

# TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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## WE ARE ON THE WAY TO BAGDAD.

THE Union Jack is fluttering within the shadows of the brick walls enveloping the city of Bagdad, the chief seat of learning and the center of the industrial world of Mesopotamia, and another week will probably tell the story of the cross of St. George supplanting the crescent of the Moslem in this most famous and historical city of the east. The city is surrounded by a brick wall five miles in circumference and 40 feet high, but in these days of modern artillery such fortifications would not exist as long as a chunk of ice in Tophet. The four gates of the city date back to remote ages, one of the entrances bearing the authentic date of A. D. 1220, which has remained closed since 1628. Bagdad has been described as the city of mosques since the population of 150,000 boasts of 100 mosques of which some 30 are in constant use. The Bagdad railroad, when completed, will connect the Mediterranean with the Persian Gulf. The first section of the line was opened in 1904 and since then there has been keen rivalry between the several European governments for control of this artery of commerce. At one time the British government intervened with that unerring sagacity that forecast ten years ago the efforts of Germany to gain the ascendancy in the valley of the Tigris. Through this intervention an agreement was reached by which German capitalists could only control 40 per cent of the stock of the railroad, while 20 per cent was allotted the French. The total length of the road is 1550 miles, or almost as far as from New York to Omaha. Of late years many European houses have established branches until at the beginning of the war the most important business was directed by French, English and Russians, with a small sprinkling of Germans who were edging their way into the field in such persistent manner that their influence was rapidly extending. In summer the heat is oppressive, the temperature reading from 75 degrees Fahrenheit at dawn to 125 degrees at noon. Nevertheless it is an arid country and the intense heat is not felt any more than the same temperature would be felt in Tonopah, for the humidity is almost negligible, owing to the fact that for 340 days of the year there is not the slightest trace of moisture and the country is dependent wholly on irrigation provided by the Tigris, which is renewed from the snows on the distant Armenian hills.

Bagdad has the further distinction of having been the seat of the Babylonian dynasty where Nebuchadnezzar, the humbled monarch, gave an exhibition of the breakfast food habit by chewing up the lawns of his neighbors in compliance with a decree of the Almighty. Bagdad is credited with being the seat of the ancient Assyrian empire and in 1848 Rawlinson discovered here bricks bearing the name of the lawn-mowing monarch. Here also Haroun el Raschid of Arabian Nights fame, held court in the ninth century of the Christian era and under the reign of this benign monarch Bagdad became the seat of learning and Arabic literature in all the glory of an opulent Oriental imagination. Though now mostly a barren wilderness the basin of the lower Euphrates and Tigris in ancient times was carefully irrigated and luxuriantly fertile, the seat of mighty empires and inhabited by industrious populations. Good government will yet restore it.

## IRELAND FOR THE IRISH.

THE true significance of the demand for home rule in Ireland does not impress the casual observer as strongly as it should owing to the fact that the main subject and the vital promise on which the demand hinges have been forgotten in the rush of events since the opening of hostilities. Just before the world's war was precipitated Ireland was promised autonomy or something so closely akin to it that there was a distinction without a difference. This pledge was a solemn compact entered into by the British parliament as a propitiatory offering to the Irishmen who have always been the chief support of the British empire in the hour of trouble. England asked and was granted time for perfecting the system which it proposed to apply to the sorely stricken sister province but this promise, like all others for the past 300 years having for its purpose the alleviation of political distress in Ireland never was executed. In the meantime Irishmen manifested their loyalty to the mother county by enlisting and volunteering their services until Erin showed a greater proportion of soldiers than were reported from any other section of the United Kingdom. This result was achieved in face of the fact that Ireland was exempt from the compulsory service act and whatever offering came from the Irish people was actuated by misguided patriotism and a devotion born of the belief that at last Great Britain was about to reward her favored sons by eedng their political emancipation. Ireland more than complied with the letter of the contract and now, after the lapse of three years, the men in Parliament who have spent their lives in wresting this boon from England demand full and absolute capitulation. The principle at stake is the great American dogma that there cannot be any government without the consent of the governed and the sentiment was voiced more strongly by President Wilson in his famous peace message in which he proposed that the principles of the Monroe doctrine apply to the entire world in the various circumscribed areas of certain political dominions.

Ireland has been the football of Great Britain for whose kingdom that country fought from the very earliest days of history and still continues to fight at a time when the English papers are filled with reports of slackers who are found in droves in every British city, and who cannot be compelled to render allegiance to their king by fighting for the existence of the empire. Ireland has been to the fore in the present war and the leading generals and statesmen are those who have a strain of Irish blood in their veins and whose genius furnishes the guiding strength of the war. This is the time to strike and strike hard. Unless the Irish wrest their political freedom from the enthralling influence of the Saxon king the grant will never come and after the war Ireland will once more be thrown under the domination of a soldiery as ruthless as the Cossacks of the Amur.

## PAYING TRIBUTE TO ENGLAND.

DURING this ruthless U-boat campaign it is well to understand that all shipping intending to enter trans-Atlantic neutral ports must stop over at Halifax and suffer a detention there ranging from one week to six times that period in order that the British admiralty may be satisfied of the cargoes in transit. We have not heard any loud protest against this imposition on American shipping. The government at Washington supinely endures this ordeal because it is a British fabrication which ordains that all vessels must submit to the right of search which the United States never has conceded. While on this question it is probable that some of the opposition the president encountered during the famous filibuster was due to the desire of a number of old-fashioned senators of stern Republican principles and Democrats with some of the Jeffersonian injection up their spines may have wanted an explanation of why Mr. Wilson was so eager to make an example of Germany while permitting this arrogant interference with our rights to the freedom of the seas.

Millions in talk, but not a dollar for defense.

Father Ricard, the Sunspot astronomer, was Johnny on the spot once more by predicting today's storm three weeks ago.

Both sides are evidently preparing for a decisive struggle in Europe.

It is deserving of notice that the only illicit combine in restraint of trade was that of the paper makers, who succumbed to the pressure of the united editors.

## ANTI-SUBMARINE CARGO CARRIERS PLANNED BY AN AMERICAN ENGINEER

(By Associated Press.)

NEW YORK, Mar. 9.—A plan whereby cargo tonnage can be created in this country "faster than Germany can sink it," has been devised by F. Huntington Clark, an American engineer, according to an announcement before a joint session of the Automobile Club of America, the Aero Club of America, and the Motor Boat Club of America.

The new type of vessel, it was said, could be built in great numbers quickly at small cost, and by men of little skill. Each vessel would be mastless, smokeless and of diminutive size and would have such low visibility as compared with the great steel ships now afloat that it could be seen by a submarine at barely more than a third of the distance at which the 10,000 ton steam ships are now detected.

In addition, it was also asserted the new craft, propelled entirely by motor, would offer a smaller mark, would be more easily maneuvered in event of an encounter and because of its small draft of 11 to 13 feet, torpedoes that ordinarily would sink the larger vessel of steel construction, "would pass idly beneath it."

It was estimated that one million tons, or a thousand vessels of 1,000 tons each, with a speed of nine knots could be built at a cost of \$100,000,000 in a year. These boats would be 185 feet over all, with 36 feet beam. The same amount of tonnage, with a speed of 14 knots it was said, could be built for \$150,000,000.

## TAILOR CONFESSES CHURCH THEFTS

IN ONE CASE STOLE A PIANO AND HAD TO RETURN FOR THE STOOL

(By Associated Press.)

NASHVILLE, Tenn., Mar. 9.—Church robberies that have mystified the police were cleared up today by the confession of John Light-singer, a tailor, who admitted he had robbed eight churches.

Among his booty was a piano, and after he had sold it to a negro he had to go back two miles to the church and steal the piano stool because the negro said it was part of the bargain. He stole the baptismal suit of the Rev. C. O. Skinner twice, taking it the second time after its owner had recovered it from a pawn shop.

## PRESIDENT CANCELS ALL ENGAGEMENTS FOR TODAY

(By Associated Press.)

WASHINGTON, D. C., Mar. 9.—The president is somewhat improved, but still ailed. A cabinet meeting and other engagements for today were cancelled.

## IMPORTANT NOTICE TO SECRETARIES

Your attention is called to the following extract from the Nevada Statutes: Chapter CVIII, Nevada Statutes, 1901: Amended Statute, 1913, Chapter 194:

Section 1. All foreign corporations doing business in the State of Nevada shall, not later than the month of March in each year, beginning in the year 1914, publish a statement of their last year's business in some newspaper published in the State of Nevada. If published in a daily newspaper, such statement shall be published for a period of one week, or if published in a semi-weekly or tri-weekly newspaper, for a period of two weeks; or if published in a weekly newspaper for a period of four weeks.

The penalty for not complying with the above law is a fine of \$100 for each month that the published statement remains unfiled with the several assessors of the state.

Kindly fill out the attached blank and mail to the "TONOPAH BONANZA PRINTING COMPANY, Tonopah, Nevada." We make a nominal charge of \$10.00 for publication, which includes the filing of a sworn affidavit of publication with each of the assessors of the sixteen counties of the state.

TONOPAH BONANZA PRINTING COMPANY, Tonopah Nevada.

This account subject to a discount of 10 per cent where cash accompanies your order.

## ANNUAL STATEMENT OF THE

Company for the year ending December 31, 1916.

Location of mine \_\_\_\_\_ Mining District \_\_\_\_\_  
 County of \_\_\_\_\_ State of Nevada \_\_\_\_\_

DEBIT	
December 31, 1915, to cash on hand	\$
To assessments collected during 1916	\$
To amount received from other sources	\$
CREDIT	
Mine expense in year 1916	\$
General expense in year 1916	\$
Paid dividends in year 1916	\$
Balance on hand December 31, 1916	\$

(Sign name very plainly) Secretary.  
 Address \_\_\_\_\_

Fill out and return this form with a remittance of \$9.00 and all details as required by law will be attended to.

## Tonopah Daily Bonanza

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We make direct connections at Las Vegas with Salt Lake Route Main Line Passenger Trains to all Eastern, California and Arizona Points, leaving Goldfield Mondays, Thursday and Saturdays at 9:25 a. m.

R. J. Highland, Gen. Agt. Tonopah, Nevada

C. E. Redman, Traffic Manager Goldfield, Nevada

## TONOPAH & TIDEWATER R.R. CO.

Leaves Goldfield 9:25 a. m. Monday Thursday, Saturday	TONOPAH to LOS ANGELES	Arrives Goldfield 6 P. M. Sunday Wednesday, Friday
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Leaves 2 P. M. Daily Except Sunday	BEATTY to LOS ANGELES	Arrives Beatty 1:20 P. M. Daily Except Monday
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Electric Lighted Pullman, Beatty to Los Angeles Monday, Thursday, Saturday

Electric Lighted Chair Car, Beatty to Los Angeles Daily except Sunday

GRIER See ASPLAND

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PICKS, SHOVELS, DRILL STEEL, POWDER, CAPS, FUSE, SINGLE AND DOUBLE JACKS, ALL KINDS OF COOKING UTENSILS, FORGES, MORTARS AND PESTLES, GOLD PANS, ETC. ::

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