

McWilliams Park Joy To Children

(Continued from Page 1)

personage, and after the tedious process of counting the words, announced that the charge for sending the message would be over \$20.00. McWilliams slammed the money down on the desk and demanded that his message to the President be sent forthwith—and it was.

Four days later word came through the land office in answer to that message that patents for the land would be issued immediately, and that ended all interference with McWilliams' title.

Following that McWilliams secured title to additional forest acreage until he now owns 1,400 acres and has contracts for about 700 additional acres. And he has a constant succession of offers to cut the timber on a percentage basis and such deals as would bring in some ready money, but would destroy the forest. But McWilliams, by this time determined to preserve the forest for use of future generations, refused all offers and kept his taxes paid.

When money became available through the PWA for the improvement of forest areas for public purposes, McWilliams, through Senator Pittman and Claude Mackey, offered ten acres in the heart of the most beautiful forest in state of Nevada for a children's playground. The offer was accepted and plans made to improve the tract. Then government officials requested the donation of 30 acres more, because the ten acre tract was insufficient to carry out their plans. Then came the request for another 10 acres, and finally the request for an additional ten acres for a ski course. All requests were cheerfully met and now the government has title to sixty acres of land in the heart of the forest and has been making notable improvements.

The children's playground located about two miles up the canyon from the CCC camp, now has dormitories with cots for nearly one hundred children; mess hall and kitchen well equipped; a large house containing toilets, baths and showers, one side for boys and the other for girls, and a water heater and tank of ample capacity; swings, teeter boards and various other means of play; and most important of all, an ample supply of pure spring water, with concrete reservoir, water mains and distributing pipes.

The enterprise was advanced sufficiently to accommodate the first group of boys July 17. Since then and by the date set for closing the camp, September 4, the camp will have afforded a ten days mountain vacation to 250 boys and girls.

The present contingent of 54 boys will come out on the 25th, after which a large party of girls will occupy the camp until September 4. The camp is dedicated to the use of the boys and girls of Lincoln and Clark counties, ages 7 to 15.

McWilliams Park is about 44 miles from Las Vegas and is made easily accessible by a high gear highway which takes off from the Las Vegas-Tonopah highway about 28 miles from Las Vegas; thence for eleven miles over oiled road, the

remaining six miles being graded and graveled and to be oiled this fall. The regular driving time from Las Vegas is generally less than one hour.

Driving up the canyon we come first to a well built CCC camp from which the labor for improvements is drawn. Two miles farther up the canyon is the area upon which the children's recreation camp is built. The whole has been built under direction of Claude Mackey, local PWA director, and appears to be an excellent job. The camp is well planned and the buildings well constructed and permanent in character.

The writer had the pleasure of dining in the mess hall with more than fifty boys Wednesday last. The food prepared by Chef Paul Jones, formerly of the Lehman Cafe, was excellent and, of course, ample in quantity. It was one of the seven wonders to see those boys stow away the provender and the appetite proved contagious, because we who were guests, ate just as ravenously as the boys.

The lads were gentlemanly and well behaved in all respects. The camp, under Claude Mackey, is in charge of Mrs. Sadie Bluchard of this city, who is assisted by Mrs. Anna Larson of Caliente. Henry Huerta of Caliente is director of the sports and other activities of the young folks and accompanies them on their various hikes. Paul Jones has charge of the commissary. Inquiry brought out that it requires 10 gallons of baked beans; 100 pounds of potatoes; 48 loaves of bread; five pounds of butter and other incidentals in proportion to serve the boys with dinner. Also, we were informed, it takes seven gallons of batter to serve the lads with 8 to 12 hot cakes each for breakfast; or 400 biscuits and 3½ gallons of syrup.

The federal bureau of public roads is surveying an elaborate system of subsidiary roads to lead to the various parts of the Lee Canyon forest area, and work is progressing on the main canyon highway over the mountain crest and to Death Valley by way of Pahrump Valley.

The subsidiary highways will consist of more than fifteen miles of good roads leading through the various canyons and traversing the several beautiful, park-like mesas. The Lee Canyon forest area, unlike others in southern Nevada, is not a narrow canyon, but covers a series of broad, wooded valleys and intervening mesas, affording the most perfect possible sites for summer homes of the future.

There are seven springs owned by Mr. McWilliams, which will provide ample water for a considerable population in the future.

Lee canyon was so named after the Lee family, which discovered the area when they made a trip over the mountain range in 1874. That was the same year that Harsha White and Sam Yount settled in the Pahrump Valley after their means of travel were taken from them by Indians who stole their horses

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Lower Taxes Or Increase Rates

Because railroads cannot adjust their rate structure quickly to fluctuations in cost of operation, the steady rise in railroad taxes is an economic problem which demands serious attention, says the Commercial and Financial Chronicle

So far as the federal government is concerned, railroads are taxed on the same basis as industry in general. Abuses have appeared in state and local taxation. The railroads represent an investment of \$26,000,000,000, and their lines traverse practically every county in the United States. Local officials have gone to tremendous ends to exploit this great industry for revenue purposes.

Railroad taxes in 1936 totaled \$319,700,000, of which 81 per cent was collected by state and local governments. This amounted of 28.5 per cent of the lines' net operating revenue. In other words, more than one-fourth of the property, activities and traffic of the railroads was devoted to producing net operating revenue sufficient to pay the tax bill. In the case of a stringently regulated industry, whose rates are fixed by public bodies, this is an excessive, and dangerous proportion

No one can object to adequate taxation of the railroads. And a case might even be made for excessive taxation—if at the same time we made it possible for the lines to increase their revenues to meet the

cost. But we cannot continue to bleed the lines of every possible dollar of revenue and expect to enjoy the lowest cost transportation.

Such a policy must in the long run lead to railroad bankruptcy. If that should happen, all units of government would be deprived of one of their main sources of support. You can't get blood from a turnip—or money from an industry taxed beyond its earning capacity. The present situation leads to one of two courses—the rails must be allowed to readjust their rates in the light of growing operating costs, or local governments must revise railroad taxation on a basis of fairness, not ruthless exploitation.

SAN FRANCISCO COUPLE MARRY IN LAS VEGAS

Beatrice G. Hughes and Erwin M. Doane, both of San Francisco, were wed this morning at the office of Attorney Roland Wiley, Rev. C. H. Sloan performing the ceremony.

The rites were witnessed by Mrs. O. F. Rhoads of Los Angeles and Miss Helen Jones of Glendale, intimate friends of the pair.

Mr. Doane was for many years connected with the George A. Hormel Packing Company of Austin, Minnesota, and is now manager of the San Francisco branch of that company.

WINTERS RETURN

Dr. and Mrs. E. Winter have returned from a vacation trip through California and Oregon.

He's Kiddin' You, Mister

