

LAS VEGAS TIMES.

VOL. I.

LAS VEGAS, NEVADA, MAY, 13, 1905.

NUMBER 8

F. I. Kremer, General Merchandise

This will introduce to you, Mr. F. Weatherholt, come in and give him the big MIT.

COR. CLARK AVE. AND THIRD ST.
LAS VEGAS, NEVADA.

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LAS VEGAS,

NEVADA.

AUCTION MONDAY

Will Be Put Up to the Highest Bidder for Cash—Saloons in Blocks 16 and 17.

THE ONLY FAIR WAY OUT OF A MESS

There Were Too Many Applications for the Same Lots and Did Not Work

SOMETHING ELSE HAD TO BE DONE

The following telegram was received here last night:

LOS ANGELES, Cal. May 5.—The company has decided to disregard all applications and auction lots at Las Vegas at noon on Monday, May 15. Bidding to be as to choice of lots at fixed schedule of prices. Saloons restricted to blocks 16 and 17 as before. Terms same as before.

The foregoing telegram displayed by the railway people at their town-site explains itself to most readers; but for the benefit of outsiders, we will say that the Clark people own a large town-site surrounding their depot at Vegas, which they have, thus far, for some reason known only to themselves, abstained from placing on the market; thus forcing people, who wished to take advantage of our favorable locality to settle on land at least one half mile distant from the depot, roundhouse and other railway sites outside the railway town property. This arrangement has resulted in the upbuilding of a thriving mercantile and residence community, complete as to homes, business houses an up-to-date bank, hotels, lodging houses and etc., where business both wholesale and retail is most thriving, after four months of life, established seemingly on a solid basis. But back of this business activity has always lurked the uncertainty as to what the outcome of all this town building would be when once the railway people should determine to place their lots on the market and actually begin their sale.

About the first of May the company stated that they would accept applications for lots from intended purchasers at prices running from \$100 to \$750 per lot, the railway to assign the lots to applicants. This was manifestly an injustice to all when it came to be known that many of the lots were applied for several times over by intended purchasers, which numerous applications would necessarily result in the charge of favoritism on the part of disappointed applicants. To mend this matter, relieve all friction, and put everyone on an equal footing the simple method of allowing bidders to put their own premium on their purchases is to be availed of. This arrangement is evidently so fair that no one can complain that his opportunity for securing a business site has been in anywise interfered with, as this will be a case where yellow money "talks", and a man without that very necessary article is certainly in no immediate need of a business site, at the same time it puts us all on a level, by bringing down to the earth the man with a pull whose many favors to Clark and Harriman in the past, had put these gentlemen under obligations that nothing short of corner lots could cancel.

We heartily congratulate those who brought about this even handed proposition and especially our townsmen, Superintendent Jones, whose able counsel has always been on the side of the bonafide settler.

The liquor arrangement stands as before, by which the sale of liquor is restricted to blocks 16 and 17, which lie in the extreme northern end of the town-site, all of which townsite is located on the eastern side of the railroad.

It is expected that the bidding for inside, or business lots will be very spirited. While no one seems to be able to hazard a guess as to how much the saloon people will be willing to pay for the perpetual and exclusive right to sell their goods on the new townsite.

FROM THE MINES.

Vegas Will Be a Big Ore Center One of These Days.

Mining operations in the hills adjacent to Vegas, so long delayed from lack of transportation, are feeling the impetus of new and better times, and inspiring the confidence of owners and lessees, who under these better con-

ditions can see their way clear to mine and ship ores never before available. Such properties as the Ninety nine and the Potosi, both in the same mountain, the former a copper property, while lead is predominant in the latter, have come into prominence as ore shippers. The Potosi renders its regular quota of several cars per month, which will be rapidly increased in the near future, as a new wire rope tram, 1400 feet in length is now for the first time available.

This improvement has been installed to bring the ore from off the mountain a height of five hundred feet to the wagon road below. A complete mining outfit has been installed, including the necessary teams and wagons to haul the product to railway. The Mahoney Brother, lessees, are at the mine, pushing the work of mining and shipping. The erection of a concentrator is another improvement scheduled for the near future at the Potosi, where the vein has widened to twenty-five feet of ore.

The Ninety-nine is now in the hands of Ogden people whose efforts will result in regular shipments of copper ore in a few weeks.

Thus we see the beginning of a series of mining enterprises, entirely new, whose commencement is to be the forerunner of extensive development to the west of town, in which direction the hills are seamed with ore from base to summit the mining of which will employ an army of men and many years time.

THE VEGAS AUTO

Started Out on the Run But Being Tamped With Failed.

SAY THEY WILL MAKE A GO OF IT YET

The automobiles made the trial trip last Saturday with very disastrous results. It seems that there is a rivalry among the different makes of automobiles and one being jealous of the other make, it is said that one of them when the time arrived to do so was tampered with that threw it out of commission.

When the "autos" pulled out from the depot, they were laden with help belonging to the company and with about half of the number of passengers they had intended to pull through. Everything went well until they had gained about ten miles on their journey when from what the driver would say an unaccountable cause the "auto" stopped and refused to move.

By some who were there, it is said that the machine was tampered with. After several loud "cuss" words, the party turned about and the well "auto" hooked on to the large one and piloted the wreck back to Vegas. After arriving, the manager discharged those whom he thought responsible for the alleged accident and on the following day pulled out for Los Angeles.

This does not dispose of the "auto" venture from Vegas to Bullfrog. The president of the company, who was at Beatty at the time was notified and came on immediately to Vegas where he by telegraph he had other and stronger "autos" sent from Los Angeles to replace those that are here, now. The company are determined to make a success of the venture and we believe they will. They are backed with ample capital and they possess the pluck and grit that goes along with an enterprise of that character and to our way of thinking there will be no such thing as fail in this venture.

CHANGE IN TIME.

How the Railroad are Running In and Out of Vegas.

Trains will run through without change, the schedule eastbound being as follows: Leave Los Angeles 7:30 p. m.; Daggett, 1:25 a. m.; arrive Las Vegas, 9:25 a. m.; leave 10:45 a. m.; arrive Salt Lake City, 6:30 a. m.; the second day.

Westbound trains will leave Salt Lake City at 8:30 p. m.; arrive at Las Vegas 4:30 p. m.; leave at 3:50 p. m.; Daggett 1:05 a. m.; arrive Los Angeles 7 a. m. the second day.

Las Vegas is the point for the change from Mountain to the Pacific time, westbound trains losing and eastbound trains gaining one hour there.

For Sale.

One hundred and sixty acres adjoining the McWilliam townsite. Prices low if taken at once. See

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At Las Vegas Hotel.

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Crowell & Allott,

Wholesale and Retail

General Merchandise,

Everything That Miners or Prospectors Need.

We Handle Nothing But The Best.

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Civil Engineer.

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References First and Citizens National Bank of Watertown, S. D., Las Vegas, Nevada

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