

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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ADVERTISING RATES ON APPLICATION

WEDNESDAY MORNING, JUNE 3, 1931.

AUDITORIUM

ONE OF THE great needs of Las Vegas, one that has in the past received rather lukewarm support, is a large municipal auditorium.

During the past month several plans have been advanced, one by the Veterans of Foreign Wars and one by the American Legion. The time is at hand when the city and county authorities as well as the Chamber of Commerce and other civic organizations should come to the front and lend their assistance in formulating plans for the construction of such a building.

We are in dire need of an auditorium or stadium with a seating capacity of at least 2,500. With such a building we would be in a position to tender invitations to the many conventions that could be held here if we had such facilities to offer.

During the next ten years such a building would pay for itself many times over.

PAVING THE WAY

THE GREAT increase in the volume of business being done in Las Vegas at the present time is clearly shown by the report of the local postoffice for the month of May.

Few of us realize that Las Vegas is well on the road to be the greatest city in the state of Nevada. With the many huge projects that are planned for the near future, in addition to the building of Hoover dam, it behooves us to prepare now for the prosperity that is being forced upon us.

We cannot be content with allowing our progress to lag. We need many civic improvements, sewers, paved streets, sidewalks, street lighting systems and many other adjuncts that will lend assistance to the march of progress. Their cost will come back to us ten fold in the next few years.

With these improvements under way, we will receive the stamp of the "Sign of Progress" by the investors and visitors within our gates.

ELECTRIC MAP IS AID TO PILOTS

WASHINGTON, June 2. (AP)—That he who flies may read, electrical maps showing weather conditions at a glance have been developed by the navy.

Colored lights, white for good flying conditions, green for undesirable weather, and red for heavy winds, gales and fogs, are the basis of the system.

Three maps are undergoing experimental operation at the Annapolis naval air station. If they prove as valuable as expected, similar equipment will be installed at Hampton Roads, Va., and San Diego, Cal.

They were developed under direction of Lieut. J. B. Anderson, meteorological officer and aerology expert, to aid fliers to visualize rapidly actual weather conditions along scheduled routes.

The maps cover areas usually flown along the Atlantic seaboard and across the mountains into Ohio. Weather information being received from sixty-six stations by radio, telephone and telegraph-typewriter.

A strip panel along one side of each chart carries lights which show prevailing flying conditions in each of three zones into which the maps are divided as well as the force and direction of winds at various altitudes.

Expected changes in weather conditions are indicated on the maps by the burning of two differently colored lights. When weather reports become two hours old, lights are turned off until new information is received. Bell's call attention of any shifting of colors.

Maps have been located in headquarters of the commanding officer, the pilots' room, and the aerology office, from which all are controlled.

DEADLY TAXICAB BEHAVES BETTER SURVEY REVEALS

CHICAGO, June 2. (AP)—The sprightly taxicab, in popular fancy the most fearsome of metropolitan traffic hazards, has had its good name cleared.

Taxicabs, a survey by the National Safety Council shows, have decreased their accident fatalities by twenty-five per cent in the last three years. Buses have shown a nineteen per cent decrease, and commercial trucks have been involved in fourteen per cent fewer crashes.

On the other hand, fatal accidents involving passenger automobiles over the same period have increased thirty-seven per cent, according to the survey.

A system of rewards for safe-driving records has done much to increase the care with which commercial vehicles are being operated, the council's survey indicates.

FACES CHARGE IN CITY COURT

H. R. Anderson, said to be the operator of a taxi service, is to appear in municipal court today to face charges of assault and battery. At his arraignment yesterday he pleaded not guilty and was given time to secure counsel.

According to the story told by officers, Anderson and an unidentified man are suspected of taking a man by the name of "Pinkie" Lynch for a ride, and beating him.

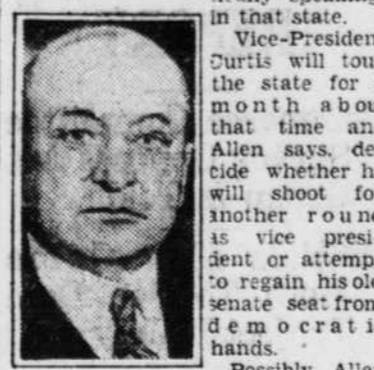
The alleged victim of the assault was found lying on a downtown sidewalk, ill from the asserted mistreatment.

GO TO UTAH
Mr. and Mrs. James W. Squires left for Salt Lake City last evening.



WASHINGTON BYSTANDER

By KIRKE SIMPSON
WASHINGTON — According to former Senator Henry Allen of Kansas, June may be a big month politically speaking.



Henry J. Allen
Possibly Allen knows. His idea that Mr. Curtis might make so early a decision on a point that must be a matter of deep personal concern to a great number of republican hopefuls does not jibe quite, however, with the way Washington political reporters have understood the Curtis strategy.

These reporters have the fixed conviction that Mr. Curtis will not announce a decision until winter perhaps, whatever he may discover this summer in Kansas.

And they think that Mr. Curtis is very anxious to discover what the political probabilities for 1932 may be on a far wider scale than a mere survey of Kansas. His decision as to his own course may rest on a national rather than a state situation.

ALLEN A BIDDER?

In any event, Allen's picture of himself as out in the existing political fog in Kansas "blowing my fog horn now and then to let the people know I am still around" must be interesting to Senator McGill, the Wichita democrat who managed to unseat Allen and finish out the Curtis term.

It also might be construed as notice to Curtis that he may have Allen to buck in the primaries if he does decide on another senate race.

Allen, within a matter of days after he got into the senate for his brief tenure, sounded off as an administration spokesman in such fashion that the democratic side had a lot of fun out of it. He was asked very politely if he was an authorized Hoover mouthpiece on the senate floor.

But so far as the Bystander can recall, nobody ever thought he might be a Curtis spokesman. Quite the contrary. It may be that the Allen idea that Curtis is going to clear up the fog for him this summer as to his political plans is founded on hope rather than information.

'BOOMS' MUFFLED

And until Curtis does disclose his hand, there are a lot of incipient republican vice-presidential booms that will continue to have a sort of muffled sound. Dwight Morrow.

"Pat" Hurley, Walter Brown, "Young Teddy" Roosevelt, and goodness knows who else, hardly can "organize" until Mr. Curtis does something definite.

And some Washington "dopesters" feel that if Curtis doesn't want another crack at the vice-presidential nomination, its value to anybody might be regarded as questionable. He's a veteran of practical politics.

PEPPER, BUT MOTORS AID TO WORRY

CLEVELAND, June 2. (AP)—Increasingly hotter flames inside auto-makers' engines, as a result of the desire for faster pickup and better performance at high speed, are putting great demands upon the ingenuity of engineers.

Some of the ways engineers are meeting the new problems are described by Archie T. Caldwell, Cleveland engineer.

To increase power and performance, designers have been raising the pressure under which the mixture of gas and air is squeezed into the combustion chambers, Colwell said.

Squeezing the gas mixture into the cylinders under these pressures raises the temperature so high that ordinary cooling methods fail to save the parts.

As a result engine parts are being constructed to aid the water in conducting away this concentrated heat at a greater speed, Colwell said.

Experiments are being conducted on the use of piston heads made from alloys of aluminum and the comparatively rare metal, beryllium. These possess greater ability to carry away heat.

To prevent valves from burning or melting away, they are being constructed with cores of copper which conducts heat away thirty times as fast as steel.

To protect spark plugs, Colwell said, new designs are being developed with contact points inside a cup.

To overcome detonation and pre-ignition, which cut down power, engineers are making dome-shaped piston heads and putting new curves in the cylinder heads, so explosions and gas mixtures will travel rapidly in the proper direction.

EVERYDAY MOVIES



"I've got a good job for vacation washing dishes at the Flying Flame, and he says if I make good he'll promote me to bus boy."

LIGHT PLANES ARE FAVORED BY BUYERS

By WILLIAM B. DICKINSON
United Press Staff Correspondent

KANSAS CITY, Mo., June 2. (AP)—The American who seeks to buy an airplane for his own use is now demanding a small, light, speedy craft at a price not more than \$5,000, a survey of the airplane industry in the southwest and on the west coast indicated today.

The demand, too, has slackened off in recent months, according to information given the United Press in most of the cities where plants are in operation. Most of the builders see little chance for an increase in demand within the next few months.

It was added, however, that a purely seasonal increase might be noted during the summer months, since winter always brings a lessened demand.

ALL METAL POPULAR
A strong tendency toward all-metal construction was noted. Many plants which have been specializing in construction of other types, announced a determination to convert their facilities to the building of this type of ship. This tendency is due, it was said, to the fact that the all-metal ship better resists possible damage from poor landings.

Greater activity in plane construction is centered now on the Pacific coast, the survey revealed. There two large plants, the Boeing Company, Seattle, and the Northrop Company, Los Angeles, are building large numbers of planes.

LARGE ARMY ORDER
The Boeing Company recently received a contract for 35 all-metal planes from the war department. The planes, which will be used by the army, will cost more than \$1,500,000.

The Northrop company is specializing in all-metal ships designed for high speed flying, and manufacturers both commercial and military types.

In addition there are several smaller plants which reported a fair volume of business.

Sam Eubanks, editor of the Pacific Flyer, a magazine devoted to the interests of the air industry on the west coast, said his conversations with plane builders revealed that most of the manufacturers were expecting a better volume of business and faster development in construction methods within the coming year. A generally optimistic view was held by coast leaders of the industry, he reported.

SOUTHWEST SLACK
In the southwest the attitude of the builders was not so optimistic. Only one plant is in prospect in Texas, it was reported, where at present no building whatever is being done. That is the Texas Aero Corporation, which will begin operation of its new plant at Fort Worth early in June, building both tri-motored and single motored ships. The plant to be used by the company is being built at the municipal airport by the city of Fort Worth.

In Oklahoma City, the Curtis Wright Air Corporation reported decreasing and characterized the outlook as "not so good." No building is being done at the plant there, and the demand for new planes was said to be small.

CHEAPER SHIPS FAVORED

At Wichita, Kan., K. K. Shaul, manager of the Travelair company, a unit of the Curtis-Wright, told the United Press that most of the business now being done was in small bi-planes, priced from \$1,490 to \$4,500. There is little demand for larger ships, he said.

Other Wichita plants, including Cessna Aircraft, and the Swallow Company, were reported concentrating on low-priced ships. The most general expression of those connected with these companies was that they saw little hope for any considerable increase in demand within the next few months.

In Kansas City little building is done, although the American Eagle Aircraft company is expected to begin operations here soon. Other companies reported themselves doing most of their business in small biplanes, and added that they believed a return to normal times in other industries, would bring a great increase in business for manufacturers of aircraft.

IT PAYS TO ADVERTISE IN THE AGE

A New Yorker AT LARGE

By MARK BARRON

NEW YORK — They aren't very well known yet in this town, but we of the Bronx, and especially on the Pacific coast, one finds that Fanchon and Marco have a very definite connection with show business.

They are important here now because they have succeeded Roxy in the playhouse bearing his name. They are brother and sister, and began as a vaudeville act. Then they decided to produce miniature musical shows.

When an audience walks into many movie houses today and finds a stage revue preceding the picture, it may be blamed on Fanchon and Marco.

The sister does the costume and scenic designing, the brother puts on the show and they have produced them by the hundreds.

Fanchon has three daughters. They are her hobby. Dress designing is the second. As to training girls for the stage—she's trained 10,000 of them—that's about last on the list.

Her husband isn't an actor. In fact, he runs a chain of restaurants, but that doesn't give his wife any epatant rights. She is a slight eater and an unusually slim figure.

THEY'RE NOT SPANISH
Fanchon is of dark complexion, and so is her brother. That's why so many theatergoers thought they were Spanish when they appeared on the Ziegfeld roof some years ago. They never saw Spain—just a couple of good, old San Francisco cans.

VEIL OF EGGSHELL COLOR FOR BRIDE

WASHINGTON, June 2. (AP)—A bridal veil of eggshell tint tulle to match her wedding gown was worn by Miss Asenth Libby Graves when she became the bride of Edwin Thor McKnight of Seattle. The dress was made with court train and the veil was trimmed with rare old lace. The bride wore lace mitts and carried an arm bouquet of calla lilies.

TOLL ROADS DWINDLE

WASHINGTON, June 2. (AP)—Toll roads in the United States are nearing extinction, says the bureau of public roads. Their total length is estimated to be less than 150 miles in contrast to 3,000,000 miles in the public road system. Thirty-five states have no toll roads of any kind.

Loys Ormont, winner of a race at Riverside park, Kansas City, paid \$123.80 to 1, one of the longest prices ever recorded here.

Seventy-eight per cent of a large crop of beans this winter have been sold, according to the California Lima Bean Growers' association.

The family name is Wolf. When they put on their first dancing act they were billed as "Wolf and Wolf—Man and Woman," and thought it very clever. They were only 16 at the time, which may explain. They are ardent Christian Scientists. Marco's hobby is his violin. Son and daughter—and his violin. He used a violin in his first vaudeville act, and still has it—the violin not the act.

ENTER PROGRESS
The last stand of old New Yorkers, those of the Mauve Decade, is in the Murray hill section. It is a quiet, conservative neighborhood just below Grant Central terminal, boasting of a famous open air wine garden.

Now it is largely a district of ancient, musty hotels that have had the same tenants and the same employees for 30 years and more. One of these hotels was sold a few weeks ago to a young manager with modern ideas.

He decided to brighten up the place and began in the kitchen. He learned that the chef had not changed his weekly menus for 12 years. So he ordered a new variety of dishes to be offered each week.

When the chef was much upset, taking off his cap and apron, he told the manager: "I'm sorry, sir, but I will have to resign if we're going to change the menus. I'm old fashioned. I just can't stand all this hurry and uncertainty and rushing around."

SWAP HORSES FOR AIRPLANE

RABAT, Morocco, June 2. (AP)—The Arab is saying a joyful farewell to his steed, which he is abandoning for the airplane.

Air Minister Jacques Louis Dumessil, during his recent tour, was gratified to find that Morocco had become intensely "air-conscious."

Sheiks and French colonists alike are seeking to place orders for private planes to convey them to markets and business centers.

There are already three hundred well equipped landing fields in Morocco.

IT PAYS TO ADVERTISE IN THE AGE

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The Las Vegas Age

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