

Postmaster At Boulder City

To fill the vacancy in the position of postmaster in Boulder City, Nevada, the United States Civil Service Commission has announced, at the request of the Postmaster General and in accordance with an order of the President, an open competitive examination.

To be eligible for the examination an applicant must be a citizen of the United States, must have been a bona fide patron of this post office for at least one year immediately preceding the time fixed for close of receipt of applications, must be in good physical condition, and within the prescribed age limits. Both men and women are admitted.

Under the terms of the executive order, the Civil Service Commission will certify the name of the highest qualified eligible to the Postmaster General who shall thereupon submit the name of the President for nomination. Confirmation by the senate is the final action.

Applicants will not be required to assemble in an examination room for scholastic tests, but will be rated on their education and business experience and fitness. The Civil Service Commission will make inquiry among representative local business and professional men and women concerning the experience, ability, and character of each applicant, and the evidence thus secured will be considered in determining the ratings to be assigned to the applicants.

The Commission states that Presidential postmasters are not in the classified civil service and that its duties in connection with appointments to such positions are to hold examinations and to certify the results to the Postmaster General. The Commission is not interested in the political, religious, or fraternal affiliations of any applicant.

Full information and application blanks may be obtained from the secretary of the local board of civil service examiners at the post office in this city, or from the United States Civil Service Commission, Washington, D. C.

PROGRESS FROM RESEARCH

Declaring that the present efficient system of rail transportation in this country has been largely the result of extensive research and engineering developments, L. W. Wallace of the Association of American railroads, recently urged that further progress of the railroads not be hampered by restrictive and expensive legislation.

During the past six years expenditures for industrial development in general were at a minimum. Yet in that time the railroads of the United States spent \$33,000,000 for electrification, \$45,000,000 for air-conditioning of trains, hundreds of thousands for new experimental trains and more hundreds of thousands for betterment of other services. Few industries can match this record—even as few industrial managements can equal the courage, foresight and faith of railway managements.

All during its history, the railroad industry has improved its rolling stock and services as rapidly as the findings of research, the advances of engineering and the development of business and industry have per-

BRASS



Velma Rooke

THIS may look like a lot of brass for one little girl but Velma Rooke, trombone player, is really a shrinking violet. Velma, one of the southern beauties on Phil Spitalny's "Hour of Charm" musical program heard Mondays over NBC at 4 p.m. (E.S.T.), hails from Jacksonville, Fla.

When Velma slides the trombone to seventh position it outmeasures her height—five feet two inches. She has been with Spitalny's all-girl band since it was organized three years ago. Velma started her musical career at an early age and is equally talented on the piano, saxophone and trumpet. The "Hour of Charm" is sponsored by dealers of the General Electric Company.

mitted. The beneficial effects of that policy have been felt throughout the entire commercial structure of the country. Faster, cheaper and more certain railroad transportation has been of inestimable value to shippers and consumers. Railroad purchasing—the industry uses some 70,000 separate commodities—is the backbone of many great industries and an important element in many others. Railroad labor policies have always been progressive and fair.

The American people want railroad research and progress to continue—unhampered by unnecessary, burdensome and expensive legislation.

ALL IN THE DAY'S WORK

In time of crisis, the resources and the public spirit of any industry are severely tested.

The recent disastrous floods provided a fine example of this. In the face of the worst difficulties, a number of vital industries performed miracles of service.

The railroads were one of these industries. The electric utilities another. The chain food industry was still another.

Food warehouses and stores in

the afflicted centers were submerged. Executives of the chains went immediately to work, located central warehouses outside of the flooded areas, and brought in great stores of food for the victims of the raging waters. Emergency distribution systems were hurriedly established, and worked with remarkable efficiency, considering conditions. To this was added the cooperation of food chain opera-

tors and manufacturers in other parts of the country in obtaining quantities of food products needed and arranging for their prompt transportation.

Tremendous hardships were prevented or mitigated through this work. Lives were saved. And it is typical of the spirit of such American industries that it was all done without fanfare or excitement. It was all in the day's work.

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EXAMPLES OF CHALLENGER FARES

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	\$36.55	\$54.91

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FOR COMPLETE INFORMATION
IRA V. HELMICK
 Passenger Representative
 Las Vegas, Nevada



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