

MONORAIL

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\$120,000,000 involvement in the hands of crap dealers. The editorial stated the fault took place two years ago when Nevada legislature passed a law allowing local governments to enter into agreements with private individuals to perform public functions. Price, the hatchet man in this abortion, has been conducting a one-sided campaign to discredit the project in column after column of reiterated objection. Paul repeats over and over again, the proposed monorail will not benefit the aged and the poor, those in outlying districts, and it will be noisy and unsightly, nor will it alleviate traffic on the Strip. Price also screamed of eminent domain, where property owners will be deprived of their holdings, and cautions against the hazards if the monorail should prove a bust.

Greenspun's opinion was a sly one, so as not to become involved too deeply. The editorial was a slick observation, tantamount to the question, "When did you stop beating your mother?" Price's views are stupid, but maybe he is being stupid like a fox.

We label the arguments presented by all departments at the Sun as inane, presented wholly and solely to baffle an unsuspecting public.

It is our contention that the proposed monorail represents progress. It will garner approximately \$2,000,000 annually to public coffers, according to estimates that have cost \$3,000,000 to research. Private investment will be risked and every precaution to protect the public interest will be taken.

What we envision is an expenditure of \$80,000,000 in the building of the monorail, which would create employment for thousands for possibly two years. Subcontractors, in many

areas would be benefitted. It can be nothing less than a tremendous boost to the economy of Southern Nevada. Once in operation, at least as many will be gainfully employed as those who may be deprived of their current income, i.e., taxi drivers, who could just as well continue their trade as always.

So, why the commotion by the Sun?

Price, who refuses to divulge the alliance he has with those who are bent on killing the proposed monorail, keeps talking about the people being kept in total ignorance. He bleats about LIGHT TO OVERCOME THE DARK. "DAMMIT," he arouses the public, "LET'S HAVE SOME REASONS, SOME ANSWERS, SOME LOGIC."

We have all the reasons, the answers, and the logic. What we don't know is why Price is so adamant in discrediting the monorail. Is he on the payroll of those who seek to kill the proposed transit system? There is a long record of Price taking money, usually for favorable mention in his column WITH KNOWLEDGE AND CONSENT OF PUBLISHER GREENSPUN.

Among projects in which Price has been personally involved for money were: Ed Fike's campaign for governor, The Pussycat-A-Go-Go, the Golden Nugget, the proposed Henderson race-track and Mercy Ambulance, to name a few. He has been investigated by Clark County Grand Jury on charges of attempted shakedown of District Attorney Roy Woolfer. The D. A. swore that he was told unless \$7,500 was paid Price, derogatory items would be printed in his column. The Grand Jury's investigation was stymied by a legal maneuver brought on by Price.

Clark County Commission Chairman Myron Leavitt has called for an open, public hearing April 19 at the convention Center. At that time ALL questions will be answered regarding the monorail proposal.

The agreement made between the County and various private interests to finance, construct and operate the monorail, is subject to many qualifications before the venture is commenced.

To begin with, the State Board of Finance must approve the method of finance, along with the underwriters or financial institutions offering the bonds for sale. The trust will not become effective until written approval has been given by the Public Service Commission. Also, no bonds can be sold and no contract for construction or operation shall be entered into by the trustees, WITHOUT PRIOR APPROVAL OF CITY OR COUNTY.

According to Leavitt, there have been no commitments made by the County to date.

There are three systems under consideration. Like the trust agreement, the most feasible would be entertained. The proposed route is up Maryland, across Tropicana, up the Strip with a spur on Convention Center Drive, and up Main, or South Fifth, to Fremont. If the City does not enter into the agreement, according to Leavitt, plans for the proposal will continue, with the system terminating at Sahara. But the Downtown Casino Association enthusiastically endorsed the proposed project without reservation.

Since the public hearing is set for next Thursday, we take this last opportunity to remind Las Vegans of the many projects for public improvement and benefit which have been castigated into oblivion by Paul Price in the past. We don't know whether the proponents just never "got" to Paul, or whether they refused to enter in a "Holy Alliance", or if his violent disavowals were sincere. In any case the proposed projects never came about, and all of us are losers.

There was a committee to improve the appearance of the Strip, which suggested putting up water fountains, a la Caesar's Palace. Paul objected, so the honorary committee, headed by Nate Jacobson, quit in disgust.

A proposed lottery, in effect successfully in many states, and ridiculous for the gambling State of Nevada to be without, was killed, mainly because Price stabbed it from every possible angle.

After a series of pedestrian deaths on the Strip, it was proposed to build overpasses to get across the congested thoroughfare. Paul started a vigorous campaign for underpasses. The project was dropped.

So you see, we have no beautification of the strip, which in spots is an eyesore to a tourist expecting the most; we have no crossovers, which could have saved many lives; and there is no lottery, which could have netted many millions to our public coffers.

Are we going to allow Price to put the "spoilers" on another possible public benefit?


Attend the public hearing April 19 and make yourself heard.

P. S. After this column was written, the first, and only valid reason against the monorail, was called to our attention. If the monorail is a success, it was pointed out, it could very well cause bankruptcy to the bus line that serves the Strip, and then what transportation would poor people have, who can't afford the \$1.00 fare for the elevated system? We agree with this objection and feel that some disposition in the monorail contract should be made, to either subsidize the Strip bus transportation, or have reduced fares on the monorail for locals not going to the airport. J. T.

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