizona some part of the water she owns she has no ground for an injunction suit.

Justice McReynolds was the lone dissenter from the opinion of the large majority of the court, taking the position that it would be wise to fully and finally settle the questions involved by holding a trial and allowing all the states to the Colorado river compact and the United States government to present their testimony.

The majority of the court seems to think that the same questions have so often been settled by the supreme court that there is nothing to be gained by continuing the proceedings.

STILL HUNT

PRESS REPORTS quote Governor G. W. P. Hunt of Arizona as saying, in commenting on the decision of the Supreme Court, "I intend to fight to the bitter end." Would it be proper to suggest to the fussy governor that he has already done so?

THE LAST OBSTACLE

WITH THE decision of the Supreme Court of the United States that the Arizona suit is all piffle, the last disquieting element in connection with the building of Hoover dam has been removed.

Not that the suit ever cut any ice with the government. The work went on just as fast—a little faster perhaps—than it otherwise would have done.

But to Las Vegas, waiting for men and money to assist in the work of building a city, the suit was a real disaster. Knowing that it had no standing, yet we saw that would-be investors withheld their finances and backed up on their proposed enterprises, just to make sure.

Now the highest tribunal in the nation has told us that everything, except the Arizona government, is all right and that nothing can stop or delay the building of the great dam.

The reluctance of capitalists to make investments in Las Vegas will be completely overcome, with the removal of the Arizona suit. It is needless to say that the Arizona governor's threat to fight to the bitter end is just another of the foolish, futile gestures he has been making ever since the Colorado river compact was negotiated at Santa Fe in November, 1922.

Governor Hunt was politically opposed to those who were instrumental in making the compact. He has ever since been trying to find a reason, an excuse or a justification for bitter political opposition to Boulder dam project.

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Power of Giant Air Crusiers Tested

MIMIC WAR REVEALS POSSIBILITIES OF NAVY'S TWO NEW 'FLYING BATTLESHIPS'

DIRIGIBLES VS. WARSHIPS

WASHINGTON (AP)—Here is how David S. Ingalls, assistant secretary of navy for aeronautics, compares the new dirigible Akron with one of the navy's latest 10,000 ton treaty cruisers:

	Cruiser	Airship
Construction cost	\$18,000,000	\$5,325,000
Annual maintenance cost (approximate)	1,000,000	400,000
Pay of crew	650,000	225,000
Number in crew	550 men; 55 officers	65 men; 15 officers
Approximate top speed	32.5 knots	72 knots
Cruising speed	18-22 knots	50-60 knots
Estimated life	20-25 years	10-15 years

During 12 hours of daylight the cruiser can scout 4,200 square miles and the Akron 26,400 square miles.
The cruiser carries four airplanes and is armed with eight-inch and smaller guns; the Akron will have four airplanes and be armed with .50 calibre machine guns.

By OSCAR LEIDING

(Associated Press Aviation Editor)
WASHINGTON, May 18 (AP)—America, through airships, is on the verge of exploiting a new science in naval warfare.

Such is the opinion held by David S. Ingalls, youthful assistant secretary of navy for aeronautics who, at 19, had become the navy's only "ace" of the world war.

He drew the conclusion from the scouting work of the Los Angeles, which he was aboard, in the annual winter fleet maneuvers, and the possibilities of the giant air cruiser, Akron, to be launched in midsummer.

"Antiquated and unprotected," he said, "the Los Angeles' main contribution lay in her scouting ability and no doubt this will be true to a great extent of any lighter-than-air ship used in the future."
"In the principal problem of the war," the dirigible showed her use in finding the enemy fleet. We estimated that the first ships were picked up on a horizon some 55 miles away and, as we moved toward them, messages were sent to friendly vessels of the strength, disposition, and speed of the enemy. It was later ascertained by official records that the airship was not sighted until 10 minutes after she sighted the fleet.

"At any time, therefore, within the first 10 minutes in which the enemy was visible, the airship could have been flown away without having been seen."
"To ascertain, however, how far forward she could be flown until first subjected to attack, the course was held directly on the fleet and it was not until 30 minutes after the enemy was sighted that their planes attacked and theoretically drove her out of control."

SCOUTING VALUE GREAT
"From this, it was seen at first hand that the scouting values of airships are enormous and that the present program of building two dirigibles of 6,500,000-cubic-foot capacity will mean even more.

"In the field of scouting these new monsters will hold a unique position, combining the great cruising range, habitable quarters, and steady platform essential to navigation and observation that is pos-

essed by surface ships, with the great mobility and speed of heavier-than-air craft."
The new dirigibles, the Akron and the ZRS-5, he said hardly can be compared with the Los Angeles in scouting because they will be faster and, at cruising speed, have far greater ranges.

They will be defended by four or five fighting planes which they will launch at will, giving strong aircraft protection against other craft. They will carry nests of machine guns at strategic points.

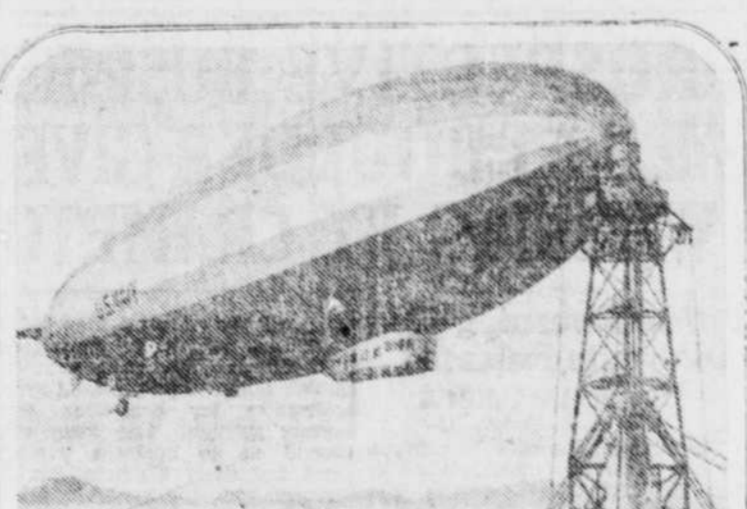
"Incidental to their scouting uses," said Ingalls, "they will provide to a certain extent a means of transporting personnel of bombing, and a base for a few airplanes."
CAN DO MANY JOBS
"At any time any of these uses may be of paramount importance, for one never knows when it would be essential to fly certain of the staff, for example, across either the Pacific or Atlantic, or when it would be necessary to journey with an extra load of bombs far over land or sea to attack some vital enemy base."

"It has always been our experience in the past that as a new weapon of war has been developed, new uses for it, hitherto unexpected, have been brought forth. As time goes on and our experience broadens, we may find other fields for these great ships."

"Much is expected of airships and a great deal has already been proven. Only the future, however, will definitely establish the degree of importance of the airship judged from a naval standpoint."

"Nevertheless, thanks to the far-sightedness of our dirigible advocates, we are in this country on a parity, if not in advance, of any other nation in lighter-than-air craft."

FLEET'S 'EYES' GROW STRONGER



Scouting value of the navy's new dirigible Akron and the proposed ZRS-5 was established by the work of the "antiquated" Los Angeles, shown above at the mooring mast of the Patoka, in the winter maneuvers off Panama. Below is a view in the lookout cabin of the Los Angeles.

New Yorker AT LARGE

By MARK BARRON
NEW YORK—It was the baseball writers who introduced slang into modern news writing. There was a time, in the days of Christy Mathewson, when they would never think of referring to a baseball as merely that. It must always be a spheroid, yellow oval, horseshoe or apple.

Today the baseball reporters have done a complete about face. They are exceedingly academic in their writing, employing only clarion sounding phrases. They retain a certain enthusiasm for their game, combined with a tinge of humorous sarcasm that goes well with their lofty observations.

In throwing off their lingo, the sports boys have passed it on to another set—the Broadway columnists, crime reporters and fiction writers. It was the late Jack Conway who bridged the gap and revived slang after it was being discarded in the press box.

It has been said that the majority of modern slang writers would be dumb if it hadn't been for Jack Conway's clever toying with correct English. It might also be added that but for Conway the majority of them would not only be dumb—but also hungry.

Conway was the greatest of modern slang writers, but he never reaped much benefit from his gift. To his death he remained a mere reporter.

CRIME'S LOW MARKET
The flood of crime novels, plays and motion pictures seems to have wearied the public of trash fellows who boast how they defied law and order. There was a time when anyone who was guilty of nothing more than pilfering a couple of fat puddings from a neighboring chicken house could lure a handsome sum

from his memoirs.
That easy money is gone now, according to literary agents. They report that neither the movies nor publishers are in the market for crime stories. One literary agent, in attempting to peddle the life story of one of the nation's most famous criminals, discovered that no one would even accept his story tree or charge.

MISSING MAYPOLE
In a retrovare section we noticed a picture of a Maypole celebration, recalling that last year someone in the city's Maypole department promised that New York would have one this year.
The Maypole was supposed to be the big event marking the opening of the giant playground to be built on the filled-in reservoir in Central Park. So this investigator sallied forth to see when the event would take place.

Well, it didn't come off this year for the simple reason that the reservoir hasn't been filled in and there is no playground as yet. There is just a big hole there now, and park attendants are kept busy chasing away neighborhood kids who feel that primitive urge to dig a cave.



WASHINGTON BYSTANDER

By KIRKE SIMPSON
WASHINGTON—No many men have the courage, the will and the physical stamina at seventy years to harbor dreams of career. The notion still prevails that three score and ten years is man's allotted span of life.
Yet no one who has closely observed Charles Evans Hughes, chief justice of the United States, could doubt that he stepped across the threshold of his seventieth year on April 11 thinking of the future—and of the past; only as its wealth of experience might serve him.

There would be distinction enough for most men in that nearly half-century of busy life that lies behind Justice Hughes since he was admitted to the bar. Not many Americans can match his record of crowding honors.

NEW STAR FOR WAGON

The name of Hughes is written large in his chosen profession of the law, in political and public life, in international history. Yet now, in his seventieth year, Justice Hughes seems to be bending all his powers to the task of writing a new and even more impressive page to round out that record of achievement.

Unless these who observe him most closely are mistaken, Justice Hughes has hitched his wagon to a new star. He confidently expects history to write him down not as a man who was almost president, nor as secretary of state, nor a distinguished lawyer; but to see his name among the foremost of the chief justices of the United States.

Never has a man of his age entered on a new phase of his career with more zest. Enough of the drive and energy he has put into his work seeps out of the jealously guarded aloofness that surrounds the highest court to make the picture clear.

GLUTTON FOR LABOR

At a time of life when a man might be expected to slow up his hurrying stride to sit back in the environment of judicial calm of the great tribunal, Justice Hughes is, as always, a glutton for labor, a swift, systematic worker who spares neither himself, his personal staff nor his colleagues of the bench in his demands for efficiency and speed.
It may be too soon to find in his opinions from the bench that philosophy of Hughes for which students will search. He may long precede over the court. That he expects it to be the best remembered page of his public service is hardly to be doubted.

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SCREEN LIFE IN HOLLYWOOD

By HUBBARD KEAVY
HOLLYWOOD—The event, beforehand, looked as if it were made-to-order for tourists and fans who would miss a meal to see a movie star. It was a charity bridge-tee that a score or more of prominent stars had promised to attend.

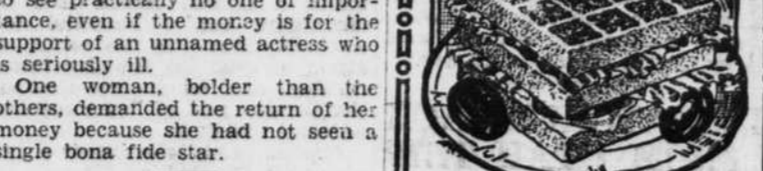
The tourists and star gazers came in hundreds, each paying \$2.50 for the right to play a few hands of bridge, eat a light sandwich and, most of all, to see their favorites "in person."

The favorites were terribly conspicuous by their absence.
The disappointment not only was apparent, it was voiced. Two dollars and fifty cents is a lot to pay to see practically no one of importance, even if the money is for the support of an unnamed actress who is seriously ill.

One woman, bolder than the others, demanded the return of her money because she had not seen a single bona fide star.

FAN MOBS VEHEMENT
The bigger stars avoid public gatherings, such as the charity tea, because the adulation of the fans often is more vehement than reverent. Stars have been almost disrobed by impassioned admirers; others have had locks of their hair prematurely clipped by these same devotees.

And the demand for autographs is enough to give the best penman or woman among them writer's cramp.
Undoubtedly the first real boom in colored spectacles started years and years ago when Mary Pickford discovered that her progress, when walking, was halted too often by her admirers. Smoked glasses are just in favor as a means of protection with stars who like occasionally to shop or visit a cafe without being recognized. Particularly, and naturally, with lady luminaries who can have no legitimate recourse to



RAMON NAVARRO
screpe beads.
FALSE WHISKERS
The latter is Ramon Navarro's weapon whenever he is exposed to the exigencies of fan worship. The crepe may take the form of a Van Dyke or simply a mustache. Thus he can go wherever he pleases and never be recognized or molested.
Clara Bow usually wears glasses and, when she has a ha'go to hide her flaming locks, escapes recognition. Miss Pickford adds a veil to her glasses when she travels incognito.

JUST A "JUMP"
JUMP, Eng., May 16 (AP)—A sign on the outskirts of this village read: "To Jump—A Mile."

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