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CHARLES P. SQUIRES, Editor and Publisher
JAMES W. SQUIRES, Managing Editor

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A GREAT ENTERPRISE

The completion of and placing in commission of the new \$900,000 Boulder Dam to Pioche power transmission line is of far greater import to southern Nevada and to the state as a whole than most people realize.

Not so much because of the money invested, although that of itself is important. Not so much because of the added convenience, comfort and pleasure which the use of Boulder Dam power will bring to the people of Lincoln county, although that is something the value and desirability of which is beyond our ability to compute.

Its chief importance is in the stimulus it gives to the development of the mines of Lincoln county, and the necessity it creates for great plants to treat the concentrates and recover the metals, thereby providing thousands of jobs to support an additional population of many thousands in southern Nevada.

It is the desire of those guiding the development to create great plants in the Las Vegas area. Unless forced to go elsewhere by unfavorable conditions artificial these plants will be built here. The slight advantages which southern California or any other community can offer in the cost of power are not sufficient to induce the plants to go elsewhere. If they do go to California it will be entirely because of the unsympathetic attitude of state and county officials in setting up artificial barriers and hampering legal technicalities.

It was natural, perhaps, that the state administration in entering upon a new and (within the state) untried enterprise, should invoke every possible technicality and endeavor to "protect the state" against unseen, unknown and purely imaginary dangers. Nobody could properly criticize them for using reasonable caution. Yet the fact still remains that the important thing for Nevada is to encourage the use of Boulder Dam power within the state by every reasonable means.

Now we find that state and county authorities plan to tax the Lincoln county power line. It may be legal to do so. Yet we doubt very much the desirability of doing it.

When the Act authorizing the formation of the power district was passed by the 1935 legislature, it was apparent the members thought they were creating a public corporation for the service of the people, no more to be taxed than the county court house, the public streets or any other thing of common public ownership and use.

If the Pioche power line is taxed, it will be just a step toward taxing the electric current it carries and placing the future development of the state by means of Boulder Dam power entirely at the mercy of a small group of state and county officials, setting up, probably, one of the greatest

obstacles to the creation of enterprises and payrolls within the state that we have yet seen.

To those who have expressed a fear that enterprises which naturally should be located in Nevada will go to southern California, we would point to the attitude of public bodies there which are doing everything possible to encourage the use of power there. How silly we would think them if we saw them imposing taxes and penalties and technical restrictions upon those who desire to build payrolls in southern California!

Would it not be wise for us to study and imitate their methods?

OBSERVATIONS

By CHARLES P. SQUIRES

DESERTED VILLAGE

That area of Boulder City which once was graced, or otherwise, with a thousand two and three-room cottages built by Six Companies, Inc., to house part of the workmen employed in construction of Boulder Dam and their families, is reverting to the desert, while the real Boulder City, substantial, well-built and charming is being consolidated into a permanent city.

However, those who saw Boulder City in the fever of dam construction can hardly realize that the temporary cottages which bordered H, I, J, K and L streets are, like the Arab, silently stealing away.

All of which is provoking the local poets to such strenuous endeavor that, in a moment of weakness, I have broken a long-standing rule and am printing the following:

H, I, J, K, L STREETS
BOULDER CITY, NEVADA

Home of tarantula and scorpion,
where sage brush now grows wild,
Once held the home of the workman
and the playground of his child.
Love and laughter and pathos each
played their part in those streets,
Now silent and deserted — there are
none your coming to greet.

Scattered throughout the nation are
those who toiled on the dam;
At Bonneville and Grand Coulee,
wherever they're needing a man.
But deep in their hearts lives the
memory of that little three-room
home
In that dear old Boulder City from
which fate bade them roam.

Homes that once seemed palaces
have now been moved away,
The streets are a wind-swept desert
where the cactus again holds sway.
Places that once were gardens green
are now so seared and brown
That only the memory lingers of
that Boulder Dam-site town.

WILLIAM (SOCKS) BROTHERS

All of which, to those of us who
knew many of the people who lived
in those little homes when the dam
was building, really does bring a
 pang of regret.

**TWA Has Issued
New Sky Folder**

TWA has issued a new folder which features "Blazing New Trails," in connection with the opening of its new service between San Francisco and the east by way of Las Vegas, which it designates

as the "Shortest, Fastest, Most Luxurious Coast to Coast route."

"TWA presents the nation's mightiest Skyliners — the largest, most luxurious land transports in service today. Great, massive planes powered by giant Wright Cyclone motors totaling 2,440 horsepower — flying nearly 200 miles an hour with 45 percent power reserve . . . The fastest transcontinental schedules — coast to coast in fifteen hours, ten minutes over the most beautiful scenic routes.

"Planes that cost \$10,000 extra to provide extra comfort; 17 seats in space licensed for 25. De Luxe Sky Clubs for day travel, modern Sky-sleepers at night. Separate lounge and sleeping compartments, reclining divan chairs, air-conditioned, sound proofed, and complimentary full course meals served enroute."

Eastbound TWA planes leave San Francisco at 7:00 a. m., reaching Las Vegas at 10:25. Westbound, leave Las Vegas at 8:26 p. m., arriving at San Francisco at 6:46 p. m.

This puts Las Vegas within a few minutes more than three hours from San Francisco.

Rates of fare compare favorably with either railroad or automobile, being \$28.40 one way or \$51.12 for the round trip between Las Vegas and San Francisco.

**Federal Court
November Term**

United States District Judge Frank H. Norcross will hold a term of the federal court in Las Vegas during most of the month of November, according to word received from J. W. Wainright, U. S. probation officer.

A heavy calendar of cases, including, probably, some jury trials is in sight.

Accompanying Judge Norcross will be the usual group of court officials.

**UNUSUAL MASONIC MEETING
HELD IN MILWAUKEE**

LaFayette Lodge No. 265, Milwaukee, Wis., was the scene of an interesting occasion recently when 270 Masons, all members of the Brotherhood of Locomotive Firemen and Enginemen, visited the lodge in a body as guests to witness the conferring of the Master Mason degree. It appears that the railroadmen's brotherhood was holding its 33rd annual conference in Milwaukee, and it is a noteworthy fact that of its 910 delegates, 650 were members of various Masonic bodies, many being officers or past officers. At this meeting were Masons representing lodges from all states of the Union and all Provinces of the Dominion of Canada.