



LAS VEGAS AGE

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PIOCHE GETS BOULDER DAM POWER

Boulder Dam power is now coursing through the new Pioche transmission line at high voltage, providing cheap power for the entire region, including all adjacent districts.

Completion and use of the line is one of the most important events ever to happen, not alone to the region it serves, but to Las Vegas as well, because it marks the beginning of great enterprises which will more than double the population and wealth of this city within the next few years.

The men who control the destinies of the great mines of the Pioche district have plans for treatment of their concentrates in great plants to be built in the Las Vegas area. There is not the slightest reason to doubt that they will go forward with their plans with all possible speed.

So, when Pioche puts on its big celebration of the arrival of power on September 25, Las Vegas should send a large delegation of visitors to join with our northern neighbors in celebrating the start of great enterprises which will transform the entire southern Nevada country.

TOURIST TRAVEL

Lake Mead, Boulder Dam, Grand Canyon and the entire Las Vegas-Boulder City area have a tremendous attraction for the traveling public. Already we see them flocking here at the rate of more than two thousand a day by automobile.

Nevertheless, we do not seem to be getting a fair share of the wealthy tourists with plenty of money to spend. They ride the Pullman cars of the fast U. P. trains and hesitate to break into the comfort of their journey. The thing we need most just at present is to provide the luxury and comfort to encourage them to stop over at Las Vegas and Boulder City and take one of the many thrilling, wonderful and beautiful trips by automobile, boat and air which the Boulder Dam-Lake Mead-Grand Canyon region offers.

The Santa Fe railroad last year took 37,000 tourists to Grand Canyon, switching some of their Pullman cars to their branch line at Williams, Ariz., so that change of car was not necessary. They also took 10,617 passengers to Grand Canyon by bus. A grand piece of business for any railroad.

The Union Pacific carrying a much larger number of passengers through Las Vegas than does the Santa Fe through Williams, contributed only 1,009 of its travelers to the Boulder Dam area, we are told. The reason is said to be that the Santa Fe makes it comfortable and easy for its through passengers to visit the Canyon.

Pullman passengers arriving in Las Vegas and desiring to go to the dam and lake are obliged to turn out at inconvenient hours and shift for themselves until the scheduled Union Pacific bus trips next morning. Most of them just

won't stop under such conditions.

Would it not be worth while for the Union Pacific to hold over at least one Pullman car each way daily in the Vegas yards for 24 hours, thereby providing a comfortable and convenient headquarters for those taking the Dam-Lake Mead side trips? Many passengers on the Pullman trains would, we believe, be glad to pay the necessary extra cost for the convenience, whereas under present arrangements they will not stop over.

OBSERVATIONS

By CHARLES P. SQUIRES

A CHANGING CITY

Los Angeles is undergoing wonderful changes, especially in that portion about the civic center and new union railroad station.

Work on the new station is beginning to show above ground and indicates the immensity of the ten million dollar enterprise. Old Macy street now runs through an underpass over which the railroad tracks will go when the station is in use. It will require more than a year to complete the station and begin to use it, I am told.

CHINATOWN DESTROYED

Nearly all of the old Los Angeles Chinatown, the most colorful in the country since the burning of the famous old Dupont street, San Francisco, is being torn down to make way for the union station grounds. However, a movement is under way to build a new Chinatown north of the old Plaza, patterned something after the Mexican Olvera street. The idea is to provide a place in which the large Chinese population of Los Angeles may be gathered and to make it a real showplace with an Oriental air for trade and entertainment of tourists.

FEDERAL BUILDING

The Los Angeles federal building, built about the year 1910 and long considered a great and beautiful structure, has been torn down. Nothing remains on the site at the corner of Main and Temple streets except heaps of rubbish. Work is just beginning on the new building there to cost something like six or seven million dollars. In the meantime, the postoffice for that part of town has been moved to a temporary building on the site of the famous old Hollenbeck Hotel, corner of Second and Spring streets.

Just now the whole section of the city about the civic center is in a state of transition. However, the old St. Charles Hotel on the east side of Main just north of Arcadia street, where I spent my first night in Los Angeles 50 years ago last month is still standing. It has degenerated into a most disreputable looking Mexican joint. In fact the whole of Main street between Temple and the Plaza is Mexican. One hears nothing but Spanish there and all the store signs and window lettering, are in that language.

THE CIVIC CENTER

The process of creating a Civic Center of impressive beauty for Los Angeles has been a long and tedious one. A little group of people having property in the portion of the city north of First street, had the vision many years ago, even as early as the date when the old red sandstone county court house was

completed. Then, step by step, public buildings were clustered about that region; the old federal building, hall of records, hall of justice, city hall, state building, union station and others. Plans are being perfected to build a new county court house in that section, the exact site not yet having been chosen.

Heading this group of enterprising citizens is my old friend, Joseph Mesmer, owner of the old United States Hotel, Main and Requena streets. Harry Chandler of the Los Angeles Times is another leader in the civic center movement, although he is deeply grieved that the old Times building, First and Broadway, is now at last about to be torn down to make room for a lawn about the state building.

Not very many, I believe, have ever seen the raw little town grow into one of the greatest and most beautiful cities of the country as I have during the past fifty years. It has been a constantly unfolding drama in which the seemingly impossible has been accomplished, one important step after another.

The thing is just the reflection of the spirit of its people.

ed to come together in Los Angeles when the town was young. It illustrates perfectly the well known truth that a city can be as great as the spirits of its people.

That is why Las Vegas, now in its embryo stage, can become a rich, busy and prosperous city, the metropolis of the state and one of the great cities of this intermountain region.

Humboldt Co. Assessor Dead

WINNEMUCCA, Aug. 30. — Alfred Ewart Organ, 56, county assessor and former state assemblyman from Humboldt county, died from a heart attack this week.

He was a native of Pershing county, where he was born May 23, 1881. When a young man, Organ was employed by the Southern Pacific as a brakeman and later as a conductor.

Organ married Mayme B. Choate in 1905. Mrs. Organ and their one child, Joe E. Organ, Winnemucca insurance agent, survive.

An outstanding democrat, Organ was active in state and county politics many years.

He was a member of Lodge No. 19, F. & A. M., of Winnemucca, for the past 26 years. Masonic rites were held with burial in the Masonic plot.

A cozy cell was preferred by David Bentson of Los Angeles, who told police he had lost \$53 and was afraid to face his wife.

A Bible given him by his mother stopped the bullet and saved Frank Carson's life when a drunken man shot at him in Fort Smith, Ark.