

LAS VEGAS AGE

PUBLISHED EVERY MORNING EXCEPT MONDAY
By CHARLES P. SQUIRES, Editor and Publisher, at the AGE BUILDING, 411 Fremont Street, Las Vegas, Nevada, and entered in the Postoffice at Las Vegas as Second Class Matter.

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BOSS' BIRTHDAY

THE MAN who generally writes this column was sixty-six years old yesterday—and it just leaked out. Almost half of those years have been spent in this little city of ours, where he has given his time to make it a greater and better place in which to live. The Age staff is stealing a little bit of his space in the editorial column to wish its publisher many happy returns. He may be angry when he finds himself the subject of an editorial in his own column, but members of the crew want him to know how they feel about it, and think probably the many readers of The Age might be interested in knowing this intimate little secret in the life of "the Boss."

TIME IS RUNNING

ON MAY 20, the 2635 days within which Six Companies, Inc., Hoover dam contractors, must complete their work, began to run.

Which means that sometime in 1938, or before if all goes swimmingly, the great work will be completed.

That the contract will be carried through with a minimum of accidents and delays is assured by the splendid record being made by Six Companies.

The work has been under way now for several months under conditions which are extra hazardous. The company is taking every possible precaution to protect their employes and is making an effort to beat all records in safety.

Every great enterprise of this nature claims some lives, but the toll can be kept low by the exercise of proper protective measures.

NOT SO RAW

THE CASUAL visitor from outside of Nevada expects to find Las Vegas a pretty raw place. They have, perhaps seen some old mining camp with the barren hills cluttered with dumps and old shacks and nothing of an attractive nature in sight.

But in Las Vegas they find conditions which are unexpected in a so-called desert town, and many expressions of astonishment are brought out by the tree-embowered streets and the great expanses of green lawns and brilliant flowers.

The truth is, and we might as well admit it modestly, Las Vegas is one of the most delightful little cities in the west. Instead of being "raw" Las Vegas is a delightful home city. And if there is any city can show a more beautiful expanse of green lawn than the 880-foot front of the school property, we do not know where it is, excepting of course, some of the fancy California golf courses.

UNDER WAY

LAS VEGAS is getting under way. Real estate investments and building projects which had been held back by fear of the Arizona suit, are now moving forward. Deals are pending which will lead to considerable building during the summer although that is not the best time to build.

Las Vegas had, perhaps, a hard two years. But compared with the condition of some other cities, we have been most fortunate. Now all our fears have been set aside and we know that the next few years will be busy ones.

Leave Your Address With Western Union

TWENTY-SIX YEARS AGO

(From The Age Files)

Wedding reception for Mr. and Mrs. Walter R. Bracken, newlyweds, was held at the Stewart ranch. The guests were seated for the banquet just before midnight and the toast to the bride and groom was "endorsed in libations of champagne."

First State bank is having a temporary building erected at the corner of First and Fremont.

An automobile made by Western

Motor Car company was sent from Las Vegas to Beatty and return on a test trip. "The return trip was made Tuesday night, about twenty hours being consumed between Beatty and Las Vegas."

The Tonopah & Tidewater (Borax Smith) railroad decides to build from Las Vegas to Beatty. John Ryan, manager of the proposed railroad, is here and secures a right of way through the Buol tract.

Spirit That Counts In Legion Says Vegas Man If Lincoln Post

It doesn't matter so much where an American Legion post is located. It doesn't make much difference how large it may be, because if it has the old spirit, the size will come with age. Many a little fellow has knocked down a big one. Some one has said that Legion membership is chiefly a question of enthusiasm. He might have added that if the old spirit is present, the enthusiasm is bound to follow, says the Caliente Herald in printing a bulletin from the American Legion National News Service.

Every department has a post with that spirit. Often it is a little post, that once needed just a spark to set the spirit moving. A typical post of this kind is described by A. C. Grant, department adjutant of Nevada, as follows: "The post I have in mind," he writes, "is at Caliente, Nevada, a small railroad division point on the Union Pacific. Two years ago they had but 23 members at state convention time, and were not able to get anyone to the convention. A few of the members from our local post in Las Vegas, stopped there on our way home from the convention, and had a talk with the boys, and the following year they came through with something like 50 members, and this year they are leading the department in increased membership. It is only a small place of about 500, and at present they have 75 members.

"The thing that impresses me with this post is the old spirit. They are on the jump all of the time, not only in membership, but in doing everything possible for their community and their buddies.

They have to take care of a great number, due to their location on the main line, and it is a task for them, but they are there at all times.

"They have accomplished a good many worth while things during the past year; starting out with our district convention; a better one I have never seen in this department; they secured transportation and hospitalization for three buddies recently; passed and pushed a resolution regarding the hiring of ex-convicts in this state. (Resolution bore fruit) and all contracts effect that ex-service men receive preference on the work. They organized and raised a fund to feed hungry comrades going through Caliente, whether they were Legion members or not; secured work for eight ex-soldiers; worked on getting tent show bill passed, similar to boxing bill now in effect in this state; secured three oxygen inhalators for Lincoln county; and are at the present time building a city band stand for their community.

"As I said in the beginning, it is not the accomplishment, but the spirit in which the work is done, that appeals to me."

URGE U. S. COURT ENTRY PHILADELPHIA, May 22 (U.P.)—Entrance of the United States into the World Court is urged as an immediate duty of the nation in a memorial adopted by the Presbyterian board of christian education at its annual meeting here in the Witherspoon building.

A New Yorker AT LARGE

By MARK BARRON
NEW YORK, May 22—After waiting around New York for several months, a mid-western merchant sailed for France on the ship America. It was only after careful consideration that he selected this ship from all others coursing the transatlantic trail. The reason is this:

In 1917 this merchant went across as an officer in the artillery. The transport boat was a rocky one and the fellow thought he would die of sea sickness. The same ailment nearly sent him under when he returned after the war.

For ten years he has had a strong nostalgia for familiar battlefields scenes, but he could never persuade himself to risk the upsetting ocean voyage. Finally, he sailed the America. On board the same boat sailed a large delegation of doctors to attend the Geneva conference for the limitation of narcotic drugs. The seasick one felt that perhaps he would have ample care with so many medicines around.

BIG BUSINESS
At the Jamaica track the other afternoon Phocian Howard hailed a bookmaker who had owed him a sum of money for some time.

"Hey, Charlie," he called to the bookie, "don't you want to see me?"

"No," Charlie answered, "but I haven't forgot that money I owe you. You'll have to wait a while.

I've got you tenth on my list of creditors. Lend me ten dollars more and I'll move you up to third place."

Incidentally, Howard reveals how one of the nation's biggest betting bookmakers started his career. In his younger days this fellow was a messenger boy and handy man around a Chicago hotel.

A clique of turf followers lived in this inn and one day they pooled all their bets on the favorite. They called the messenger boy, gave him the bankroll and told him to take it over to a betting room and put it on the favorite to win. The lad couldn't locate the betting room and wandered around the streets looking for it, until long after the race was over. However, the favorite didn't win that day, so he just kept the bankroll and started in business for himself.

LOW PRICES
Not in many years have New York clothing prices been at such a low level. One can buy a complete wardrobe for half the price it cost a year ago.

In fact, the once-generous pal who boasted that he would give his friend the shirt off his back is considered a piker these days, with shirts selling for 98 cents.

A flood of Knute Rockne biographies is pouring into the book-stalls. One is by one of the famous "Four Horsemen," two are by New York newspapermen and another is by a Chicago newspaperman.

FLEETS OF AIR GIANTS IN MID-OCEAN BATTLES VISIONED AS NAVY PLANS FOR FUTURE DEFENSE

By OSCAR LEIDING (Associated Press Aviation Editor)

WASHINGTON, May 22 (AP)—Naval aviation, which has played three parts on the stage of national defense, now embarks on a fourth and perhaps permanent role. The first phase was pioneer flying, terminated by the World war but awakening the navy to possibilities of aircraft in sea operations.

Next came war operations, confined primarily to the development of coastal patrol.

Post-armistice expansion followed, with the initiation, development and maintenance of aviation with the United States fleet.

This phase draws to a close with completion of the five-year aircraft building program, which will give the navy 1,000 modern planes by July 1 and opens the final role where aviation is indissolubly with the navy and not looked upon as a separate part.

Such are the views of David S. Ingalls, who was the navy's only war-time ace and is now assistant secretary of navy for aeronautics.

THE ROAD AHEAD
"A long road has been traveled since the war, he said. "But what lies ahead?"

"More will be done in utilizing airplanes with ships. Destroyers, submarines and merchant ships all afford virgin ground for development. The newly built submarine plane is a step in this direction.

"Aircraft, moreover, have not reached their final stages of development. Through some extraordinary improvement of the plane itself we may find many more uses for the airplane at sea.

The autogyro, for instance, with its very slow landing speed, or possibly even the helicopter, if ever perfected, may conceivably permit greater use of airplanes from navy decks.

Conceivable, too, he believes, is the development of enormous flying boats capable of operation for days at a time over vast expanses of sea, perhaps able to cruise either on the sea itself or in the air above.

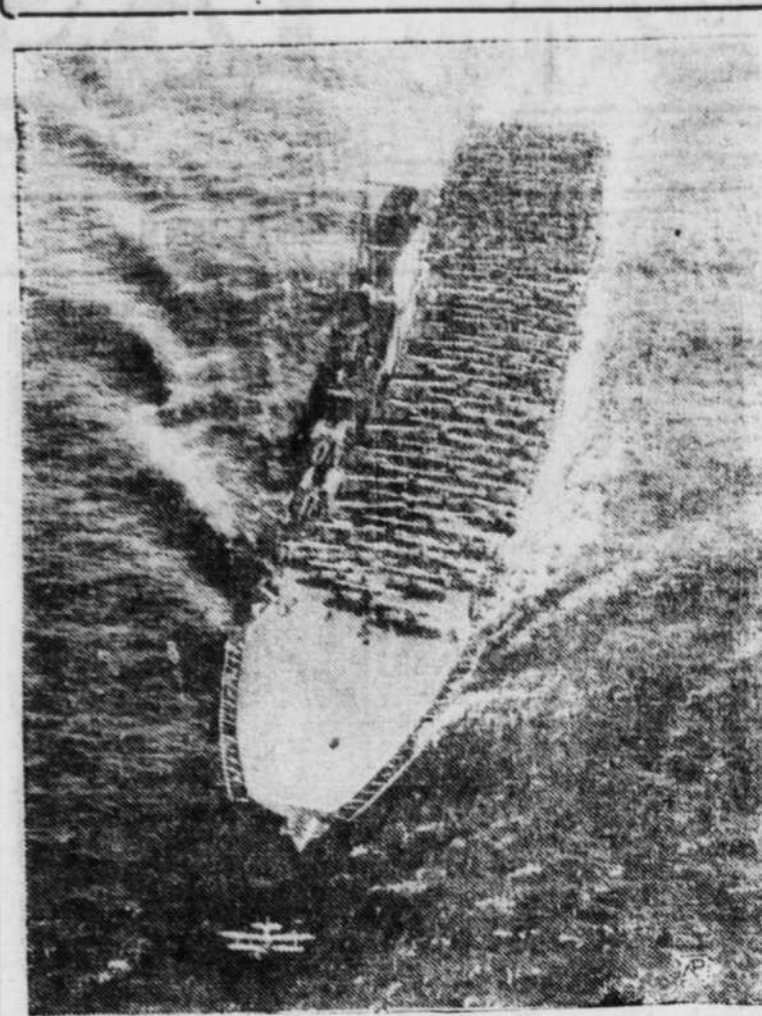
"All naval engagements of any tactical importance in the past," he said, "taken place within a few hundred miles of the shore, yet the day is in sight when great flying ships may fly 1,500 miles at sea without refueling.

"Already they are able to take off and land in incredibly rough seas, to be refueled far out by other planes or surface vessels.

"Eventually, perhaps, these enormous flying monsters will provide a very real and independent aerial fleet."

In the future, also, he believes, lies the role of lighter-than-air ships, with proof of their military value and future development dependent on the completion and operation of the Akron and ZRS-5, the two new authorized 6,500,000 cubic-foot air-

HEART OF NAVY'S AIR FORCES



Effectiveness of the navy's air force is strictly dependent on the building of more aircraft carriers such as the Saratoga, shown here launching a plane, in the opinion of David S. Ingalls, assistant secretary of the navy for aeronautics.

liners.

Of immediate concern, he said, is the necessity of building aircraft carriers and flying-deck cruisers.

"The principal naval aircraft fighting force," he said, "is borne upon the aircraft carriers, and the whole of naval aviation is therefore dependent upon the number of aircraft carriers.

A VITAL NEED
"The United States is woefully lacking in these ships. We are below the number prescribed by the London treaty, below the number possessed by England and proportionately below Japan.

"We have three so-called aircraft carriers, the Lexington and Saratoga being converted battle cruisers and the Langley a converted collier.

"Obviously we are basically on rather dangerous ground. We have

JUGOSLAVIA IS NOT ALARMED OVER REDS

BELGRADE, May 22 (U.P.)—The threats of radicalism and communism which have been disturbing her larger European neighbors have failed to find a response in Yugoslavia. Not even a movement toward republicanism can be traced in this little war-born kingdom; the separatist movement, which arose among the Serbs, Croats and former Ausro-Hungarian provinces shortly after the war have long since died out. Yugoslavia remains loyal to King Alexander.

Since the beginning of 1929, the country has been on the road toward greater national unity, under the planning of the king. Alexander's decrees for unifying the country and bringing the separatist movement to an end date from that time. They are slowly achieving their purpose, hampered somewhat by the economic crisis.

OLD BOUNDARIES GONE
Under these decrees, the country was divided into entirely new "counties" in conformity with economic and geographic needs of the various communities. The old historical boundaries have entirely disappeared. All companies and business houses have been reorganized under new charters in conformity with the new Yugoslavia.

Under these same decrees, political parties were dissolved. For that reason, the administration announces that radicalism has been stamped out.

REMEMBER HARDSHIPS
Shortly after the war, communism sprang up out of the general confusion of reorganization. But the movement is always linked in the public mind with the hardships accompanying that period and so never gained an important foothold. At that time the Communists had 60 representatives in the constitutional congress, however.

One reason for the loyalty to Alexander is the fact that the dynasty traces its lineage direct from the people. The agricultural reforms and revision of land holdings after the war did much to increase the king's popularity. Yugoslavia is now passing through a critical economic period due to a surplus of farm products. The country is 85 per cent agricultural, and so has been particularly hard hit in this respect by overproduction in Europe. The present policy of the king and the administration is toward alleviation of this crisis through domestic reforms and negotiations with her neighbors.

Missouri gasoline tax collections for March, 1931, showed a decrease from March, 1930, but the total for the first quarter showed a gain.

IF YOU

have a printing want, we should like to know what it is.

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We now are equipped to give you anything from delicately engraved calling cards to circus posters.

LAS VEGAS AGE

— GOOD PRINTING PAYS —

NEW SERVICE TO BOULDER CITY

Effective Sunday, April 26th, 1931

On the above date the Union Pacific will install daily railway motor car service between Las Vegas and Boulder City on the following schedules:

Lv. LAS VEGAS
7:30 A. M.
2:20 P. M.
Ar. BOULDER CITY
8:45 A. M.
3:35 P. M.

Lv. BOULDER CITY
10:45 A. M.
3:45 P. M.
Ar. LAS VEGAS
12:00 Noon
5:00 P. M.

ONE WAY FARE \$1.05
ROUND TRIP FARE \$1.90

Fast, Comfortable and Safe Service To Boulder City

Union Pacific
"THE HOOVER DAM ROUTE"