

**THE SECOND DAY**

CARSON CITY (Tuesday), January 21, 1941.

Assembly called to order at 11 a. m.

Mr. Speaker in the Chair.

Roll called.

All present.

Prayer by the Chaplain, Reverend J. L. Harvey.

Mr. Jones moved that the minutes be approved as read, and the Speaker and the Chief Clerk be authorized to make the necessary corrections.

Carried.

**REPORTS OF COMMITTEES**

*Mr. Speaker:*

Your Committee on Mileage begs leave to submit the following report:

We find the following members of the Assembly are entitled to receive the amount of money for mileage set opposite each of their respective names:

<i>Churchill County</i>		
Allen K. Dalbey.....	186 miles	\$18.60
Harold Kispert.....	186 miles	18.60
<i>Clark County</i>		
C. D. Baker.....	952 miles	95.20
John Kelly.....	952 miles	95.20
James Farndale.....	952 miles	95.20
Clifford Jones.....	952 miles	95.20
<i>Douglas County</i>		
Duane Mack.....	34 miles	3.40
<i>Elko County</i>		
M. E. McCuiston.....	870 miles	87.00
J. F. McElroy.....	744 miles	74.40
W. B. Tavelle.....	708 miles	70.80
Warren W. Monroe.....	644 miles	64.40
<i>Esmeralda County</i>		
Amos H. Dow.....	650 miles	65.00
<i>Eureka County</i>		
Nye Tognoni.....	522 miles	52.20
<i>Humboldt County</i>		
David Giroux.....	392 miles	39.20
Berton Smith.....	392 miles	39.20
<i>Lander County</i>		
Doug Tandy.....	420 miles	42.00
<i>Lincoln County</i>		
Jerry Thompson.....	926 miles	92.60
E. H. Trower.....	980 miles	98.00
<i>Lyon County</i>		
Ernest Alpers.....	190 miles	19.00
Earl Mayes.....	144 miles	14.40

Mr. Jones moved the adoption of the resolution.  
Carried.

The Assembly recessed at 11:35 a. m.

### HOUSE IN SESSION

At 1:40 p. m.

Mr. Speaker in the Chair.

Mr. Jones moved the Senate be invited to meet in Joint Session with the Assembly this afternoon at 2 o'clock to hear the Governor's Message: Messrs. McCuiston, McElroy, and Loomis were appointed on a committee to wait upon the Senate.

### REPORTS OF COMMITTEES

The committee appointed to wait on the Senate reported that the latter body would meet in Joint Session with the Assembly at 2 o'clock this afternoon to hear the Governor's message.

The Speaker announced the appointment of the following committees, the first member of each committee being the chairman:

#### JUDICIARY

Messrs. Jones, McElroy, Dow, Jepson, Loomis, McGuirk, and Carlson.

#### FISH AND GAME

Messrs. Dow, Mayes, Kispert, Brown, and Monroe.

Recessed at 1:47 p. m.

The Sergeant-at-Arms announced that the President and members of the Senate were at the bar of the Assembly.

### IN JOINT SESSION

At 1:50 p. m.

Mr. Speaker appointed Messrs. Whalen and Tandy to escort the President of the Senate, Maurice J. Sullivan, to the rostrum.

Mr. Speaker instructed the Sergeant-at-Arms to seat the Senators with their respective delegations.

Mr. Speaker asked the President of the Senate to preside.

Senator Wadsworth moved that the President appoint a committee of three to inform the Governor that the Senate and the Assembly were in Joint Session and were ready to receive his message.

The President of the Senate appointed Senator Wadsworth and Messrs. Cooper and Boak to wait upon the Governor.

The President of the Senate appointed Senators Robbins and Cox to escort the Supreme Court Judges to their chairs.

The Sergeant-at-Arms informed the President of the Senate that his Excellency, Governor E. P. Carville, was at the Assembly bar.

The committee appointed escorted the Governor to the rostrum.

The President of the Senate welcomed the Governor and asked him to read his message.

The Governor delivered his message as follows:

*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 fortieth regular session conditions existing within the State, and to briefly comment upon them and its institutions.

I am pleased to report that the financial condition of the State's various departments is sound. Each department is conducting its affairs within the limits of the amounts set forth in the budget made during the thirty-ninth session of the Legislature and in several instances reversions of funds will be made at the end of the biennium.

Throughout the State economic conditions are fundamentally sound.

There has been a marked increase in revenues from gasoline and diesel taxes, liquor taxes, bullion taxes, plate licenses, and common carrier taxes.

#### STATE FINANCES

The records of the State Controller show the net cash balance of State funds in the hands of the State Treasurer, as of January 2, 1941, to be \$1,291,602.31. On January 2, 1941, the outstanding bonded indebtedness of the State amounted to \$403,000, all of which is held by trust fund accounts. This amount represents a reduction of \$253,000 in the amount reported in my message to the thirty-ninth session. The State highway bond requirements are financed in their entirety by income from motor vehicle registration licenses.

On June 30, 1940, bonds owned by the various State Trust Funds had a book value of \$3,683,752.86. On December 31, 1940, these investments had a book value of \$3,542,885.18. Income from interest on these bonds for the period from June 30, 1938, and ending June 30, 1940, amounted to \$252,066.33.

On December 31, 1940, the sum of \$235,236.62 in cash was available for investment. The investment of funds is made by the State Board of Finance in Government, State, and municipal bonds at the prevailing rate of interest as the opportunities arise to make investments.

#### BIENNIAL BUDGET

The Statutes of 1919, page 58, require that the Biennial Budget for the fiscal years 1942-1943, 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, 1941; also estimated requirements as approved by the Executive for the ensuing two years commencing July 1, 1941, and ending June 30, 1943. I request your careful consideration of and attention thereto.

#### ECONOMICAL ADMINISTRATION OF OUR STATE GOVERNMENT

At the beginning of my term as Governor I stressed economy as the fundamental principle of our prosperity and happiness. I pledged economy and voiced my opposition to oppressive taxes in order to maintain the enviable position of our State in the Union, as being a State with a low tax rate and free from many forms of taxation found in other States. It has been my purpose thus far, and shall continue to be my purpose, to maintain that stand. This can be accomplished by a full cooperation of all departments of government among themselves and with your honorable bodies.

I urge upon you the carrying on of this legislative session by the reduction of legislative expenses in the appointment of unnecessary attachés and by performing your duties within the legal limit of time.

Weigh carefully proposals for increased appropriations and reject all of those not shown to be necessary and that bring no material gain to the people of the State.

Treat the running of the State as a business builded on sound policies such as prevail in any successful business enterprise, with a view of progressing as we have over the period of the past seventy-six years of statehood.

#### HIGHWAYS

One of the most important arteries for the conduct of business and travel within the State is our highway system. Approximately two thousand nine hundred miles of highly improved highways have been constructed to a standard fixed by the Federal Bureau of Public Roads, to which the State has subscribed. The Federal Government has participated in the construction of these primary highways on a basis of approximately eighty-seven percent of United States funds to thirteen percent of State funds. This participation by the Federal Government is with the distinct understanding and agreement that the State maintain the roads after they are constructed.

Through heavy traffic by trucks, busses, and all classes of vehicles throughout the State it is inevitable that sooner or later a heavy burden will fall upon the Highway Department of the State to repair and reconstruct these roads without governmental aid. It is my judgment that this burden shall fall upon the users of our roads and not upon all taxable property generally, since the users obtain to a great extent the benefits derived from the use of roads whether for business or pleasure.

If costs are increased by transportation agencies in the use of our highways for private business and pleasure, it appears to me that equity requires adequate compensation to the State for the additional burden placed upon it, having in mind at all times fair treatment of the various modes of transportation in the distribution of taxation.

This year we have been allotted the following funds by the Federal Government for the building of primary and secondary roads and grade crossings:

1. Regular Federal Aid System Roads.....	\$1,462,071.00
2. Federal Aid Secondary Roads.....	190,705.00
3. Grade Crossings .....	146,250.00
4. Unappropriated Federal Lands Funds.....	218,031.00

The funds mentioned under the first two items are those in which the State participates on a ratio of 87 percent by the Government to 13 percent by the State.

Because of the limited appropriations from the Federal Government, it has been impossible to extend the secondary or feeder road system materially. I consider this class of roads important in the transportation set-up of the State. As fast as funds have become available feeder roads have been constructed and improved, as it is realized that our ranching, farming, and mining interests are entitled to adequate means of access to markets from the points of production.

#### TRANSPORTATION

During the thirty-ninth legislative session of this State, Senate Concurrent Resolution No. 8 was passed "providing for the formation and composition of a fact-finding committee to study the Nevada transportation system as to taxation, and to recommend proposed legislation for the improvement of the same."

In accordance with the terms of said resolution, this duty was undertaken by the Public Service Commission, aided by the Highway Department. I am pleased to inform you that an extensive study and report has been made of this subject. The report is available to you and the services of the personnel of the Public Service Commission are at your command in giving you data and information concerning this important problem. In passing, I might state that this is the first report prepared in the State dealing extensively with this feature of transportation as applied to the transportation question.

I respectfully urge that we have a system of transportation laws which

provide and insure equitable treatment of all competing agencies. These agencies consist of railroads, trucks and busses, and airplanes. They are all a part of our transportation system and are essential to the development of our industries. It is needless to point out the railroad companies bear a great portion of State and county taxes throughout the State, and that proceeds from the operation of trucks, busses, automobiles, and airplanes contribute to State and county taxes as well as to the State highway funds which go to the construction and maintenance of our roads.

I urge the creation of a board to deal with the air transportation problem. I suggest for your consideration that this board should be made up of three heads of now existing State Departments, in order that there be no added expense by way of salaries, etc., to the State. This legislation is desirable because of the rapid growth of the airplane industry. By the establishment of said board, reasonable and proper regulations can be made and maintained and, further, this board would be in a position to negotiate with private and governmental agencies to the end that beneficial results would be obtained by the State and said agencies.

#### BOULDER DAM

Over the period of the past two years the use of electric power from Nevada's allotment at Boulder Dam plant has greatly increased. With the assistance of the Rural Electrification Administration the people of the Moapa Valley in Clark County have extended a transmission line into Overton and vicinity, a distance of about 50 miles from the dam. This was accomplished in 1939, and that district has already requested that their initial contract with the State for 150,000 kilowatt hours per year be increased to 800,000 kilowatt hours. The Southern Nevada Power Company has built a transmission line from Las Vegas southerly into the Searchlight mining district, a distance of about 30 miles, giving that potentially rich mineral area the benefit of lower-priced power.

The two principal consumers of electrical energy from Boulder Dam plant are Lincoln County Power District No. 1, which supplies the towns of Caliente, Panaca, Pioche, and vicinity, and the Southern Nevada Power Company, which supplies Las Vegas and environs. These companies have within the past month requested supplemental contracts increasing their allocations more than one-half. The total use within the State during the coming year will be in excess of 40,000,000 kilowatt hours.

Recent legislation in Congress resulted in the passage of the Boulder Canyon Project Adjustment Act which supersedes and eliminates defects in the original Boulder Canyon Project Act. The legislation established a plan whereby the power will be available at a lower rate than those now in force under the original Act. Since the passage of the new Act, negotiations have been carried on between all of the power contractors and the U. S. Department of the Interior to complete agreements for carrying into effect the provisions of said legislation. A series of hearings held for this purpose in Los Angeles have just been concluded and new energy contracts between the contractors and the Government are now being drawn up. The Act requires that 90 percent of the original contractors shall enter into new agreements based on the new legislation prior to June 1, 1941, in order for the new legislation to become effective. This should be accomplished within the next few months.

The legislation provides that Nevada shall receive \$300,000 per annum for a period of 50 years beginning June 1, 1937, to reimburse Nevada in lieu of taxes. The first payment should amount to \$900,000 for the years 1938, 1939, and 1940, and the fourth payment of \$300,000 will become due June 1, 1941. Whether paid in cash or in other credits to the State of Nevada, the law will go into effect and the payments become due as soon as the new contracts have been executed. The amount of cash payments to the State will depend upon the accumulated earnings of the project to date, as all obligations under the new legislation must be paid from revenues earned.

Industries are negotiating with the Colorado River Commission for the use

of Boulder power, and with the initiation of the lower rates I hope for the establishment of industrial plants in the vicinity of Las Vegas.

Legislation should be enacted at this session to make disposition of the potential funds from this project when they are ready to be distributed to the State.

#### LABOR

Labor conditions during the years 1939 and 1940, as reflected in the statistics of the Employment Service and Labor Departments, are good.

While there is considerable unemployment in the months of January and February of each year, conditions improve at the end of February and reach the peak in July, then taper off due to seasonal changes.

The mining industry has absorbed many unemployed miners. Leasing activities have increased substantially over the past two years, absorbing many unemployed persons.

Employers of the State are drawing on the local resident supply of labor rather than bringing in men from other States. This has resulted in practically all skilled labor of the State being at work.

The building industry has increased substantially in all parts of the State and at present there is a demand for skilled workers along these lines. The defense program has demanded the services of many skilled workers in the building industry which makes it difficult to get this class of labor within the State at present.

The employers of the State are taking advantage of the State Employment Service and there has been a harmonious relationship between employers and employees. Labor difficulties have been negligible. There have been no strikes in the past two years; while there have been some controversies regarding labor conditions they have been ironed out through arbitration, with the Labor Commissioner acting as the arbitrator.

It should be kept in mind that we maintain a high standard of living among all classes. In doing this, industry and labor must recognize the rights of one another in the light of fairness. The line of march toward better governmental progress requires harmony among the marchers, and it is government's place to deal fairly with all classes in promoting true progress.

#### MINES AND MINING

There has been a marked increase in mining activities throughout the State over the period of the past two years. It has meant an increase in bullion tax returns and also in the number of men employed throughout the State.

Output of copper, silver, gold, tungsten, zinc, quicksilver and manganese for 1939 and 1940 has been the largest in many years. Mining operators producing these metals have been active in all parts of the State.

There has been a marked increase in placer mining. At least two dragline dredge units have been operating in the State and a new unit will be in operation early this year.

The total production of all minerals during 1939 was \$30,480,870, for the year 1940, \$35,876,782, or an increase of 18 percent. It is interesting to note that the output for 1940 is the highest in the annals of our Statehood, with the exception of the year 1918, which was the peak year of the production of basic metals in the State of Nevada.

After the 1939 session of the Legislature, I called a meeting of the Western Governor's Silver Conference at Reno to discuss and formulate plans to assist in stabilizing the price of silver. This meeting was attended by several western governors and their representatives, besides owners and operators of silver mines all over the West. During the conference a resolution was passed and sent to Congress. This resolution, together with the continued concentrated and cooperative efforts of members of the conference, assisted materially in bringing about the fixed price of 71.11 cents per ounce for domestic newly-mined silver within a few months thereafter.

The Western Governor's Silver Conference is still active at this time and watching this situation closely, which is of great importance to this State. Another meeting will be called this year if it is deemed necessary to again carry our cause to Washington.

**RANCHING AND STOCKRAISING**

I am pleased to report that the condition of these industries has improved substantially throughout the State. The upward trend of prices on livestock has aided materially in stabilizing the prices of land and feed. Ranchers and farmers have been relieved of financial burdens to some extent, but this industry has not returned to the degree of normalcy it should occupy.

In this regard I direct to your attention the question of whether national reciprocal trade agreements with countries carrying on the same industries are of benefit to our livestock and other industries. A study should be made of this situation and appropriate measures taken to state our position to the President of the United States if you consider such agreements detrimental to the welfare of our State and our county generally.

**UNIFORM CRIME ACTS**

I urge you to consider the passage of certain legislation under what is known as "The Uniform Crime Act." These laws tend toward a closer cooperation between the States and Federal agencies in the enforcement of criminal laws throughout the Nation. The crime situation in our country is serious.

**STATE POLICE**

In my last message I requested consideration of the laws of this State concerning the State Police, Highway Patrol, and the Public Service Commission. While improvement has been made in the functioning of these bodies, without the revision of our present laws, I believe legislation is required in order that the units I have mentioned might function more efficiently under proper supervision.

Under the present set-up confusion exists in coordinating the three agencies. The duties of each interrelate to a certain extent with the others, and it is important that a study of this situation be made with a view to passing legislation that will create greater efficiency.

In my judgment, the safety and protection of the people of the State is equally important with proper enforcement of transportation laws and the collection of revenues for the construction and maintenance of our highway system.

**NEVADA STATE PRISON**

Over the period of the past two years I have learned that the Nevada State Prison is overcrowded with inmates sent to that institution. At each session in recent years, due to the fact that the prison is filled to such an extent, the Board of Pardons and Parole Commissioners have been faced with the problem of releasing some prisoners to make room for an ever-increasing population. Due to this necessity of releasing prisoners to relieve the congestion, the commissioners are unable to judge each case strictly upon its merits.

There are many distressing features to the overpopulation of the prison, and the most critical is that the younger prisoners cannot be segregated from older and hardened criminals. A serious attempt is being made to rehabilitate especially the younger inmates and, to my mind, the mingling of the older men with the young men retards rehabilitation.

This situation has been considered by the Prison Board Commissioners and recommendations made with a view to relieving the present condition.

I respectfully urge that the proper committees go into this question thoroughly and recommend proper legislation in order that this Legislature may enact such laws as will take care of a condition that has become serious in this institution.

The services of the Board of Prison Commissioners and the Warden are at your disposal in dealing with this matter.

In the budget of the prison to be submitted to you later in the session, you will note a substantial increase. I call this to your attention in order to point out that when the last budget was adopted allowance was not made for extra guards to relieve a labor condition existing in said institution. The present employees are required to work seven days a week and on many occasions more than eight hours per day. This condition is subversive to efficiency and contrary to labor hours set for other State departments.

## PURCHASING AGENT

From an intensive study of the vast amount of materials, furniture, and food stuffs purchased for State departments and State institutions, I am convinced that there would be a substantial saving to the State in finances if a Purchasing Department were created under the supervision of a State Purchasing Agent.

I ask your serious consideration of legislation along these lines. It should be borne in mind that such legislation, if you deem it wise, should cover such departments and institutions as can be economically grouped within its scope.

## STATE PUBLICITY

The publication and distribution of "Nevada Highways and Parks" was begun in 1936 and continued during the biennium of 1939-1940. This publication was issued as an integral part of the Department of Highways activities. It served a good purpose in bringing tourists into the State as distribution of 30,000 copies of each issue was made to all parts of the United States.

Because of the passage of Constitutional Amendment No. 1 at the last general election, publication of this magazine has been discontinued. This was the only State medium for advertising purposes.

Consideration should be given by you as to whether you deem it wise for the State to advertise through such a medium, having in mind the question of whether we would obtain value received. If so, provision should be made for State publicity.

## EDUCATION

Nevada schools, while adhering to conservative policies, have shown an increased recognition of the need to fit the children of the State for good citizenship. Health and safety have been stressed in school programs.

The condition of school buildings and equipment throughout the State has shown marked improvement. In the construction of new buildings care has been taken in providing for better lighting, heating, sanitation, safety, and elimination of fire risk.

A legislative program has been carefully studied and approved by the State Board of Education. You may have access to this program through the State Superintendent of Public Instruction. I request that you consider this program and determine whether the adoption of any part or all of it would be of benefit to our school system.

Through the adoption by the State Board of Vocational Education of several State plans for National Defense training, the youth of the State and artisans, who need refresher courses in specific trades connected with National Defense, will be given the opportunity to prepare for employment along these lines. Rapid expansion of this program, entirely at Federal expense, may be expected in the near future as schools and communities make application for these courses. Besides its present value, the program may have far-reaching results in reshaping the high school curriculum so that the need for work preparation may be recognized.

There has been improvement in general conditions at our State University, both scholastically and as to its building program. The Engineering Building authorized by the thirty-ninth session of the Legislature is under construction and should be ready for occupancy by September of this year. The building program of the gymnasium is being worked out and construction work should be underway in the near future. I ask that you give serious consideration to recommendations by the Board of Regents for certain improvements at the University.

## NATIONAL DEFENSE AND THE NEVADA NATIONAL GUARD

Events for the past two years have been so far reaching as to cause concern to every citizen of our State and Nation. The war being waged across the sea has been productive of a serious cause of concern in the United States. We know that war activities of any magnitude in any part of the world affect us morally and economically.

While I deem it wise that we should not repeat our experience of 1917 in sending men to foreign grounds to fight, it is apparent that we should prepare

for the defense of our Nation. In doing so our State cannot be exempt from the cost and labor entailed in bringing ourselves to a proper state of preparedness.

Under the Selective Service Act of 1940, we are keeping pace with all other States in fostering the program of supplying men for training.

Progress has been made by the Nevada National Guard and its officers the past two years. Negotiations with the War Department have recently been completed whereby Nevada has been allotted a battalion of 90 mm. Field Artillery (A.A.), free from units formerly controlled by Utah and California Guard authorities. This unit is called the 121st Separate Battalion of Anti-aircraft, Coast Artillery, made up of former units of the 40th Military Police Company and all of the elements of the 115th Engineers which have been ceded back to the National Guard Bureau.

With my approval, the Headquarters, Headquarters Battery, and Battery "A" (Searchlight Battery) of such Battalion have been located in Reno. Batteries "B," "C," and "D" have been located in Winnemucca, Elko, and Las Vegas, respectively. The authorized strength of the Guard consists of 37 officers and 342 enlisted men, or a total of 379 men.

Your attention is directed to the Adjutant General's Report for the years 1939 and 1940; also in connection with this report, I would direct your attention to Circular 60, of December 23, 1940, and Circular 1 of January 1, 1941.

Bear in mind that armories will be required to house the equipment, but it is believed that the aid of the Federal Government can be obtained in meeting this cost. Later in your session I expect to transmit a special message containing data and figures concerning such cost.

I have dwelt at some length on this subject to give you a picture of our situation. Serious and careful consideration should be given to the part Nevada is to play in the whole picture and appropriate legislation enacted to further this program.

#### EMERGENCY FUND

The Capitol and other State buildings located in Carson City are badly in need of repairs and painting. Portions of the interior of these buildings should be renovated and redecorated. No work to speak of has been done on them for over six years. I recommend that a permanent fund be appropriated for the purposes mentioned, to be expended under the authority of the State Board of Control.

I respectfully suggest that an investigation be made by proper committees in order that an estimate be made for the amount of money needed for the fund.

#### RELIEF AND SOCIAL SECURITY

Nevada has been fortunate in escaping the tremendous burden that relief has cost in practically all other States. This State has not been obliged to seek new forms of taxation to take care of relief needs and deficits.

From an appropriation of \$15,000 made to carry on the activities of the State Board of Relief, Work Planning, and Pension Control during the 1937-1939 biennium, there is sufficient money to carry on until June 30, 1941. An additional appropriation will be necessary to cover the 1941-1943 biennium.

The State Board of Relief, Work Planning, and Pension Control has the Division of Old-Age Assistance and Child Welfare Service under its control. The Federal Government participates in the relief program of this board on condition that a certifying agency be provided by the State to cooperate with its relief program. In order to continue this agency, provision will have to be made by appropriation for this purpose.

It is reported that the Federal Government has spent through its relief program in this State almost \$2,500,000, besides making it possible for the distribution to the needy of food having an approximate value of \$200,000.

If we extend this program and enter into aid to dependent children with the Federal Government, with the State and counties bearing the same relative proportion of expense as provided for in the Old-Age Assistance Act, it would appear that the counties would have little more expense than they have under

the present methods of caring for these children, while the State's share would be comparatively heavy. It is estimated that approximately 1,000 children would come under such a program.

As to the question of aid to the needy blind, it would be necessary to extend the relief program on practically the same basis as applies to Old-Age Assistance. There are approximately one hundred needy blind in the State.

I ask your earnest and conscientious consideration as to whether this program should be extended to include aid to dependent children and the needy blind. I also ask your consideration of whether the assistance now provided to the aged is sufficient under the circumstances to care for them.

About 20 percent of the recipients of old-age assistance in Nevada are Indians. If an Aid to Dependent Children Act is passed a very large percentage of those who receive this aid will be Indians. Of the approximate number of 100 needy blind in the State, about 70 are Indians.

In view of these circumstances, I wish to again call to the attention of the Legislature a bill that has been before the Congress for some years. This bill, which is the Hayden Bill, provides that the Federal Government be responsible for the entire amount of assistance given to Indians under the various titles of the Social Security Act. I respectfully suggest to this Legislature that this pending bill be again called to the attention of Congress and its passage recommended if, after a study of the question, this Legislature feels that such action upon its part is desirable.

#### LAW AMENDMENTS

The Attorney-General has made recommendations concerning the amendment of some of our statutes in order to clarify their meaning. A report of these recommendations of the Attorney-General is available to you and I request your earnest consideration of the same, to the end that certain statutes mentioned might be made more clear in meaning.

#### IN MEMORIAM

The people of the State of Nevada feel a profound sorrow in the death, on November 10, 1940, of Honorable Key Pittman, who served this State faithfully and zealously as United States Senator for twenty-eight years. His clear judgment and wise counsel brought an honor to our State, which will go down in history as a credit to the United States.

I respectfully urge that you memorialize by an appropriate resolution his many years of distinguished public service as our United States Senator.

#### CONCLUSIONS

You are empowered under the law to make investigations of State institutions and departments with a view of determining whether they are functioning properly and make reports concerning them. I invite you to use this authority, if you consider you should, to investigate any department or institution within the State.

In doing this you should bear in mind that your duties should be performed with a view of considering, fairly and conscientiously, all phases of the workings of the departments or institutions under consideration to determine whether they are being efficiently operated. Under your oaths you should act without bias or favor, having in mind that you are acting for all of the people of the State to offer constructive suggestions for the betterment of our government. Constructive suggestions will be welcomed by your State officials.

I respectfully request that you feel free at all times during the session to discuss matters of State with me. I offer you the best efforts of myself and staff toward making your session successful, constructive, and harmonious. I am sure you will find all State officials ready and willing to cooperate with and assist you in solving problems important to all of the people of the State. You have my best wishes for a successful session.

You can appreciate that at this time it is impossible to comment upon all matters affecting the State. So in this message I have mentioned only such subjects as appear to be most pressing and deserving of earnest consideration.

I reserve the right to supplement this message with other communications to you during the session.

Respectfully submitted,

E. P. CARVILLE,  
*Governor.*

Senator Robbins moved that the Senate and Assembly in Joint Session extend a vote of thanks to Governor Carville for his message.  
Carried.

Senator Robbins moved at 2:45 p. m. that the Joint Session be dissolved.

Carried.

HOUSE IN SESSION

At 2:50 p. m.

Mr. Speaker in the Chair.

Quorum present.

Mr. Speaker appointed Messrs. Robb, Jones, and Loomis as a committee to meet with a like committee from the Senate to draft appropriate resolutions in honor of our late Senator, Honorable Key Pittman.

There being no objections Mr. Speaker and the Chief Clerk signed Senate Bill No. 1.

MESSAGES FROM THE SENATE

*To the Honorable the Assembly:*

I have the honor herewith to return to your honorable body Assembly Concurrent Resolution No. 1, which was this day adopted by the Senate.

F. BUCKINGHAM,  
*Assistant Secretary of the Senate.*

Mr. Jones moved that the Assembly adjourn until Wednesday, January 22, 1941, at 11 a. m.

Assembly adjourned at 2:55 p. m.

Approved:

WILLIAM J. CASHILL,  
*Speaker of the Assembly.*

Attest: E. C. MULCAHY,  
*Chief Clerk of the Assembly.*