

LAS VEGAS AGE

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A FITTING VICTORY

THE ACCEPTANCE by all three states of the invitation to Arizona, California and Nevada to meet at Santa Fe, New Mexico, February 14, puts a note of historic interest into what promises to be the final phase of the long Colorado River controversy.

Six years and three months ago at Santa Fe, the Colorado River Commission of which Herbert Hoover was chairman was holding its sessions. Through the infinite patience, persistence and tact of Mr. Hoover, the conference was time and again kept from breaking. At last, after nearly three weeks of tedious sessions night and day, the Colorado River Compact was signed.

Nevada, from the early days of the long campaign for Boulder Dam, has had no small influence in shaping the course of events. At the first Santa Fe conference this state was represented by Gov.-Elect Scroggins, Ed. W. Clark and C. P. Squires. Dr. Roy W. Martin, Ed. Clark and C. P. Squires have since 1920 or before been active in their efforts to advance the great enterprise.

It seems fitting and proper that the final scene of the great economic and political drama which has held the attention of the country for so many years should be staged at Santa Fe. It seems an omen of good fortune that the historic old city with its accumulated wisdom of the centuries upon it should see the end of the play.

In the historic old Palace of the Governors, Herbert Hoover and the commissioners of the seven Colorado River basin states affixed their signatures to the seven state compact. It would be fitting, indeed, if the commissioners of Arizona, California and Nevada should this month sign the Tri-State Compact as the last scene in the play.

The Age has kept in close touch with all movements affecting the Colorado River all during the struggle, and now believes that the conference at Santa Fe will result in agreement between the states.

"Truth is mighty and will prevail."

WIDEN FREMONT

WHILE WE ARE TALKING city planning and zoning, why not give a little attention to street widening?

Other cities which have delayed until expensive improvements block the way are obliged to expend millions of dollars in street widening operations. Traffic must be accommodated if property is to become very valuable for business purposes.

Fremont street east of Fourth street has no business blocks at present. Widening it would be cheap and comparatively easy, if taken in hand now. Once the advantages to business of a hundred foot thoroughfare are made apparent, property owners on other streets will be quick to follow suit.

The automobile in the last 20 years has revolutionized traffic conditions and created new business problems. With the experience of other cities to guide us we should endeavor to avoid their mistakes and profit by their examples.

When Las Vegas was laid out, eighty foot streets were considered ample for any traffic of the future. Already we find them inadequate. Those streets which aspire to become important business streets can best forward that hope by providing wider roadways for traffic.

WINTER INTRUDES

RIGHT IN THE MIDST of our pleasant spring weather, winter comes roaring back today with a cold wind and an occasional few flakes of snow in the air. Las Vegas generally finds February a delightful spring month with the flowering almond trees in full bloom sometimes by the tenth.

We have the satisfaction of knowing that the cold can last only a day or so at the most and that today's chill marks probably winter's last onslaught.

Americans Are Urged To Help Rebuild The Frigate Constitution

The Famous American Vessel Better Known As "Old Ironsides" Is Now Being Rebuilt at the Navy Yard In Boston, Massachusetts

Today in the Navy Yard at Boston lies a wooden hulk. Time has furled her sails and shorn her of her masts. The ravages of decay have rendered her timbers unseaworthy. This is no common hulk, but the ship that was once a navy. Veteran of more than one hundred and thirty-one years of loyal service to her country, she is now the proud possessor of the most brilliant fighting record of any ship in any navy in the world. She is known affectionately as "Old Ironsides"—The U. S. Frigate Constitution.

Although she bears the scars of 42 engagements, her colors have never been dipped in defeat. One of the first three naval vessels built by the United States, she was launched in Hart's Shipyard, Boston, in 1797. Commissioned in 1798, she sailed against the French Privateers, who were preying on our commerce along the Atlantic coast and in West Indian waters, leaving destruction in their wake.

Her next duty took her into the blue waters of the Mediterranean, where from 1803 to 1805 she bombarded the forts of Tripoli, dictating peace with the Barbary Pirates and forever ending our tribute to them.

During the war of 1812 she won a succession of victories over the British fleet, increasing our prestige abroad and inspiring at home

a greater faith in the new Republic. "Old Ironsides" stood invincible against the great English navy and fought for our independence on the sea, as two generations before, the colonists had fought for it on land.

Her remarkable escape from the British squadron off the coast of New Jersey in July of 1812, the destruction of the Guerriere, the capture of the Java, the Cyane and the Levant, make pages of romantic reading in the history of our country. Her conquests not only established our freedom of the seas in 1812 and made of the United States a first-class sea power, they did more. The moral effect of her victories upon the country, serving to unite opposing factions and territories in a feeling of national pride and unity of purpose, cannot be over-estimated. Staunch as her great name, the Constitution was almost a navy in herself. Ever invincible, she has served under every president from Washington to Coolidge, and boasts of a record that has never been equaled by any single fighting ship.

Now in the shadow of the Bunker Hill Monument, near the yard that gave her birth, "Old Ironsides" rests in the dry dock she christened. She awaits rebuilding to make her sound, remodelled from truck to keel, exactly as she was in her days of great glory, the

history-making days of 1812. No federal appropriation assures her preservation, nor is one desired. Only the generous response of a grateful nation can save her. The National Save "Old Ironsides" Committee, of which Rear Admiral Phillip Andrews, U. S. Navy, is chairman, is raising sufficient funds for the work through popular subscription. Over \$630,000 have already been received; less than \$190,000 are still required.

The Save "Old Ironsides" Fund is being completed principally through the sale of beautifully ten-color lithographs from the original painting by the famous marine artist, Gordon Grant, depicting the famous ship as she looked at the height of her brilliant career. These are reasonably priced at 50 cents each.

There is no relic more worthy of the affections of a Nation than is the Frigate Constitution. On her decks are enshrined the proud traditions for which America stands. She represents the ideals for which our country has always strived, the principles that give to our Nation its prestige among the nations of the world. It is a patriotic privilege to contribute to her restoration as a National Floating Monument. By restoring her, we honor not only "Old Ironsides," but the men, who by their bravery and skill, brought her to such renown and made such glorious history for America.

Every American knows of Independence Hall and would not think of letting it fall into decay. Loud

would be the protest from every corner of our country should it be proposed to destroy Mount Vernon our National Shrine. Like these historic relics, the Frigate Constitution belongs to every American. Rebuilt and equipped as she looked in the history-making days of 1812, a picturesque survivor of the bigone days of sail, she will again cruise the seas, with proper escort, visiting the ports of our country and carrying her patriotic message

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