

# CLOSER ECONOMIC COMBINE BETWEEN THE CENTRAL POWERS

(By Associated Press.)  
 VIENNA, July 8.—German and Austrian aspirations for a closer economic union have received a setback at the hands of the Budapest Chamber of Commerce. In emphatically worded resolutions that body has declared that the new Ausgleich with Austria shall be for only ten years, and has further expressed its conviction that Hungary must be independent of Austria in customs matters and have her own tariffs.

The Ausgleich is the working agreement between Austria and Hungary for carrying on the joint affairs of the dual monarchy, including provision for customs and finances. Originating in the compromise of 1867 the legal term of the agreement was fixed at ten years, but since the movement began for a closer economic union between Germany and Austria-Hungary it has been urged that the Ausgleich, which expires next year, be extended to twenty or twenty-five years so as to make possible some of the readjustments that would not be possible in a shorter period. The leaders in the movement for the economic union, who have been meeting in Berlin, Vienna, Budapest, Munich, Dresden and Prague, have considered the extension of the

Ausgleich to be a most essential matter, and the action of the Budapest Chamber of Commerce is opposition to it has caused much irritation among those who hope that the new economic alliance will be perfected.

It is said that the Hungarian parliament, on the whole, is also opposed to the extension of the Ausgleich. The negotiations every ten years for each new Ausgleich have always been used by the politicians in Budapest to extract all sorts of compensation, political, financial and economic, from the government in Vienna, and the Hungarians will not readily sacrifice such a powerful weapon.

The determined stand by the Budapest chamber in the matter of a separation of the customs systems of the monarchy has also opened up serious problems. While Hungary is chiefly an agricultural state, it has in the past few years been laboriously building up various industries with government subventions and all sorts of political assistance, to the point of competition with Austria, which is chiefly a manufacturing state. In Hungary it has been decreed that no official supplies are to be bought outside of Hungary, not even in Austria, if they can possibly

# COAST PROTECTION FOR NEW HARBOR

IMPROVEMENTS URGED AS A MEANS OF INCREASING THE PACIFIC COAST DEFENSES

(By Associated Press.)  
 CRESCENT CITY, Cal., July 8.—Improvement of the harbor here is being urged by the citizens of the city and county of Del Norte, which together have provided for \$100,000, according to the recommendations of a board of United States army engineers. The business organizations of Crescent City are now preparing to go before congress in the hope of obtaining at the present session the necessary government assistance with which the improvements are to be carried to completion.

It is pointed out that the harbor here is of great strategic importance to the defenses of the Pacific coast, since it is half way between Mexico and Canada and also midway between the great harbor of San Francisco and the Columbia river. It is also declared that the improvement will supply a deep water harbor for a large area in both northern California and southern Oregon which is now being opened up to settlement.

Subscribe for the BONANZA.

Serial No. 04909  
 NOTICE FOR PUBLICATION

U. S. Land Office at Carson City Nevada, June 20, 1916.  
 Notice is hereby given that John Bradford, of Death Valley, California, who, on May 3, 1910, made Homestead Application, No. 04909, for SW 1/4, NW 1/4, SW 1/4, NE 1/4, Section 11, Township 13 South, Range 50 East, Mt. Diablo Meridian, has filed notice of intention to make Five-Year Proof to establish claim to the land above described, before Justice Christenson, U. S. Commissioner, at Beatty, Nevada, on the 31st day of July, 1916.

Claimant names as witnesses: John Seipp, of Death Valley, California; John Datta, of Beatty, Nevada; Charlie Spears, of Death Valley, California; Mrs. Della Seipp, of Death Valley, California.

SHOBER J. ROGERS, Register.

BURNED DURING GALE  
 A small shack used for a play house in the rear of the Mitchell residence on Stone avenue was burned last night at 6 o'clock. The blaze is supposed to have been of incendiary origin for there was no one near the place and there had not been a fire in the stove for weeks. The loss is estimated at \$50. The wind was blowing a gale at the time.

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 At Less than Wholesale Prices.  
 Moving 1/4 of a Million Feet a Day Place Your Orders Immediately.

THE MAIN PALACES—THE COURTS AND THE POWERS—of the P. F. I. E. are being dismantled, and we are disposing of the lumber. It is coming out, not only clean and in good shape, but thoroughly seasoned. All square pine.

Don't delay sending us your lumber bill, for prices will be so low you cannot afford to overlook the savings, and the lumber is moving very rapidly.

SIZES: 2x2 to 2x12; 2x12 to 2x18; 4x4 to 4x12; 4x12 to 4x18; 6x6 to 6x12; 6x12 to 6x18; 8x8 to 8x12; 8x12 to 8x18; 10x10 to 10x12; 10x12 to 10x18; 12x12 to 12x18.

SHIPMENT  
 Subject to previous sale, in marked lots, we offer the following: 1. a. b. c. d. e. f. g. h. i. j. k. l. m. n. o. p. q. r. s. t. u. v. w. x. y. z.

2x6, 2x8 and 2x10 Oregon Pine Shipments—suitable for yardwork, stumps, sub-boards, staves, etc.—\$9.50 per M. B. F. in car lots as the above is laid it matches and more.

We have 1000 FLAG POLES—25 ft. by 100 ft. long. While they last we are giving One 25-Foot Flag Pole Free with each order of \$100.00, as a favor of the World's Greatest Exposition.

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 Is Now Conducted by  
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 Bar and Dining Room.  
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**THE BANDBOX Barber Shop**  
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 Will be conducted in first class manner.

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# Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

## Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

- "Our conferences have demonstrated that we cannot harmonize our differences of opinion, and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:
1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
  2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

## Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

- No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.
- The rates the railroads may charge the public for transportation are now largely fixed by this Government board.
- Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.
- The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

## A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

**National Conference Committee of the Railways**

ELISHA LEE, Chairman	G. H. EMERSON, Gen'l Manager Great Northern Railway	N. D. MAHER, Vice-President Nevada & Western Railway
F. R. ALBRIGHT, Gen'l Manager Atlantic Coast Line Railroad	C. H. EWING, Gen'l Manager Philadelphia & Reading Railway	JAMES HUNSELL, Gen'l Manager Denver & Rio Grande Railroad
L. W. BALDWIN, Gen'l Manager Central of Georgia Railway	E. W. GRICE, Gen'l Supt., Frisco Chesapeake & Ohio Railway	A. M. SCHOYER, Resident Vice-Pres. Pennsylvania Lines West
C. L. BARDO, Gen'l Manager New York, New Haven & Hartford Railroad	A. S. GHEIG, Asst. to President St. Louis & San Francisco Railway	W. L. SEDDON, Vice-President Seaboard Air Line Railway
H. H. COFFMAN, Vice-President Southern Railway	C. W. KODINS, Gen'l Manager Atchafalaya, Tonopah & Santa Fe Railway	A. J. STONE, Vice-President Eric Railroad
E. E. COTTER, Gen'l Manager Wabash Railway	H. W. McMASTER, Gen'l Manager Washington & Lake Erie Railroad	G. S. WAID, Vice-Pres. & Gen'l Mgr. Bessemer Central Lines
F. E. CROWLEY, Asst. Vice-President New York Central Railroad		

**ASSESSMENT NOTICE**  
 Tonopah Gypsy Queen Mining company, location of principal place of business and location of works, Tonopah, Nye county, Nevada.  
 Notice is hereby given that at a meeting of the board of directors, held on the 5th day of June, 1916, an assessment (No. 9) of one (1) cent per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the secretary, at the office of the company, room 265 Russ building, San Francisco, California.  
 Any stock upon which this assessment shall remain unpaid on the 11th day of July, 1916, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Tuesday, the 15th day of August, 1916, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.  
 By order of the board of directors.  
 CHARLES D. OLNEY,  
 Secretary.  
 Office, room 265 Russ building, San Francisco, California. J10-Jy11-16

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