



# LAS VEGAS AGE

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## ARMISTICE DAY

Yesterday the City of Las Vegas and Clark county celebrated Armistice Day. It was a day that will be long remembered. The program and parade, almost in its entirety, was one calling for Peace. To those of us who remember clearly those days of the World War when homes were saddened by the loss of their sons and other terrible war penalties, the Armistice Day program advocating Peace was more than timely, especially today with the entire world on the verge of another World War.

## HELP SEARCHLIGHT

For many years past, in fact since she boasted a population of some 5,000 souls, the little city of Searchlight has asked for very little from our County Commissioners and State officials.

Today the people of that community are asking that the county and state take some immediate steps to start construction of at least part of the unfinished highway between there and Las Vegas. Two years ago a contract was let for the grading of about ten miles of the road from the junction at Railroad Pass. Since that time the balance of the road has been left in the same almost impassable condition.

The people of Searchlight want to trade in Las Vegas. They want a road between the two cities that is at least passable. And they are most certainly entitled to it.

They suggest that some action now be started on the construction of at least ten miles of the road—from Searchlight this way. It is the duty of every citizen of Las Vegas to get behind the Searchlight road program and see that it is given all support possible.

## THE CUSTOMER GETS STUCK.

A proposed \$2,000,000 annual water rate increase for the city of Los Angeles was recently killed by the City Council, but, according to the Los Angeles Times, "The measure is sure to be revived by the Water and Power commission to solve a financial emergency said to face the Bureau of Water Works and Supply."

The Los Angeles Water and Power Commission, which has been lauded to the skies by the public ownership enthusiasts throughout the country, controls that city's water and electric

distribution resources. According to proponents, its rates have been low, which demonstrates the blessedness of public ownership. The present emergency, however, seems to take away a good deal of the glitter.

The Water Bureau has an 11-mile new tunnel more than half completed—but it lacks the money to continue. Unless fresh money is produced, there is danger that the tunnel walls may collapse.

The Power Bureau has only \$2,800,000 cash on hand and needs all its money, plus a projected \$10,000,000 bond issue, to build a new circuit to an existing hydro-electric dam, or to construct a steam plant.

So it looks very much as if the consumer is going to be stuck again. If a private water or electric utility ran out of money, because it had neglected to build up a surplus, it would be laughed out of business if it proposed that the consumer kick through a rate increase to provide for the deficit. Instead, its stockholders would be stuck—and unless these stockholders were more than ordinarily forbearing, a new management would soon be installed.

But when a publicly owned utility goes broke, or runs short of money required for necessary improvement or expansion, the usual way out is to pass the buck to the consumers and taxpayers. They may kick—but that doesn't make the bill they have to pay any less. The experience of Los Angeles has been duplicated, to a greater or lesser degree, in a thousand other American communities.

## YOUR ACCIDENT BILL.

Accidents account for about 30 per cent of America's total motoring costs!

This is the estimate of National Safety Council statisticians. They figure that the expense of an average 100-mile trip is \$2.60, divided as follows: Gasoline, \$1.50; oil, 20 cents; tires, 19 cents; accidents, 71 cents.

The direct cost of last year's accidents, according to the same authorities, was \$1,640,000,000. That is enough money to build or pave 550,000 miles of road, at a cost of \$3,000 a mile—or to buy 1,640,000 automobiles worth \$1,000 each.

It is statistically impossible to accurately determine the indirect costs of automobile accidents. But all experts agree that they are substantially greater than even the vast direct costs.

Here is a gigantic, totally unnecessary drain on the nation's economic resources. And, bad as that is, it is nothing compared to the human waste that the reckless and incompetent driver causes. In 1936, traffic accidents killed almost 38,000 human beings. They injured 1,300,000 more—of whom a large number will eventually die as a result of the accidents. Blasted careers, parentless children, ruined homes—these are but three of the consequences of a heavy foot on the throttle, a drunk at the wheel, an incompetent in control of a lethal machine weighing thousands of pounds.

We are now entering the winter season, in which accident rates have always risen in the past. The most dangerous driving days are just ahead, with rain, ice, snow and early darkness to add to the always-present hazards. Yet it is within our power to revoke precedent, and make winter a safe season. All that is needed is the cooperation of each motorist and pedestrian. Do your part!