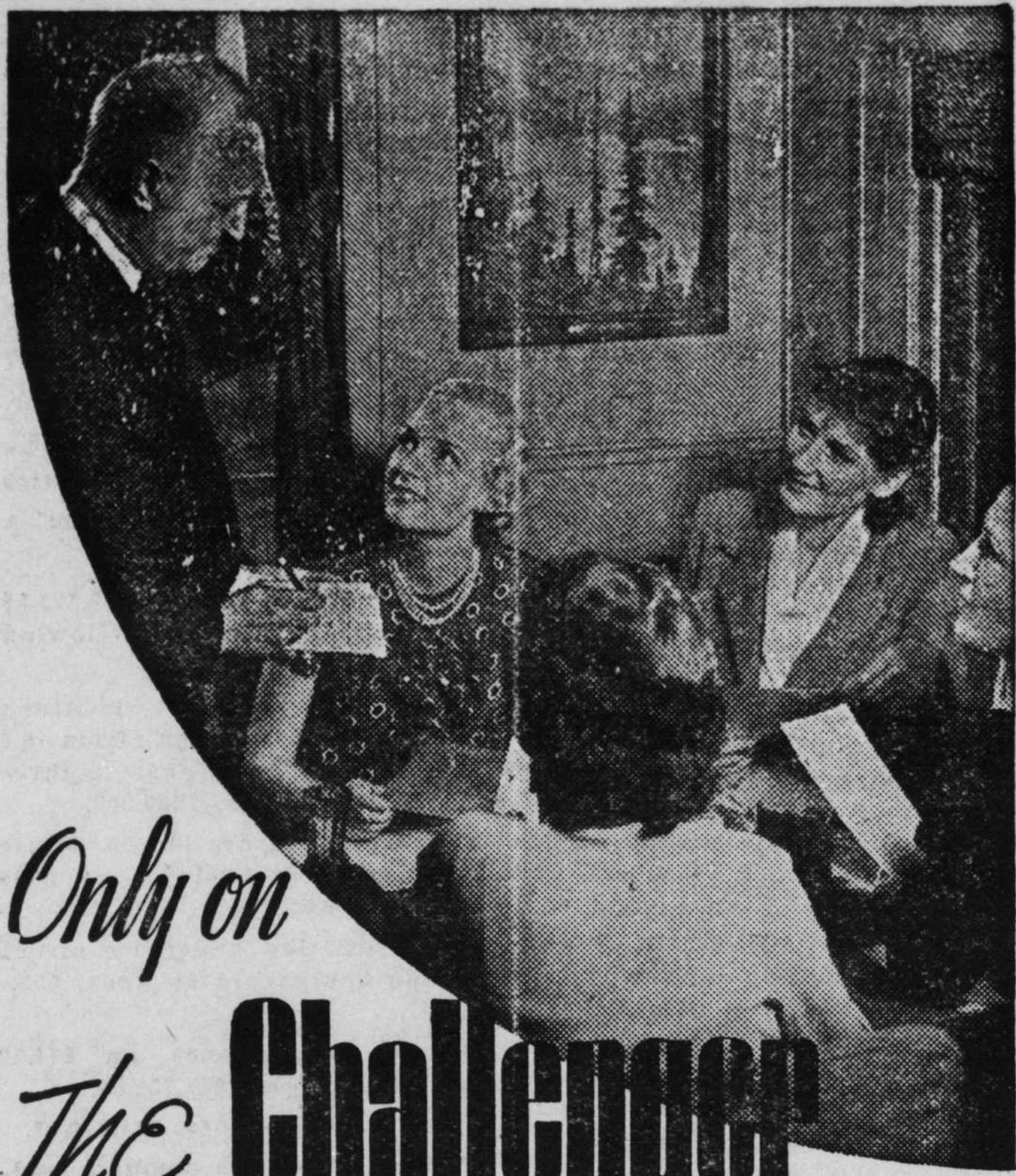


Mrs. D. O. Maret left Monday for Nebraska, where she will visit with relatives for a time.

Mr. and Mrs. Frank Crowe spent several days in Boulder City the past week, packing their household belongings and shipping them to Parker, Arizona, where they are now residing.

Mrs. Roger Haygood has been removed to her home from the Las Vegas Hospital, where she underwent an operation for appendicitis.

Mrs. Arthur Brick has returned from Las Angeles. She was accompanied by her mother, Mrs. J. Goldstein, who will remain here some time.



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The Challenger

IS FOUND SUCH SMART SERVICE AT SUCH LOW COST!

THE CHALLENGER, travel sensation of 1936, continues its leadership as the world's finest train for Coach and Pullman Tourist Sleeping Car passengers. Its amazing popularity has been fairly earned for it is America's GREATEST TRAVEL BARGAIN.

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Breakfast 25c • Luncheon 30c • Dinner 35c
ALSO A LA CARTE, IF DESIRED, AT "COFFEE SHOP" PRICES
Meals all the way to Chicago for a total of \$2.05

Through Pullman Tourist Sleeping Car to Minneapolis from Los Angeles on Wednesday and Saturday of each week on The CHALLENGER.

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LOW WINTER FARES EVERYWHERE



IRA V. HELMICK
Passenger Representative
LAS VEGAS, Nevada

UNION PACIFIC RAILROAD

A New Saga Of Desert Heroism

(Continued from Page 1)

miles from the road and about seven miles from the Kelly mine.

January 2 — After waiting in the car another 24 hours for assistance, James Ross Poe left in the attempt to reach the Kelly mine. Struggled through the new blizzard which set in for 22 hours, with the cold at 10 degrees below zero. Reached the Kelly mine in an exhausted condition with both feet and other portions of the body more or less frozen, and mentally deranged so that it was several hours before he was able to tell his story.

W. A. (Roadside) Smith immediately on learning the predicament of Mrs. Prettyman and the two women remaining in the automobile party, set out with his truck taking Poe with him as a guide. Found the car and rescued the three women, Mrs. Prettyman, Mrs. James Poe and Doris Dunn, who by this time had been for eight and one-half days in the car. Their lives were saved only by the fortunate circumstance that they were bringing plenty of bedding with them for use in Las Vegas, and were thereby kept from perishing, although all were painfully frostbitten. A dog and two cats they were bringing out also provided warmth.

The trip from Kelly mine to the car and return, a distance of 40 miles, took 25 hours, and because of the difficulty of bucking the heavy drifts of snow, required 25 gallons of gasoline. However, this was not the first time Roadside Smith had rescued helpless mortals from death in the desert.

ACT II

The Rescuers

Tuesday, January 12 — Rescue party leaves Las Vegas, including Capt. Hall of CCC camp at Boulder City, Earl Bannister and a group of courageous young fellows from the CCC and Geo. Brooks and Bugk, from the National Park Service. Capt. Hall saved great suffering and possibly death for members of the party by taking a heavy caterpillar bulldozer, and as part of the supplies 16 pair of heavy galoshes, plenty of heavy woolen socks, knitted leather mittens, wool underwear and cloth toboggan caps which covered ears and face.

Dr. Roy W. Martin, Capt. R. J. Lewis, Bud Barrett, county road superintendent, Bill Getts and Leavitt and Munson, Sam Padgett and Prettyman comprised the Las Vegas party leaving here with Capt. Hall at noon, Tuesday, January 12.

They reached Yucca Pass at 4:00 p. m. They left there at 5:30 intending to go through to the Kelly mine. They followed Bud Barrett and his crew who went ahead with the caterpillar to break the road. They reached a point ten miles beyond Yucca Pass by 5:00 next morning, but were there stalled by the drifting snows. At 1:30 that (Wednesday) afternoon, Bud Barrett with the caterpillar came back to find

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Old London Had Street Dangers

Technical directors of "Lloyds of London," the historical romance of the stirring early days of the great maritime insurance association, have discovered that there is really nothing new under the sun. Even the problems of traffic and pedestrian safety, which one might suspect became matters of concern only with the growth of the automobile industry, were actually present in London in 1770 when the opening scenes of the picture take place. Research workers who spent two years all told gathering data so that the picture could be accurate in every detail arrived at this discovery early in their studies. The streets of London at that time were narrow affairs with no sidewalks, and along them bowled vehicular traffic of every description. The carriages of the gentry rattled over the cobbles concerned only with speed — never a thought of the passerby. Heavy horse-drawn drays taking up nearly the entire width of the thoroughfare forced people to squeeze themselves against shop walls or be crushed. And of course, there was no system of traffic policemen (or indeed, policemen of any kind) to guide and restrain this dangerous torrent.

It became the task of Director Henry King to bring this rush and bustle to the screen and he did so by the simple device of not telling anyone about it. Little Freddie Bartholomew, who with Madeleine Carroll is co-starred in the picture, was directed to walk across the street looking wonderingly about him as the country lad whom he was portraying well might do. Freddie, competent actor that he is, started to follow instructions to the letter when suddenly a large carriage drawn by two horses bore down on him. He leaped back to safety with the agility which King had counted on. Once again he tried to cross and this time another carriage whirled along in the opposite direction. Again he managed to leap to safety. At last he crossed with a rush, squeezing between a van and two porters carrying a sedan chair, like any other small boy crossing a crowded street. The takes were perfect.

Mrs. Walter Homan has returned from southern California, where she was called by the serious illness of her brother, G. C. Wirts. He is convalescing, so she was able to return.

J. W. Wilson has returned from Los Angeles, where his wife underwent an operation for spinal trouble. The operation was presumably successful but the patient will remain in California some time for observation.

Mrs. Sims Ely entertained with a bridge luncheon Monday at her home in Boulder City. The guests were Mesdames Frank Crowe, Wm Ferron, James Squires and Frank Wattes.