

LAS VEGAS AGE

Las Vegas, Lincoln County, Nevada

T. G. NICKLIN, Proprietor
CHAS. C. CORRHILL, Editor and Mgr

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New Hoist

M. J. Conroy, president of the McCullough Range Copper Mining Company, says a new hoist is now in operation at the mine, 25 miles south of Las Vegas. Description of the apparatus with half tone cut will soon appear in The Age.

No Inquest Held

For some reason no coroner's inquest was held over the remains of the unfortunates killed in the Meadow Valley railroad wreck. It does not seem right that five human beings should be sent out of the world without even the formality of an inquest.

Death of Greene

At Rhyolite last week Henry T. Greene, general freight and passenger agent of the Las Vegas & Tonopah railroad, died after a brief illness. He was 48 years old and left a widow in Los Angeles. Many friends mourn his death, and the L. V. & T. will find it hard to fill his place. Supt. F. M. Grace accompanied the remains to Los Angeles.

Church Notes

The regular church services for tomorrow (Sunday) will be at 10 o'clock Sunday school and 11 a. m. and 7:30 p. m. preaching. Everyone is cordially invited to attend. You are sure to enjoy the good music.

Mrs. Bain returned from Los Angeles on Saturday last, and claims to be enjoying good health again.

A program for Easter is being prepared, which will be celebrated on March 31

Forest Reserve

Sheep mountain 25 miles northwest of Las Vegas has been withdrawn from entry by the government and declared a forest reserve. In early days the Mormans had a saw mill in the timber.

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LOST IN SNOW

Camped Over Night in Charleston Mountain Cave

Forest Guard Harry E. Mathews had an interesting experience last week on the Forest Reserve, near the mill of the Lincoln County Lumber company. March 7th he started for the mill, intending to meet there Supervisor David Barnett, Frank Buol, E. D. LeClare and D. S. Marshall, who traveled with a team. Deep snow covered the road and the latter party camped before reaching the saw mill without seeing Mathews's tracks. He did not report at the mill on the 8th and a search party failed to find him. Mathews got lost in the deep snow, built a fire in a cave a few miles from the mill and remained in shelter over night. Next day he followed the tracks of the wagon party and saw them to the mill, arriving hungry and exhausted. In places the snow is waist deep and Mathews was lucky to reach camp.

FOREST RESERVE

Supervisor David Barnett, of the Charleston mountain forest reserve, says no settlement has yet been reached with the Lincoln county Lumber company for the timber already cut. All timber must be paid for at the rate of \$10.00 per 1000 feet. No titles have yet been obtained from the government on the forest reserve. It is estimated that there are 150,000,000 feet of matured and merchantable timber on Charleston mountain which can be purchased from the government for \$10.00 per 1000.

VERY DEEP SNOW

Charleston peak is about 11,500 feet high, covered with deep snow. The saw mill is built at 9000 feet elevation and snow is four feet deep there. In Las Vegas Valley below at 2000 feet snow seldom falls and apricots and peaches bloom early in March.

Court Postponed

On account of the remote location of the county seat and its inaccessibility from all portions of the county by reason of washed rail and wagon roads, Judge Brown has found it necessary to postpone the March term of court indefinitely.

Sheriff Smith found it impossible to serve jurors with subpoenas within the time limit, and the latter could not have responded had they been served.

A centrally located county seat or county division would overcome such difficulties.

New Barber Shop

R. E. Lake has removed his barber shop to new and elegant quarters in the Thomas brick block, corner First and Fremont streets, Las Vegas. Mr. Lake is fixing his barber shop in luxurious style, and has a skilled tonsorial artist to aid him in putting the finishing touches on customers. Go there and leave your whiskers and hair. Amputations made without pain. Two porcelain bath tubs have arrived and will be ready for use in a few days. The new shop will be known as the Gold Nugget barber shop.

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RAILROAD REGULATION

Bill for Lower Rates and Commissioners Passed and Signed

Governor Sparks has signed the railroad bill recently passed by the Legislature, which provides for the appointment of a railroad commission and establishes a schedule of fares and freights, differing but slightly from those now in vogue in nearly all of the coast states.

The bill specifies that within thirty days after becoming a law Governor Sparks, Lieutenant Governor Dickerson and Attorney General Stoddard shall meet and choose three men as railroad commissioners for the State of Nevada. Two of the men shall receive a salary of \$2500 the year while the third, who shall devote all his time to the work of the commission, shall receive a salary of \$5000. Not more than two of the commissioners shall be of the same political party.

About 200 applications have been made for the position of Railroad Commissioner.

The bill provides for the maximum rates throughout the State, and leaves the matter of adjustment and the minor details to be worked out by the commission. The commission is also expected to consider the matter whether the State of Nevada is being discriminated against in the matter of interstate rates, and if so the board must make complaint to the inter-state commerce commission.

The rates established by the bill are

still high when compared to those of the eastern states, but considering the conditions existing in Nevada they are as a whole fair to both the railroads and their patrons. The railroad companies may in the courts attempt to prove the bill defective and unconstitutional, but the advice of prominent attorneys has been given that the bill will stand the test.

The courts have been called upon in recent years to determine many questions growing out of railway management and control, and those decisions have invariably sustained the claims of the states as against the creature of the state—the railway corporations.

According to the terms of the bill it will go into effect almost immediately, and it means much to Nevada. It will permit the shipment to the smelters of thousands and thousands of tons of low grade ore that have heretofore lain on the dumps and been denied the right of treatment because of high rates; it will permit the shipping of more elaborate mining machinery, which means increased development, and it means that settlers can be invited from other points and assured that in engaging in business and in making Nevada their home they are not walking into a holdup game, as the case has been in the past.

Railroads are making many threats, but will be forced to accept the lower rates.

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