

LAS VEGAS AGE

PUBLISHED TUESDAY, THURSDAY and SATURDAY Mornings by Charles P. Squires, Editor and Publisher, at THE AGE BUILDING, 411 Fremont Street, Las Vegas, Nevada and entered in the Postoffice at Las Vegas as Second Class Matter.

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THURSDAY MORNING, OCTOBER 24, 1929.

TRANSPORTATION SERVICE.

THE UNION Pacific, in announcing that it will next Monday begin operation of a fleet of stages between Los Angeles and Salt Lake City, is not inaugurating an entirely new policy of the company.

They have for some time been engaged in creating a network of motor bus stages paralleling their lines through the northwest. They already operate many hundreds of miles of such lines, thus giving the traveling public the choice of either train or motor bus travel in the territory they cover.

We are, perhaps, inclined sometimes to be critical of anything a railroad does. A remnant of the old suspicion, for which the railroads themselves were at one time the blame, still remains, and we ignore the fact that railroad policy, in its relations with the public, has undergone a radical change within the past 25 years.

The railroad, we must admit, has been a pretty "good customer" so far as Las Vegas is concerned. Of course they have done some things with which we have disagreed at times, but they have not always seemed enthusiastic about the things we thought most important.

Nevertheless, Las Vegas would have been in a sorry plight all these years without the substantial cooperation we have had from the railroad. They have paid approximately sixty percent of the taxes of the city and county, and with less protest than we have heard at times from some of our private citizens.

Without their cooperation, which means bearing the major portion of the cost, our public improvements, schools, sewers, lights, street improvements and such, would at least have been delayed. They built many homes for employees and sold them at low prices on easy payments. They have not opposed our street paving. They have given valuable cooperation in the campaign for Boulder Dam. They have given their assistance to our efforts to have built a modern resort hotel. They have provided the city with a supply of the finest water in the world and have charged water rates which are lower than in any city we know.

When we remember that Las Vegas from its very inception was a child of the railroad, and when we look back on our prosperity, steady growth and the generally satisfactory lives we have led, we are forced to admit that the railroad has been a pretty fair Dad to us.

Now that we are of age and going into business for ourselves with the Boulder Dam project as a basis, we expect the old man to hustle around and help us get that hotel; extend its motor bus service from Vegas to our points of scenic interest, give us favorable rates on our transportation, and in general to keep a friendly interest in us.

And just because we are getting big enough to be a little independent is no reason why we should do Dad dirt. Let's give the old railroad the consideration it deserves at least.

A GOOD FIGHT WON.

THE FIGHT of the Nevada delegation at Washington in the power matter was a good fight and a winning one, in the opinion of the Age.

After some study of Secretary Wilbur's allocation of power rights from Boulder Dam, we are more than ever convinced that Nevada, thanks to the efforts of our representatives, has been treated fairly if not generously.

In the setup of the Secretary is included a rate sufficient to create an annual surplus, part of which, estimated at approximately \$800,000, will be divided between Nevada and Arizona. This promises to Nevada \$400,000 per annum for our state treasury when the total amount of Boulder Dam power is put to use.

Nevada is given the right to recapture from 100,000 to 320,000 horse power of electrical energy from the California users to meet our future needs. We have it handed to us on demand, as it were, without any obligation whatever except to pay for what we use while we use it.

We do not have to finance a share of the millions the power plant machinery will cost. We do not have to take upon our state the burden of payments for a term of 50 years. We find ourselves in the position of the utmost advantage without carrying the burdens of the big business. If we use power we pay for it at cost. When we cease to use it we simply turn it back and are relieved from the payments.

Secretary Wilbur doubtless recognizes Nevada's right under the bill to take one-third of the power if it so affects under the same conditions and obligations of financing as are imposed on the California allottees. He was wise enough to understand, perhaps, that such an arrangement probably could not be carried out by Nevada without undue stress and after several years of delay.

He also, we must assume, views the question in the light of the future development of the Colorado. He knows, as we do, that after Boulder Dam power is developed and all put to use, there are approximately 3,000,000 horse power still remaining available on the river for the future. The Boulder Dam project is but the first step in the development of this great river, a process which a century, perhaps, will not see complete.

Knowing that, once Nevada develops her resources sufficiently to use 100,000 horse power, there will be plenty of other power, cheaper very likely than this, ready for use in this region, Nevada stands in a most advantageous position, a far better position, we believe, than if we should stand in our technical right to contract for one-third of the power under the Boulder Dam bill.



WASHINGTON—The British invitation for the proposed five-power naval conference distinctly proved to have something looking distinctly like a bombshell in its tail. It was in the shape of the suggestion—or intimation or insinuation or whatever it is—in clause 1 of the outline of Anglo-American naval conversations. And it suggested—or something—that the two countries see eye to eye so completely on the idea of abolishing submarines entirely that there had been no good reason to talk much about that.

Maybe so; but if Washington government ever has publicly adopted an attitude expressive of "the desirability of securing the total abolition of the submarine," as the British note puts it, the Standardeer missed that bit of news entirely.

The only formal government action on the suggestion was rejection. And France, Italy and Japan also rejected it then unequivocally. The Rock.

That was exactly the rock on which the Washington conference split so far as complete realization of Secretary Hughes' plan for full naval limitation was concerned. France not only rejected the submarine abolition idea utterly but filed a counter claim in the shape of formal notice that she proposed to build 90,000 tons of submarines that was the point at which the Hughes plan had proposed to pin American and British submarine tonnage in a 5-5-3 ratio with Japan and a 1.75 ratio for France and Italy.

In effect the French announcement was a demand for full cruise and submarine parity with the United States and Great Britain and that sunk the effort to limit categories of ships other than battleships and airplane carriers right there and then.

When the British submarine abolition proposal was made, Mr. Hughes, as head of the American delegation, read to the committee the report of the advisory committee of 21 on points that might arise.

A subcommittee headed by Rear Admiral W. L. Rodgers, since retired, drew up the advisory opinion on submarines, holding that they were legitimate weapons of naval warfare if properly used, and compelled to observe the same rules of visit and search as surface craft in dealing with merchant vessels.

Unanimous

The report of the subcommittee of the advisory committee was debated in full committee and was unanimously adopted—even by those who were predisposed against the submarine. Mr. Hughes told the naval conference in presenting it.

And one of the members of the advisory committee who presumably concurred in this unanimous acceptance of the Rodgers report was Herbert Hoover, then secretary of commerce.

Later, in stating formally the attitude of the delegation toward submarine abolition, Mr. Hughes said that "the position of the American government was as well set forth as it could be in the statement of the advisory committee."

He added, however, that if at any future time the occasion were found "feasible" to take the matter up again, the United States would give "the most serious attention."

Some years later Secretary Kellogg made a somewhat similar statement in connection with the Geneva arms commission deliberations. And those two secretarial expressions, it appears, present about the only indication of American confidence in the British desire to wipe U-boats out of the seas entirely.

Caps Shoot as Nelson Store Burns

Nothing Saved From Eldorado Canyon Blaze

Dog Discovers Fire at Alvord Place

The shooting off of caps and other explosives kept in stock at Springfield Fire Insurance Company building, which is carried by the Clark Alvord's general store at 241 1/2 Broadway, in Eldorado Canyon, prevented anyone attempting to save anything from the store Sunday evening when it caught fire and burned to the ground.

The fire, which is said to have been discovered by a woman living nearby after a dog had barked frantically at the blaze, started about 10 or 11 o'clock Sunday evening, according to word brought to Las Vegas yesterday morning, and was too far along by the time help was at hand for anything to be saved from the store, much less the building itself.

Art Harrington, local insurance agent, plans to go to Nelson today to adjust the insurance on the store.

New Gas Crab Begins Work in U. P. Shops

A new gasoline locomotive crab, Number 010703, which has been under process of assembly in the U. P. shops here, was marked out yesterday for service.

Mothers' Daughters' Dinner Tonight

The McQuite club will be sponsor for a "Mothers and Daughters" banquet to be held tonight at the Methodist church.

Mrs. William S. Park is chairman of the committee in charge and the other two members of the committee are Mrs. Roy W. Martin and Mrs. W. G. Fulton.

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Main and Bridger Streets

New 'Desert Club' Is Organized

"Desert Club" is the name of the 4H home ground club recently organized by Mrs. T. B. Croal, as local leader. This club had a membership of nine 6A students at the first meeting. A meeting is held each week

at the home of their local leader. The membership is increasing, it is stated, and the members are enthusiastic about the work. "Desert blooms" is our motto, said Mrs. Croal yesterday. Roberta Turman is president of the club, Stella Gordon is vice president, Kenneth Dimock secretary, Marian McNamee treasurer, Alice Stastney song and yell leader and Barbara Ferron reporter.