

APPENDIX
TO
Journals of Senate and Assembly
OF THE
THIRTY-NINTH SESSION
OF THE
LEGISLATURE OF THE STATE OF NEVADA
1939

VOLUME I



CARSON CITY, NEVADA
STATE PRINTING OFFICE . . . JOE FARNSWORTH, SUPERINTENDENT
1939

LEGISLATIVE COUNSEL BUF

STATE OF NEVADA

MESSAGE

OF

Governor E. P. Carville

TO THE LEGISLATURE OF 1939
(Thirty-Ninth Session)



CARSON CITY, NEVADA
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MESSAGE OF THE GOVERNOR
TO THE
THIRTY-NINTH LEGISLATURE OF NEVADA

STATE OF NEVADA,
EXECUTIVE CHAMBER,
CARSON CITY, January 17, 1939.

To the Honorable, the Senate and Assembly:

Pursuant to Article V, Section 10 of the Constitution of Nevada, the Governor is required to communicate by message to the Legislature at every regular session and recommend such measures as he may deem expedient.

In compliance with this constitutional provision, it is my privilege and duty to report to you as members of the thirty-ninth regular session conditions existing within the State, and to briefly comment upon them and its institutions.

I am pleased to report that there are no serious distressing conditions existing within the State to my knowledge, and the financial condition of its various departments is good. The economic conditions throughout the State appear to be fundamentally sound.

STATE FINANCES

The records of the State Controller show the net cash balance of State funds as of January 3, 1939, in the hands of the State Treasurer to be \$1,528,863.12. Of this amount there was \$85,748.80 impounded in closed banks; however, there was available the sum of \$88,716.91 with which to liquidate this deficiency, thus leaving a surplus of \$2,968.11 in cash, taxes amounting to approximately \$6,000 for this purpose, which have accrued, but are yet uncollected, and any other bank dividends which might later be received. It would seem that proper legislative action should be taken that will permit this account to be cleared from the books of the

Controller and Treasurer. Also, it is suggested that provision for funds accruing as above-mentioned should be made that they be allocated to the General Fund of the State. Of the fund balances making up the total cash on hand above mentioned is an overdraft item of \$29,917.50 which represents the balance due on the so-called Malley-Cole deficiency. A tax levy of one-half cent on each \$100 of assessed valuation for each year of the coming biennium would place this overdraft in such a condition that a nominal transfer from the General Fund at the end of that time would clear this account.

On January 3, 1939, the outstanding bonded indebtedness of the State of Nevada was \$656,000, all of which was held by trust fund accounts of the State. Of this amount, \$304,000 represented obligations whose interest and redemption requirements receive large contributions from other than general property tax levies. Charity and Public Welfare Bond requirements are financed entirely from repayments of loans and interest to counties. The State Highway Bond requirements are financed in their entirety by the income from motor vehicle registration licenses. The statutes provide for a mandatory tax levy of one cent per \$100 of assessed valuation for the needs of the Emergency Employment Bonds, but also provide for the contribution of 35 percent of the receipts from the liquor tax law after administrative costs have been deducted. This amounted to \$70,998.63 for the fiscal year ending June 30, 1938.

It has been suggested that contributions for bond requirements could be consolidated and economies in the tax levy be accomplished by refunding the entire bonded indebtedness. Your investigation of this matter is recommended.

At this time it is most earnestly requested that any and every proposal for new bond issues with consequent necessary tax levies be very carefully scrutinized, especially bearing in mind the thought of just how absolutely necessary such issue might be.

Bonds owned by the various State Trust Funds had a book value of \$3,146,657.16 on June 30, 1938. These

investments had a book value of \$3,427,855.05 on December 31, 1938, and at the same time a total of \$165,155.43 in cash available for investment. Income from interest on these bonds amounted to \$214,693.77 for the two fiscal years ending June 30, 1937 and 1938. This income was allocated to the Common School, School Teachers Retirement Salary, University of Nevada, and Surety Bond Trust Funds as their respective interests appeared.

BIENNIAL BUDGET

The Statutes of 1919, page 58, require that the Biennial Budget for the fiscal years 1940-1941, with the accompanying proposed appropriation bill, be laid before you early in February. This must be made after all departmental reports of receipts and estimated expenditures are received and studied. This budget will contain financial statements of all departments of the State Government during the past one and one-half years, as well as estimated expenditures for the six months ending June 30, 1939; also estimated requirements as approved by the Executive for the ensuing two years commencing July 1, 1939, and ending June 30, 1941. I request your careful consideration and attention thereto.

ECONOMICAL ADMINISTRATION OF OUR STATE GOVERNMENT

At my inaugural ceremonies I stressed economy as the watchword of our prosperity and happiness, and expressed my opposition to oppressive taxes. I pledged economy and a desire to hold taxation within the decent bounds we now have.

I urge upon your Honorable Bodies the reduction of legislative expenses by eliminating unnecessary attachés, and by completing the session within the time allowed by law. That every proposal for increased appropriations be rejected unless shown to be absolutely necessary, or that by making the same a material return to the people of the State will be gained.

Any successful business is builded upon sound policies

and by hard work. The running of the State is a business, and should be conducted upon the same general lines as successful private enterprises.

BOULDER DAM PROJECT

Considerable headway has been made in furthering the use of Boulder Dam power. The Southern Nevada Power Company and the Lincoln County Power District have availed themselves of the use of the power. Other projects for the consumption of power are under construction and others are being considered.

At a recent meeting of delegates from the seven Basin States held in Phoenix, Arizona, progress was made toward the settlement of a controversy between some of the Basin States relating to the withdrawal by Nevada, Arizona, and California of energy generated at the dam; also as to the amounts to be paid to Nevada and Arizona for the location and use of the lands of either State supporting the dam. Federal legislation will be required to carry into effect some of the tentative agreements reached at this meeting, and no doubt State legislation must follow or be enacted to give Nevada the full benefit of the use of power and the decrease in the rates on power. The agreement reached assures support of the fixed revenue provision in Congress by all of the interested States.

A further step has been an agreement between Los Angeles and Nevada to a plan whereby Nevada may secure power at the dam site as cheaply as Los Angeles, through delivery to Nevada of a percentage of secondary power at the lower rate of .5 mill per kilowatt-hour. This proposal is subject to agreement with other power contractors and dependent upon a permissive amendment to be inserted in the proposed legislation.

In January 1938 the Commission established a branch office at Las Vegas, Nevada, primarily for the purpose of aiding to bring in new electrochemical and electrometallurgical industries and advertise our natural resources; also to better supervise use of power.

The new office has fully justified its purpose through keeping of accounts and as a general information bureau. As yet no new industries have come in, which is not surprising in view of the construction of various other hydroelectric power plants throughout the country with Government aid, which plants have rates comparable with Boulder power and are located nearer to the large eastern markets. The proposed Boulder Project Adjustment Act, if passed, will greatly reduce the present rate, and thereby should renew the interest and investigations of industrialists in use of Boulder Dam power, which interest is at a low ebb just now.

The Adjustment Act contains the provision to pay \$300,000 per year to Nevada (if the State so elects) and a similar sum to Arizona (if that State does not reject). The Act also contains a provision to pay \$500,000 per year to a fund known as the "Separate Fund." For the first three years this "Separate Fund" will be devoted to a survey and development plan of the entire Colorado River Basin; then until June 1955 it will go exclusively to Utah, Colorado, Wyoming, and New Mexico; and afterward return to all seven States for use on projects approved by the Government.

At Phoenix, Arizona, December 18, 1938, an agreement was reached by representatives of all seven States in the Colorado River Basin to support this proposed legislation in Congress, much to the gratification of those who thought it might be impossible, after working on the problems for several years.

FINANCES OF THE COLORADO RIVER COMMISSION

The Commission is in splendid financial condition, and no further appropriations are necessary to sustain it. Although power sales have been going on less than a year, the Commission has repaid the sum of \$5,000 to the State on the original appropriation of \$25,000.

The per diem salary paid to all members of the Commission during the past two years amounts to \$2,881.69.

Traveling and subsistence amount to \$7,726.10 since January 1, 1935, which includes \$2,118.01 expense by the Attorney-General as legal counsel.

An economy of \$6,686.60 to the Colorado River Fund was effected by the use of part of a balance of \$9,686.60 left from a \$20,000 fund originally allocated to Nevada by NERA for study and surveys for Colorado River developments in Nevada. Permission to expend the use of this money to include industrial study for applications of Boulder Dam power was obtained. Although \$3,000 was withdrawn by WPA with the consent of the State for flood control work in Clark County, the remainder was sufficient to pay the salaries and expenses of the Las Vegas office for most of the year 1938.

Sales of power to the several contractors since operations began in March 1937 amount to a total of 33,239,622 kilowatt-hours. From the .3 mill State charge there has been accumulated a total of \$9,971.88 now available to the Commission, and income from this charge now averages about \$850 per month.

MINES AND MINING

Mining in this State is more active than it has been for many years last past. There has been a marked increase in the number of men employed in the mines, mills, and smelters. There are also many lessees operating in various parts of the State.

Nevada depends to a great extent upon the mining industry for the livelihood of its citizens, therefore serious attention should be given toward furthering its progress.

The Inspector of Mines has directed to my attention certain amendments to the present law. I respectfully suggest that you take these matters up with the Mine Inspector and consider them, as they deal with safety measures and the granting of licenses to hoist men.

TRANSPORTATION

I desire to direct your particular attention to the problem of transportation within the State which is becoming increasingly serious. We have our railroads which

have been established and maintained for many years, and our trucks and buses more recently established as a means of transportation, in addition to the airplane which has just recently come into use. All of these means of transportation have been, and are here to stay. They form an integral part of our freight and passenger service. They are interstate and intrastate in character. The railroads appear to have suffered severe losses the past few years; so much so that over three hundred miles of railroad lines have been abandoned within the State. Other railroads appear to be in distress and on the verge of being discontinued. This means that heavy tax contributions from these sources have been and will be lost to the State and counties, besides the loss of this character of transportation in many places. In passing, I might note that in one of our smaller counties approximately 76 percent of the taxes is paid by railroads which traverse that county. There are other counties whose taxes are paid to a great extent by the railroads.

While there may be many reasons for the distress of the railroads, it must be admitted that truck and bus competition is a contributing factor of great importance. The question of competitive equality between trucks and buses and the railroad deserve your most serious consideration. On account of the great areas of our State far removed from railroads, there is a paramount need of buses and trucks as a means of transportation.

Because of this matter I have pointed out, it appears that we should have a system of transportation law which provides and insures equitable treatment of competing agencies. In this connection, I direct your attention to the fact that an integral part of our transportation problem is the cost of the construction and maintenance of our public highways. The cost of building and maintaining highways must be borne in part by every taxpayer in the State. If those costs are increased by transportation agencies using our highways as a right of way and roadbed upon which to conduct private business, you should give consideration to legislation that requires adequate compensation to the State for the additional burden placed upon it, and having in mind

an equal distribution of competition as between the various modes of transportation.

Another phase of this matter lies in the fact that contract carriers are not properly regulated. It is suggested that the Legislature study the question of placing contract carriers on a permit basis by giving the regulatory body power to make rules and regulations requiring the filing of bona fide contracts and tariffs and designation of routes before a license is issued, which would require a permit to be issued by the regulatory body before the licensing body would issue a license.

Clarify the law so that no license or registration be issued only upon certificate of regulatory body that rules and regulations, such as filing of tariffs, bona fide contracts, and designation of routes have been filed. By this method they will be able to regulate on-call service which now permits contract operators to operate any place within the State, competing with the rail lines as well as certificated truck operators.

The use of fuels, other than gasoline, for the propulsion of motor vehicles upon the roads and highways of this State has increased greatly during the last two to four years. This use is confined almost exclusively to so-called equipment which transports pay loads ranging from five to twenty-five tons. While these fuels are taxable under the provisions of our present law, actual enforcement has met with many difficulties. From every viewpoint it appears to be mandatory that laws be enacted which will definitely guarantee that all operators of vehicles thus propelled shall pay for their use of our roads and highways.

UNIFORM CRIME ACTS

On account of the spread of crime throughout our country and the use of high-powered automobiles and other means of modern transportation in the commission of crime, it would appear that a closer cooperation between States and governmental agencies for the apprehension and conviction of criminals is needed.

In this connection I urge that you consider the passage of Acts known as "The Uniform Crime Act." This

bill has been sponsored by the Interstate Commission on Crime and has been adopted by several States.

STATE POLICE

I request your earnest consideration of the laws of this State relating to State Police, Highway Patrol, and the Public Service Commission Inspectors.

Under the present set-up much confusion exists as to the proper supervision of each group. The State Police organization appears to be functioning as license collector for the Highway Department, and having little or no time for law enforcement along other lines.

I ask your serious consideration of legislation to make each of the units I have mentioned independent agencies, having prescribed duties, so that they can function under proper supervision.

RANCHING AND LIVESTOCK

The condition of these industries in the State is better than existed a few years ago, but they are carrying all the traffic will bear.

I am of the opinion that the ranches and ranges could carry more livestock which would add to the taxable wealth of the State and bring in more finances to our people engaged in these industries. This cannot be accomplished by legislative action, so far as I can see, but I offer the suggestion for the discussion and consideration of those interested in this class of business.

CREATING THE MERIT SYSTEM IN CERTAIN INSTITUTIONS

In dealing with human beings as in the Orphans' Home, Industrial School, Hospital for Mental Diseases, and the State Penitentiary, a human problem is involved.

I would recommend the appointment of a committee by your Honorable Bodies, and that a study be made by said committee to determine whether or not a more efficient handling of these institutions could be had by the adoption of a merit system or civil service system in the selection of the superintendents and the assistants dealing with the humans within them.

My purpose in this respect would be to consider whether the handling of these institutions could be carried on more efficiently by removing the people selected to conduct them from the realm of politics.

I recommend a serious consideration of this situation insofar as the institutions which I have directed to your attention are affected.

STATE PRINTING OFFICE

During the year 1938 there was erected an addition to the Nevada State Printing Office. The work was performed under a PWA contract wherein the State of Nevada bore 55 percent and the Federal Government 45 percent of the cost.

This contract also included the installation of a Brown folding machine. A Miehle printing press has also been installed, designed for book work, which is ready for action. It is reported by the State Printer that printing has increased to such an extent that the Superintendent of the plant is unable to attend to the wants of the State offices, boards, commissions, and institutions without an additional book press. He also reports that the printing in connection with the Legislative Session would be considerably delayed without the new press and equipment.

This matter will be directed to your attention through proper channels, and I request your earnest consideration of the necessity of this equipment, and the cost of the same, and if you find the necessity as reported, that you seriously consider the purchasing and paying for the equipment in the form of a relief bill.

WORLD'S FAIR AT NEW YORK

It has been reported by the committee appointed in connection with the New York World's Fair, that the appropriation heretofore made is insufficient to properly create an exhibit at the Fair.

I believe that proper advertising in this respect is beneficial to the State and urge you to consider whether or not there should be an increase in the appropriation for the purpose of properly representing the State of Nevada at this Fair by way of exhibits, etc.

NATIONAL DEFENSE AND THE NEVADA NATIONAL GUARD

Every citizen is aware, or should be, of the recent recommendations made by President Franklin D. Roosevelt to the Congress on the subject of National Defense, and the imperative necessity of being prepared for any eventuality. The fact that two major, though undeclared, wars are now in progress in different parts of the world, together with the unprecedented increase in armaments and preparations for war by the dictator-ruled countries of Asia and Europe, unquestionably were responsible for the President's recommendations for National Defense.

Under existing statutory provisions within our own State, the Nevada National Guard exists primarily for National Defense purposes only, and your careful attention is invited to the report of the Adjutant General of Nevada for the period July 1, 1936, to June 30, 1938.

The value of the National Guard to our people cannot and should not be measured in terms of dollars alone, for as an institution it builds character in those young men of our State who enlist therein, and inculcates habits of punctuality, obedience, and discipline, as well as affording sound training in all that constitutes Americanism, with training in first-aid, sanitation and hygiene, and in all military subjects.

RELIEF AND SOCIAL SECURITY

When we read of the immense relief deficits and the millions of dollars budgeted for relief during the ensuing bienniums for which the legislatures of nearly all of our States are being called upon to make provision, we must feel that Nevada has been singularly fortunate. With the exception of funds from a \$312,000 bond issue, which the Legislature of 1935 made available to be used "for the purpose of direct relief, work relief, purchase of supplies and materials for work relief, and expenses incidental thereto, in cooperation with the Government of the United States of America," the State of Nevada has been called upon to provide no money for relief purposes other than for Old-Age Assistance. The money from the

1935 bond issue, while appropriated for one year, has been so conserved as to last four years. This money, which has served a most useful purpose, is about exhausted.

In Nevada, with the exception of the fund to which I have heretofore referred, the Federal Government has assumed to the present time the entire burden of care of needy employable persons. The several counties of the State upon which, under existing laws, the responsibility of care for the needy rests, have so far been called upon to take care of only unemployables. This responsibility, in general, has been met.

At the time this message is written I do not know what the future policy of the Federal Government will be concerning a Federal work relief program, and what it will require of the States in the way of matching Federal money, so it is my purpose to send to you later, if occasion requires, a message dealing exclusively with the relief needs of the State.

Nevada's Old-Age Assistance Act, which was passed by the Thirty-eighth Session of the Nevada Legislature, was approved by the Governor and became a law immediately after ratification of the necessary constitutional changes by the people at a special election held on March 17, 1937. Under this Act, 2,117 aged and needy Nevadans were receiving aid in December 1938. The report of the State Board of Relief, Work Planning and Pension Control calls attention to the fact that of these 2,117 cases, 413 are Indians.

The following statement is made in the report of the Relief Board: "We believe that aged Indians are entitled to every consideration, but inasmuch as in some instances large Indian populations live in counties that are least financially able to take care of Old-Age Assistance cases, it is suggested that the Governor and the Legislature again call to the attention of our representatives in the Congress the fairness and the desirability of making the cost of Old - Age Assistance to Indians entirely a Federal responsibility."

I respectfully urge that the Nevada Legislature study

this question, and if, upon investigation, you determine the suggestion sound, that you memorialize Congress to enact legislation that will pay Old-Age Assistance to Indians entirely out of Federal funds, without participation of the State and the counties.

DIAMOND JUBILEE

This year we celebrate the seventy-fifth birthday of Nevada's Statehood. It would seem proper that special attention be given to celebrating this event in a fitting manner. I respectfully direct this matter to your attention for whatever action you may deem proper.

HIGHWAYS

Your highway system, now in its twenty-second year, has approximately 2,700 miles of improved highway which must be maintained to a standard fixed by the Bureau of Public Roads, and to which standard our Highway Department has subscribed. This system of roads, with which you are all familiar, has been built with the aid of the Federal Government and is being maintained by our State, out of gas tax, plate license, and common carrier tax revenues. The mileage of finished highway provides means for high speed and, in most instances, safe travel over four routes east and west, and two routes north and south. With new legislation, but small appropriations, we have now started on a system of secondary or feeder roads. I urge that every step possible be taken to extend the secondary or feeder road system as fast as funds become available. Our farming and mining interests are entitled to adequate and easy means of access between their points of production and markets.

This year we face a substantial reduction in funds provided by the Federal Government for the building of both primary and secondary roads and grade crossing structures. This reduction, or curtailment of funds, is the result of Federal legislation of the last Congress. Our allotment for Federal aid system roads for the fiscal year of 1940 is \$1,275,938, a reduction of \$314,234; for

Federal aid secondary roads, the allotment is \$191,391, or a reduction of \$126,643; for Federal aid grade crossing elimination projects, the funds available are \$97,500, or a decrease of \$146,250; and our Federal lands funds for use in building roads through unappropriated Federal lands amount to \$212,442, or a reduction of \$347,453, making a total reduction in Federal funds available for construction work this fiscal year of \$934,580. You can readily see that the construction operations of the Highway Department will be very much curtailed unless the Congress restores these reduced amounts to their original status. I urgently recommend to you that the Congress be memorialized by your bodies to restore these funds.

I call to your attention a provision of the Hayden-Cartwright Act under which Federal funds are made available to the Highway Department for use in construction, a clause which is of the utmost importance to us all, if there is any diversion of gas tax, plate license, and common carrier tax revenues or other special automobile taxes, the United States Government penalizes to the extent of one-third of the allocated funds. I urge that you take appropriate steps at this session of the Legislature to amend the Constitution to prevent for all time the diversion of any revenues from these special automobile and gas tax funds. Such a measure has already passed one session of the Legislature. Your Highway Department has the enviable record among the States of the Union, so I am informed by the Bureau of Public Roads, of having never allowed a cent of Federal money allocated for highway purposes to revert to the Treasury. It has consistently kept as far ahead of the construction program outlined for it as is feasible.

During the biennium, the Department of Highways has published "Highways and Parks," in the interest of creating more traffic to and through our State. I am of the opinion and recommend that this medium of attracting out-of-State people to travel our highways and spend their money with our people be expanded, and financial assistance be given to the Department in this worthy work.

Through the efforts of the newly-created Safety Division of the Highway Department, the highway death rate has been substantially reduced, principally by the campaign of education which has been waged among our people. I recommend that legislation be passed providing reasonable safety regulations such as a driver's license Act and adequate headlight and break regulations, so that the death rate can be further reduced in the coming biennium.

I refer you to the report of the Department of Highways for the details of its construction program and other features, which I am sure you will find of interest.

LABOR

In traveling around the State the past few months, I took note of the labor conditions and talked with many labor representatives. I found that labor conditions within the State appear to be normal under the present circumstances. It appeared that by reason of the increase in mining activities within the State in recent years the employment of labor has increased materially.

Noting recent newspaper reports concerning silver, it may be possible that there will be a falling off in this employment after the middle of this year. It shall be my purpose, however, to attempt to assist in the stabilization of the price of silver.

The welfare of those engaged in industry and labor is an important responsibility. Industry cannot exist without labor, nor can labor survive without industry.

It is reported that during the past four years there have been three strikes within the State of Nevada. Apparently they were settled without difficulty.

There probably will be directed to your attention labor legislation in connection with the minimum wage law and other subjects. These matters I ask you to consider seriously, with the view of having progressive labor legislation passed.

It is further reported that the claims being filed for unemployment compensation have fallen below the expected number, which would indicate that employment in the State is in better shape than in many other States.

We should strive to maintain a high standard of living among all classes, and in doing this we must take into consideration the rights of those who labor as well as the rights of those who create and maintain industry.

FISH AND GAME

Considerable discussion has come to my attention concerning the fish and game situation within the State, and in some quarters there appears to be a dissatisfaction with existing laws concerning the same.

This is one of our main arteries of recreation, and is important to our people. I recommend that you give this subject serious attention and consideration, and if there should be further legislation upon the same, I would ask that you keep in mind that such legislation should be for the protection of the fish and game in our State, as well as allowing sportsmen within reasonable limits, the right to hunt and fish at proper times.

EDUCATION

The school situation throughout the State appears to be healthy. It is reported that by reason of the supervisory system cost and the cost of tuition of the children in the State Orphans' Home being paid from the State Distributive School Fund, sufficient revenue is not provided for the support of the schools to cover expenditures authorized by the statute. Time has not premitted my going into this situation thoroughly, so I would ask that the proper committees of your Honorable Bodies investigate this situation with the view of remedying the same, should you find such a condition to exist.

On account of there being practically no assessable property in the Boulder City School District, it appears that there is not sufficient revenue for the school support in that district of approximately four hundred children. While the Boulder Dam was being constructed, school quarters in that section were provided and the teachers' salaries were paid by the Six Companies, Inc. There was also a congressional appropriation made to erect a building for school purposes. As you know, Six Companies has completed its construction, and the Federal

appropriation for school purposes is about exhausted. This problem must be solved either by the State or through Federal aid. If you determine that the latter course should be followed, I urge you to memorialize Congress to give Federal aid to the Boulder City School District which is maintained in a claimed tax-exempt territory mainly for the education of the children of Federal employees.

There will be brought to your attention the matter of additional buildings for the Nevada State University. I request that you discuss this building program very thoroughly with the proper authorities representing the University, with the view of determining whether further buildings are necessary, and if found to be necessary, a proper means of financing and constructing them, or such number as may be economically handled.

CONCLUSION

In directing your attention to the matters contained in this message, you can appreciate that it is impossible to cover all conditions and to comment upon all of the activities within our State. The things to which I have referred seem most pressing at this time, and I believe that they deserve earnest attention.

From time to time during the session of the Legislature there may be matters that I deem should be directed to your attention. If such should be the case, I shall supplement this message with other communications. I reserve the right to do so.

I respectfully request that you feel free to communicate with me on matters that you might have in mind, and I offer you my best efforts and the efforts of the staff of the Executive Department toward making your session successful, constructive, and harmonious. I want you to feel free to discuss matters of State with me at all reasonable times during the session. I offer you my best wishes for a constructive and successful session, and respectfully request that you give all matters coming before you serious consideration, and attempt to solve them to the best interests of all of the people of our State.

I take this opportunity to extend to the Honorable Richard Kirman, my predecessor in office, my appreciation for the courtesies and the cooperation he has extended to me since my election.

Respectfully submitted,

A handwritten signature in cursive script, reading "E. P. Parville". The signature is written in dark ink and is positioned above the printed name "Governor.".

Governor.