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DAM ADMINISTRATION

Under the Boulder Dam Project Act as finally passed, the administration of the project is left in the hands of the Secretary of the Interior.

When Secretary Wilbur and his assistant, Northcutt Ely, made the financial setup for Boulder Dam and negotiated the contracts for the sale of power and water for amortization of the cost of the project, the principle written into the act to provide "revenue in lieu of taxation" for the states of Arizona and Nevada was recognized. A price for the sale of "falling water" was fixed which, if enforced through the amortization period, would give each of the states a revenue roughly amounting to \$600,000 per year. It is a matter of history that California many times acknowledged the justice of such an amount as revenue to the states.

Now we find that under the "new deal" policies, the price of power at various later federal power projects is fixed far below that in the Boulder Dam setup. This is done through direct gifts of millions of dollars to the various projects for "flood control" and other indefinite purposes, whereas Congress made the \$25,000,000 allocation to flood control at Boulder Dam an interest bearing obligation to be repaid to the government out of the project revenues.

Now we find that Boulder Dam power is at a disadvantage in the matter of price and not on a competitive basis with Bonneville, Muscle Shoals and other projects.

Los Angeles now desires an amendment to the Boulder Canyon Project Act whereby the price of power shall be fixed at a figure comparable with other federal power projects. Such a reduction of price will, it is feared, reduce the amount of revenue to Arizona and Nevada or eliminate it altogether.

It seems to the writer that as between Arizona and Nevada on the one side and California on the other the issue is quite clear.

If California, already the chief beneficiary of Boulder Dam, desires a reduction in power costs and a revision of the Act in other respects, it should allow her sister states a fair share of the benefits. The matter of "revenue in lieu of taxation" should be fixed on a definite basis which should be not less than those states would receive under a reasonable interpretation of the Wilbur setup and the original power contracts. Of equally great importance, perhaps more, Nevada and Arizona should be permitted to receive power at the Boulder Dam power house on exactly the same basis as California, without any hampering charges or restrictions.

These things may well be provided for in any agreement which the states may reach in their conferences and should be definitely included in any amendment to the Boulder Canyon Project Act which Congress may be asked to adopt.

Furthermore, in view of the fact that the present situation is but one of the many which must arise in the future with the varying policies of new federal administrations, any amendment to the Act should create a board with a federal member and a representative of each of the Colorado

OBSERVATIONS Union Pacific Trains Delayed

By C. P. SQUIRES

UNUSUAL WEATHER—

As in California, we occasionally have some unusual weather in Nevada. However, it seems that every departure from the normal in either state is called unprecedented, record breaking or something of that nature.

The present gentle rains in Nevada lasting over a portion of four days are, to the newer residents of Las Vegas, something that never happened before. Yet some of us can remember when it rained approximately two inches in 20 or 30 minutes and lightning struck half a dozen times in the city and water ran into stores on Fremont street and filled cellars of some of our best homes and washed out the highways and cut holes in our city streets.

On one particular occasion the surplus water filled the foundation trenches being prepared for erection of an adjoining building and caused the collapse of an entire building housing one of the most important grocery stores on Fremont street.

Most newcomers enjoying the present delightful winter imagine that snow never falls in Las Vegas. Yet but a few years ago, there was nearly a foot of snow on the ground in Las Vegas and the sky was so filled with feathery flakes that Maury Graham, crack pilot of Western Air Express drove his ship against a mountain and lost his life in southern Utah, where the snow was so deep that the plane and the body of the pilot were not found until the middle of next summer.

On another occasion, about December 3, 1909, the afternoon sky appeared threatening. I met Harley Harmon on the street near the temporary court house, now the city library.

"Looks like rain," said Harley.
"Looks like snow," I replied.
"Bet it don't snow," said Harley.
"Bet you the drinks it does," I replied.

And before the night fell I had collected on my bet.

The weather turned cold following that first snow and it snowed again several times during the month and we had a "White Christmas," for our outdoor celebration, with six or eight inches of snow on the ground.

Just before the last of the month it snowed again adding to the heavy blanket which shrouded the whole inter-mountain country.

New Year's Eve, December 31, 1909, a new storm blew in from the south, not snow this time, but a

Union Pacific trains are tied up at various points on the line because of damage to tracks by the floods, several of the trains being held in Las Vegas since Wednesday night. It is not known definitely when repairs will be far enough along to permit resumption of traffic but it is probable it may be several days.

Mail from the stalled trains west bound, was today loaded into trucks and sent toward Los Angeles by way of Searchlight. Passengers were likewise taken by motor stages by the same route.

NEWTONS IN VEGAS

Mr. and Mrs. Raby Newton came from Carson City to attend the Croal funeral.

Twenty "Pacific Pageant Prints" fabrics decked with floral and architectural designs have been created in honor of the 1939 Western World's Fair at San Francisco.

warm rain like we have just experienced. It melted the snow over a vast area and brought floods down the canyons in tremendous volume.

New Year's Eve I went to the depot to mail a letter. The Los Angeles Limited, palatial new train of the "Salt Lake Route," pulled in from Los Angeles. I think it was 9:15 when the train left Las Vegas for Salt Lake City. It remained in Meadow Valley Wash not far from Caliente for more than five months and it was not until June 15, 1910, five and one-half months, that Las Vegas enjoyed the sight of another through train.

Oldtimers remember that approximately 110 miles of the railroad was destroyed in the Canyon from Moapa north and that it cost Senator William A. Clark six million dollars to rebuild the road in a higher and safer location.

So when we see a good rean in Las Vegas occasionally we may be sure that it has rained before and that it will rain again with results just as serious perhaps as we have experienced before.

Nature in Nevada is not always gentle. I remember a saying of my very dear old friend, Frank McNamee, Sr., when he quoted another Nevada pioneer as saying:

"Yes, Nevada is a little bit rough. Everything that grows has pricklers on it and when it rains it always rains in your face."

River basin states, with the right to participate with the Secretary of the Interior in all future setups and readjustments of rates and amortization provisions pertaining to Boulder Dam.

Such a body was proposed in some of the original drafts of Boulder Canyon Project legislation but not included in the Act as passed. However, in no other manner will the Colorado River states be able to assure themselves of a voice in future readjustments which may very materially affect their interests.

The Nevada Colorado River Commission now holding sessions in Las Vegas has the interests of the state at heart and a sincere desire, we believe, that the state may attract industries and build payrolls through the use of Boulder Dam power. It is to be hoped that they may not permit California or any other state to place Nevada at a disadvantage in this project, to the creation of which this state has contributed so much.