

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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BONANZA DEMANDS PROOF

L. P. LOWE, who writes himself down as the chief stockholder of the Tonopah Gas Company, operating in Tonopah, is asked for an explanation of a statement contained in a sheet of papers addressed to the committee of Tonopah consumers. The contents of this package consists chiefly of abuse of everybody and everything pertaining to operations of the defendant plant with the plea that the consumers might not lose and save the company from law-suits threatened by local operators. Mr. Lowe says nothing about compensating the consumers for meter deposits not due because of meter maladjustment, then arranging for resumption of work. The whole story is thrown up to the community which the gas man states has been warped into a hostile frame of mind by reason of the illegal action of this paper in attacking the company when the local manager was doing the best he knew how to keep the works going. This statement is impeached by another letter in which Mr. Lowe admits there has never been a competent manager in the Tonopah office since the plant was first placed in operation. He has fault to find with every one of his old employees, some of whom were only too faithful to their employer's interests to the extent of sacrificing their own comfort and convenience to make a favorable impression on consumers. When the plant began its first series of stops without notifying the public, Mr. Lowe says the Bonanza organized an opposition to the management that brought it to the disastrous consummation of failure. Mr. Lowe says the Bonanza should have shown some constructive effort in helping the company to weather adversity at a time when the only fault was the failure of a handful of oil to arrive and that this untoward incident should have been received in a different frame of mind. The statement is as full of the truth as a party all other assertions and is controverted by the account of the failure in the copy of the Bonanza to which the San Francisco man alludes. It is true that a carload of oil was delayed and failed to arrive in time to keep the gas generators going. But Mr. Lowe fails to state the another carload of oil substituted by the generosity of the Southern Pacific management did arrive and was at the depot for three hours before the local gas management knew of its appearance and not until it was depressed by the manager of this paper who was put by considerable trouble and expense in trying to place the gas company in a position where it might resume. The Bonanza did not need the gas as it had other consumers full back upon. But the Bonanza knew several hundred consumers meaning were suffering for want of the service to which they were entitled and therefore every effort was made to help the gas company along. The car of oil was on the tracks for three hours before any attempt was made to spot it at the gas house siding as an representative of the gas company appeared at the terminal station to give instructions. The car finally was delivered to the gas company through the instrumentality of the manager of the Bonanza by the special kindness of W. D. Forster, vice president and general superintendent of the railroad. That is how the Bonanza tried to handle the gas company which did not even thank Mr. W. W. Booth for his activity in landing a grave situation. If other statements of Mr. Lowe are on a par with his version of the foregoing the consumers can neither night as well cease further attempts to obtain any satisfaction.

SCHOOL LAWS ARE CLEAR

WHILE endeavoring to place the trustees of the Tonopah school district in a tight spot, a little sheet down the street indulging in statements which simply demonstrate the profundity of ignorance obtaining in that office. In the first place it is alleged that the trustees are endeavoring to shift a financial obligation in stating that no salaries will be paid to those after the conclusion of the Christmas vacation which ends January 6th. The paper goes on to state that each teacher has an annual contract by which she can hold the board for the full year's salary regardless of whether school opens or not. The assertion is so unreasonable and so palpably absurd that a moment's reading would have set any inquirer at rights with the law. Teachers do enter into contracts for the school term but every contract contains the provision that in the event of the schools remaining closed for a period of thirty days, the contract is null and void. Thirty days suspension of school activities means an automatic termination of the teacher's contract. The trustees have shown leniency amounting to indulgence to the employees who have been placed in an embarrassing position through no fault of their own. The schools reopened at the expiration of the first thirty days with a formal notice to pupils not to attend. The session was simply a means to an end by which the trustees showed their desire to hold within call the valuable staff organized after carefully studying hundreds of applications. The session was called and then a vacation taken for another thirty days at the expiration of which it was firmly believed the district would be freed from influenza and business permitted to resume in normal channels. The second session is nearing an end and the trustees feel they cannot continue paying \$2000 a month for services not rendered and in the interest of taxpayers they propose saving this money for a more useful purpose.

YELLOW MONEY FOR THE YELLOW MAN

ONE of these days this country will be called on to ship an aggregate of \$100,000,000 in good gold to Japan in return for the delivery of new steel ships contracted for that amount. The order was placed by the Wilson administration after the war and therefore cannot be classified as a measure demanded by the emergency which existed six months ago. The United States will furnish the steel which will be shipped across the Pacific to be erected by Japanese laborers. In this manner the yellow man, who is debarred from citizenship in this country, is enabled to compete with the honest, free and intelligent American who loses the opportunity

to find work after the war in shipyards that have closed through withdrawal of contracts. The only reason for placing shipbuilding orders in Japan is given by the government bureau of information: "because of the cheapness of labor." This is a rather candid confession from an administration which always has defended itself against the aspersion of being tainted with free trade proclivities.

SIGNAL SERVICE OF THE ARMY SUPERIOR IN SWIFT DELIVERY AND IN RAPID CONSTRUCTION

(Correspondence Associated Press) HEADQUARTERS OF AMERICAN EXPEDITIONARY FORCE, France, Nov. 28.—In an army the size of this, scattered throughout the length and breadth of France from the seacoast to the Swiss border, the problem of communication is second only if not of equal importance to that of supplies.

When the American forces came to France it was one of the first efforts on which American ingenuity and invention was directed and the signal corps, under which communications falls, met it as have the other organizations of the American expeditionary force. Existing French telegraph and telephone systems were overburdened. There was little left for us and Brigadier General E. Russell, chief signal officer, and his staff of experts tackled the job.

What they have done in construction is furnished in some statistics furnished to the Associated Press. The signal corps has built approximately 1750 miles of poles on which it has strung 4175 miles of wire. In addition about 2000 miles of American wire has been strung on existing systems for our use and it has raised and operated more than 3000 miles of French wire. Exchange lines to the extent of 12,750 miles have been built and to operate these lines it has 24 telephone offices, 795 telephone stations and 102 telegraph offices.

All through France, from the base ports to the front lines, occupied by the American forces, throughout our training areas, in fact nearly everywhere, the shining copper wires on American cross bar poles, so different from the European system, as a new feature of the landscape and frequently one heard newly arrived American soldiers exclaim "That's American." On main line systems with many wires the French customarily use two poles side by side and the wires are strung on cross bars between, and others on single insulators fastened direct to the pole.

The long distance telegraph and telephone system constructed by the signal corps is entirely maintained by its own personnel and in addition some 2000 miles of leased wire are maintained by it.

All this construction has been made by the signal corps battalions with implements and material from the United States with the exception of poles, most of which were obtained in France. In construction, maintenance and operation the standard practices of the United States have been followed and the American expeditionary force has been given service equal to the best obtainable in the commercial world and undoubtedly unrivaled in any army. Its men have followed troops wherever troops went, down front line trenches, over shell swept and machine gun raked areas to lay and keep their wires so that communications might be maintained. The signal corps has a long list of brave dead and brave wounded, more honored perhaps because they could not fight back.

The telephone service of the corps was opened on June 24, 1917, and since then there have been handled nearly nineteen million local calls and more than one million long distance calls.

Since the signal corps telegraph system began to function on August

on August 15 of last year more than five and one-half million messages have been handled, aggregating more than one-third of a billion words.

Manning these wires are many former members of the traffic department of the Associated Press, graduates of the key and the fastest wires in the world. Among them are Sergeant J. L. Holden, formerly of Dallas, Tex., who has charge of BLEND FAR FROM COMPLETE

Expert Finds Descendants of First American Families Little Affected by the Melting Pot.

Through an extensive study of members of some of the oldest American families, America as the "melting pot of the nations" proves to be but a partial expression for writers and observers—merely a phrase driven by those who do not trouble themselves about the precision of their figures of speech.

For four years Dr. A. H. Hrdlicka, a curator of the division of physical anthropology of the United States National museum, has had under way an investigation of the blending of the various types of humanity in America, which though not yet fully completed has resulted in the inevitable conclusion that the force of heredity is still strong to be radically altered in a century or two and that we must wait centuries longer to find a type which will justify the statement that America is in reality a "melting pot" of the nations. Doctor Hrdlicka finds that even the first material that went into the "pot" has not melted yet.

Several hundred members of the old white American stock have been measured most carefully and examined in many ways to find if the people making up this stock are tending to become alike of a new subtype of the human race is being formed here in America with intermarriage, environment and under the pressure of outward circumstances. Doctor Hrdlicka finds definitely that as yet such is not the case. His investigation shows that the descendants of the Pilgrim fathers, the Virginia cavaliers, the Pennsylvania Dutch and the Huguenots, while possibly not as much alike as their ancestors probably were, are still far from a real blend—Philadelphia Record.

A "CHUM" "What have you got?" asked the partner of the chauntain as he took his bell. "One pair," replied the chauntain, beckoning to the sleeping couple to come forward.—Boston Transcript.

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TONOPAH & TIDEWATER RAILROAD

Leave Goldfield 10:30 A. M. Monday, Thursday, Saturday.
 Arrive Los Angeles 8:30 A. M. Tuesday, Friday, Sunday.

Connections at Ludlow for Arizona and Southwest. Standard Sleepers leave Beatty Monday and Thursday for Los Angeles. Leave Los Angeles Tuesday and Saturday.

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