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COLORADO RIVER COMMISSION

History will repeat itself in Santa Fe, New Mexico with the meeting there of Colorado River commissioners representing each of the seven states of the Colorado River Basin.

Sixteen years ago next November, the original Colorado River Commission with commissioners from each of the seven states and Herbert Hoover as Commissioner representing the Federal Government, met at Bishop's Lodge, located in the mountains about three miles north of Santa Fe. The purpose of the conference was to write a compact between the states which would define in general terms the rights and interests of each state and permit the beginning of Colorado River development, the first item of which was to be the construction of a great dam at or near Boulder Canyon.

This was the first time in the history of the country that more than three states attempted to reach an agreement by formal compact, and the difficulties confronting the commissioners were recognized as being very great.

Preparations for the conference had been made through meetings of the commissioners held in various cities of the west for discussion of the many complicated problems involved. Public sentiment had been aroused in all the river states and each commissioner came to the Santa Fe Conference with very definite ideas as to what his state would agree to and what not.

For three weeks the commissioners were in daily and nightly discussions. Sometimes it seemed that agreement was in sight, only to be disrupted by some unexpected demand or display of temperment on the part of some participant.

Several times the conference broke up and members ordered train reservations to leave for home. Each time, through the infinite patience and perseverance of Herbert Hoover, the Commissioners were induced to stay and try once more for an agreement.

The Colorado River Compact which came out of the conferences, while not entirely satisfactory to any state, was and still is a monument to earnest, painstaking brainwork on the part of those in the conferences.

To Herbert Hoover, more than to any other man, is due the credit for the Santa Fe Compact, without which Boulder Dam never could have been built.

Now, after sixteen years of history making, Colorado River Commissioners are again to meet in Santa Fe, some of those who were in the conferences which wrote the Compact are included in the group.

Questions confronting the present Santa Fe Conference are important and affect to some degree the interests of each state. Nevertheless, there is every reason to believe that, if the differences of interest and opinion are approached in the spirit of mutual concessions for the general good, an agreement fair to all will be reached.

OBSERVATIONS

By C. P. SQUIRES

BASS FISHING—

To the surprise of all of us, fishing in Lake Mead has already begun to be a major attraction. Long ago we visualized fish in the lake some day in the dim future. Now we find that only three years after Lake Mead was first formed, sportsmen are catching bass weighing around eight pounds, as vicious, sporty, and fighting fish as are found in any waters.

More than ten years ago I visited the Fisheries Bureau in Washington several times and discussed with fisheries experts the problems of planting fish in the lake back of the dam, then only a figment of imagination so far as the officials were concerned. Of course I was promised that the Bureau would plant millions of young bass in the lake just as soon as enough water was stored to justify it.

Now we find that, after years of delay, the Fisheries Bureau is really getting busy with the business of raising fingerlings for transplanting in the waters of Lake Mead. There have been some (comparatively few) bass planted in the lake, and whether these have grown into the fine fish being caught now is not certain. There are some who believe that bass planted in some streams in Colorado several years ago have made their way down stream into Lake Mead. Other seem to believe that the bass now being caught have grown from the fingerlings first planted in the Lake.

However that may be, we now know positively that Lake Mead will become known as one of the finest fishing resorts in America and attract thousands of sportsmen to this region every year.

THE BASS DERBY—

In upper San Francisco Bay there is staged in April of each year by the adjacent towns what they call the "Carquinez Bass Derby," in which a \$1,000 prize is offered to the fisherman catching the largest bass in those waters on a certain day.

Tens of thousands of fishermen come each year from San Francisco and other Bay cities, with the finest and most expensive outfits and fishing tackle to be had, and fish in the bass derby. The event is considered well worth while for the money it brings into the various communities on Derby Day and for the advertising given to the sport of bass fishing.

Last year, I am told, the Carquinez Bass Derby was won by a fellow who had but cheap and crude fishing tackle and had never before caught a bass. The fish of the winner weighed 26 pounds.

THE FLOODS—

Southern Californians generally regard the recent flood with its tremendous destruction of lives and property as the greatest ever known. In loss of life and damage to property it was much worse than any ever known.

But, in the matter of flood waters it probably was not greater than the historic flood of 1884 (which was before my time in California) or the great floods of January, 1889, which I witnessed. In those earlier floods, of course, there was comparatively little population and not such a vast amount of property to be destroyed.

In 1889 the railroad to San Diego

Cajon Pass Is Open to Traffic

Automobile traffic through Cajon Pass has been resumed, cars being permitted to go through westbound under control leaving Victorville at 3:00, 6:00 and 10:00 a.m.; 12:00 noon and 2:00, 4:00, 6:00 and 10:00 p.m.

Eastbound traffic is permitted to leave San Bernardino at 4:00, 7:00, 9:00 and 11:00 a.m.; and 1:00, 3:00, 5:00, 7:00 and 10:45 p.m.

No cars are permitted to pass either way between 10:45 p.m. and 3:00 a.m., according to information received by Oliver Goerman, secretary of the Chamber of Commerce.

was the California Southern, running from San Bernardino through Colton, Riverside, Perris, Elsinore and thence through Temcula Canyon to the coast at Oceanside. There was no direct route from Los Angeles to San Diego, such as the Santa Fe, later built, but a person in Los Angeles wishing to go to San Diego by rail went via San Bernardino.

That January 1889, came the rains. Beginning before Christmas it poured down day after day until the whole countryside was saturated. Then, as a climax came a severe storm with a deluge of rain and the California Southern railroad to San Diego through Temcula Canyon, perhaps 50 miles, was destroyed and never rebuilt.

Of course that was but part of the great damage done to property all through Southern California. If there had been at that time the great amount of property and population there now is in that region, the "Flood of '89" would probably have been more destructive, and resulted in much greater loss of life than the one we have just witnessed.

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