

The Armour Ice Plant

(Continued from Page 1)
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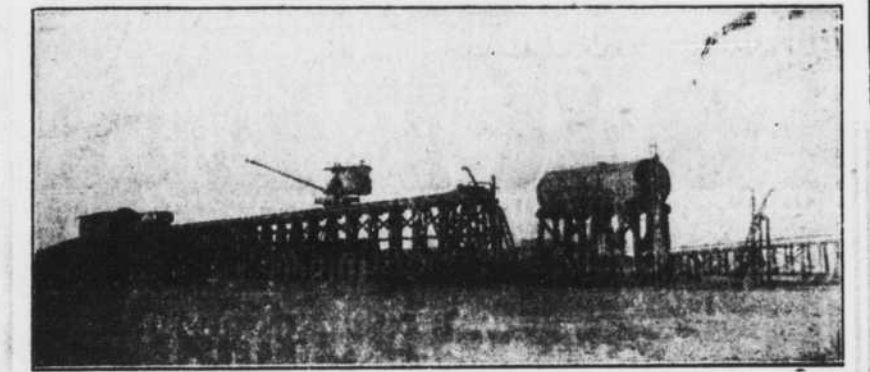
First Passenger Station



The old passenger coach which was first used as a depot at Las Vegas was superceded in 1905 by the depot pictured above. The view shows the entirely unimproved character of the surroundings, a condition which we of 1940 viewing the great shade trees and laws of the Union Pacific parks, can hardly recall.
"Station Agent C. E. Redman informs The Age that an elegant passenger depot of Mission style is to be built immediately at the head of Fremont street. It will be 48x148 feet, two stories with a basement. Offices will be up stairs. A ten-foot cement sidewalk will surround the station.
"Work has begun and it will be finished in sixty days. Electricity will light the building and grounds. It is reported the depot grounds will be parked, palms, magnolias

and tropical shrubs planted, where birds of plumage and song will cheer the eye and ear of the desert traveler. It will truly become an oasis."
All of which flowery predictions became true, as witnesses the surroundings of the palatial new station in this year of 1940.
The first depot was completed and occupied December 2, 1905. At that time The Age said, among other complimentary things:
"The new station is a handsome structure. It would call forth admiration in a town ten times the size of Las Vegas. It is in the Old Mission style, two stories high in the center, with an arcade at one end and the baggage room corresponding in appearance at the other. The outer walls were buff colored with terra cotta tile roofing, presenting a striking contrast."

The Coal Chutes



Along with construction of the passenger station, came the coal chutes, and water tank shown above. This was before the general use of oil as fuel for locomotives, and the construction of the expensive coal chutes and the crane to handle the heavy buckets of coal to the tenders was to us proof of the permanency of Las Vegas.
The Age of December 29, 1906,

says under the above picture:
"Big coal bunkers of the Salt Lake road at Las Vegas which have been entirely consumed after burning continuously for nearly six months.
"Much coal was saved by shoveling from the surface, but the fire could not be extinguished on account of water causing the formation of gas in the compact mass."

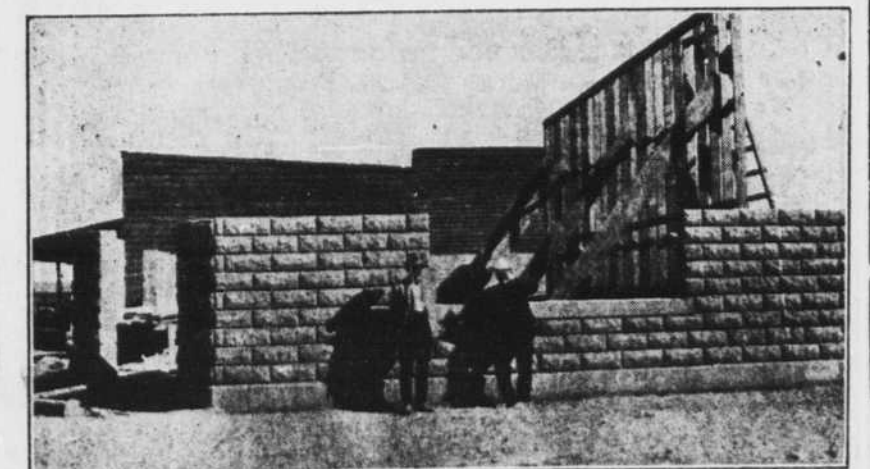
First Bank Building



At the founding of Las Vegas, beginning with the auction sale of lots, May 15 and 16, 1905, First State Bank of Las Vegas became the owner of the lots corner of First and Fremont streets.
Here was erected the first two-story business block in the city, shown above. Immediately following completion of the two story part on the corner, stores were erected covering the First street frontage to the alley.
The bank, under Cashier John S. Park moved from the tent where it began business, to its new (but temporary) building, Monday, May 29, 1905.
The postoffice was moved from the Old Stewart Ranch to a tent

facing Fremont street just east of the above building.
It is worthy of note here that the Postmaster was a busy man at that time, having married Miss Anna S. Johnson at Eureka, Nevada, Wednesday morning, May 17. In addition to the job of moving the post-office and securing and installing equipment, Mr. and Mrs. Bracken were given a banquet and reception at the Old Stewart Ranch, Wednesday evening, May 24, 1905, at which practically the whole town was present.
Mr. Bracken is still, busy in the combined interests of the public and the railroad as head of the Las Vegas Land & Water Company.

Present Bank Building Under Construction

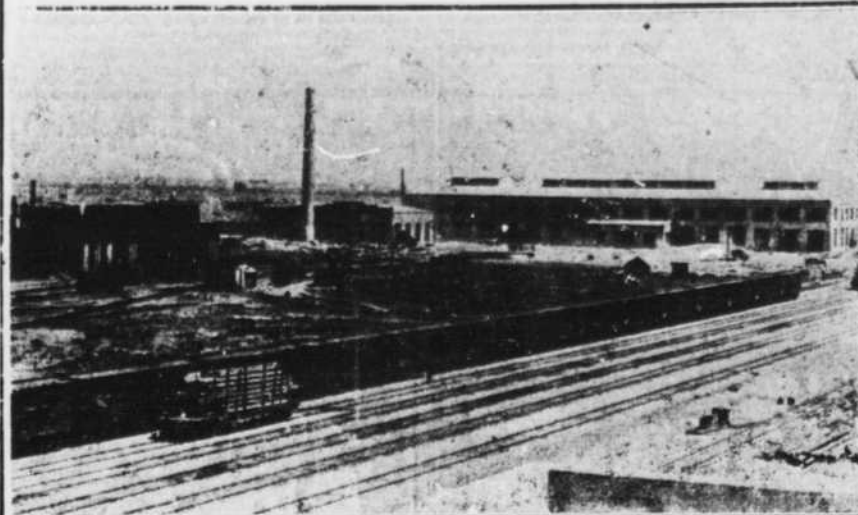


In the fall of 1905 the first wooden bank building was moved to the east and construction begun of the building still occupied by the bank, now the First National Bank of Nevada.
The above cut shows the present bank building under construction in

November 1905. Cashier John S. Park, right and Chris. N. Brown are standing in front of the building.
And now, after having seen the original entrance diagonally across the corner closed and a new entrance placed where it now is, Cash-

ier Wengert states that the banking room will again be changed by returning the main entrance to the corner. The object of this change is to secure more desk room for officials and working force of the bank.
The postoffice, after completion of the building, occupied the room at the right of the partition under construction above, moving in December 30, 1905.
The postoffice department was very cautious about investing any money in a fly-by-night town like Las Vegas, so Las Vegas business men contributed money to buy a very creditable set of boxes and fixtures, which remained in use for several years.

Railroad Yard and Shops

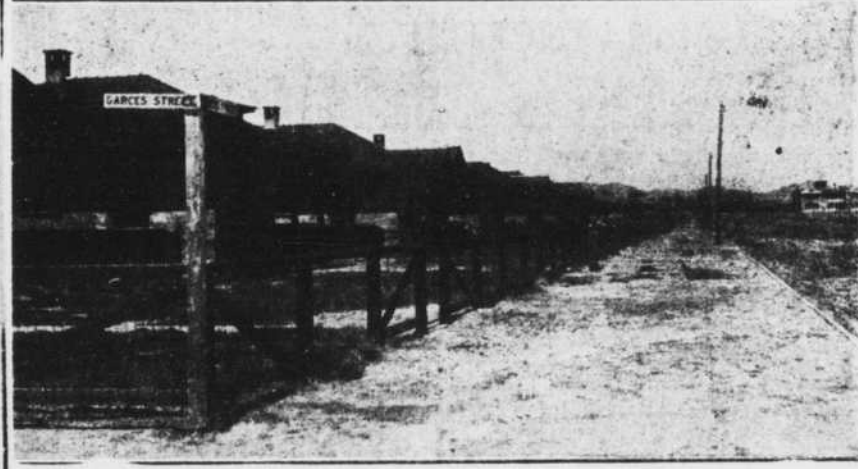


(Taken from Roof of Ice Plant)

Above is a general view of the railroad yard and the new shops, taken soon after the shops were completed in 1910. The machinery was moved to Los Angeles during the 1920s and the building torn down, following decision of the railroad officials to concentrate all repair work on locomotives and cars, in Los Angeles and Salt Lake.
"An inspection of the main building since its completion impresses one strongly with the magnitude of the work being done here by the railroad company. It gives one a feeling of awe to stand in the completed structure, four hundred feet in length by one hundred and fifty feet in width, with its steel trusses

spanning the whole at a height of 57 feet in the center.
In the north half of the building is room for seventeen of the great engines of the road at one time. The great expanse of glass used is also an impressive feature, there being, according to the mathematical editor of The Age, exactly 10,856 panes of glass in the one building.
"Too bad this great enterprise could not have been retained in Las Vegas. Its loss was the only real setback the town ever had and it was a bitter pill. Nevertheless, the railroad keeps its promises to Las Vegas.

First of the Company Houses



Coincident with building the railroad shops the company started construction of "company houses" for accommodation of its employees. There were sixty-four good cottages built, and a portion of them at the corner of Garces and Third, are shown in the above cut. The absence of trees on Las Vegas streets will be noted.
Following removal of the shops the cottages were sold one by one to employees of the railroad on such terms as they could easily manage.

Legal Notices

INSURANCE ANNUAL STATEMENT. (For Publication).
FEDERAL UNION INSURANCE COMPANY OF CHICAGO, ILLINOIS
Capital (pd. up in cash) \$1,000,000.00
Assets 3,090,919.74
Liabilities, exclusive of capital and net surplus 961,881.87
INCOME
Premiums 835,566.82
Other sources 113,697.93
Total income 1939 949,264.75
EXPENDITURES
Paid policy holders 292,380.88
Dividends 447,910.15
Total expenditures 1939 740,291.03
BUSINESS, 1939
Risks written 835,566.82
Premiums thereon 835,566.82
Losses incurred 20,001.56
NEVADA BUSINESS
Number of risks written 188,724.00
Amount of risks written 1,585.06
Losses paid 598.86
Losses incurred 692.86
Number of policies in force December 31, 1939
Amount of said policies
JAMES Y. MILNE, Secretary.
Pub. Mar. 9, 16, 23, 30, 1940.

BIDS WANTED FOR HIGHWAY IMPROVEMENT.
NOTICE TO CONTRACTORS
Sealed proposals will be received by the undersigned until and opened at 1:30 P.M., March 14, 1940, for the re-construction of a portion of the State Highway System in Clark County, from the California State Line to Jean, a length of 12.61 miles.
The minimum wage paid for labor on this contract shall be as follows: \$0.625 per hour for unskilled labor; \$0.70 per hour for intermediate grade labor, and \$1.00 per hour for skilled labor.
The reemployment office at Las Vegas is the local agency designated to prepare the employment lists. Plans and specifications may be examined at the office of the undersigned; the County Clerk's office at Las Vegas, the Highway Department Division Offices at Reno and Las Vegas and the District Office of the Public Roads Administration, Federal Works Agency, Federal Office Building, Civic Center, San Francisco. Plans, form of proposal, contract and specifications may be secured by prequalified bidders through the office of the undersigned. A deposit of ten dollars is required for each copy of the plans with proposal form, five dollars of which will be refunded upon return of the plans, in good condition, within fifteen days after the opening of bids. Bids must be on the proposal form of the Highway Department and must be accompanied by a certified check, a cashier's check, or cash in the amount of five percent of bid.
Right is observed to reject any or all bids.
ROBERT A. ALLEN, State Highway Engineer, Carson City, Nevada.
Pub. March 2, 9, 1940.

INSURANCE ANNUAL STATEMENT. (For Publication).
EAGLE FIRE INSURANCE CO. Newark, New Jersey
Capital (paid up in cash) \$815,000.00
Assets 2,290,271.04
Liabilities, exclusive of capital and net surplus 1,102,092.84
INCOME
Premiums 865,092.39
Other sources 129,775.72
Total income 1939 994,868.11
EXPENDITURES
Paid policy holders 553,855.12
Dividends 658,659.12
Other expenditures

Total expenditures, 1939 1,212,514.24
BUSINESS, 1939
Risks written 865,092.39
Premiums thereon 865,092.39
Losses incurred 854,467.12
NEVADA BUSINESS
Number of risks written 47
Amount of risks written 298,301.00
Premiums received 1,499.61
Losses paid 88.65
Losses incurred 2,904.65
Number of policies in force December 31, 1939 59
Amount of said policies 311,500.00
JAMES Y. MILNE, Secretary.
Pub. Mar. 2, 9, 16, 23, 1940.
IN THE EIGHTH JUDICIAL DISTRICT COURT OF THE STATE OF NEVADA, IN AND FOR THE COUNTY OF CLARK
No. 10203
E. BURR FAILING, Plaintiff.
vs.
HAZEL O. FAILING, Defendant.
SUMMONS
The State of Nevada Sends Greetings to Said Defendant: You are hereby summoned to appear within ten days after the service upon you of this summons if served in said County, or within twenty days if served out of said County but within said Judicial District, and in all other cases within thirty days (exclusive of the day of service), and defend the above-entitled action.
This action is brought to recover a judgment dissolving the bond of matrimony existing between you and the plaintiff.
Dated this 23rd day of February, A. D. 1940.
(SEAL)
LLOYD S. PARKER, Clerk of the Eighth Judicial District Court of the State of Nevada, in and for Clark County, Nevada.
LEO A. McNAMEE, FRANK McNAMEE, Jr. Attorneys for Plaintiff.
Pub. Feb. 24, March 2, 9, 16, 1940.
LEAVES FOR BUYING TRIP
Will Beckley of Beckley's store left Monday for Los Angeles on a buying trip.

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This action is brought to recover a judgment dissolving the bond of matrimony existing between you and the plaintiff.
Dated this 23rd day of February, A. D. 1940.
(SEAL)
LLOYD S. PARKER, Clerk of the Eighth Judicial District Court of the State of Nevada, in and for Clark County, Nevada.
LEO A. McNAMEE, FRANK McNAMEE, Jr. Attorneys for Plaintiff.
Pub. Feb. 24, March 2, 9, 16, 1940.
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Will Beckley of Beckley's store left Monday for Los Angeles on a buying trip.

ENTERTAINS "PAN" CLUB
Mrs. Forest R. Mildren entertained her "pan" club Wednesday at her home, 721 Charleston Blvd. with a one o'clock luncheon. The members included Mesdames Arthur Brick, C. W. Woodbury, R. R. Myers, W. E. Ferron, R. R. Russell, A. W. Ham, Ryland Taylor, Roscoe Thomas and the hostess.
NOTICE
Change in Union Pacific Railroad Company listings in Las Vegas Telephone Directory, Effective March 5th, 1940.
For all Departments, except those shown below—Call 1120.
Dr. Hale B. Slavin, 202 North Main, Medical Dept. 422.
Rooming House, 401 South Second, Phone 30.
Stockyards, Phone 651. 2-9

DANCE TO THE MUSIC of . . .



JACK BEAL'S "4 SHARPS" and PETE ALLEN Singing Irish Songs

AND ALWAYS IN DEMAND . . . OUR FAMOUS
Kan. City Blue Ribbon Double Thick STEAKS

(3 Inches or More)
Complete Dinner \$1.25
FRIED CHICKEN, Country Style..... \$1.00
Dining Room Open 5:00 P.M. to 3:00 A.M.

Our New Style Broiler Broils Thick Steaks As Easily As Thin Steaks

FROG LEG DINNER \$1.25 COMPLETE.

JUST ARRIVED FROM BIJOU'S OF ARKANSAS

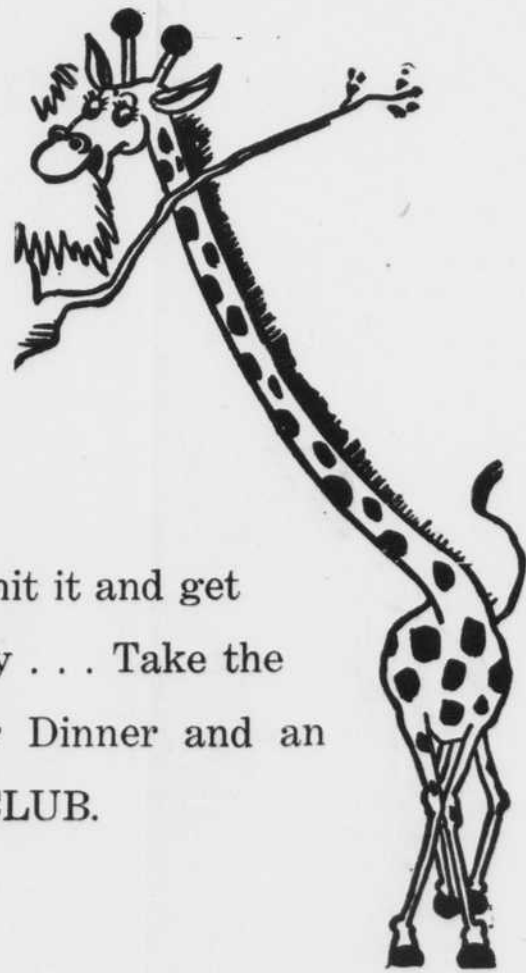
Day Phone 802
Nite Phone 951



The DUNES CABARET

Las Vegas' Popular Nite Club
OUT "CLUBVILLE" WAY

DON'T STICK YOUR NECK OUT . . .



IF you're in the Doghouse, Admit it and get out the Easiest and Surest Way . . . Take the Ball and Chain (wife) out for Dinner and an evening of fun at the YUCCA CLUB.

DANCE . . .

To the Incomparable Music of Don's Play Boys — A Versatile Combination of Three Excellent Musicians, Playing the "Hot Squeeze Box," Guitar, Bass Electric Guitar, Saxophone, Clarinet and Piano.

HEAR . . .

ESTHER'S Different Style of Singing

EAT . . .

SOUTHERN FRIED, GOLDEN BROWN, UNEXCELLED CHICKEN DINNERS. They melt in your mouth — or — Our Delicious, Thick, Tender, Kansas City, SIRLOIN STEAKS — or — Louisiana Jumbo Frog Legs. Served in the delightful informal YUCCA CLUB atmosphere — Never a dull moment.

Paul Warner to Serve You

Yucca Club

"Where The Stars Go"

The Miracle of the Telephone has Brought Safety and Health to Your Finger Tips . . .



Just as the science of prescriptions has advanced since the limited trials of early man to the definiteness of modern science; so too has the advancement of other fields kept pace to make it easier and safer for you to have those benefits at *Your Finger Tips*.

For accurately compounded, completely correct prescriptions simply telephone 378 and your order will be promptly delivered.

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