

LAS VEGAS AGE

VOLUME III.

LAS VEGAS, LINCOLN COUNTY, NEVADA, SATURDAY, MARCH 9, 1907

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DANGEROUS CANYON

SALT LAKE RAILROAD MAY FIND ANOTHER BETTER ROUTE NORTH

WHY CLARK SURRENDERED TO HARRIMAN

60 Miles of Track Destroyed and no Trains to Salt Lake for 30 Days

LAS VEGAS MAROONED

Again 60 miles of Salt Lake track has been honey combed in Meadow Valley wash and north of Caliente. South of Las Vegas, between Otis and Daggett the Mohave river has carried away a large section of railroad. Repairs and maintenance is uncertain.

The Age has reliable authority for stating that about sixty miles of Salt Lake railroad track has been washed out in the canyons north and south of Caliente. Last March the Salt Lake was out of business 22 days, and the prospects are that no trains will run through the canyons during the present month of March. Rains and snows will make repair impossible before April 1st.

To avoid the semi-annual washouts at Meadow Valley Canyon, the Salt Lake railroad may seek another route north.

Maps and surveys show that to the west of Meadow Valley range there is a route leading north, by which the Salt Lake could avoid the dangerous river bed known as Meadow Valley Wash. Engineers and desert rats, who know elevations by the ozone in the air, have told us of railroad surveys and stakes running north from the big Muddy Spring near Moapa, to the west of Meadow Valley range; passing midway between Delamar and Caliente; northward to Pioche, cutting out the big bend and dangerous canyon above Caliente; thence north through Ely and the Copper fields to Salt Lake.

This route would leave out Caliente, Modena and a few small towns north on the present line, and tap Delamar, Pioche, Ely and other rich mining sections. Engineers say it would be a little more expensive than the Meadow Valley river bed, but fully as short.

Possibly when Harriman gets Senator Clark pinched out of the Salt Lake road he may do a little permanent work in Meadow Valley Wash, and raise the railroad from the river bed, by blasting a route along the walls of the canyon, above the reach of high waters. The grand scenery of the canyon is an attraction on the present route. Passengers can't enjoy it, however, when compelled to walk over the washouts.

Harriman don't lose much when the Salt Lake is out of commission. He sends trains over his other lines; just like taking money out of one pocket and putting it in the other. The public pays the freight.

INJURES NEVADA BUSINESS

It must be plain to the management that passengers and freight will avoid the Salt Lake in storm seasons, rather than take the risk of being wrecked in Meadow Valley Canyon. How many more lives must be sacrificed before removal of the Salt Lake track from the river bed to a safe position above high water?

CLARK-HARRIMAN DEAL

Many doubt the story that right of way through Meadow Valley canyon was the real cause of Clark's surrender to Harriman. Salt Lake was probably the Appomattox where Clark capitulated. Harriman's control of all lines east of Salt Lake probably forced the Copper King to terms. Only by allowing Harriman control of the Salt Lake could Clark get favorable freight rates east. Clark was shrewd enough to let go when he found himself in possession of a stub railroad, with Harriman demanding tribute on all through business. Perhaps it paid him to sell control to the man in the highway.

Circumstances indicate the Salt Lake railroad was built economically to sell to the highest bidder.

The Age comments only because the public is concerned in common carriers. Let our law makers apply the remedy; compel adequate service and reasonable passenger and freight rates.

MAROONED

Las Vegas Residents Enjoy Pioneer Days

Owing to washouts Las Vegas has been marooned for the past week, and the old settlers are making the best of it.

Dr. Bracken arrived yesterday from the Colorado river on a burro. He came up the river on a steamer.

The overland stage from Salt Lake, driven by C. E. Colson, came in yesterday with late mail and a load of passengers. They report laborers thick as ants trying to repair the grade in the canyon.

Mail stage from Mohave reports the Mohave river bridge washed out and Salt Lake trains going around via Santa Fe to Barstow, over Borax road to Cruceiro, thence back to Salt Lake track.

F. W. Mannel, driving the lightning express saw commissioner Hawkins and Editor Corkhill cooking beans by railroad camp fire in Meadow Valley Wash. They had water to sell but were out of the other.

That energetic old settler Peter Buol, is having Capt Worell build a sheet iron ferry boat which will be used to bring railroad passengers across the raging Mohave river near Otis.

Capt. Harry Deal is having a steamer built to carry freight and passengers down the Colorado river from Eldorado Canyon to connect with the Santa Fe at the Needles.

C. C. Corkhill arrived footsore from Pioche with a bundle of fresh crisp news for The Age. He says evidence of a prehistoric railroad has been found in Meadow Valley Canyon.

The last ham and eggs were eaten yesterday and chickens in town are hiding in the sage brush.

Capt. Ladd came in yesterday with an ox team, over the old Morman trail trail from Salt Lake, via Muddy Vigil and Cedar City. Eggs of 1905 brand are now plenty.

Arthur Frye is building a ferry boat for Meadow Valley Canyon, on which he hopes to get another high grade shipment of ore to Salt Lake.

County Commissioner W. E. Hawkins has earned his salary this session by hiking it up to the county seat and back. He reports grand scenery through Meadow Valley Wash, but eating houses far apart.

The food famine gave E. T. Maxwell a fine chance to work off those old oxen and the bull beef. Rough on the community though.

Indian Ben, the Mohave dispatch runner, arrived with a telegram from Carson saying the railroad regulation bill had passed the Legislature unanimously after an eloquent speech against it by Whittemore.

Bill Stewart is said to be running a tavern and road house at the old California crossing near Moapa. An unfortunate who had to stay there over night says Bill has not improved his brand any, but charges are high enough to suit the most extravagant millionaire.

Saloon boys are praying for the wet freights to arrive. Most of them make their own whiskey, but have not yet learned to brew beer that will pass muster.

Ira T. Smith, manager of the Amargosa Lumber Company, Rhyolite, while marooned in Las Vegas ate all the eggs in town.

F. A. Johnson and F. E. Bennett of Johnnie enjoyed themselves hugely while marooned in Las Vegas. That's why the rest of us are now going on short rations.

A steamboat service through Meadow Valley canyon would benefit the freight and passenger service of the Salt Lake railroad.

Untimely Death

James McKnight died 11:40, Monday evening, March 4, 1907, of consumption. The funeral took place from the Clayton & Griffith Undertaking Parlors Wednesday, 2 p. m.

The deceased was a member of the firm of McKnight & Farrell, and was a pioneer in Las Vegas. A large number of friends paid their last tribute to the departed by attending the funeral.

Deceased contracted consumption before coming to Las Vegas, and confinement at business in doors killed him. Had he been able to live an open air life he would have recovered. For the benefit of those suffering with consumption, The Age repeats that pure air, good food and careful methods of life are a certain remedy in this climate.

Hotel Nevada Arrivals.

J. F. Miller, Owner and Manager.



Dan Murphy, Rhyolite
Henry Fairbanks, Salt Lake
Rudolph Dettewiler
T H McConnell, L A
J O Piper, Denver
R G O'Shea, L A
Joe Teas
A N Coe
L P Manix, Salt Lake
Lyttleton Price Jr, Goldfield
H P Taylor
J C Boughter, Bisbee
S G McMullin, Rhyolite
J B Lindsay, Rhyolite
Miss A Perry, Rhyolite
M Harriman,
J O Dannel, Phoenix
D T Scheller, Bisbee
Fred W Putnam, Vermont
B G Richardson, Salt Lake
A B Cains
T S Thompson, Reno
Mrs Dempsey
B A Mulligan
L D Deal, L V & T
Mrs F W Chopetall
H J Atcheson, Lead S D
Sam Bollen,
D A Halgen, Caliente
F Thompson, Montana
S Lee, Los Angeles
W Clark, Los Angeles
Harry Howland, Los Angeles
Robt R Bruere, Salt Lake
Minnie L McKnight, Colorado Springs
Mrs Walter B Fisher, Toledo O.
Henry V Luce, Good Springs
H J Jarman,
T T Thompson, Provo Utah
Mrs Mat Finnegan, Denver
J F Spatz, South Dakota
E S Gilbert, Los Angeles
L Alexander,
C E Harlan, Los Angeles
L L Ewing, Denver
E E Harvey,
E A Talbot, Los Angeles
John H Baker, San Francisco
E E Bennett, Johnnie
E McCune and wf, San Francisco
C C Bowan, L A
R F Savage, Salt Lake
Dr C E Tuttle, Boston
J E Cram, SanBerdoe Calif
F A Johnson, Johnnie
Thos D Kee, Los Angeles
W W Watterson, Bishop
J Murphy, Los Angeles
Geo E Knight Los Angeles
L M Heimer

LEGISLATURE

Some Good and Evil Measures Have Passed

A general incorporation act for cities of first, second and third class, has passed, and Las Vegas should organize, with a real mayor and city dads.

The Age is confident that the railroad regulation bill which passed the Legislature has some good points because Whittemore and other railroad lobbyists opposed it. After Whittemore had made a long-winded speech against the bill it passed unanimously.

Senator Oddie of Nye county has made a good record in the Legislature and is spoken of for the U. S. Senate.

If half the bills introduced were to pass the Legislature Nevada would soon be depopulated. Generally there is more virtue in killing than in passing a bill. Most of them are introduced to make a record or cinch somebody.

A good measure is pending in the Legislature to require grub stake contracts to be in writing and go on record.

Burros For Sale

Car load of burros, from Colorado for sale at remarkable price. Call on Clayton and Griffith.

FOR SALE

Lots 1 to 8, block 10, Clark's Las Vegas townsite. Las Vegas Mercantile Co. 12

CLOSING OUT

Wholesale Liquor Store Sacrificing Fine Stock

We beg to announce to the public that we are closing out our wholesale business in this territory and have reduced prices on all goods to an extent which will justify retailers from any part of Nevada in making a special trip to investigate our stock and prices. We are selling at Kentucky 10-barrel Wholesale prices. Our quantity, quality and prices will interest you.

SOUTHERN NEVADA WHOLESALE LIQUOR STORE.



LIKE OLD TIMES

Col. C. C. Corkhill, doing one of his old soldier hikes down the ex-railroad from Pioche to Las Vegas.

BIDS WANTED

Las Vegas, Nevada, March 5, 1907. Notice is hereby given that on the 14th day of March, A. D. 1907, at 2 o'clock p. m., bids will be received at the office of the Nevada & Colorado River Consolidated Gold, Silver & Copper Mining Company on Fremont street, for the sinking of a shaft on said property to a depth of 100 feet. Bidders will be required to put in separate bids: one for the first 50 feet and one for the second 50 feet. For particulars call at office of the company.

H. M. LILLIS, Secretary

Commissioner Proceedings



County Commissioner W. E. Hawkins coming down from Pioche, trying to find the road in Meadow Valley Canyon.

Lodge Rooms

A substantial building will be erected on the corner of Fremont and First streets for the accommodation of all Lodges. Ample hall and anterooms will be provided.

THOMAS, THE GROCER

A FRESH, BRIGHT LINE OF

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APRICOTS, PEARS,
PRUNES, PLUMS, RAISINS
AND APPLES

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JOHN S. PARK, Cashier.

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(INCORPORATED)

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Fremont Street LAS VEGAS, NEV. Opposite Post Office