

# LAS VEGAS AGE

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#### PACIFIC COAST REPRESENTATIVE

## TOURIST INCREASE

According to figures obtained by Secretary Oliver Goerman of the Las Vegas Chamber of Commerce, the number of tourists coming to the Las Vegas and Boulder Dam area continues its annual increase.

During the eleven months of 1936 for which figures are available, there were 383,294 persons through here by automobile. This is an increase of 32.8 per cent over the same period of 1934 and 3.3 per cent over the first eleven months of 1935.

It is apparent to all that with the program of improvement in the Lake Mead area planned by the National Park Service the building of highways to connect the various scenic features, the establishment of air and water transportation to remote areas, the stocking of Lake Mead and the Colorado river below the dam with fish, the establishment of game preserves and the opening and development of our high mountain forests as summer resorts travel to this region will continue to increase.

If we had no other advantages our scenic beauties would be an ample resource upon which to build a prosperous and growing city.

## GREAT HOTEL NEEDED

Las Vegas has everything to attract wealth except one—a great hotel such as those found in many other places in the southwest. There is no region, however, with more to justify the building of such a resort than this Las Vegas-Boulder Dam area.

Plans were made and capital available for a high-class tourist hotel when the arrival of the depression made it impossible to proceed. Since that time several projects have been announced, but as yet none have materialized, although one group still expects to proceed with their plans for an elaborate resort just outside Las Vegas.

We are frequently told by travelers familiar with the best the world affords that there is nothing more wonderful and beautiful than the scenic splendor of the Las Vegas-Boulder Dam area. It can be only a short time until accommodations to please the most exacting are provided. And the business men of Las Vegas should and, we believe will, offer every encouragement to those who contemplate the establishment of a resort hotel in this neighborhood.

## AIR DISASTERS

The loss of twelve lives in the crash of an airliner bound from San Francisco to Los Angeles is the fourth of what are called "major air disasters" during the past two or three

## OBSERVATIONS

By CHARLES P. SQUIRES

### CHRISTMAS AT ELY

We spent Christmas with the Boyers in Ely and were given the thrill (perhaps it would be more accurate to say "shiver") of regular winter.

All day Christmas the snow fell gently, but that did not prevent our going to McGill, where we were most hospitably received by some of the "open house" hosts of that city. Enroute we saw several wrecked cars, resulting from the slippery roadways, and learned the next morning that there had been about a dozen automobile mishaps in the neighborhood.

### THE RUTH PIT

Saturday we drove to Ruth to see the great "pit" from which the Nevada Consolidated Copper Co. is taking at present 17,000 tons of ore a day. This means about 350 cars of fifty tons each which they haul by rail to the mill and smelter at McGill, a distance of 18 miles—quite a business for one little railroad.

The drive to Ruth was through snow and over icy roads, but we managed to remain on the highway and right side up, arriving at the rim of the pit just in time to see the blasting at 3:30. The great blasts went off in regular order, loosening hundreds of tons of ore as food for the great shovels which work constantly filling the cars. Some of the blasts were powerful enough to shake our car vigorously although we were nearly a quarter of a mile away.

The Ruth pit has yielded approximately a hundred million tons of ore since I last saw it in 1923, but I could notice no difference in it. There are miles and miles of railroads on the terraces of the pit on which the trains run down with empty cars, thence out by another route with the full ones.

The railroad from Ruth to McGill passes through the city of Ely, and long trains of thirty or forty cars each are rumbling though at all hours of the day and night.

I think it is probable that there are more railroad men employed at Ely than in Las Vegas or Caliente.

Ely is in the most prosperous condition of any city or town in the state, except possibly Las Vegas. The streets are lined with cars and business seems to be good in all the

weeks. The total loss of life in the four crashes of planes in various parts of the country is less than thirty, out of the hundreds of thousands of passengers carried by these air lines during the past year.

We take as a matter of course the killing of thousands each month in automobile accidents, yet, because of the newness of air transportation, we magnify these air disasters.

There was a time when railroad travel was looked upon with horror because of the occasional train wrecks. We have seen that mode of transportation improved until loss of life is negligible. Yet occasionally, as in a recent crash of trains in Chicago, disaster comes.

Even now air travel is considered just as safe as other modes of travel in common use. It is probably safer than travel by automobile. And that it is so considered is proven by the fact that the airlines still are crowded to capacity.

stores. The announcement is made that the great copper properties of Kimberly, three miles from Ruth and tributary to Ely, will start production. They plan to ship 3,000 tons of ore a day to the McGill mill and smelter of the Nevada Consolidated Copper Co. over the railroad of that company. This will add very substantially to the payroll and business prosperity of the Ely district.

### NEW PLANT FOR ELY TIMES

Vail Pittman, owner and editor of the Ely Daily Times, is very properly proud of the new building and plant for the paper. The building is on Aultman street, the principal business street of the city and the front is of pressed brick and plate glass. A new Duplex press is already installed ready for operation when they move in, which probably will be about the middle of January.

### ELY ROTARY CLUB

I attended a meeting of the Ely Rotary Club and found there a splendid and congenial group of leading business men. Just now they are sponsoring an attempt to organize a Rotary Club in Pioche and seem quite certain that it will be done.

### JOHN H. ELY

Ely was named after one John H. Ely, I am told, and the original town was in the canyon about three miles west of Ely, where a prosperous gold and silver mining camp was developed. The city later moved to its present location to find more room for growth and more convenient water supply, I am told.

It was the same John H. Ely who later went prospecting in Lincoln county and developed the mines at Hiko. Later he joined with a miner named Raymond in developing and operating the famous Raymond and Ely mine at Pioche, which made both the owners wealthy.

### LAS VEGANS ATTEND

#### ST. GEORGE MEET

Dr. R. W. Martin, James Cashman and Frank Gusewelle went to St. George, Utah, Tuesday to attend a meeting of the Associated Civic Clubs of southern Utah. The organization has formulated plans for an extensive advertising campaign by which it hopes to attract the tourists to the many scenic wonders in southern Utah. It is the desire of the organization to cooperate with Las Vegas.