

Highway Dept. Features Vegas

"Nevada Highways and Parks," the magazine published monthly by the state highway department, devotes its November issue principally to two articles, one being a beautifully illustrated article on the Nevada State University, and the other entitled "Traffic Underpass Aids Las Vegas," with a fine lot of illustrations of various features of the underpass.

The Las Vegas article, which does not confine itself to the underpass, but gives a short sketch of the city, is reprinted below:

Eliminating a dangerous railroad crossing at grade in one of the busiest sections of a rapidly growing western city, and joining two closely related districts with safer traffic lanes, the new Clark Avenue underpass with its approaches under the Los Angeles and Salt Lake Railroad in Las Vegas was completed by the Nevada Department of Highways, dedicated by the citizens of the community, and then placed in general service during the early part of August. Completion of the project marks the first major structure of its kind in southern Nevada. Besides establishing an important highway safety factor within the city it affords improved facilities for an increasing heavy traffic over the highways leading to the Charleston Park recreational area northwest of Las Vegas and in a broader sense, forges another safety link in the north and south arterial coursing the full length of the State. This arterial, known as Nevada No. 5 is the hard-surfaced route serving the eastern entry to Death Valley, the historic mining camps of Tonopah and Goldfield, as well as the northern part of the state.

Classified as a Works Program Grade crossing elimination project within metropolitan areas the underpass was constructed of concrete and steel, has a length of approximately one-fifth of a mile, with ample width for two traffic lanes and pedestrian sidewalks. The structure affords unimpeded travel into and out of the southern Nevada "City of Destiny" with a maximum degree of safety.

With architectural treatment along modern lines the Clark Avenue underpass has a road surface of 24 feet from curb to curb, and is equipped with sodium vapor units for night lighting.

Construction costs approximated \$200,000. Underpassing three Union Pacific tracks which include the main line between Salt Lake City and Los Angeles, the structure is considered one of the outstanding achievements of the highway safety development in southern Nevada by reason of its safeguards to motorists in the entire Las Vegas area.

Design of the project was carried out by the engineering department of the railroad company, but the designing work was paid for by the state. Funds for construction were provided by the federal government under acts authorizing construction of such highway projects. Actual work was carried out by private contract. Maintenance cost of the structure will be absorbed by the state.

Opened for public use August 6, the new structure affords travel fa-

cilities in striking contrast to those existing in the struggling desert community at the beginning of the present century. Deep ruts with deeper dust, plenty of mud following occasional rains and high weeds marked the route at the location of the new structure during that time. Las Vegas was a one-street town struggling for existence and entertaining dreams of better roads some day. That day, however, which seemed vaguely in the future, has now arrived, and good roads in the district are an accomplished fact.

At the dedication ceremonies, during which several thousand persons were present, addresses by prominent citizens of the district were made, which pointed out advantages to be derived from the new structure. Several of the speakers, who had been citizens of Las Vegas since its very beginning, recalled vividly that Nevada, at that time, was seething with excitement because of sensational gold strikes at Tonopah and Goldfield, many miles and many days travel to the north.

Since the beginning of the century Las Vegas has struggled through a period of development, growing slowly and haphazardly. It was not until the great Boulder Dam became a live issue and later took definite shape and substance that the southern Nevada town, became dam, mineral and power center and realized its strategic position in an intensive district vastly rich in mineral resources, besides being completely encircled by a scenic wealth almost unbounded.

Las Vegas—literally translated "The Meadows"—has grown into a modern city of enthusiastic citizens, a very sizeable community when one considers its desert locale with a sun that sweats the mercury in thermometers above the 100 degree mark in summer. Mild and delightful winters, with infrequent snow and freezing temperatures compensate for this summer extreme, however, and make the district an ideal winter resort.

The Colorado River streams down its tortuous course about 20 miles southeast from the city. When the great Boulder Dam project emerged from its hazy dreamland stage and entered the realm of realism, "Vegas" became the center of operations by the United States Reclamation service and retained this position until the government constructed Boulder City adjacent to the dam site. Las Vegas, however, retained its prestige and importance because of its better transcontinental rail and highway location.

Boulder Dam Project was completed in 1936. This brought under control a river which drained hundreds of thousands of square miles of land in Wyoming, Utah and Colorado, and at the same time removed an annual spring and early summer nightmare from the minds of thousands of persons living in the Imperial and other lower river valleys.

Quite as important to the flood control of the river by Boulder Dam is the generation of great quantities of electric energy at the power house nestling in the canyon crotch below the dam. This power supply now becomes available for distribution to expanding industries and augurs well for a rapid development of the vast mineral resources known to exist in the district.

The Clark Avenue underpass within the city is only a small

Episcopal Guild Making Puddings

The Guild of St. Agnes met at the Vicarage Monday afternoon. Mrs. Hansen was hostess at the social hour and served coffee and cake.

The ladies will meet again Monday the 13th to prepare the Christmas plum puddings. Any one having pound coffee cans with covers will confer a favor if they will either leave them at the Vicarage or phone 317.

READ THE AGE

unit, but an important one, in the far-reaching scheme for this future development, marks a progressive step in highway safety which fits in admirably with the expected greater development. With a capacity for service gauged on a broad future expansion the Clark Avenue underpass will facilitate travel within the city as well as adjoining districts for many years to come.

Contract for the structure was awarded on August 28 and the first work started on September 17 of last year. Shortly after the start of the construction work the contractors ran into a delay of 57 days due to the coastwise shipping strike on the Pacific coast which tied up large shipments of needed steel.

BORN

To Mr. and Mrs. Frank Scott, Jr. Saturday, Dec. 4, a son who will be introduced to the many friends of the parents as Richard Walter Scott, and he tipped the scales at 7½ lbs.

TESTED RECIPE

By Frances Lee Barton

THERE are moments, ladies, when you would like to produce a dessert which has all the airs and



graces of a mousse, but without any devastating effect on the budget! Well—here it is! And to add to its charms, Coconut Velvet Cream is made with fruit flavored gelatin and pineapple juice, which gives it a delightfully refreshing, fruity flavor.

Coconut Velvet Cream

1 package orange-flavored gelatin; 1 cup hot canned pineapple juice; 1 cup milk; 1 cup heavy cream; ¼ can moist, sweetened coconut, cut.

Dissolve gelatin in hot pineapple juice. Chill until cold and syrupy. Add milk and chill again until and syrupy. Fold in cream, whipped only until thick and shiny, but not stiff. Fold in coconut. Chill until slightly thickened. Turn into individual molds or large mold. Chill until firm. Unmold. Serves 8.

Sunrose Shades for Christmas Windows



Smart women today are decorating their Christmas windows, not alone with holly wreaths, red balls, fresh curtains and draperies, but with a new tone of window shades the decorators are describing in glowing tones. It is called sun rose and is in the coral range, with a rosy-golden glow.

And it seems that the decorators are excited not only about the fact that sun rose cloth window shades harmonize with almost every color drapery, but that this tone has the faculty of

actually seeming to bring the sunshine indoors on gray wintry days.

These new cloth shades are woven on a loom and then processed for long life, which means they will take plenty of steam, rain or snow in their stride, without crumpling into a mass of nothing at all.

It sounds gay and smart, and promises an added cheerfulness not only for the holidays but throughout the long, bleak months ahead.