

LAS VEGAS AGE

SOUTHERN NEVADAN LEADING NEWSPAPER

The Age Building, 411 Fremont Street, Las Vegas, Nevada

PUBLISHED EVERY FRIDAY

Entered in the Postoffice at Las Vegas as Second Class Matter
Subscription Rates — \$2.50 Per Year

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

EASTERN REPRESENTATIVES

William H. Stockwell, People's Gas Building, Chicago, Ill.
Theo. F. Clark Co., Inc., 205 East 42nd Street, New York City

PACIFIC COAST REPRESENTATIVES

Williams & Co., 220 Montgomery St., San Francisco, Calif.

BOULDER DAM WATER

More than twenty years ago some of us were trying to visualize the problems of Boulder Dam, including the right of the state of Nevada to an interest in the waters which the proposed dam would store. We could not be certain just how or where the waters might be used, but assumed that some day there might be 75,000 acres of arable land in and about the Vegas Valley which would be subject to irrigation.

So we hit on the arbitrary figure of 300,000 acre feet per annum as the amount Nevada should demand under the Santa Fe Colorado River Compact and that amount was granted us.

Now we are face to face with conditions which remove all doubt as to the wisdom of such a claim. We find that the artesian water supply of the valley is threatened with depletion unless properly conserved. We find that prospective electro-chemical and electro-metallurgical enterprises want assurance of an ample and permanent water supply.

We are glad to observe that another effort is being made to plan and finance a project to pump water into Las Vegas Valley from Lake Mead. The previously proposed projects were entirely too elaborate and expensive.

It seems as if a pipe line coming from the lake up Vegas Wash to a storage reservoir in Vegas Valley about 100 feet higher than the altitude of Las Vegas, would be sufficient. Then water could be supplied to such irrigation or industrial enterprises as apply at a price per acre foot sufficient to cover necessary costs. Such users to build their own canals or pipe lines from the reservoir to the place of use at their own expense.

It is not necessary, we believe, to provide an elaborate system of main canals and laterals and distributing systems. The main necessity is to be able to point to a storage reservoir and say; "There is your water. Take it, pay for what you use and take it where you please."

DIGNIFYING THE BIKE

The Age publishes in this issue an ordinance providing for the registration of bicycles in Las Vegas, thereby advancing that humble wheel to the dignity of a vehicle.

The license fee is set at one dollar and will provide a means of identification and establishment of ownership in case of loss or theft. In case of a transfer of ownership a fee of fifty cents is provided. Dealers in second hand bicycles are required to report monthly to the police department.

The ordinance permits the operation of bicycles on all streets and alleys "exclusive of sidewalks." This latter prohibition is not new, we believe, but is newly emphasized and called to public attention by this ordinance.

The riding of bicycles on the city sidewalks has grown to be such a habit as to be a serious menace to pedestrians. We have known of persons being painfully injured by being knocked down by bicycles speeding along crowded sidewalks.

Years ago before we had paved streets there might have been some excuse for riding bicycles on the sidewalks, but not now.

It is to be hoped that the new ordinance, No. 238, will effectually put a stop to riding bicycles on the walks or allowing them to lie about on the streets or sidewalks. The bicycle is a mighty fine means of locomotion, the use of which should be encouraged, but the sidewalks should be devoted exclusively to the use of pedestrians.

OBSERVATIONS

By CHARLES P. SQUIRES

THE DEAD CITY

Recently after an interval of several years, I had the privilege of seeing the deserted city of St. Thomas as the remains of which are destined soon to be hidden forever by the rising waters of Lake Mead.

My observations on the subject met with favor on the part of those who knew the historic old place before its area was bought by the government and the threat of destruction led to its practical abandonment. However, I was particularly pleased with the following letter written by one who, better than any one else perhaps, retains the happier memories of "The Dead City."

St. Thomas, Nevada
May 11th, 1938

Mr. Charles P. Squires
Editor Las Vegas Age
Las Vegas, Nevada

Dear Mr. Squires:

While reading through the Las Vegas Age of Friday, May 8th I ran across your article "The Ruins of St. Thomas," under the column of Observations.

As I am a grand-daughter of Mr. and Mrs. Harry Gentry, former proprietors of the "Old Gentry Hotel," I wish to extend my thanks and appreciation to you for your kind thoughts and memories of them and the hospitality they favored you. Those of us who knew them best knew this was exemplary of their lives.

In this change that has overtaken St. Thomas (known now as the Dead City) we have had the privilege of enjoying the shelter of this lovely old home for six years past.

Although it has grieved us greatly to see it in this state of ruin

Outlet Looms For Magnesium

Immense deposits of magnesium in the west may be made available or the manufacture of numerous products as result of an investigation being made by the Bureau of Mines in cooperation with the Washington State College.

The development of the deposits are expected to lead to the establishment of new metallurgical industries in the northwest and provide an outlet for power generated at federal hydro-electric projects.

Magnesium alloys are rapidly displacing other metals as structural materials wherever lightness is an important consideration especially in the field of aviation and other transportation industries. The importance of the metal in the aircraft industry makes it highly valuable in a military sense.

The alloys are also used in the construction of machinery, portable tools, household appliances and office equipment.

The research program of the bureau of mines contemplates the production of magnesium metal through cheapened processes involving the direct reduction of magnesia by carbon.

and collapse we knew the time was far too near when it would be just a past memory as all others in the bottom of Lake Mead.

Again let me thank you for your fine article of our "Old Home Town" and especially for your kind reminiscence of the "Old Home."

Sincerely yours,
Miss Ada Whitmore
St. Thomas, Nevada

THE GAS GO-DEVIL

Whatever our affections for bicycles, the gasoline go-devils, sometimes known as motorcycles, do not share in them. While not denying the desirability of keeping bicycles in their places, we find it hard to visualize a proper place for motorcycles.

To automobile drivers generally, the motorcycle speeders give cold chills. To pedestrians trying to cross the streets in safety they give the jumps. To peaceful, quiet people trying to enjoy their evening walk or their night's sleep, the motorcycles are screeching demons, leaving a flock of jitters everywhere they go.

The trouble is not so much with the machine itself as with the complex it engenders in its proud owner. A citizen who is otherwise quiet, law respecting and careful not to infringe the rights of others, once he straddles one of these go-devils, is fired with an uncontrollable impulse to "run wild" and to become an imp or a demon or some other devilish creature.

He straddles the machine, kicks at a gadget or two, pushes a doodad here and pulls at a thingamabob there and the contraption throws out streams of fire and emits a roar that would scare a jungle beast to death. Then, like a rocket fresh from the fiery mill-tail of purgatory, it goes shrieking down the street at seventy miles an hour, scattering automobiles and pedestrians like flocks of chickens seeking shelter from a volcanic eruption.

Of course the motorcycle may at times have its gentler moods. The spring fever may now be pepping up its gasoline blood. Perhaps it is the mating season which is driving it rampant — probably is, judging by the number of young couples it is carrying on its back.

Nevertheless, while automobiles are required to honk gently and keep their exhausts well muffled, and the humble bicycle is criticized for riding on the sidewalks, the go-devil demons rage without restriction.

Perhaps the partially domesticated motorcycles of the police department and the highway patrol can exercise some suasion of repression. Or will it require an amendment to the constitution?