

TONOPAH DAILY BONANZA

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Tonopah Bonanza Publishing Co., Inc.



W. W. BOOTH, Editor and Manager

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\$10 REWARD.

A reward of \$10 will be paid for information that will lead to the arrest and conviction of parties stealing The Bonanza from subscribers.

TO SUBSCRIBERS.

Parties who do not receive their papers, or who have any cause of complaint, will oblige The Bonanza by notifying this office.

Entered at the Postoffice in Tonopah as Second-class Matter.

No advertising cuts, one inch square or smaller, will be accepted unless made of metal. No wood base cuts of this size will be used. Wood cuts are dangerous to forms and press.

THE BRIDGEPORT DISASTER.

Copies of eastern papers publishing views of the great wreck of the Federal Express train at Bridgeport, Conn., are attracting the attention of railroad operatives throughout the country. It seems that the engineer of this train was a freight runner; he had never handled a passenger train before, and was trying to make up an hour's loss of time. There are four tracks on the New York & New Haven and on the Bridgeport viaduct, where the disaster occurred, the train was to take a "cross-over" from track 2 to track 4. The regulations prescribed the speed for trains taking this cross-over, at not over 15 miles an hour—six miles an hour would have been fast enough.

Had the regular runner been at the throttle, it is safe to say this accident would not have occurred. But the green man at the helm "took chances," actually rushing his train over the city viaduct at 60 miles an hour. This act of itself is enough to make any conservative railroad man stare, and wonder if that runner could have been in possession of his senses. Why didn't the fireman object? Couldn't the conductor, with possibilities of disaster in his mind at such reckless running, have "pulled the air" and forced a slowing up? None of these things appear to have been done; and when the great locomotive struck the cross-over, it shot right off the rails like a rocket and went flying over the side of the viaduct into a heavy concrete abutment which it broke to pieces, destroying itself at the same time. Thirteen people were killed and many more injured, the killing including the runner and his fireman, who paid with their lives the price of this recklessness. There were nine cars on the train, six of which were smashed and partly burned, some of the dead passengers being burned beyond recognition. If the railroad company gets out of this scrape at less than \$100,000 it will have occasion to felicitate itself.

It is only a short time since a San Pedro engine pulled a freight out of Salt Lake, westward. According to the superintendent, that engine left the round house in excellent order, and yet in the short distance of 14 miles out, she exploded her crown sheet, killing both engineer and fireman. Investigation showed that as the water had been converted into steam in the boiler, it had not been replenished from the tender; but why this had not been done can never be told because the only men who could tell are dead. A short Line engine exploded her crown sheet up in Idaho not long ago, with fatal results; and the local memory is fresh of the explosion of a big "hog" engine on Soldier Summit, when three men were instantly killed, the water having been allowed to fall in the boiler.

Such disasters only go to show that the running of repeated risk with long periods of immunity, callous men to sensibility of danger. This is by no means incident to railroading; it is noticed in other callings involving danger to life and limb. A man will work around machinery until his appreciation of danger is dulled; he becomes careless of his safety and suddenly he finds himself caught in the swiftly revolving shafting and life is quickly beaten out of him. Superintendents and managers may make rules and regulations as long as the moral law, and use every possible precaution known to human experience; but they can not eliminate the personal equation.

Superiors must trust to subordinates, and these subordinates must exercise reasonable, seasonable judgment based on experience gained by long application to special lines of work in which they are engaged. The sudden placing of inexperienced persons in positions of responsibility, may at any time result in a bull and china shop mixup, the extent of the disaster depending on circumstances.

The superintendent of the New York division, or the local master mechanic to the general management of the New Haven road for allowing a freight engineer entirely inexperienced in passenger running to take such an important train as the Federal express.

POLAR WIND, VIA COOK.

Dr. Cook is appearing in the Chautauques in the Middle West this summer telling the folks how he didn't find it. Well, the Doc always was a cool proposition, even when he was hunting the pole.

Speaking of fall, the Philadelphia Americans seem to have been doing something of the kind.

IN HONOR OF PENN.

Recently a memorial tablet was unveiled in London in honor of William Penn, the great Quaker colonist. The Quakers do not believe in war. They have always been peace advocates. It is, therefore, a curious fact that war talk formed a prominent part of the unveiling ceremonies.

Admiral Lambton said that "talking peace will not make the Continental nations fall into line." He may have meant Germany. "There is too much peace talk," he said; "it is womanish." Rear Admiral Chadwick glorified ships of war and armies of the United States and announced amid cheers, that Australia had just established a school for training young men to war. Only one of the speakers, it seems, mentioned the fact that we are now nearer than ever to the realization of the dream of William Penn.

Penn was one of the most intelligent and far-seeing colonists of this country, and his colony was the best planned of all. The first of his settlers arrived in 1681, and very soon there were three thousand of them. In 1682 he laid out the City of Philadelphia. His Indian policy was the same as that of Brigham Young. His aim was to keep peace with them, on the simple principle of coming to an understanding with them and then keeping the agreements.

He used to say: "Do not abuse them, but let them have justice, and you win them." Concerning Penn's treaty of peace with the Indians, Voltaire said: "It was never sworn to and never broken."

JAPAN'S NEW TREATY.

The new fourth clause in the revised treaty between Japan and England, signed in London on Thursday last, and announced today, is important. The new superseded treaty has been an obstacle in the way of arbitration. At Great Britain's suggestion Japan now consents to modify the mutual assistance clause so as to relieve either party to the treaty from the necessity of fighting with a nation with which it had concluded a general arbitration treaty.

Apparently Japan has become satisfied that war with us is beyond probability. Otherwise she would hardly have excused so valuable an ally as Great Britain from taking part. Further announcement is made that France is in a most complacent mood, and that a general arbitration treaty between the two great republics will probably be laid before the senate at the same time with the English.

EAT SARDINES A-PLenty.

It is encouraging in these days, when everything nice is condemned by scientific faddists as nasty, to have the high authority of "The Lancet," in support of the popular theory that the sardine is of great dietetic value.

The sardine is good, the Lancet tells us, because, for one thing, it encourages the consumption of oil, which tends to avoid "many ills, and especially those associated with wasting diseases and gouty disposition." This consumption of sardine oil, it adds, "prevents the overloading of the tissues with nitrogenous waste products and a digestible fat favors nutrition considerably. The sardine supplies also an excellent proportion (25 per cent. of nitrogenous material, and so it becomes a real and economical food in addition to this the sardine has appetizing qualities, and where appetite serves digestion is sure to follow."

CONDUCTOR'S LAST REFUGE.

Heretofore the wisdom of Solomon was required of all street car conductors many times a day when the question of a child's age arose. This delicate problem has just been solved by the Cincinnati Car company in a manner that would make the author of the Book of Proverbs look to his laurels as a shrewd judge.

By careful computation it was ascertained that the average height of 5-year-olds is 41 inches, and accordingly a mark was painted at that height from the floor in their cars. Hereafter there can be no insinuations regarding the veracity of parents who desire to save that nickel. If dispute arises, the youngster is marched up to the fare height mark and the answer is obvious.

It is said that the Asquith government will create fifty new peers as an earnest of its intention, should the lords display an obdurate disposition. This makes of "earnest" a synonym of "threat."

It is said that Citizen Richard A. Ballinger holds views on public lands at variance with the views of Richard A. Ballinger, secretary of the interior. Dissolving views, evidently.

According to his own story, Attorney John E. Parsons is the father of trusts. But this doesn't put him in the same class as the Father of his Country.

Another difference is that in Nevada the mid-summer night's dream is frequently disturbed by a haunting sense of the necessity for more bed-clothes.

Idealistic as it may be as a summer resort, less than the usual number of tourists have taken passage to the North Pole this season.

Still shy the unqualified indorsement and enthusiastic support of Mr. Bryan, the Wilson boom is doing quite well at present.

Many a man who says that he knows nothing feels greatly puffed up with his knowledge.

Rains or no rains, this fall's flow of political oratory will be extremely thin and light.

PERSONALS

Comings and Goings of Our Local People and Others

Ed Malley visited Goldfield yesterday.

Jaek Peck was a visitor to Goldfield yesterday.

Mrs. Joe Brice arrived from Manhattan this morning.

W. C. Peccival of Manhattan is in Tonopah today on business.

Tom Risch left this morning for his ranch at Santa Rosa, Cal.

George Richards was a passenger this morning for Hobart Mills.

Judge Burkett is in from Manhattan attending to business in this city.

Mrs. Jennie Cureaux left this morning for Reno for a visit of several weeks.

R. Mead, forest ranger for the Toquima reserve, is in from Manhattan on business.

J. S. Spurr, the noted geologist, is in Tonopah from New York and is registered at the Mizpah.

Thomas ("Dry Wash") Wilson and family are registered at the Mizpah hotel from Manhattan.

THANKS TO MR. BUSCH.

LOS ANGELES, Cal., July 24.—The American Medical association, recently in session here, has sent by cable two messages to Adolphus Busch at his German villa in recognition of his liberality in promoting the aims and interests of the association. The first one of the telegrams reads as follows:

"Adolphus Busch, Langenschwalbach—The president, Dr. Mattison, the local committee and 34,000 members of the American Medicine association send hearty greetings and best wishes and a rising vote of thanks for your generosity to the American Medical association, your donations to the scientific advancement and your contribution to its personal comfort."

(Signed) J. B. MURPHY.

The second one is as follows: "Adolphus Busch, Langenschwalbach—Cordial greetings, grateful appreciations and best wishes from American Medical association."

(Signed) Murphy, Gorgas, Jacobl, Welsh and Mattison.

UNIVERSITY OF NEVADA.

Reno, Nevada, 26th year begins August 14, 1911.

Courses in agriculture and domestic science in the college of agriculture.

Courses in the languages, history and economics, mathematics and the natural sciences in the college of arts and science.

Courses in mining engineering and metallurgy, mechanical and electrical engineering and civil engineering, in the college of engineering.

Courses in education, elementary and advanced, in the college of education.

The university high school, preparatory to the college certificate from recognized high schools accepted, general supervision by faculty of all out-door sports.

For catalogue and illustrated circulars address President J. E. Stubbs, Reno, Nevada.

NOTICE TO THE PUBLIC!

Notice is hereby given that I, the undersigned, have on the 14th day of July, 1911, leased to Bart McGee the dairy business in Tonopah known as the "Pioneer Dairy" and that I will not be responsible for any bills or debts that may be contracted by Bart McGee or in the name of the Pioneer Dairy, as I have no interest in the conduct of said business.

J. W. CLIFFORD.

7-21-2w

CLASSIFIED ADS.

Advertisements in this column are 10 cents per line, each insertion. Five words to the line.

FOR SALE—Half interest in five gold claims, each pans well, or will bond. Address Amos Kindt, Maxton, Ariz. 2t

LOST—Leather card case with memorandum book enclosed on side. Return to S. R. Moore & Company. 7-18-11

FOR SALE—New Milburn two-horse wagon, with springs; covered top. Just the vehicle for camping or prospecting; iron axle. Address H. H. Bonanza office, Tonopah, Ariz.

WANTED TO BUY—Constant Ventr of Hot Creek, Nye county, starts in cattle business June 25th and will buy cattle at \$20 and \$40 per head. 6-19-11

The Stock Market

Quotations Furnished by H. E. Epstine, Mining Broker

TONOPAH.		West End	
Bid.	Asked.		
Tonopah Nevada	\$5.75		.55
Montana	.67		.70
Tonopah Ex.	.85		.90
MacNamara	.18		.19
Midway	.17		.18
Belmont	6.62 1/2		6.70
North Star	.14		.15
West End	.55		.56
Rescue Eula	.15		.16
Jim Butler	.27		.29
Mizpah Ex.	.65		.70

GOLDFIELD.

Bid.	Asked.
Goldfield Con.	\$5.62 1/2
Booth	.08
Blue Bull	.04
Atlanta	.15
Jumbo Ex.	.20
Florence	1.30
Speared Gold	.06
Comb. Fraction	.09
Kewanas	.05

COMSTOCK.

Bid.	Asked.
Ophir	\$2.07 1/2
Mexican	4.05
Con. Virginia	1.02 1/2
Sierra Nevada	.44
Union Con.	1.45
Scorpion	.26

MISCELLANEOUS.

Bid.	Asked.
Pitta. Silver Peak	\$.80
Nevada Hills	3.80
Manhattan Con.	.03
Man. Dexter	.03
Man. Mustang	.02
Man. Big Four	.24

NEW YORK CURR.

Bid.	Asked.
Tonopah Mining	\$5.50
Montana	.68
Tonopah Ex.	.88
Rescue Eula	.15
Midway	.17
Belmont	6.62 1/2
Jim Butler	.27
Goldfield Con.	5.62 1/2
Mizpah Ex.	.65

WEATHER REPORT

1 a. m.	.55
2 a. m.	.55
3 a. m.	.55
4 a. m.	.55
5 a. m.	.59
6 a. m.	.58
7 a. m.	.55
8 a. m.	.60
9 a. m.	.63
10 a. m.	.69
11 a. m.	.71
12 (noon)	.74
1 p. m.	.77
2 p. m.	.80

Highest temperature a year ago, 90; lowest temperature a year ago, 66. Fair tonight and Tuesday.

FORMER JUDGE SUICIDES.

ST. LOUIS, July 24.—Registering under an assumed name at a hotel, former Circuit Judge W. E. Fisse, one of the best known attorneys of St. Louis, killed himself with a revolver. He registered at the hotel Friday and his body was found yesterday afternoon. Friends ascribe the cause to a nervous breakdown.

ED WHEECE

Keeps all kinds of clear and rough lumber on hand. 1mo.

NEVADA FIRST NATIONAL BANK

TONOPAH, NEVADA.

Authorized depository of the United States government. Depository for the Postal Savings Funds for the Tonopah Postoffice.

Capital and Surplus, Fully Paid, \$111,000.00

Our Client's Orders Are: CLOSE OUT

To accomplish this we offer entire stock of the Nye County Mercantile Company, consisting of Shelf Hardware, Tools, Cooking Utensils, Glassware, Crockery, Refrigerators, Stoves, Ranges, Harness, Screen Doors, Wire Cloth,

AT ONE-HALF REGULAR PRICES

GUARANTEED TO BE

WAY BELOW WHOLESALE

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McINTOSH & COOKE

TRUSTEES

Tonopah Drug Co.
A PRESCRIPTION PHARMACY
Most complete line of Toilet Articles the market affords
Hudnuts Goods at Regular Prices
We Also Handle Rexall Preparations

Rotholtz Bros. Inc.
WHOLESALE & RETAIL. OPPOSITE MIZPAH HOTEL

Stationery, Books, Toys and Games
Candy, Whist Novelties, Tally Cards,
Cigars, Tobacco, Cigarettes, Pipes.