

TONOPAH DAILY BONANZA

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EDITORIAL COMMENT

FACTS--NOT AN IDLE DREAM.

Jim Butler, the father of Tonopah, has returned to his early love, the Klondyke country, for where he was heading when chance and fortune directed his steps to Tonopah. According to an interview with Captain Hunter, his partner in the Klondyke enterprise, there is promise of a boom in the camp. There is a great deal of work going on out in the district, and there has already been a shipment made from the new workings.

In the past there have been \$50,000 shipped out on a lease of one of the properties, and there is no reason why there should not be more fortunes brought out from there. The reason that so little has been heard in regard to the district, is that everybody working there rushed to Tonopah after the discovery by Butler. Before they were ready to return, along came the rush to Goldfield, and following that the strike at Bullfrog. When these two camps calmed down to settled things, then came the big rush to Manhattan.

Now, while there is plenty doing in all the camps, they are going ahead on the too long forgotten district, and all the indications are that there will be big workings going on there in a very short while.

Manhattan is again coming to the front, and is coming along in a way that is not to be denied. Four mills have been ordered for Manhattan, and the first of these will be in operation next month. These mills will be wonderful incentives for the further investment of capital, and the production will be so great as to again attract the attention of the mining world.

Manhattan, like Klondyke, is tributary to Tonopah, and what helps Tonopah. It is in order for Tonopah, so rich in mines here, to put her best foot forward in the interest of both these camps. There is coming up, but Manhattan has nearly passed through the stages of development which establish the permanency of a mining camp. The greatest boosters that the camp has had have been the visitors who have come from the outside, and have seen for themselves that the camp has to offer. They have invested their own money and have returned to their homes to sing the praises of Manhattan.

The time is surely at hand when Manhattan will boom again like herself of her early days, only this time there will be no doubting, no guesswork. The stuff is there, and the only thing required to get it out is the erection of the mills, and that is being done as fast as possible.

COMPLIMENT TO JOHN HORGAN

AT THE MONTANA MILL EXPRESS THEIR GOOD WILLS

John Horgan, who was superintendent of construction of the Montana Tonopah mill, was the most surprised man in the camp last night, when he was made the central figure in a wine banquet at the Montana Tonopah mine, and was presented with a handsome gold watch and chain.

The banquet and watch were the expressions of the sentiments of the men who had worked side by side with him and under him, while the mill was being constructed. He is going to Goldfield today, where he will remain a few days, and then, returning here, will leave the camp good, going to his old home in Denver.

The function was an absolute surprise to the gentleman. He is an elderly retiree, but some of the "boys" hold of him and told him that men who were going away from the crowd wanted to say good-bye last evening, and so they wheeled him to the club room of the Montana Tonopah. There, spread before his astonished gaze, was a banquet table, around which were forty or more familiar faces. There were many delightful things said at the banquet, to show Mr. Horgan how stood with the men who had helped him in the great work on the mill.

And then, when the corks were popping, and the wine foaming, and the cares of the outer world completely forgotten, Scott Baldwin, who is the deep foreman of the construction work, arose and in a few words told Mr. Horgan why he had been honored, how his efforts had been appreciated, and how he himself was esteemed by all who worked with him. Mr. Baldwin then introduced Superintendent E. A. Collins of the Montana Tonopah, who, in a chosen language, presented the superintendent of construction with a handsome open-face gold watch.

The cover of the watch contained his monogram, and inside was the following inscription:
 "Presented to John Horgan, Esq., by Montana Tonopah friends, as a token of their esteem, September 10, 1907."
 Mr. Horgan could find no words to reply. He was completely overcome, and the tears were in his eyes. So the boys took the tears for the words of acknowledgement that they represented, and made the rafters ring with their cheers for their former chief. Afterwards, Mr. Horgan stated that he could not have spoken one word, if his life depended upon it. But, he was one of the happiest men in the world, and his manner made no effort at concealment of the fact.

RESOLUTIONS OF RESPECT.

Whereas, the allwise God has taken from our midst our beloved and esteemed brother, Thomas Kestle, therefore, be it

Resolved, By the brothers of Local 1417, of U. B. of C. and J. of A., in regular session assembled, that we extend to his bereaved wife and family our deepest sympathy and sorrow, and be it further

Resolved, That as a token of our respect and sorrow, our charter be draped for thirty days, a copy of these resolutions be spread upon our minute books, copies sent to the bereaved wife and family of our late brother, and also a copy be published in our local paper.

GEORGE WARDLE,
 HARRY BRANT,
 W. E. TRUESDALE,
 Committee.

Dated this 10th day of Sept., 1907.

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BUTLER IN LOVE WITH KLONDYKE

DISCOVERER OF TONOPAH IS WORKING PROPERTY IN THAT CAMP.

Jim Butler and Captain Frank W. Hunter came in yesterday morning from the Klondyke country, where they are partners in the Grand Central Mining Company. Klondyke is the country whither Jim Butler was speeding in search of new mineral land when he discovered Tonopah. He little knew at that time that his name was to be a household word and that he was to be the creator of a new mineral zone which was to enrich the world with untold millions.

But the discoverer of Tonopah, through all these years, has carried in his heart a little green corner for Klondyke, and he is certain that there is going to be uncovered there another great bonanza. Klondyke is about half way between here and Goldfield, and one side of the great mountain that divides the two districts, is silver and on the other is gold.

"We have not made any marvelous discoveries as yet," said Captain Hunter, "but we have all the indications of doing so. We have found gold that goes high in the values. We have a shaft that is down eighty feet and have crosscut for sixty feet in good looking rock. There is considerable work going on in the district. Jim Butler makes his home there when he is in this section and he is back to the old days of prospecting on the desert. He sleeps out on the ground and you cannot get him to dwell indoors. He has absolute faith in the future of the district, and since we have become associated we have been sending things along in humming fashion.

The New Klondyke Company, which is on the other side of the mountain from us, has already made a shipment which returned nearly a hundred dollars a ton. Diamondfield Jack Davis has several claims there, and he is going ahead on them, with full faith in their future development. There have been any number of people in there looking for property, and there is now a quiet boom going on. Every day sees a number of teams and automobiles in there from here and from Goldfield, and the latter place in particular is taking the greatest interest in the new old camp. There are several people from here who are going to take leases, and in a very short time you will see one of the busiest little sections to be found in southern Nevada."

WESTERN PACIFIC'S NEVADA SCHEDULE

According to Salt Lake papers, the Western Pacific will inaugurate regular freight and passenger service on its line between Salt Lake and Bews, Nevada, on October 1.

This announcement has been made by the Salt Lake officials of the road. Bews is the point at which the Western Pacific intersects the Nevada Northern.

With only a gap of eight miles to close, and with track being laid at the rate of over a mile a day, the Western Pacific should connect with the Nevada Northern at Bews in a very few days. Steel is now laid westward about 150 miles. From Salt Lake to Bews the distance is approximately 158 miles.

The laying of track has been resumed after a suspension of about sixty days. The work was suspended to permit the grading to be done, the track layers having caught up with the graders. The work will now be pushed with all possible haste.

Depots are being placed about every ten miles. Fourteen of them are now completed, and between Salt Lake and Bews there will be seventeen stations.

Virgil C. Bogue, chief engineer of the road, and T. J. Wyche, division engineer, made a trip over the entire line from Winnemucca to Salt Lake last week, and found everything in splendid condition. Every detail of the work was inspected, and Chief Engineer Bogue was well pleased with the conditions.

No passenger equipment has as yet arrived for the Western Pacific, and presumably Rio Grande rolling stock will be used when the operation of the road begins unless ore cars arrive in the interim with track laid to Bews sometime in September. This should give ample time for making all preparations for the opening of the line for traffic early in October.

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GRAIN WAREHOUSE BURNED TO GROUND

GOLDFIELD, Sept. 11.—The local hay and grain warehouse of the Wood-Curtis Company, fruit dealers of Sacramento, 203 South Columbia street, was destroyed by fire last night in less than an hour's time. The fire entailed a loss to the company of almost 2000 tons of hay, the value of which is estimated at over \$5000, including the cost of the building, which was burned to the ground.

The fire broke out at about 10 o'clock and in ten minutes the building was blazing. The five horses of Philip Wagner, which had been stabled in the building for the night, were in danger for a time, but Wagner, with the aid of a friend, finally lead the terror-stricken animals from the stable, although it was thought for a time that they would have to be blindfolded to get them out. The building was insured for \$3500.

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