

Nevada's Present To Four States

EL CENTRO, Calif., December 28, 1938—The International Four States Highway association, U. S. 93, Canada to Mexico, to give it the full title to which it is entitled, has been handed a gorgeous New Year's gift by the sovereign state of Nevada and Robert A. Allen, Nevada's state highway engineer. Last week the state highway department opened, and now has under consideration, bids for construction of two important sectors of the Four States route in that state. One of these is for rebuilding and repaving 13 miles of highway between Apex and Crystal, a short distance north of Las Vegas. The other bid covers new construction 15 miles in length north of Searchlight, Clark county, Nevada, which will bring the paving to within a mile of that historic mining town. When this latter contract is let and the work completed, there will then be only a 20-mile segment of the Four States route in Nevada yet to be constructed, being the lone gap from Searchlight southward to the California state line.

In California all the road is paved for several hundred miles south until a gap now being constructed is reached between Desert Center and Niland, which work will be finished within the next two months, and is being rushed so that Four States directors and members attending the midwinter convention of the association at Brawley in March can travel over this new stretch of road and through scenic Graham Pass in the Chuckawalla mountains. In this way those from the northern states who attend the convention will have the satisfaction of traveling over the virtually completed route from the Canadian boundary to the Mexican border.

Further upstream on the Colorado river, and likewise along the route of the Four States highway, an appropriation will be sought at the coming session of congress, in connection with the general strengthening of west coast defenses, to establish a United States navy air base at Lake Meade. A survey was recently completed by Nevada's congressman, James C. Scrugham, and an investigating committee, which proposed a huge naval base on the world's largest artificial lake back of Boulder dam. The move is part of a plan for establishing a series of military and naval landing fields about 250 miles from the coast, extending from the Canadian boundary to the Mexican border. Such a system would be considered a secondary line of defense and in military quarters at Washington there has been considerable discussion about placing the International Four States highway under federal jurisdiction as a military traffic artery.

Apparently this straight, short, direct route from the Canadian boundary to the Mexican border has attracted the earnest attention of the army and navy departments, and evidently they are appreciating its strategic value as a part of the coast defense plan. This interest on the part of Washington is likely to be reflected in increased federal allotments for the road, which carries the federal designation U. S. 93 over most of its mileage.

Directors of the highway associ-

The Tennessee Bubble

By GUS W. DYER

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Will the TVA turn out to be a third great economic "Bubble"? The South Sea Bubble and the Mississippi Bubble of the 18th century are familiar to those who know economic history.



The inconsistencies of the TVA will make it difficult for historians to interpret it. The sole purpose of the Tennessee Valley enterprise, as stated in the law under which it was promoted, is to improve navigation and provide

means for flood control in the Tennessee Valley. Since the President and members of Congress are bound under oath to uphold the Constitution, and act in good faith in directing the policies of the government under the Constitution, it must be assumed that the purposes stated in the law are the real purposes of the movement. But such an assumption creates great confusion. For there is no legitimate demand for the expenditure of any large sum of money at the present time, either for the improvement of river navigation or for flood control in this part of our country.

River transportation has been practically abandoned and the occasional overflows of the streams that generally come when the crops are not on the land can hardly be considered a pressing problem. Since it is claimed that the dams built by the TVA will put under water permanently more land than was ever subject to occasional overflows, the flood control objective wanes. Power dams don't prevent floods; they create permanent floods.

ation expressed themselves as exceedingly gratified at the attention shown the Four States highway, and the recognition which it is receiving in Washington as a military road, thus insuring a continuance of federal interest and government appropriations for construction or for improving of the roadway.

TOUGH MINDS, TOUGH BODIES

We know that leading nations of 1960 will be managed by men and women who have lived a tough life. All will be toughs. Not the kind of toughs who hang around corners and snatch purses. No. The greater toughs. The greater toughs are those who have toughened themselves from childhood onward—relentlessly, coolly, steadily, patiently. —Walter B. Pitkin in the Rotarian magazine.

Notwithstanding the above facts, and notwithstanding the growing tax rate, and the rapid increase in the national debt, the Administration is sinking an investment of \$510,000,000 in the Tennessee Valley to improve river navigation for which there is no demand, and control occasional floods by creating permanent floods.

When we turn from the stated objective of the TVA, and from the authority given those directing the movement, we discover activities that are startling in their nature, because they seem to have no connection with the purposes and objectives stated in the law. According to an estimate made by a competent authority, the amount allotted to flood control is \$81,133,600, to navigation, \$91,800,000, and to power production, \$332,296,927. Power production as an objective isn't even mentioned in the law.

Whatever the explanation may be the facts prove that the production and sale of electricity is the chief purpose of those in charge of the half billion dollar enterprise. The hope of reconciling the real purpose of the TVA with the purpose stated in the law under which it operates seems to be based on the assumption that the members of the Supreme Court are more ignorant and have less knowledge of what is going on than the average man in the street. If the lawyers are successful in this, a guardian will have to be appointed for the "Nine Old Men." When we turn from the political and ethical aspects of the movement to economic consideration we find conditions that should be interesting to taxpayers. According to an estimate made by Dean Moreland, the annual deficit of the TVA in its sale of power will be \$10,352,000. If additional fixed charges and taxes that a utility company would have to pay are added, the annual deficit will be \$20,999,000. This means that taxpayers throughout the country must pay this annual deficit to prevent the TVA Bubble from exploding.

Nervous, Weak, Ankles Swollen?

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El Portal

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Also

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- "Star Reporter"
- Latest News

WEDNESDAY AND THURSDAY:

Grandest Musical to Ever Hit the Screen

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FERNAND GRAVET
MILIZA KORJUS

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FRIDAY AND SATURDAY:

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