

# The Age

F. G. NICKLIN, Editor and Proprietor.

LAS VEGAS - - NEVADA  
SUPPLEMENT



## INDIAN CREEK

### Las Vegas & Tonopah Establishes Station There

Monday last, President J. Ross Clark, Supt. T. B. Cullen, of the Salt Lake, Supt. F. M. Grace, of the new line, and Walter R. Bracken passed over the Las Vegas & Tonopah in the first coach to reach within two miles of Indian Creek.

On the Saturday previous two miles of track had been laid. The line has now reached Indian Creek, and a station and Y are being built to accommodate freight and passenger business.

The graders are camped along the right-of-way to Beatty and the track-layers are laying steel beyond Indian Creek.

When the new line reaches a point 20 miles beyond Indian Springs another freight station will be established to shorten the freight haul to the mining camps.

Telegraph poles and wires are following the new line closely and we shall soon have direct communication with the mining camps.

## ARTESIAN WATER

### Formation and Springs Indicate Underground Flow

Las Vegas lies in a grand basin, surrounded by mountains on every side. To the west, Charleston mountain rises 9000 feet, and is snow-capped nearly the year.

The springs that break to the surface indicate the formation of the country indicate the existence of subterranean water.

It is reasonably certain that an abundant flow for irrigation could be reached by drilling 400 to 500 feet.

The possible results are worth an effort. Get in and drill.

### COLORADO WATER POWER

At The Needles energetic men are incorporating a company to draw water, light and power from the Colorado river. Only 20 miles east of Las Vegas the Colorado river flows to waste, whereas it should be harnessed to furnish light and power for southern Nevada. The rapids are capable of furnishing power second only to Niagara.

The mines and towns of southern Nevada need power for varied industries. Factories can be operated economically in Las Vegas by power from the river.

Why not organize a company to bring light and power from the Colorado river?

### WHO PLANTED THEM?

The Mormons planted the first trees on the old Stewart ranch in 1856.

The grape vines on the old Stewart ranch were originally brought from France by Daniel Bonilli in 1860.

About 1879 Stewarts planted a new vineyard and an orchard on the ranch.

The blooming orchard, the bearing vineyard and the majestic trees are today a living example of what can be done on the desert by application of a little water.

**The Age** Of Las Vegas, Nevada, sent to any address 6 months for \$1.00. Reliable news of Southern Nevada.

# Las Vegas Business Directory

## Las Vegas Improvement Company

Lots in Clarks's Las Vegas Townsite.

Investments now will bring sure profits.

## Palace Hotel

Mrs. M. B. Smith, Proprietor.

Elegant Rooms, Good Grill, First Class Bar, Fremont and Second streets, Las Vegas, Nevada.

## Home Building and Loan Association

Las Vegas, Nevada.

A safe and profitable investment for monthly payments.



### RESIDENCE OF JOHN S. PARK

Handsome Cement Block Cottage on Fremont Street, Las Vegas.

## Hotel Las Vegas

H. A. McDonald, Prop.

Conveniently located near to railroad stations. Las Vegas, Nevada.

## Las Vegas Trading Company

The Largest Stock of Building Material in Southern Nevada.

## Las Vegas Hardware & Plumbing Co.

W. D. WORRELL.

First Street, Las Vegas, Nevada.

## Kramer Bros.

Only First Class Barber Shop and Bath Rooms.

Opposite Postoffice, Fremont street, Las Vegas.

## Studebaker Wagons

"The Best in the World."

Las Vegas Trading Co.

## Fresh Fruits, Vegetables, Etc.

Johnson & Ward, Proprietors.

South side Fremont street, between First and Second, Las Vegas, Nevada.



### INDIAN CREEK RANCH

Summer Scene at the Front of L. V. and T. Railroad.

## Consolidated Power and Telephone Co.

We are now furnishing Electric Lights for Las Vegas.

## Las Vegas Mercantile Co.

Fresh and Dried Meats.

Wholesale and retail dealers in Hay and Grain. Las Vegas, Nevada.

## C. Ganahl Lumber Company

A. W. Jurden, Manager.

Wholesale and Retail Lumber Dealers, corner First and Lewis streets.

## BORAX SMITH ROAD

### Building Northward at Rate of a Mile per Day

Official advices from headquarters of the Borax Smith railroad state that 39 miles of track are completed and the machine is laying track at the rate of one mile per day.

From Ludlow on the Santa Fe railroad to the Lila C. borax mine the distance is 120 miles.

The Borax Smith road passes through a rich mineral country on its way north, and will do much to develop southern Nevada.

The Age is authorized to state, on authority of the Pacific Coast Borax Company, that the railroad will build from the Lila C. mine on to the Bullfrog mining district, up the Amargosa river, through Beatty, and thence north to Goldfield and Tonopah.

Surveyors locating the Tonopah & Tidewater railroad are now 40 miles north of Beatty.

This new Tonopah & Tidewater railroad is being built largely for the purpose of transporting borax mineral from the Pacific Coast Borax Company's mammoth deposits at the Lila C and in Death Valley, and is a great contrast to the old method which was in vogue some years ago—of hauling by means of 20-mule teams. These teams had to haul borax from Death Valley over the Mojave desert to Mojave, a distance of 165 miles, with springs of water about 50 miles apart. The teams could only make about 20 miles per day. In order to furnish the animals and men with water, it was necessary to carry a large water tank.

These teams were found inadequate to meet the demand, which is rapidly increasing, owing to the fact that the Pacific Coast Borax Company is now manufacturing a number of new compounds, such as Boraxo Bath Powder, Talcum Powder, Borax Soap and Borax-aid Soap Powder, which are being largely advertised, and are finding extensive use in the household. All these compounds use considerable borax, and, of course, the more borax is used the more must be mined, and the greater need for good transportation facilities.

The tariff on borax has been of great assistance to this industry, as without it the industry would fail, a large number of men would be out of employment, and there would be no railroad into that district.

Mr. Smith is also president of the West End Mining Company of Tonopah, which has one of the best (if not the best) mines up there. He is also the moving spirit in the Realty Syndicate of Oakland, which has been doing wonders to develop Alameda county, and he is also heavily interested in the Key Route.

### RAILS TO TONOPAH.

The Los Angeles Mining Review, one of the most reliable journals on the coast, in its issue of Feb. 10th, says the Tonopah & Tidewater Railway Company has bought from the Santa Fe 125 miles of sixty-five pound rails. These are in addition to the 100 miles of rails purchased in Texas, and will take the road to within 25 miles of Tonopah. A deal will shortly be closed for rails to fill this gap, which will complete the company's requirements.

### OLD MILL

Mrs. Helen J. Stewart states that away back in 1856 Samuel Thompson had a small grist mill at the old Stewart ranch. The early settlers raised some grain and corn for their own use.

When the Mormons departed they buried the stone burrs near the old Stewart home, now occupied by Bracken Bros., where they still rest.

The Age competes with city prices on job printing. Patronize home industry.